SUMMARY

The Peninsula Corridor Joint Powers Board (JPB) which operates the San Francisco Bay Area’s Caltrain passenger rail service proposes to replace the two-track railroad bridge that crosses Los Gatos Creek, in the City of San Jose, Santa Clara County, California. The Proposed Action is needed to address the structural deficiencies and safety issues of the Caltrain Los Gatos Creek railroad bridge to be consistent with the standards of safety and reliability required for public transit, to ensure that the bridge will continue to safely carry commuter rail service well into the future, and to improve operations at nearby San Jose Diridon Station and along the Caltrain rail line.

This Historical Resources Inventory and Evaluation Report evaluates the historic buildings, structures, and objects located within the study area for the Los Gatos Creek Bridge Replacement Project. The purpose of this document is to comply with Section 106 of the National Historic Preservation Act (NHPA), as amended, and the California Environmental Quality Act (CEQA), as it pertains to historical resources. The documentation of historic resources provided in this report will also be utilized in the review of the project under the National Environmental Policy Act (NEPA).

This report assesses whether the architectural resources located within the project study area are eligible for the National Register of Historic Places (NRHP) or are historical resources for the purposes of CEQA; that is, whether they are listed in, determined eligible for, or appear eligible for listing in the California Register of Historic Resources (CRHR), or a local register of historic resources. This report was conducted in accordance with the applicable sections of the National Historic Preservation Act of 1966 (16 USC 470), as amended, and the implementing regulations of the Advisory Council on Historic Preservation (36 CFR Part 800), as they pertain to federally-funded undertakings and Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

There are five historic period built environment resources within the project Area of Potential Effect (APE): the Los Gatos Creek Railroad Bridge; the San Carlos Street Overpass; Ross Tire & Automotive Building on Auzerais Avenue; Orchard Supply Hardware (OSH) on San Carlos Street; and a fragmentary remnant wall associated with the former Del Monte Plant # 3, a cannery that once stood directly west of the project area and was largely demolished. This report concludes that none of the surveyed resources meet the criteria for listing in the NRHP or CRHR, and none are historic resources under Section 106 or historical resource for the purposes of CEQA. Therefore, the proposed project will have no impact on historic architectural resources.
This report pertains to historic architectural resources only. Archaeological resources are not addressed in this report and are instead addressed in a separate Archaeological Survey Report.¹

Appendix A includes the DPR 523 forms for the evaluated properties. Appendix B includes relevant portions of the Caltrans Historic Bridge Inventory, addressing the San Carlos Street Overpass. Appendix C includes California State Historic Preservation Office correspondence regarding previous survey of the San Carlos Street Overpass and the Los Gatos Creek Bridge, concluding that neither are eligible for listing in the NRHP or CRHR.

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1. PROJECT DESCRIPTION

The purpose of this section is to describe the project location (Section 1.1), the purpose and need for the project (Section 1.2), and design elements and construction phasing for the project (Section 1.3)

1.1 Project Location

The Peninsula Corridor Joint Powers Board (JPB) which operates the San Francisco Bay Area’s Caltrain passenger rail service proposes to replace the two-track railroad bridge that crosses Los Gatos Creek, in the City of San Jose, Santa Clara County, California. As shown in Figure 1, the proposed project area, generally bounded by Caltrain’s San Jose Diridon Station to the north, Interstate 280 (I-280) to the south, Sunol Street to the west, and Royal Avenue on the east, occupies the width of the right-of-way (ROW) owned by JPB and extends a distance of approximately 0.4 mile.

Two tracks, Main Tracks 1 and 2 (MT-1 and MT-2), run parallel through the entire project area. MT-1 is owned by the Union Pacific Railroad (UPRR) for freight service and MT-2 is owned by the JPB for Caltrain service. Both tracks connect with San Jose Diridon Station Tracks 1 through 9 immediately south of the Park Avenue Overpass. From the Park Avenue Overpass, the double-track alignment continues southward for approximately 800 feet before passing beneath the West San Carlos Avenue vehicular bridge. Immediately south of the West San Carlos Avenue vehicular bridge, the two tracks turn in a southeasterly direction and extend approximately 200 feet across the Los Gatos Creek railroad bridge. The JPB owns and maintains the Los Gatos Creek railroad bridge. Both tracks continue southeast for approximately 500 feet before crossing Auzerais Avenue at grade. South of Auzerais Avenue, the double-track alignment continues for approximately 400 feet before reaching the project area's southern boundary immediately north of the I-280 overpass. Beyond I-280, the alignment continues south to Caltrain’s Gilroy Station.

1.2 Purpose and Need for the Proposed Project

The proposed project is needed to address the structural deficiencies and safety issues of the Caltrain Los Gatos Creek railroad bridge to be consistent with the standards of safety and reliability required for public transit, to ensure that the bridge will continue to safely carry commuter rail service well into the future, and to improve operations at nearby San Jose Diridon Station and along the Caltrain rail line. These project needs are discussed below.
Figure 1. Project Location Map
1.2.1 Existing Safety Concerns

The existing Los Gatos Creek Bridge measures 174 feet in length and 35 feet in width and is approximately 100 years old. The bridge is made up of two bridge types, steel girders on concrete piers and timber trestle on wooden pile bents (piers). There are a combined nine piers and bents in the creek including the abutments. Second-hand steel girders (now much older than 100 years) were used during the original construction of the bridge and contribute an additional risk for the structural failure of the bridge.

The existing bridge was inspected in 2005 and 2012 as part of the on-going JPB Bridge Program and many elements were found to not meet current load requirements. Although the steel spans are in good condition, the southerly timber trestle approach spans have been damaged by fire and have experienced moderate section loss. The bridge was evaluated per current industry requirements for the inspected condition and was found to rate below the current and projected service loads as well as the JPB design criteria for live load capacity (Cooper E80) for new bridges. The bridge was also analyzed for seismic capacity and found to be vulnerable during significant magnitude earthquakes.

Figure 2 shows two photographs from the most recent bridge inspection in 2012. The photographs highlight the deteriorating conditions of the bridge from the charring and rotting of the South bridge cap.

Figure 2. Deteriorating Conditions of Los Gatos Creek Bridge

The bridge has reached and exceeded the 75-year useful life for which it was designed. Due to its increasing age, the compromised condition of the southerly trestle approach spans, failure of some bridge elements to meet current and projected service loads, and vulnerability in the event of a significant earthquake, the Los Gatos Creek Bridge needs to be replaced with a new structure.
1.2.2 Need for a Tail Track

Caltrain currently operates 46 northbound and 46 southbound trains per weekday (for a total of 92 trains per day). Thirty-four of these trains originate and terminate at Tamien Station, located approximately 1.3 miles south of the Los Gatos Creek Bridge. All Caltrain service to Tamien Station and further south utilizes only one of the two tracks through the project area, MT-2.

The San Jose Diridon Station has recently completed an expansion program that included four new platform faces with extended platform lengths. The expansion allows for more trains to serve the San Jose Diridon Station and more passengers to access the Caltrain trains.

In addition to Caltrain, Altamont Corridor Express (ACE), Capitol Corridor, and Amtrak also serve Diridon Station. ACE currently operates three weekday trains to San Jose during the morning peak period and three weekday trains departing San Jose in the evening peak period. Capitol Corridor operates seven weekday trains originating and departing from San Jose Diridon Station (for a total of 14 trains per day). Amtrak Long Distance currently operates the Coast Starlight which serves San Jose Diridon Station with two trains per day (one northbound and one southbound). While ACE and Capitol Corridor trains terminate passenger service at Diridon Station, one Capitol Corridor train and three ACE trains use Tamien Station and the Tamien yard for layovers. These trains utilize MT-1 through the project area from San Jose Diridon Station to Tamien Station. Since MT-1 is owned by UPRR, freight service has priority use for the track.

Currently, the two tracks are sufficient to provide service through this rail corridor. However, several trains a day pass through the project area just to access the layover area at Tamien Station. There is no siding along this stretch of the Caltrain corridor; therefore non-revenue, non-passenger trains are traveling the full length between Diridon and Tamien Stations just to turn around. Moreover, other trains that terminate at San Jose Diridon Station have limited rail yard space to efficiently maneuver and change directions. A tail track extending south from San Jose Diridon Station would improve operations at San Jose Diridon Station and would be able to accommodate the trains otherwise laying over and changing direction at Tamien Station.

In addition, if there is a delay in one of the rail services, or if a train breaks down, the lack of any siding along this alignment creates a delay along the entire route. The tail track in the project area would also serve as a temporary, emergency layover area for a passenger train.

1.2.3 Purpose of the Proposed Project

The purpose of the proposed project is to replace the structurally deficient Los Gatos Creek railroad bridge and provide a tail track south of San Jose Diridon Station in order to:
- Ensure safe rail travel for Caltrain passengers and other users of the Los Gatos Creek railroad bridge;
- Improve operations at the San Jose Diridon Station and provide an efficient way for trains to change directions; and,
- Minimize system-wide delays by providing a temporary, emergency layover area.

Without the proposed project, the replacement of the Los Gatos Creek railroad bridge would not be completed and the bridge would continue to present a safety hazard to all users. In addition, operations at nearby San Jose Diridon Station would not be improved and system-wide delays would be likely to occur.

1.3 Project Description

The following sections describe design elements and construction phasing plan for the proposed project. The proposed project consists of replacing the existing Los Gatos Creek Bridge while maintaining rail services across the bridge. The new bridge will consist of a two-track alignment over Los Gatos Creek with the addition of a tail track extending south from Diridon Station. The addition of the tail track comprises Phase III of the South Terminal Project, which includes a variety of improvements at and near the San Jose Diridon Station to improve Caltrain operations along this corridor.

1.3.1 Project Elements

Figure 3 illustrates the elements of the proposed project. The existing bridge consists of a north abutment, three piers in the creek area, and a series of timber bent segments on the south end; the new bridge would have a north abutment, two piers within the creek area, and a south abutment. The two tracks that currently utilize this bridge are MT1 (owned by UPRR and on the east side of the bridge) and MT2 (owned by the JPB). The new bridge would be wider than the existing bridge, with the expansion occurring on the west side to accommodate the tail track to improve operations at the San Jose Diridon Station just to the north of the project area. The tail track and several temporary tracks, known as shoofly tracks, will be used to route trains around the area under construction in order to maintain active rail service across the bridge at all times. The ultimate alignments of MT1 and MT2 over the new bridge would be generally unaltered from their current configuration.
Figure 3. Los Gatos Creek Bridge Replacement / South Terminal Phase III Project Site Plan
The limits of the tail track are from approximately 300 feet north of West San Carlos Street 300 feet south of Auzerais Avenue, where it ties back into MT2 before the alignment crosses over I-280, the southern limit of the project area. Due to spacing requirements between adjacent tracks, minor right-of-way acquisitions from two parcels on the west side of the tracks would be required. Rock slope and scour protection (riprap) would be installed on the north bank of the creek.

Caltrain operates, and is required to operate, rail service on two tracks across the Los Gatos Creek Bridge at all times. In order to maintain continuous rail operations on both tracks, the construction of the replacement span must take place in three sections. Before work can start on any section, the channel flow must be diverted via a pipe and out of the way of the work. Only after the channel is diverted can the first section be constructed. Piles, piers, superstructure, and finally the track itself will be constructed only after the channel diversion is complete. However, during the winter months, when no work is taking place in the channel, the channel shall be returned to its original condition. Therefore, in order to construct the new piers and bridge superstructure, Los Gatos Creek would be realigned via a diversion channel or pipe three times during construction.

Proposed staging and laydown areas have been identified on the west side of the existing bridge. A portion of the staging area lies on private property and temporary construction easements would be needed for this area.

1.3.2 Construction Staging

Replacement of the Los Gatos Creek railroad bridge is estimated to last approximately 24 months starting in 2015. Work within the creek will be limited to only the time between June 15th and October 15th in order to accommodate sensitive environmental resources. As a result of the environmentally constrained window for work within the creek, the in-creek construction elements will be completed in two consecutive summer seasons. The construction stages and major work elements are outlined in Table 1.
<table>
<thead>
<tr>
<th>Construction Stage</th>
<th>Time period for Work</th>
<th>Construction Work Elements</th>
</tr>
</thead>
</table>
| 1 – Initial out-of-creek construction | Project Start to June 15 | - Relocate fence by staging area  
- Relocate overhead and underground utilities as required  
- Construct north end of tail track up to bridge approach area  
- Install shoring and grade temporary access ramp/roads  
- Construct southwest wingwall for abutment 4 |
| 2 - Season 1 in-creek construction | June 16 to October 14 | - Add tie-backs and shoring as needed  
- Grade temporary access roads into creek area  
- Construct temporary creek diversion, new sanitary sewer line under the creek, and piers 2 and 3 for new tail track bridge  
- Install precast abutments and southwest wingwall caps and remove tie-backs  
- Adjust shoring and remove access ramps  
- Reset channel flow |
| 3 - Winter out-of-creek construction | October 15 to June 15 | - Construct tail track bridge superstructure  
- Tail track over new track bridge  
- Install new fiber optic and other electrical associated with new bridge  
- Cut in tail track at ends on train free weekends and begin operations |
| 4 - Season 2 in-creek construction | June 16 to October 14 | - Remove tie-backs under MT2 track and add tie-backs and shoring for MT1  
- Grade temporary access roads into creek area  
- Construct temporary creek diversion  
- Cut timber deck and remove existing MT2 section of bridge superstructure, piers, and abutments  
- Construct piers, abutments, and superstructure for new MT2 bridge  
- Construct MT1 shoofly on approaches and across MT2 bridge  
- Grade temporary access roads into creek area  
- Remove exiting MT1 section of bridge superstructure, piers, and abutments  
- Construct piers and abutments for new MT1 bridge  
- Grade new creek channel, regrade upstream channel embankment, and place riprap  
- Remove access roads from creek area and regrade downstream channel embankments |
| 5 - Finish out-of-creek construction | October 15 to project completion | - Construct superstructure for new MT1 bridge  
- Construct new MT1 track on new bridge  
- Remove remaining access road segments  
- Remove temporary MT1 shoofly and return service to MT1 mainline track  
- Remove temporary tail track connection and return service to MT2 mainline track |
2. REGULATORY FRAMEWORK

Section 106 of the National Historic Preservation Act (NHPA)(16 USC 470 et seq.) requires federal agencies to take into account the potential effects of their activities and programs on historic properties. This includes the identification of properties that are listed in or are determined eligible for listing in the National Register of Historic Places (NRHP), the assessment of the potential for adverse effects to these properties, and development of mitigation measures that would serve to avoid and/or limit potential adverse effects. Guidelines for implementing Section 106 requirements are promulgated by the Advisory Council on Historic Preservation (ACHP) in “Protection of Historic Properties” (36 CFR 800).

The eligibility criteria for listing properties in the NRHP are codified in 36 CFR Part 60 of the NHPA. They are further expanded upon in numerous guidelines published by the National Park Service. Eligibility for listing in the NRHP rests on twin factors of significance and integrity: a property must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm the historical significance a resource may possess and render it ineligible. Likewise, a resource can have physical integrity, but if it lacks significance, it must also be considered ineligible.

Historic significance is judged by applying NRHP Criteria A through D. Properties may be significant at the local, state, or national level. Integrity is determined through applying seven factors to the historic resource. Those factors are location, design, setting, workmanship, materials, feeling, and association. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven criteria and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed. Additionally, certain property types, such as commemorative or moved properties or those that are less than fifty years old, are usually excluded from consideration for listing in the NRHP, but can be considered for listing if they meet the requirements of the Criteria Considerations in addition to meeting one or more of the standard eligibility criteria.

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CEQA requires the evaluation of historic resources using the criteria set forth by the California Register of Historic Resources (CRHR). The eligibility criteria for listing a property in the CRHR closely parallel that of the NRHP (NRHP Criteria A through D correspond to CRHR Criteria 1 through 4). Application of CRHR criteria is similar to the application of NRHP criteria and each resource is examined for its integrity and significance at the local, state, or national level.
3. METHODOLOGY FOR IDENTIFYING HISTORICAL RESOURCES

Planners and engineers for the Peninsula Corridor Joint Powers Board (JPB) and their consultants (Louis Berger and JRP) established the Area of Potential Effects (APE) for this project largely based upon the existing railroad right-of-way (ROW) within which Caltrain operates, extending outward to include adjacent parcels where the project footprint would extend beyond the existing right-of-way (Figure 3). The Los Gatos Creek Bridge is located at Mile Post 47.95. The APE for this project varies in width around the existing bridge, but typically incorporates approximately 40 feet on either side of the railroad tracks as well as several parcels that are outside the railroad right-of-way where the project footprint—including temporary activities related to construction staging, laydown, and access—extends beyond the existing ROW.

Within this APE, JRP undertook a review of previous documentation evaluating the bridge and other potential historic resources; i.e., buildings, structures, and objects. JRP reviewed previous studies conducted within the APE, including the “Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)” (JRP, 2001). JRP reviewed the current listings of the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), California Historical Landmarks, and Points of Historical Interest publications and updates, as well as the City of San Jose Historic Resources Inventory. JRP searched these inventories, as well as the Office of Historic Preservation (OHP) “Directory of Properties in the Historic Property Data File” for Santa Clara County, as of April 2012, and the Caltrans Historic Bridge Inventory. To verify addresses, dates of construction, and ownership for properties in areas outside of the JPB / UPRR right-of-way, JRP examined county assessor records through First American Real Estate Solutions and city building permit records.

JRP visually inspected and recorded properties within the project APE to identify resources more than 45 years old, or constructed in or before 1968. As discussed in the Summary, the APE contains five resources that were constructed within the historic period: the Los Gatos Creek Railroad Bridge; the San Carlos Street Overpass; Ross Tire & Automotive Building on Auzerais Avenue; Orchard Supply Hardware (OSH) on San Carlos Street; and a fragmentary remnant wall associated with Del Monte Plant # 3, a former cannery that once stood directly west of the project area but was demolished in 2006. An additional parcel within the APE was not subject to survey because it contains a building constructed in the 1980s, after the historic period. JRP qualified historians / architectural historians conducted field verification of the resources in the APE in February of 2013. All JRP principals and staff who worked on this project acquired the appropriate safety training. The resources were documented from locations adjacent to, but outside of, the railroad right-of-way.
Figure 3. Project Architectural APE.
JRP undertook general and property-specific research in addition to review of previous studies to provide the appropriate historic context for evaluation. JRP conducted this research at the following libraries and repositories: California State Library, Sacramento; San Jose Public Library; History San Jose; libraries at the University of California, Davis; San Jose City Planning and Building Department records; and JRP’s extensive in-house library.

This report is divided into eight sections. The historical themes of development of the area are discussed in the historical overview in Section 4. The description and historical evaluation of the resources are summarized in Sections 5 and 6. Section 7 includes a summary of the study’s findings and conclusions. Section 8 lists professional qualifications of the staff leading this study, and references for materials consulted are listed in Section 9. In addition, JRP completed Department of Parks and Recreation (DPR) 523 forms for the subject properties following guidelines set by OHP. These DPR 523 forms are located in Appendix A.
4. HISTORIC CONTEXT

This section presents the historic context for the properties in the APE, including general historic background regarding the settlement and growth of this area during the late nineteenth and twentieth centuries, addressing themes of railroad transportation as well as agricultural, industrial, and commercial development. This background information is an essential component of evaluating the historic significance of the properties in the APE because some of the National Register of Historic Places criteria for historic significance are based on the relationship between the structure and historic events or people.

4.1. Santa Clara County: 1849-1945

Santa Clara Valley was one of the state’s foremost agricultural regions for over a century, beginning in the mid-1800s and continuing into the post-World War II era. Through the 1870s, the fertile valley was a wheat and grain capital, as well as home to a burgeoning wine industry. Vineyards and wineries continue to be a part of the valley’s agricultural base today, but by the turn of the nineteenth century wheat and barley had been almost totally abandoned in favor of orchard crops, particularly apricots, plums, and cherries. Accompanying this rise in orchard development was a surge in fruit processing, with a number of canneries and fruit processing facilities developing in Santa Clara Valley and San Jose. One of these, the San Jose Fruit Packing Company, was developed adjacent to the current study area, bound by Los Gatos Creek, the Southern Pacific Railroad spur north of the present-day Los Gatos Creek Railroad Bridge, and Auzerais Avenue. Established in 1893, the plant developed through much of the twentieth century, becoming the California Packing Corporation in 1917 and Del Monte in 1967. While the plant was demolished in 2006, several isolated built environment features remain on the former cannery site, including one remnant wall in the project APE (see Appendix B for DPR 523 form addressing the property).

After World War II, rapid urbanization in the Bay Area and the advent of high technology industries in the Santa Clara Valley altered the agricultural character of much of the South Bay area, leading to the growth of large cities like San Jose. Despite this economic and social shift, Santa Clara County remained a top producer of certain crops as late as 1960. At that time, county orchards produced apricots, prunes, cherries, and pears. In subsequent years, most of the agricultural land gave way to modern residential, commercial, and industrial complexes transected by modern freeway corridors.3

4.2. Early Development of San Jose: 1848-1899

Settlers from the eastern United States began to superimpose an American character on the Hispanic town of San Jose during the 1840s and 1850s, in the form of a grid system of streets and blocks familiar from eastern cities. After the completion of initial surveys, San Jose’s main core covered an area about three miles wide. In the late nineteenth century, San Jose became a mercantile and financial center for the Santa Clara Valley and the southern San Francisco Bay Area. Several outlying areas on the edges of San Jose’s corporate limits were subdivided for residential development during this period, although the west side of the city did not undergo substantial physical development until the early twentieth century. Rather, the area containing the APE was characterized by semi-urban farmsteads well into the 1920s.4

In addition to infrastructural and physical development within the city, San Jose became increasingly connected to suburban development along the Southern Pacific rail line. While a variety of streetcar companies met local transportation needs, from 1870 onward the Southern Pacific’s peninsula route offered freight and long-distance passenger services, with 26 stops between San Francisco and Gilroy, including San Jose. This rail connection between San Francisco and the southern Bay Area encouraged suburban commercial and residential development in Santa Clara County in the late nineteenth and early twentieth centuries.5

4 Clyde Arbuckle, Clyde Arbuckle’s History of San Jose (San Jose, CA: Smith & McKay, 1985), 55-59; Santa Clara County Assessor’s Records, Map Book A, page 12.
5 Donald Hofsommer, The Southern Pacific, 1901-1985, 4-8; John R. Signor, Southern Pacific’s Coast Line, 9.
San Salvador Street (later changed to the present-day Auzerais Avenue) formed the southern edge of one such mixed-use area of San Jose around the turn of the twentieth century. Single-family homes occupied the area east of Los Gatos Creek, between San Salvador and San Carlos Streets. West of the creek, the Southern Pacific line turned to the southwest to connect with the Coast Line. Industries operating in the area around the railroad tracks and San Salvador included the San Jose Fruit Packing Company and a lumber mill. Orchards occupied much of the area to the south, marking this neighborhood as the southern edge of San Jose’s development in 1900 (Figure 1).7

Figure 1: Detail from 1901 Bird’s Eye Map of San Jose depicting Study Area
(N.J. Stone, San Jose, California)

This area and much of central San Jose changed in the following decades as the Southern Pacific began a period of modernization and expansion. Extensive development of the SPRR line though Santa Clara County began soon after Edward Henry Harriman gained control of the

SPRR in 1901. Harriman expanded the modernization plans begun by his predecessor by adding 960 miles to the route, 120 miles of secondary track and nearly 1,100 miles of siding to the line, including a secondary track between San Jose and San Bruno in preparation for the Bayshore Cutoff construction (completed in 1907) and in use by 1903.

At this time, agricultural land still surrounded San Jose, with more than 100,000 acres of fruit orchards and local canneries shipping over 4,000 carloads of fruit products annually by 1919. This increase in traffic was spurred system-wide when the federal government took control of rail and steam transportation throughout the US for just over two years during World War I as the US Railroad Administration oversaw troop and supply shipments.

Southern Pacific continued its modernization program through the 1920s and 1930s. The Newhall Yard was constructed in 1927 between the Santa Clara and College Park stations to handle the increasing freight carried by the railroad. The improvements also included continued double tracking of the main line, construction of a large new passenger station (originally Cahill, now Diridon Station), and the completion of a roughly six-mile bypass of congested downtown San Jose. The bypass alignment ran from College Park Station, along the existing Santa Cruz branch line to San Carlos Street, and then along about five miles of new right-of-way to meet with the original main line at Lick. The Great Depression and opposition by residents in the bypass area complicated the project, but construction began in 1933, and the new line opened for traffic in 1935.

The completed bypass boasted many new components, including eight grade separations along important streets and roads, including the San Carlos Street Overpass, eliminating the 24 dangerous at-grade crossings located along the original 4th Street alignment through the city. The bypass included newly constructed bridges, including the Los Gatos Creek Bridge, which was constructed as part of the program in 1935 (see Appendix B for DPR 523 form for the railroad bridge). The work, and the increased rail traffic it engendered, served to displace a

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12 Signor, Southern Pacific’s Coast Line, 84-85, 100; Fred A. Stindt, “Pennisula (sic) Service: A Story of Southern Pacific Commuter Trains,” The Western Railroader, 23.
13 Signor, Southern Pacific’s Coast Line, 84-85 and 100-105; Fred A. Stindt, “Pennisula (sic) Service: A Story of Southern Pacific Commuter Trains,” The Western Railroader, 23.
number of homes that stood along San Salvador west of Royal Avenue. Thus, the bypass also changed the character of established residential areas along its line, encouraging further industrial and commercial development along the line.\textsuperscript{14}

Mobilization for the nation’s entrance into World War II provided a rigorous test for the new rail improvements. Wartime traffic increased dramatically as troops and construction materials for military construction projects were shipped throughout the state. In addition, fuel rationing and other wartime restrictions also encouraged peninsula commuters to ride the train, and about 13,000 riders a day used the line during the height of the war.\textsuperscript{15}

\subsection*{4.4. Santa Clara County and the City of San Jose: 1946-1990}

The growth of the Bay Area spiked dramatically during the war and the decades following, as it did for many metropolitan areas across the country. This population explosion, however, had a slightly different character in the South Bay. Before the war, the landscape of this area was largely open and clearly divided between the small city of San Jose, the little town of Santa Clara, and a few small communities that were little more than crossroads. At the end of the war, much of the land outside these cities still consisted of open fields, pastures, and orchards; today, however, modern residential, commercial, and industrial complexes transected by modern freeway corridors dominate the area. Despite this growth, Santa Clara County remained a top producer of certain crops through the 1950s, including apricots, prunes, cherries, pears, cucumbers, and cauliflower.\textsuperscript{16}

The abundance of orchard production in the county fostered an array of associated businesses, including the previously discussed San Jose Fruit Packing Company (later California Packing Corporation and Del Monte) that developed along Los Gatos Creek. In addition to sprawling processing facilities, a number of ancillary equipment and supply businesses developed to support the industry, including Orchard Supply Hardware (OSH). The company began as a small farmer’s cooperative in 1931, with thirty farmers; mostly prune growers, each pledging thirty dollars in a cooperative buying pool.\textsuperscript{17}

\begin{footnotes}

\textsuperscript{15} Signor, \textit{Southern Pacific’s Coast Line}, 142-147; Charles McCaleb, \textit{Tracks, Tires & Wires: Public Transportation in California’s Santa Clara Valley}, (Glendale, CA: Interurban Press, 1987), 141. American military personnel were not the only war related railroad passengers. Thousands of Japanese Americans and immigrants were transported to detention camps in the later years of the war via rail car, as were German and Italian prisoners of war (Signor, \textit{Southern Pacific’s Coast Line}, 146-147).

\textsuperscript{16} Parsons and McCorkle, “A Statistical Picture of California’s Agriculture,” 59-61; and Matthews, “The Los Angeles of the North,” 459-461.

\textsuperscript{17} First American Real Estate Records (FARES): 720 West San Carlos Street; Orchard Supply Hardware, “About Us,” accessed March 6, 2013: \url{http://www.osh.com/eng/aboutus/aboutus.cfm}
\end{footnotes}
By the 1940s, the small cooperative had evolved into a thriving hardware business, with orchard supplies, general tools, and housewares. The company opened their third store in 1946, at 720 West San Carlos Street, in the current study area (Illustration 2). As initially constructed, the location had a rail-served warehouse and 26,000 square feet of retail space. Over the decades more warehouses were added, and the property currently has 62,000 square feet of commercial space (see Appendix A for DPR 523 form addressing the property).\(^\text{18}\)

Although farms in the area remained productive during the middle part of the twentieth century, San Jose grew steadily between 1950 and 1970, with the area of the city expanding from seventeen to almost 140 square miles. Immigrants drawn to wartime industries, followed by returning veterans and their families, caused an equally dramatic population growth within the city – from around 95,000 at the end of the war to almost 446,000 in 1970.\(^\text{19}\) This population growth was accompanied by a dramatic spike in automobile traffic, as well as a growing demand for auto service businesses. One of these businesses, a tire repair shop (currently Ross Tire and Automotive), opened in 1957 on the small wedge of land bounded by the Southern Pacific bypass line on the east, Los Gatos Creek on the west, and Auzerais Avenue (formerly San


\(^{19}\) Parsons and McCorkle, “A Statistical Picture of California’s Agriculture,” 59-61; and Matthews, “The Los Angeles of the North,” 459-461.
Salvador) on the south (Photograph 1). This formerly residential area had become a commercial area along the railroad line, with the OSH store and its warehouses built in 1946 and the California Packing Corporation facility west of Los Gatos Creek. At the turn of the twentieth century, this location had stood along the southern edge of the city limits, with agricultural land to the south; by the 1950s, however, the city boundaries extended well south of Auzerais Avenue, with residential and commercial areas occupying the former orchards and farmlands.20

Photograph 1: Southern Pacific Train Over Los Gatos Creek Bridge, 1960s, view looking south. Ross Tire can be seen to the right of the train, and part of the OSH store at the left. (Photo credit Coast Daylight Gallery)

The economic breadth of San Jose and the surrounding communities continued to expand in the latter decades of the twentieth century, with the development of defense-related and computer-based industries that would come to dominate the area. Automobile manufacturers, the aerospace industry, and the electronics industry established manufacturing plants in the area during the 1950s and 1960s, resulting in a patchwork of development that included modern office and industrial complexes interspersed amidst established residential, commercial, and agricultural areas.21

21 Matthews, “The Los Angeles of the North,” 462-463; and Payne, Harvest of Change, 175-182. Truck gardens are farms or gardens that typically grow produce for sale locally.
Southern Pacific continued its defense-related service through the last days of World War II, transporting about 500,000 soldiers a month between August and December of 1945 as soldiers returned from the Pacific Theater. By the following spring, the railroad returned to its regular passenger service, with improved travel time developed from the mandates of wartime service. Civilian freight service also returned and expanded during the 1950s, reflecting the general growth of the economy in California and elsewhere. In 1953, Southern Pacific offered the first expedited “piggyback” service, a precursor to containerized freight systems that utilized a flatcar built to haul loaded truck trailers with or without the truck cab. Piggyback freight trains were so successful that the Southern Pacific moved more trailers this way than any other transportation company by 1957.22 Coinciding with the increased volume of shipments, Southern Pacific began replacing its steam locomotive stock with diesel power, phasing out steam engines on its freight and passenger routes system-wide. By the mid-1950s, diesel locomotives dominated the switching yards and most of the Coast Line. The commuter steam trains of the Peninsula were the last to go, with the last run in January 1957.23 Southern Pacific regularly installed new tracks, ties, ballast, and other equipment during this period to improve its system and update service to its industrial customers in the region.24

The expansive number and scope of post-war highway projects in the state during the period reflected the trend towards commuting in personal vehicles, and although many riders still utilized the train, commuter ridership fell precipitously during the period. By the mid-1950s, ridership on the Peninsula Line dropped to about 16,000 commuters a day, not much more than wartime levels of about 13,000. Southern Pacific announced in 1964 that its Peninsula commuter service was losing $650,000 a year while serving about 11,500 riders a day, and the company actively sought to abandon unprofitable runs.25 Freight rail traffic in San Jose also began to wane in the late 1970s and 1980s, as the once lucrative cannery and fruit packing industry declined and much of the remaining agricultural business shifted to truck transportation. The Union Pacific Railroad (UPRR) acquired Southern Pacific in 1996, ending a long period of Southern Pacific domination of the state and Bay Area.26 The State of California eventually took

over Southern Pacific’s former commuter operations, at a cost of $250 million paid by San Francisco, San Mateo, and Santa Clara counties. The California Department of Transportation (Caltrans) was chosen to oversee management of the line, including passenger service, fares, maintenance, and operations. The new commuter rail service was named “Caltrain,” and continues to be an important commuter component of the Bay Area.27 The three counties along the line, San Francisco, San Mateo, and Santa Clara formed the Peninsula Corridor Joint Powers Board (JPB) in 1987 in an effort to save the flagging operation and planned to have the newly created entity take over at the expiration of the Caltrans contract. JPB purchased the right-of-way from San Francisco to San Jose, as well as trackage rights from San Jose to Gilroy in late 1991.28

The rail system between San Francisco and Gilroy has continuously evolved during nearly 140 years of Bay Area development and is now a component of a remarkable and complex transportation network that includes highways, light rail, and Bay Area Rapid Transit (BART).29 Currently, Caltrain offers a dense schedule of weekday and a regular weekend service between San Francisco and San Jose and a more limited program of service to Gilroy. The agency owns 29 locomotives and 128 cars currently operated by Transit America Services and serves 32 stations between San Francisco and Gilroy. JPB has maintained steady increases in ridership for the duration of its ownership of the line, with a reported 70 percent increase in ridership between 1997 and 2008.30

As discussed in this historic context, the historical development of the study area has been defined by San Jose’s—and Santa Clara Valley’s—evolution from a relatively isolated agricultural area to a sprawling metropolitan city. Transected by rail lines that were established and expanded over centuries, the small area along Los Gatos Creek is characterized by layers of physical development, with vestiges of early twentieth century commercial cannery and processing development as well as mid-twentieth century commercial services development, including that related to auto and agricultural and hardware supply. In recent years, as traditional industries such as canning have waned, much of the area has been redeveloped, with intensive residential construction replacing former industrial uses. In this manner, the area continues to evolve as part of the larger urban area of San Jose and the South Bay.

28 “Caltrain – San Francisco to Gilroy” and “Caltrain’s History,” available online at [www.caltrain.com](http://www.caltrain.com), (accessed June 2008); Signor, *Southern Pacific’s Coast Line*, 272.
5. DESCRIPTION OF HISTORIC RESOURCES

The project area is located in southwest San Jose in an area that is primarily light industrial with some residential and a few heavy industrial areas. The project Area of Potential Effect (APE) encompasses the Los Gatos Creek Railroad Bridge; the San Carlos Street Overpass; Ross Tire & Automotive Building on Auzerais Avenue; Orchard Supply Hardware (OSH) on San Carlos Street; and a fragmentary remnant wall associated with the demolished Del Monte Plant #3, a former cannery which once stood directly west of the project area. The resources are described below, with more detailed inventory and evaluation provided in the DPR 523 forms in Appendix A.

Los Gatos Creek Railroad Bridge (M.P. 47.95) was constructed in 1935 and was previously evaluated in 2000 for the Caltrain Electrification Project. Updated DPR 523 forms were prepared for the bridge for this project, with the original evaluation appended to the update form in Appendix A. From the time of its original construction through the present, the railroad has employed various types of bridge construction on the route between San Francisco and Gilroy. Los Gatos Creek Bridge is a ballast deck stringer structure with wood side walls and a wood post railing. The 118-foot long bridge deck is composed of steel stringers supported by three concrete piers. The evaluation of the bridge in 2000 concluded it was not eligible for listing in the NRHP or CRHR, and SHPO concurred with this finding in 2002 (see Appendix C for a copy of the concurrence letter).

The San Carlos Street Overpass (M.P. 47.89) was constructed in about 1932. The bridge was constructed to convey automobile traffic over Los Gatos Creek, the Southern Pacific Railroad tracks, and several local cross streets and was part of a spate of grade separations built during the Southern Pacific modernization period of the 1930s. With a total length of 978 feet, the concrete girder bridge is supported by 19 piers and has a restrained classical silhouette defined by a low balustrade and gently curved form. The bridge was documented in 1992 on a Historic Resources Inventory Form, although the form did not fully evaluate the property under the NRHP or CRHR criteria. Subsequently, the bridge was evaluated as part of the Caltrain Electrification Project in 2000 and determined to be ineligible for listing in the NRHP and CRHR. Additionally, the structure is listed in the Caltrans Historic Bridge Inventory as a Category 5 Bridge, ineligible for listing in the National Register. The 1992 and 2000 forms addressing the building are included in Appendix A. The relevant page of the Caltrans Historic Bridge Inventory is included as Appendix B, and a copy of the SHPO concurrence letter is included in Appendix C.

Ross Tire & Automotive was built at 741-755 Auzerais Avenue in 1957 as a tire repair shop named “Tire Recap.” The property was inventoried and evaluated on a DPR523 form as part of this study, see Appendix A. The building continues to function as a tire repair shop, has a
rectangular plan, and rests on a poured concrete foundation, with raised-rib metal panels sheathing the walls and roof. The main facade, located on the southeast side, features four bays of varying dimensions that are set with metal roll-up doors, and three variously-sized vinyl framed windows. An asphalt parking fills the lot southeast of the shop, while the lot to the northwest is unpaved with areas of gravel. Signage includes a lighted sign on a pole and a rectangular sign mounted on the roof above the garage bays. Remnant tires, machinery, and automobiles are stored on the lot to the rear of the building. The building was found by this study to be ineligible for listing in the NRHP or CRHR because of a lack of significance. The conclusions are discussed in more detail in the following section and in the DPR 523 form that addresses the property in Appendix A.

Orchard Supply Hardware (OSH) is a large commercial complex at 720 West San Carlos Street that was constructed in 1946. The property was inventoried and evaluated on a DPR523 form as part of this study, see Appendix A. The property consists of a large tilt-up concrete commercial building with a number of service and storage sheds to the south. The commercial building has prominent curved glass storefront entry, with steel frame and glass display windows extending along the east side of the building. The remainder of the building is relatively utilitarian, with a loading dock and service and storage areas on the south and west sides of the building. The secondary storage sheds on the property are of steel frame construction with metal siding. As originally conceived, a spur from the Southern Pacific rail line extended to these storage sheds; however, this connection is no longer maintained. The property was found by this study to be ineligible for listing in the NRHP or CRHR because of a lack of significance. The conclusions are discussed in more detail in the following section and in the DPR 523 form that addresses the property in Appendix A.

The final resource in the survey population is a remnant wall that is associated with the Del Monte Plant #3 (formerly California Packing Corporation), which was demolished in 2006. The wall is located immediately south of Dupont Street, just south of the elevated San Carlos Street Overpass, and currently stands as a decorative landscape feature in a modern townhome development that was constructed following the demolition of the cannery. The wall is one of eight salvaged features from the cannery that were placed throughout the residential development and none of the other features is within the current project APE. The wall was originally a component of Warehouse #20, which was a concrete pear storage shed. This remnant commemorative feature was found by this study to be ineligible for listing in the NRHP or CRHR because of a lack of significance and integrity. The conclusions are discussed in more detail in the following section and in the DPR 523 form that addresses the property in Appendix A.
6. EVALUATION OF HISTORICAL RESOURCES

This section provides the evaluation of the historic resources described in Section 5.0 in terms of the criteria for eligibility to be listed in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). The evaluation criteria are summarized in Section 2.0, Regulatory Framework. Of the resources surveyed for this project, none appears to be eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR).

The evaluation was consistent with the environmental regulations for federally-funded undertakings as mandated in Section 106 of the NHPA and the implementing regulations of the Advisory Council on Historic Preservation (ACHP). The properties have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) using the criteria outlined in Section 5024.1 of the California Public Resources Code.

6.1. Los Gatos Creek Bridge

Previous evaluations have concluded that the Los Gatos Creek Bridge does not meet the eligibility criteria for listing in the National Register or California Register (see following paragraph). The bridge is generally associated with the Southern Pacific’s San Jose bypass project of the 1930s, but it is not a significant representative within that historic context (Criterion A). This railroad infrastructure does not have direct or important association with any significant person important within the context of this development program (Criterion B). The structure does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains some historic integrity, the Los Gatos Creek Bridge does not meet the criteria for listing in the NRHP because it does not have historical significance. Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not meet the significance criteria as outlined in those guidelines.

The resource was previously evaluated in 1991 by Elizabeth McKee of Caltrans District Four as part of an inventory and evaluation of 123 other buildings and structures along the San Francisco Peninsula Commute right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. For that study, McKee used sample evaluations, and while the Los Gatos Creek was found ineligible for the National Register, it was not individually evaluated at that time. JRP evaluated the bridge in 2000 for the “Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)” and concluded that it was not eligible for listing in the National
Register or California Register. SHPO concurred with the conclusions of that study, as detailed in the concurrence letter included as Appendix C. JRP field checked the property in 2013 for the current project and prepared an update DPR 523 form to document that the conclusion of the previous evaluation is still valid. See Appendix A for original form and update. The current study finds that the structure remains ineligible for listing in either the NRHP or CRHR.

6.2. San Carlos Street Overpass

Previous evaluations have concluded that the San Carlos Street Overpass does not meet the eligibility criteria for listing in the National Register or California Register (see following paragraph). Additionally, the bridge is listed in the Caltrans Historic Bridge Inventory as a “Category 5” bridge, meaning that it is ineligible for listing in the NRHP (see Appendix B). Like the Los Gatos Creek Bridge, the bridge is generally associated with the Southern Pacific’s San Jose bypass project of the 1930s, but it is not a significant representative within that historic context (Criterion A). This roadway infrastructure does not have direct or important association with any significant person important within the context of this development program (Criterion B). The structure does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains some historic integrity, the San Carlos Street Overpass does not meet the criteria for listing in the NRHP because it does not have historical significance. Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and does not meet the significance criteria as outlined in those guidelines.

JRP evaluated the bridge in 2000 for the “Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)” and concluded that it was not eligible for listing in the National Register or California Register, this evaluation is included in Appendix A. SHPO concurred with the conclusions of that study, as detailed in the concurrence letter included as Appendix C.

Although the bridge has been determined to be ineligible for listing in the NRHP or CRHR and as such is not a historical resource for the purposes of CEQA, the resource was previously evaluated in 1992 by Glory Anne Laffey as part of the City of San Jose’s historic resources survey update. While Laffey did not evaluate the overpass using National or California Register criteria, the form indicates that the City of San Jose found the structure to be of local interest. As such, the structure is currently listed in the San Jose Historic Resources Inventory as a “Structure
of Merit,” although it is not formally listed as a City Landmark or within a City Landmark Historic District. This 1992 evaluation is included in Appendix A for reference.31

6.3. 741-755 Auzerais Avenue – Ross Tires & Automotive

The commercial building at 741-755 Auzerais Avenue was constructed during the post-war expansion of San Jose, in a period when residential, commercial, and light industrial development was rapidly changing San Jose from a primarily agricultural town to a diversified hub of the metropolitan Bay Area. The property was part of a spate of construction in the western portion of downtown San Jose, as a number of commercial and light industrial properties developed along the auto and railroad corridors traversing the area. As a modest and utilitarian commercial property, this tire repair shop is not an important representative of this post-war development context. The property does not have direct associations with important events, trends or patterns of development related to the industrial or commercial history of the area (NRHP Criterion A, CRHR Criterion 1). Research did not reveal that the property owners or occupants of the tire shop gained historical importance within their field of endeavor, (NRHP Criterion B, CRHR Criterion 2). The property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master. Rather, the modest property is of a common design and structural type, and is representative of a basic utilitarian function. As such, the building is not eligible for listing in the NRHP or CRHR under either Criterion C or Criterion 3. Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D, CRHR Criterion 4), but the building at 741-755 Auzerais Avenue is not a principal source of important information in this regard. The full DPR 523 evaluation is included in Appendix A.

6.4. 720 West San Carlos Street—Orchard Supply Hardware

The Orchard Supply Hardware (OSH) commercial property at 720 West San Carlos Street was established in 1946. The location was the third that was developed by the company, which had initially been established as a farmer’s cooperative called “Orchard Supply” in a rented warehouse on Bassett Street in Central San Jose in 1931. By 1946, business had grown considerably, with a wave of post-war development supporting a rapid rise in the hardware and housewares component of the store. By the 1950s, the cooperative had transitioned to a hardware store, and by the 1960s the newly-termed “Orchard Supply Hardware” had begun its development as a local chain store. By the 1970s, the store had opened locations across Northern

California. At present, the company operates stores across the state, serving a large hardware, gardening, and home goods market.

As initially conceived, the property featured ample parking, storehouses, a main commercial building, and an associated railroad spur for product delivery. While much of this assemblage remains intact, the railroad spur is no longer operational, new warehouses have been added to the property, and the main commercial building has undergone substantial modifications to the original design, including modifications to the steel-frame and glass modern storefront and a large 1960s addition to the north side of the building.

The OSH property was part of a spate of commercial construction in the post-war period in San Jose and the South Bay, as a surge in population reshaped the formerly agricultural area. While the property is generally associated with this social, demographic, and economic transition, as a modest and altered commercial facility it does not possess any direct associations that merit recognition under Criterion A within this context. Although the building is associated with the development of OSH, which has become a successful and widespread franchise, this general relationship does not convey direct and important associations under Criterion A. The building does not have direct associations with any important individuals within this development context. The property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C). Rather, the property is of a common design and structural type, and is representative of a basic and evolving utilitarian function. Further, the building has been substantially altered since construction, most notably with a major 1960s addition that altered the functional and aesthetic design of the storefront facing San Carlos Street. As such, the building the building lacks both architectural significance and integrity of design, materials, and workmanship. Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D, CRHR Criterion 4), but this commercial building is not a principal source of important information in this regard. The full DPR 523 evaluation is included in Appendix A.

6.5. Remnant Wall: Del Monte Plant # 3

The remnant wall from the former Del Monte Cannery, which was demolished in 2006, is located directly south of Dupont Street in the Monte Vista Townhome Development. The wall is one of eight salvaged commemorative features from the Del Monte Cannery that were placed around the townhome site as mitigation for the demolition of the cannery. As described in greater detail in the DPR 523 in Appendix A, prior to demolition the former cannery had been recognized as a San Jose Structure of Merit, although upon demolition the cannery was removed from the inventory.
As a physical remnant of the demolished cannery, the salvaged wall from Del Monte Plant #3 no longer conveys its potential historic significance and does not retain integrity of location, design, setting, workmanship, feeling, or association. While the cannery did once possess significant associations with the development of the Santa Clara Valley fruit processing industry (Criterion A or 1) and a potentially significant industrial design (Criterion C or 3), the wall, and other remnant features, no longer possess significant integrity to convey this significance.

The element and the other remnant features at the site do not individually or collectively provide an indication of the original size and massing of the plant. The Monte Vista residential development project and the execution of the mitigation measures by the developer (KB Homes) have transformed remaining elements into landscape features commemorating the cannery. Commemorative properties are not usually considered for listing in the NRHP unless they meet Criteria Consideration F. The remaining features from the cannery do not meet this consideration as they are not – in and of themselves – significant for their architectural, artistic, or other design qualities, nor do they have associated age, tradition, or symbolic value, and they are not the last representatives of canneries in San Jose. For further detail please refer to the DPR 523 form in Appendix A. In addition to the wall, the form addresses the other remnant features for reference.

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32 City of San Jose, Resolution No. 72625, proposed April 19, 2005 approved April 26, 2011, 9.
7. CONCLUSION

JRP prepared this report to evaluate historic resources within the APE for the project to replace the Los Gatos Creek Bridge and to assess the potential of the proposed project to affect buildings and structures that are eligible for listing in the NRHP or CRHR, or that are considered historical resources for the purposes of CEQA. Because none of the survey population within the project APE meet the eligibility criteria for listing in the NRHP or CRHR, and none are listed as local landmarks, they are not historic properties for the purposes of Section 106 of the NHPA, and they are not considered historical resources for the purposes of CEQA. Because there are no historic properties or historical resources within the APE, the proposed project will have no impact on historic resources. The Peninsula Corridor Joint Powers Board and Federal Transit Administration Region IX will submit these conclusions to the State Historic Preservation Officer for concurrence. SHPO concurrence in the findings of this report will complete compliance efforts with Section 106 of the NHPA, and for CEQA as it pertains to historical resources.
8. PREPARERS’ QUALIFICATIONS

JRP Principal Meta Bunse, provided project direction and management for the preparation of the report, directed the fieldwork, and reviewed and edited the report and forms. Ms. Bunse received a M.A. in Public History from California State University, Sacramento, and has more than 23 years of experience in public history and historic preservation. Ms. Bunse qualifies as a historian/architectural historian under United States Secretary of Interior’s Professional Standards (as defined in 36 CFR Part 61).

JRP Historians Cheryl Brookshear and Polly Allen conducted field work and research for the project, and drafted this Historic Resources Inventory and Evaluation Report. Ms. Allen has more than eight years experience in cultural resources compliance projects and has a M.S. in Historic Preservation from Columbia University. Ms. Allen qualifies as a historian/architectural historian under United States Secretary of Interior’s Professional Standards (as defined in 36 CFR Part 61). Ms. Brookshear has over a decade of experience in public history, seven in cultural resources compliance projects and has a M.S. in Historic Preservation from the University of Pennsylvania. Ms. Brookshear qualified as a historian/architectural historian under United States Secretary of Interior’s Professional Standards (as defined in 36 CFR Part 61).

JRP Graphics Technician Rebecca Flores provided mapping and graphics support for the project.
9. BIBLIOGRAPHY

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“Western Pacific’s San Jose Branch.” *The Ferroequinologist.* May 1978.

“WP’s San Jose Branch Over the Years.” *The Ferroequinologist.* March 1978.

**Unpublished Sources**


Aerial Photographs


Fairfield Aerial Surveys, Inc. “San Jose Overview.” Los Angeles, CA, 1931. Dr. Martin Luther King, Jr. Branch, San Jose Public Library, California Room.


Fairchild and USGS Photographs, 1948. Dr. Martin Luther King, Jr. Branch, San Jose Public Library, California Room.


Online Sources


Gibson, E.O. “A Coast Daylight Gallery.” Online at:

Orchard Supply Hardware. “About OSH.” Online at:

APPENDIX A:

DPR 523 Forms
P1. Other Identifier: Los Gatos Creek Railroad Bridge, MP 47.95

P2. Location: ☐ Not for Publication ☑ Unrestricted
   *a. County Santa Clara

*b. USGS 7.5’ Quad San Jose West Date 1961, revised 1980 T ___ ; R ___ ; ¼ of Sec ___ ; _____ B.M.

c. Address Los Gatos Creek City San Jose zip 95110

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
South of West San Carlos Street and north of Auzerias Street.

P3a. Description (continued):

The 118-foot long bridge over Los Gatos Creek Railroad Bridge, shown in the attached photograph, is a ballast deck steel stringer structure supported by three concrete piers that carries two tracks. The bridge has timber ballast guard, or retaining walls topped by a wood post railing. Originally constructed in 1935, the bridge was scorched by fire in 1985, and the wooden ballast guard and railing were replaced at that time.

P8. Recorded by: JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA  95618

P9. Date Recorded: February 26, 2013

P11. Report Citation: JRP Historical Consulting, LLC, Historic Resources Inventory and Evaluation Report: Los Gatos Creek Bridge Replacement Project, March 2013.

B10. Significance:

Two previous evaluations have concluded that the Los Gatos Creek Railroad Bridge does not meet the eligibility criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). The bridge is associated with the Southern Pacific’s San Jose bypass project of the 1930s, but is not significant within that historic context (Criterion A), and the structure is not associated with any known historical person (Criterion B). The structure also does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains some historic integrity, the Los Gatos Creek Bridge does not meet the criteria for listing in the National Register of Historic Places. Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not meet the significance criteria as outlined in those guidelines.

This resource was previously evaluated in 1991 by Elizabeth McKee of Caltrans District Four as part of an inventory and evaluation of 123 other buildings and structures along the San Francisco Peninsula Commute right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. For that study, McKee used sample evaluations, and while the Los Gatos Creek Bridge was found ineligible for the NRHP and CRHR, it was not individually evaluated at that time. JRP evaluated the bridge in 2000 for the “Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)” and concluded that it was not eligible for listing in the NRHP or CRHR (the DPR 523 forms from this evaluation are attached to the current form). SHPO concurred with this conclusion; see the letter included as Appendix D of the report noted in P11, above. JRP field checked the property again in 2013 and the conclusions of the previous evaluations are still valid. This structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in these guidelines.

*B14. Evaluator: Polly S. Allen

*Date of Evaluation: March 2013
Photographs:


**Photograph 2:** M.P. 47.95, Los Gatos Creek Bridge, camera facing southeast, February 26, 2013.
Photographs:

Photograph 3: M.P. 47.95, Los Gatos Creek Bridge, camera facing east, February 26, 2013.
P1. Other Identifier: Los Gatos Creek Bridge MP 47.95

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

*a. County Santa Clara

*b. USGS 7.5' Quad San Jose West Date 1961, revised 1980 T __; R __; __ % of Sec __; _____ B.M.

c. Address Los Gatos Creek City San Jose zip 95110

d. UTM: (give more than one for large and/or linear resources) Zone ____; ______________ mE/ ______________ mN

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

Adjacent to Dupont Road.

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

The 118 ft. bridge over Los Gatos Creek Bridge, shown in the attached photograph, is a ballast deck stringer with wood side walls and a wood post railing that carries two tracks. The bridge deck is composed of steel stringers that are supported by three concrete piers. In 1985 the bridge was scorched by fire. At that time the ballast guard was raised and the wood handrails repaire.

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

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

P5b. Description of Photo: (View, date, accession #) camera facing southeast, September 2000

*P6. Date Constructed/Age and Sources:

☒ Historic ☐ Prehistoric ☐ Both

1935, JPB and SPRR Bridge Index

*P7. Owner and Address:

Peninsula Corridor Joint Powers Board P.O. Box 3006
1250 San Carlos Avenue
San Carlos, CA 94070

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

Theresa Rogers/Chris McMorris
JRP Historical Consulting Services
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: 9/12/00

*P10. Survey Type: (Describe)

Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) Inventory and Evaluation of Historic Resources, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

*Attachments: NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record

☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

☐ Other (list)

DPR 523A (1/95)
B1. Historic Name: **Los Gatos Creek Bridge**  
B2. Common Name: **Los Gatos Creek Bridge**  
B3. Original Use: railroad bridge  
B4. Present Use: railroad bridge  
*B5. Architectural Style:* utilitarian  
*B6. Construction History:* (Construction date, alteration, and date of alterations) **1935**  
*B7. Moved?** ☒ No ☐ Yes ☐ Unknown  
*Date: _____ Original Location: _____*  
*B8. Related Features:* n/a  
*B9. Architect*: Pacific Bridge Company  
*b. Builder*: Southern Pacific Company  
*B10. Significance: Theme* n/a  
*Area* n/a  
*Period of Significance* n/a  
*Property Type* n/a  
*Applicable Criteria* n/a  
*(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)*  

The Los Gatos Creek bridge is associated with the Southern Pacific's San Jose bypass project of the 1930s, but does not appear to be significant within that historic context (Criterion A), and the structure is not associated with any known historical person (Criterion B). The structure also does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains some historic integrity, the Los Gatos Creek Bridge does not appear to meet the criteria for listing in the National Register of Historic Places. Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

*B11. Additional Resource Attributes:* (List attributes and codes) N/A  
*B12. References:* Cited report; Caltrans Bridge Log; Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).  
*B13. Remarks:*  
*B14. Evaluator:* Christopher McMorris  
*B15. Date of Evaluation:* November 2001  
*(This space reserved for official comments.)*
B10. Significance (continued):

While railroad service around San Jose dates to 1864 with the San Francisco San Jose Railroad, it was Southern Pacific that shaped much of the railroad related landscape particularly during the early 20th century with modernization of facilities. During the 1910s and 1920s increased automobile traffic and train service on and around Southern Pacific’s mainline through downtown San Jose became problematic for both the prospering city and for the railroad. To resolve this issue, the Southern Pacific constructed a new mainline that bypassed downtown San Jose that included a new terminal at Cahill Street, eight grade separations, and several bridges including the bridge over Los Gatos Creek. Southern Pacific began construction on the San Jose by-pass in 1928. From the College Park Station, the new main line followed the then existing Santa Cruz line to San Carlos Street and then along new right-of-way across the city to Lick where it met with the original main line. Southern Pacific completed the bridge at Los Gatos Creek in 1935.

This resource was previously evaluated in 1991 by Elizabeth McKee of Caltrans District Four. Ms. McKee evaluated the Los Gatos Creek bridge with 123 other buildings and structures along the San Francisco Peninsula Commute right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. For that study McKee used sample evaluations. While McKee found the Los Gatos Creek bridge in San Jose to be ineligible for the National Register, she did not individually describe or evaluate this resource under National Register Criteria.

As stated above, the bridge at Los Gatos Creek is associated with the Southern Pacific’s San Jose bypass project of the 1930s. The San Jose bypass project was one among the railroad’s prominent modernization efforts that began at the turn of the century and continued through the post-World War II era. The bypass is also significant within the developmental history of San Jose, altering the downtown area as well as the city’s early western suburbs. The Los Gatos Creek bridge, along with the other bridges and most of the grade separations built for the San Jose bypass project, does not appear to be significant with those historic context to which it is associated. Thus, the bridge does not appear to be significant under Criterion A. The bridge does not appear to be significant under the other National Register criteria either. Under Criteria B, the bridge is not associated with the life of any significant person in the past, and it does not embody distinctive architectural or engineering characteristics as defined by Criteria C. Its design is common to Southern Pacific bridges seen elsewhere regionally and across the state. In addition, the underpass does not appear to be significant under Criteria D. In certain circumstances, structures themselves can serve as sources of important information about historic construction materials technologies, however, this type of structure is well documented and does not appear to be a primary source of information. Furthermore, the bridge has lost some of its historic integrity. Thus, lacking important historical associations, architectural/engineering significance, and historic integrity, the bridge at Los Gatos Creek does not appear to meet the criteria for listing in the National Register.
San Carlos Street Overpass MP 47.89

Glory A. Laffey of Archives and Architecture surveyed and evaluated the San Carlos Street Overpass (also referred to as a viaduct) in July 1992. See her historic resources inventory form, attached, for description of this property. The attached photograph and Photograph 2 show the structure in September 2000. (See Continuation Sheet.)
**NRHP Status Code** 5s

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

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**B1.** Historic Name: San Carlos Street Viaduct

**B2.** Common Name: San Carlos Street Overpass

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

**B5.** Architectural Style: Utilitarian, with Classical elements

**B6.** Construction History: (Construction date, alteration, and date of alterations) 1934

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

**B8.** Related Features: n/a

**B9.** Architect: unknown  b. Builder: unknown

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

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

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

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

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

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

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

**B13.** Remarks:

**B14.** Evaluator: Christopher McMorris  
**Date of Evaluation:** November 2001

(This space reserved for official comments.)
B10. Significance (continued):

During the 1910s and 1920s increased automobile traffic and train service on and around Southern Pacific’s original mainline through downtown San Jose became problematic for both the prospering city and for the railroad. To resolve this issue, the Southern Pacific constructed a new mainline that bypassed downtown San Jose that included a new terminal at Cahill Street and eight grade separations. The Southern Pacific began construction on the San Jose by-pass in 1928. From the College Park Station, the new main line followed the then existing Santa Cruz line to San Carlos Street and then along new right-of-way across the city to Lick where it met with the original main line. The City of San Jose favored this plan, in part, because it eliminated 24 grade crossings within the city. The new line included eight grade separations, seven of which were funded by the railroad. While the line was not finished until the end of 1935, Southern Pacific completed the underpass adjacent to the new Cahill Street along the Alameda, Legislative Route 2 (today State Route 82) in 1933, and both the Julian Street underpass and San Carlos Street overpass in 1934. In 1935, Southern Pacific completed four more underpasses along the new main line at Bird Avenue, Delmas Avenue, Prevost Avenue, and Willow Street. The Southern Pacific built the last of this group in 1936 at Almaden Road.1 While the Great Depression generally delayed the San Jose bypass project, several other factors contributed to slow the process. The City of San Jose and the community of Willow Glen took Southern Pacific to court over the details of the project, and Willow Glen incorporated in 1927 with the intention of keeping Southern Pacific from proceeding with its bypass through that area. Through these efforts, Southern Pacific may have conceded to constructing more grade separations than it originally intended along this new line.2

Construction of the San Carlos Street overpass, and other grade separations in the bypass project, was likely influenced by the grade separation movement that began during the 1910s as motor vehicle traffic increased causing an alarming number of accidents at railroad crossings. Although the hazardous conditions associated with at-grade railroad crossings were detected early, it took many years to address what were referred to by the Railroad Commission in 1921 as “some of the worst death traps” in California.3 Over time, many of the grade crossings along the Southern Pacific’s Coast Line between San Francisco and Gilroy were recognized to be particularly hazardous. Safety concerns, therefore, were likely among the issues San Jose and Willow Glen residents raised regarding the bypass project. While public interest and organization in reaction to the Southern

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

2 J.G. Hunter and Steward Mitchell, “Report of the Grade Crossing Situation of Public Streets, Roads and Highways with Steam and Electric Interurban Railroads in the State of California,” State of California Railroad Commission and Department of Public Works Division of Highways, Pursuant to Assembly Concurrent Resolution No. 23, Chapter 45, Laws of 1931, December 1, 1932, p.100; John R. Signor, Southern Pacific’s Coast Line, (Wilton, CA: Signature Press, 1994), pp.84-85 and 100-105; Fred A. Stindt, “Peninsula (sic) Service: A Story of Southern Pacific Commuter Trains,” The Western Railroader, Vol.20, No.9, No.213, p.23; Besides the new by-pass line and the new railyard at Newhall, Southern Pacific’s work around San Jose during this period included increasing capacity on the line between San Jose and Watsonville Junction, completing a second track from Lick to Coyote, constructing sidings, and other track work further a field. In 1917, the City of San Jose lost a case in the State Supreme Court (175 Cal. 284) against the Railroad Commission and Southern Pacific over the apportionment of construction costs for the proposed grade separation at West Santa Clara Street / The Alameda. In the suit, Southern Pacific is described as having proposed 34 grade crossings and one grade separation on its “contemplated route.” The case brief does not elaborate on what this new route is, but it may have been early proposals for the San Jose by-pass. If so, the City of San Jose and Willow Glen appear to have convinced Southern Pacific to construct seven additional grade separations between 1917 and the early 1930s.

3 San Francisco Chronicle, August 17, 1934.
Pacific bypass delayed its progress, it is unclear to what extent local resident’s efforts resulted in the construction of the project grade separations. Throughout this period, the State Division of Highways and citizen groups throughout the state increasingly called for grade separations. The Peninsula Grade Crossing Conference, for instance, formed in 1929 and focused its attention on eliminating grade crossings between San Francisco and San Jose. They do not, however, appear to have addressed the crossings in the San Jose bypass project.

During this period there was also controversy over which entities had control over construction of grade separations and how the cost of such a project was apportioned between the railroads, the state, and local municipalities. The Public Utilities Act of 1915 (amended in 1917 and 1927) conferred specific powers to the State Railroad Commission regarding grade separations including the authority to choose which were to be built and the authority to apportion the funding of grade separations to the various interested parties (i.e., the railroad, cities/counties, and the State). This act, however, led to considerable litigation, and the railroads wrangled with the Railroad Commission and local communities over placement of safety devices and construction of grade separations. Southern Pacific generally did not want to be fully responsible for the cost of grade separations. Thus, it is unusual for the Southern Pacific to fully fund seven of the eight grade separations eventually constructed on the San Jose bypass project.

In the mid-1980s, Caltrans conducted a study regarding the historic significance of local agency and state-owned bridges in California. The results of that survey lists this structure as not eligible for the National Register. While the conclusions of that study can still be valid, Caltrans specifically instructs historians to verify whether re-evaluation is necessary. Some bridges and grade separations studied in that survey were found to be ineligible for the National Register because they were not yet 50 years old at the time. Structures that are now more than 50 years old must be evaluated. Caltrans also states that bridges and grade separations should be re-evaluated if “new information” on the structure or its type has emerged or the “passage of time” has provided new historical perspective regarding the structure’s possible historical significance.4

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

As stated above, the Carlos Street overpass is associated with the Southern Pacific’s San Jose bypass project of the 1930s as well as the popular 1910s-1930s grade separation movement that sought to reduce at-grade railroad hazards. The San Jose bypass project was one among the railroad’s prominent modernization efforts that began at the turn of the century and continued through the post-World War II era. The bypass is also significant within the developmental history of San Jose, altering the downtown area as well as the city’s early western suburbs. The Carlos Street overpass, along with the other grade separations built for the San Jose bypass project, does not appear to be significant with those historic context to which they are associated. This overpass was not as

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

The Carlos Street overpass does not appear to be significant under the other National Register criteria either. Under Criteria B, the overpass is not associated with the life of any significant person in the past, and it does not embody distinctive architectural or engineering characteristics as defined by Criteria C. Its design is very similar to other concrete bridges built in the 1930s on highways across the straight. Thus, the bridge is not a rare example, does not represent innovative construction methods or designs, and its span does not qualify as a bold engineering achievement. In addition, the overpass does not appear to be significant under Criteria D. In certain circumstances, structures themselves can serve as sources of important information about historic construction materials technologies, however, this type of structure is well documented and does not appear to be a primary source of information. While this structure retains all seven aspects of integrity, it lacks important historical associations and architectural/engineering significance. Therefore, the San Carlos Street Overpass does not appear to meet the criteria for listing in the National Register. Furthermore, this structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and it does not appear to meet the significance criteria as outlined in those guidelines.

Photographs (continued):

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

1. Historic name  San Carlos Street Viaduct

2. Common name or current name  Same

3. Number & street  San Carlos & Dupont Streets  Cross-corridor

City  San Jose  Vicinity only  Zip  County  Santa Clara

4. UTM Zone  10  A  597230  B  4134240  C  D

5. Quad map No.  (83)  Parcel No.  N/A  Other

Description

6. Property Category  Structure  If district, number of documented resources

7. Briefly describe the present physical appearance of the property, including condition, boundary related features, surroundings, and (if appropriate) architectural style.

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

8. Planning agency
   Planning Dept.

9. Owner Address
   City of San Jose
   801 N. First Street
   San Jose, CA  95110

10. Type of Ownership
    Municipal

11. Present Use
    Other

12. Zoning
    N/A

13. Threats
    None

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

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

*14. Construction date(s): 1933
   Original location: Same
   Date moved: 

15. Alterations & date: 

16. Architect: Unknown
   Builder: Southern Pacific Co.

17. Historic attributes (with number from list): 19, 78, 95—concrete girder viaduct

Significance and Evaluation

18. Context for evaluation: Theme: Communication & Transportation
   Area: San Jose
   Period: Inter-War 1918-1945
   Property Type: Viaduct
   Context developed?: Yes

19. Briefly discuss the property's importance within the context. Use historical and architectural analysis as appropriate. Compare with similar properties.

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

20. Sources:

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

21. Applicable National Register criteria: 

22. Other recognition: 

State Landmark No. (if applicable): 

23. Evaluator: Glory Anne Laffey
   Date of evaluation: 7/30/92

24. Survey type: Project Related

25. Survey name: Inventory Update Phase II

26. Year form prepared: 1992
   By (name): Glory Anne Laffey
   Organization: Archives & Architecture
   Address: 353 Surbur Drive
   City & Zip: San Jose, CA 95123
   Phone: (408) 227-2657

TOTAL P. 03
P1. Other Identifier: Ross Tires & Automotive

*P2. Location: □ Not for Publication ☑ Unrestricted
   and (P2b and P2c or P2d. Attach a Location Map as necessary.)
* b. U.S.G.S. 7.5’ Quad San Jose West
   Date: 1961, revised 1980
   T: ______; R: ______; Sec: ______; B.M. ______
* c. Address 741-755 Auzerais Avenue City San Jose Zip 95126-3504
* d. UTM: (give more than one for large and/or linear resources)
   Zone ______; ______ mE/____ mN
* e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
   APN: 264-15-033

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
   The building at 741-755 Auzerais Avenue is an automotive tire and repair shop with a rectangular plan that rests on a poured concrete foundation. Raised-rib metal panels sheath the walls and roof. The side gabled roof features narrow closed eaves, twelve corrugated plastic skylights, and rotary vents at the ridge. The main façade, located on the southeast side, features four bays of varying dimensions, each set with metal roll-up doors, and three variously-sized vinyl framed windows. The northwest side of the building also features metal roll-up doors that open under two shed-roofed, open-sided shelters that extend from just under the eaves (see Photograph 2). The roofs of the shelters are also clad in corrugated metal and are set with corrugated plastic skylights. The gable ends of the building are devoid of fenestration. An asphalt parking fills the lot southeast of the shop, while the lot to the northwest is unpaved with areas of gravel. Signage includes a lighted sign on a pole and a rectangular sign mounted on the roof above the garage bays. Remnant tires, machinery, and automobiles are stored on the lot to the rear of the building.

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

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

P5b. Description of Photo: (View, date, accession #) camera facing northwest, February 26, 2013

*P6. Date Constructed/ Age and Sources: ☑ Historic □ Prehistoric □ Both
   1957 / Building permits

*P7. Owner and Address: Maurice M. Mitchell, Sr.
   834 Pacific Avenue
   San Jose, CA 95126

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

*P9. Date Recorded: February 26, 2013

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC. Historic Resources Inventory and Evaluation Report: Los Gatos Creek Bridge Replacement Project. March 2013.
The building at 741-755 Auzerais Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), or California Register of Historical Resources (CRHR). This property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, does not appear to meet the significance criteria as outlined in these guidelines, and therefore, does not appear to be a historical resource for the purposes of CEQA. (See Continuation Sheet.)
The building evaluated on this form was built in 1957 during a time when San Jose and the surrounding Santa Clara Valley experienced rapid, post-World War II growth. The valley had been one of the foremost agricultural regions in the state for over a century, but after the war, extensive urbanization and the advent of high-technology industries forever changed the agricultural character of much of the southern Bay Area. The pre-war landscape of largely open fields, pastures, orchards, and scattered development was clearly distinct from the urban parts of San Jose and the little town of Santa Clara. Today, only a small fraction of open agricultural land exists in the area, which is now dominated by modern residential, commercial, and industrial complexes transected by the railroad and modern freeway corridors. Despite this growth, Santa Clara County remained a top producer of tree crops as late as 1960. County farms still produced more apricots and prunes than anywhere in the state, approximately a third of the state’s total, and the county ranked second in cherry and pear crops.

San Jose city government approved 1,400 annexations between 1950 and 1970, expanding the area of the city from seventeen to almost 140 square miles. Immigrants drawn to wartime industries, followed by returning veterans and their families, caused an equally dramatic population growth within the city – from around 95,000 at the end of the war to over 204,000 in 1960 and 446,000 in 1970. As was the case throughout much of the Bay Area, the growth that occurred between 1946 and 1960 created an urban fabric that spread outward in largely single-story construction, with much of the agricultural land converted to industrial uses or residential tracts. Industrial areas such as those southwest of Cahill Station in San Jose also took advantage of nearby infrastructure already in place, or new improvements such as the Southern Pacific Bypass line of the 1930s, and developed new areas along freeway corridors that characterized highway construction during the latter part of this period. In San Jose, light industrial construction crowded in along the Western Pacific line west of the recently constructed Bayshore Freeway (US 101) and similar growth took place west and southwest of the city near Cahill Station and in the mixed industrial and commercial areas surrounding it. Canneries had long dominated this part of San Jose, along with other businesses like lumber mills and farming supply companies, as well as working class residential neighborhoods, such as that found south of Auzerais Avenue (formerly San Salvador Street).

The building that now houses “Ross Tire & Automotive” was constructed in 1957 on a wedge of land along the east bank of Los Gatos Creek, north of Auzerais Avenue and west of the San Jose Bypass line of Southern Pacific. The site contained single-family residences around the turn of the twentieth century, as did the area east of Royal Avenue. In the 1910s, an open area between the houses on the north side of Auzerais Avenue (near the current location of 741-755 Auzerais Avenue) served as a baseball field, complete with bleachers and a board fence. Southern Pacific constructed the San Jose Bypass through the area in the 1930s, leveling existing residences and the ballpark and disrupting the pattern of residential settlement in the area. A growing local business, Orchard Supply Hardware, constructed warehouses and a shop building east of the railroad tracks in the 1930s and 1940s, but the wedge of land west of the tracks remained vacant until James C. Saunders built a single story commercial building to house his tire repair shop. A small shed roof extension was added to the north side of the building before 1960. The shop operated first as “Tire Recap,” then as “City Tire Service” from 1968 into the 1970s when ownership changed hands to Bob Ross. A fire damaged the building in 1978, necessitating the replacement of half of the roof. The large shed roof extension on the north side of the building may also have been added at this time. By 1981, the property and tire shop had been purchased by O.C. McDonald. The current owner, Maurice M. Mitchell Sr., acquired the property in 2001.

The commercial building at 741-755 Auzerais Avenue was constructed during the post-war industrial expansion of San Jose, in an area southwest of the city center that had been a mix of industrial and residential uses during the late nineteenth and early twentieth centuries. The building is adjacent to the site of an early twentieth century baseball field, which then became the location of the Southern Pacific San Jose Bypass rail line in the 1930s. The property at 741-755 Auzerais Avenue may have once been developed as a small residence, but was vacant from the 1910s until the construction of the tire shop in 1957. This parcel, therefore, was developed as a mid-twentieth century light industrial commercial property and was not important within that context. It does not have direct associations with important events, trends or patterns of development related to either the industrial or residential history of the area (NRHP Criterion A, CRHR Criterion 1). None of the property owners or occupants of the tire shop gained historical importance within this field of endeavor, so the resource does not have any direct or important association with the lives of historically significant individuals (NRHP Criterion B, CRHR Criterion 2). The property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master. The small shed roof extension was constructed by 1960; however, the larger shed roof extension was not built until the 1970s, possibly to accompany repairs to the roof following a 1978 fire. The building is architecturally unremarkable and does not embody the distinct characteristics of type, period, or method of construction and the property. It does not appear to be eligible for listing in the NRHP or CRHR under either Criterion C or Criterion 3. Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D, CRHR Criterion 4), but the building at 741-755 Auzerais Avenue is not a principal source of important information in this regard.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Page 5 of 5
*Recorded by Polly S. Allen *Date February 26, 2013

*Resource Name or # (Assigned by recorder) ______

☑ Continuation ☐ Update

Sketch Map:
**P1. Other Identifier:** 720 West San Carlos Street

*P2. Location:* □ Not for Publication ☒ Unrestricted

_a. County_ Santa Clara

*P2b. USGS 7.5’ Quad* San Jose West, Calif. **Date:** 1961 (Photorevised 1968)

_c. Address_ 720 West San Carlos Street City San Jose Zip 95126

_d. UTM: (give more than one for large and/or linear resources) Zone ______________; ______________ mE/ ______________ mN

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

**APN:** 264-15-028

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

The property at 720 San Carolos Street includes a large retail store and a separate warehouse complex situated on a 4.06-acre parcel southwest of downtown San Jose. The retail store in the northwest corner of the parcel is constructed of concrete tilt-up panels (Photograph 1). The one story building is trapezoidal in plan with a built up flat roof. The façade facing the parking lot to the east is divided into three portions. The southern third is unornamented except for a step down in the roof height to the south. The middle portion is recessed with a flat roof with deep eaves that curves inward where it joins the third section. In the central section this roof protects a glass wall made of fixed horizontal walls five lights high. Angled concrete brackets run from ground level to the roof as its support. Glass doors with metal frames provide entry. The northern third maintains the recessed concrete wall, but lacks the glassed in atrium from the center. Instead a shallow cantilevered flat roof continues from the curve of the central section. This cantilevered roof protects a large grouping of horizontal fixed windows stacked five high from the ground level. (See Continuation Sheet.)

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

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

*P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)*

*P5b. Description of Photo:* (View, date, accession #) Store building, camera facing southwest, February 26, 2013.

*P6. Date Constructed/Age and Sources:* ☒ Historic □ Prehistoric □ Both 1946 OSH history

*P7. Owner and Address:* National Retail Properties LP

450 South Orange Avenue #900

Orlando, FL 32801-3339

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

Polly S. Allen

JRP Historical Consulting, LLC 2850 Spafford Street

Davis, CA  95618

*P9. Date Recorded:* February 26, 2013

*P10. Survey Type:* (Describe) Intensive

*P11. Report Citation:* (Cite survey report and other sources, or enter “none.”) JRP Historical Consulting, LLC. *Historic Resources Inventory and Evaluation Report: Los Gatos Creek Railroad Bridge Replacement Project San Jose, Santa Clara County, California, 2013.*

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

DPR 523A (1/95)
**Building, Structure, and Object Record**

**B1. Historic Name:** Orchard Supply Hardware  
**B2. Common Name:** Orchard Supply Hardware  
**B3. Original Use:** Store  
**B4. Present Use:** Store  
**B5. Architectural Style:** Modern  
**B6. Construction History:** Central store building and four warehouses built 1946; addition of two warehouse buildings to lot 1947; hardware storage addition 1961; addition to retail space and garden lath house 1963; add more storage space 1967; add two butler buildings 1994; add storage 1995.  
**B7. Moved?** ☑ No ☐ Yes ☐ Unknown  
**B8. Related Features:**  
**B9. Architect:** Unknown  
**B10. Significance:** Theme n/a  
**B11. Additional Resource Attributes:** (List attributes and codes)  
**B13. Remarks:**  
**B14. Evaluator:** Cheryl Brookshear  
**Date of Evaluation:** April 2013  

(The space reserved for official comments.)
P3a. Description (continued):

A lath house of shading mesh projects from this section of the store at an angle. The Mesh is supported on metal poles and frames to shelter a garden nursery area. The nursery has no walls, but is surrounded by a chain link fence. The west side of the store is solid concrete panels with fire exits. The southern end of the store contains a row of loading docks sheltered by a cantilevered roof (Photograph 2).

A complex of one story, corrugated metal warehouses sits on the southwestern corner of the parcel. The complex is composed of eight end gable pre-fabricated metal buildings placed adjacent to each other. Three buildings of the same size are placed next to each other in the northeast corner with their ends facing northwest. A single prefabricated building spans their combined width to the south. The other sheds are placed at a 90 degree angle to the first group and face the railroad tracks to the south west (Photograph 3). Shed roofed shelters meld the disparate pieces into a single building. The buildings appear to be different vintages with the northern sheds appearing to be earlier than the anodized southern portions. Western sheds are built on tall concrete foundations and have large sliding door facing the former siding. A loading dock runs along the southern edge of the western shed. Overhead doors a grade provide access to the southern end of the wide eastern shed.

B10. Significance (continued):

Historic Context
The growth of the Bay Area spiked dramatically during the war and the decades following, as it did for many metropolitan areas across the country. This population explosion, however, had a slightly different character in the South Bay. Before the war, the landscape of this area was largely open and clearly divided between the small city of San Jose, the little town of Santa Clara, and a few small communities that were little more than crossroads. At the end of the war, much of the land outside these cities still consisted of open fields, pastures, and orchards, while today modern residential, commercial, and industrial complexes transected by modern freeway corridors dominate the area. Despite this growth, Santa Clara County remained a top producer of certain crops through the 1950s, including apricots, prunes, cherries, pears, cucumbers, and cauliflower.¹

The abundance of orchard production in the county fostered an array of associated businesses, including packing plants which were spread through San Jose. In addition to such sprawling processing facilities, a number of ancillary equipment and supply businesses developed to support the industry, including Orchard Supply Hardware (OSH). The company began as a small farmer’s cooperative in 1931, with thirty farmers; mostly prune growers, each pledging thirty dollars in a cooperative buying pool.² The idea for cooperative stores was long standing. Beginning in the mid-nineteenth century farmers, workers and other groups pooled resources to make whole sale purchases for use of their members. In the United States the Grange began supporting farmers in forming both marketing cooperatives and retail cooperatives. Retail cooperatives allowed farmers to purchase good in wholesale quantities reducing shipping and other costs. Cooperative formation had highs and lows. During the Great Depression of the 1930s, economic hardships encouraged cooperative formation. Cooperative formation became a major component of the “End Poverty in California” movement during this period.³ It was within this context that San Jose farmers formed OSH.

By the 1940s, the small cooperative had evolved into a thriving hardware business, with orchard supplies, general tools, and housewares. The company opened their third store in 1946, at 720 West San Carlos Street (Illustration 1). As initially constructed, the location had a rail-served warehouse and 26,000 square feet of retail space. Additional warehouses were added the following year. By that time the cooperative was well recognized in San Jose with nearly 2,000 members, however, the post World War II building boom was replacing orchards with urban development. As urban development replaced the orchards membership declined, but continued popularity caused OSH to shift its operations from cooperative to pure retail in the 1950s.4

Illustration 1. San Carlos Street OSH before the 1963 addition, camera facing south.

Continued growth in retail hardware, home nursery stock, and housewares led to the development of branch stores throughout Alameda County beginning in 1962 and by the early 1970s the company started to expand to other counties. To supply the multiple locations, the company secured a nineteen acre facility at another site in San Jose for their distribution center. The continued growth of the company is echoed in the growth of the San Carlos Street location. OSH enlarged the retail store in 1963 with an addition along its northern end that increased its footprint by about approximately 30%. A lath house, now a nursery area covered with a mesh roof, placed the nursery stock prominently near the entrance. The warehouse area south of the retail store also expanded with additional storage facilities added in 1961 and 1967. The warehouse complex reached its current configuration following additions in 1994 and 1995. The rail spur serving the warehouses appears to be little used, but numerous loading docks line the southern edge of the retail store and appear throughout the warehouse complex.5 At present, the company operates stores across the state, serving a large hardware, gardening, and home goods market.

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Evaluation

The Orchard Supply Hardware (OSH) commercial property at 720 West San Carlos Street was established in 1946. The location was the third developed by the company, which was established as a farmer’s cooperative called “Orchard Supply” in a rented warehouse on Bassett Street in Central San Jose in 1931. By 1946, business had grown considerably in the hardware and housewares component of the store to meet the demands of post-war development. By the 1950s, the cooperative transitioned to a hardware store, and this was recognized by a new named in the 1960s, “Orchard Supply Hardware,” and the franchise opened locations across Northern California during the next several decades.

As initially conceived, the property featured ample parking, storehouses, a main commercial building, and an associated railroad spur for product delivery. While much of this assemblage remains intact, the railroad spur is no longer operational, new warehouses have been added to the property, and the main commercial building has undergone substantial modifications to the original design, including modifications to the steel-frame and glass modern storefront and a large 1960s addition to the north side of the building.

The OSH property was part of a spate of commercial construction in the post-war period in San Jose and the South Bay, as a surge in population reshaped the formerly agricultural area. While the property is generally associated with this social, demographic, and economic transition, it is a modest and altered commercial facility that does not possess any direct associations that merit recognition under NRHP Criterion A/ CRHR Criterion 1 within this context. Although the building is associated with the development of OSH, which has become a successful and widespread franchise, this general relationship does not convey direct and important associations under NRHP Criterion B/ CRHR Criterion 2 with any specific important individuals. The property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master. Rather, the modest retail property is of a common design and structural type, and is representative of a basic and evolving utilitarian function with modern design elements in the original curving porch, angled support brackets and tall sign wall. Further, the building has been substantially altered since construction, most notably with a major 1963 addition that altered the functional and aesthetic design of the storefront facing San Carlos Street. This alteration obscured the curving porch roof and tall sign wall without adding any distinctive stylistic elements. As such, the building the building lacks both architectural significance and integrity under NRHP Criterion C or CRHR Criterion 3. Finally, in rare instances, buildings themselves can serve as sources of important information about historic construction materials or technologies (NRHP Criterion D, CRHR Criterion 4), but this commercial building is not a principal source of important information in this regard.

The large addition in 1963 and numerous additions to the warehouse complex have diminished the design integrity of the original 1946 buildings. The buildings generally retain integrity to the post 1963 period, but lack significance. As such, the OSH retail complex 720 West San Carlos Street does not meet NRHP or CRHR significance criteria and the facility is not a historical resource for the purposes of CEQA.
Photographs (continued):

Photograph 2. Main store building, camera facing northwest

Photograph 3. Warehouse complex and store west side in background, camera facing north
Sketch Map
This form describes remnant industrial elements of the former Del Monte Plant #3 that are located within the Monte Vista development of townhomes and apartment complex in San Jose. The industrial components consist of salvaged wall segments, water tower, roof segment, mechanical equipment, warehouse support posts, and a conveyor belt that have been incorporated in and around the buildings of this complex. The components have assigned Feature designations A through H, and locations within the development are illustrated on the attached sketch map. Only Feature E, a remnant wall from Warehouse # 20, is in the Area of Potential Effect (APE) for the current study, however all of the remnant features are inventoried and evaluated herein for reference and context (see Continuation Sheet).

**P3b. Resource Attributes:** (List attributes and codes) HP26 (Monument); HP29 (Landscape Architecture)

**P4. Resources Present:** ☑ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)
Del Monte Plant #3 was previously evaluated in several reports discussed below. This form re-evaluates remnants of the property following construction of the Monte Vista Residential Development Project, which include the demolition of the former plant and construction of the onsite mitigation measures discussed on this form. The mitigations measures have resulted in significant alterations to the plant requiring re-evaluation.

The water tower is listed on the San Jose Historic Resources Inventory as a structure of merit. Otherwise, none of the other salvaged elements appear to meet the criteria for listing in the National Register of Historic Places (NRHP), or the California Register of Historical Resources (CRHR), nor the local inventory of historical resources because they do not retain integrity to any period of potential historical significance. These elements have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and only the former Del Monte Water Tower, which remains on site, is considered to be a historical resource for the purposes of CEQA (see Continuation Sheet.)

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

**B12. References:** Michael Brandman Associates, “Historic American Buildings Survey Del Monte Plant #3 801 Auzerais Avenue, San Jose, Santa Clara County, California,” 2005, History San Jose, San Jose, California; City of San Jose Permit File PDC 03-071 (See Footnotes.)

**B13. Remarks:**

**B14. Evaluator:** Cheryl Brookshear; Meta Bunse

**Date of Evaluation:** May 2011 and March 2013

(This space reserved for official comments.)
P3a. Description (continued):

**Feature A** is a two-story, 35'5" wide board-formed concrete wall segment with three vertical buttresses, with diamond incising at the tops, and two panels (Photograph 1). The panels each contain two, eight-light metal sash industrial windows below three horizontal concrete bands. A suspended metal awning and angular supports spans the width of the wall segment above an open bay. New concrete supports are added to the rear of all of the wall features (Photograph 2). Feature A is surrounded by street furniture and informational panels about the site and neighboring creek. See Continuation Sheet.

**Feature B** is nearly identical to Feature A save for a small circular hole located near the southern set of windows (Photograph 2).

**Feature C** is a steel water tank that stands approximately six stories. It is supported on a tapered steel tower composed of four legs with horizontal braces and diagonal cable cross bracing. The water tank is cylindrical with a conical roof and curved bottom. A ledge with railing surrounds the tank, which is painted with advertising for Del Monte (Photographs 1 and 4).

**Feature D** is the same plan as Features A & B save for the open bay is on the south end of the wall (Photograph 5).

**Feature E** is a two-story, 67’11” wide, board-formed concrete wall segment with a L-shaped footprint that was part of Warehouse #20. The east end has an open walkway cut for walkway access and two sets of three-over-three metal sash industrial windows above. The north facing wall is comprised of four buttresses and three panels. Each panel has the same horizontal bands as the other wall segments, but the incised diamond element is on the panels instead of the buttresses. The north facing wall has a large raised loading dock opening with concrete patchwork where widows were removed on the eastern end. Four sets of three-over-three metal sash industrial are located in the middle of the north wall as well as the west end of the wall above a smaller raised loading dock (Photograph 6). New concrete supports are also located on the rear of Feature E.

**Feature F** is a remnant of a saw tooth skylight shed and two pieces of mechanical equipment. The wood framed structure is supported on square metal posts, is sheathed in corrugated metal siding, and has a composition shingle roof. The full width, multi-light skylight windows are located on the northeastern facing upper story and consist of repeating metal sash, industrial windows with awning operation. The wood framing in the roof is exposed revealing a platform with electrical equipment below the skylights. Fire piping and hanging industrial lights are visible throughout (Photograph 7). Two pieces of mechanical equipment are partially located under the saw tooth skylight shed. The two identical Ingersoll Rand Compressors sit on small brick piers (Photograph 8).

**Feature G** is two wall segments that face the railroad on the western periphery of the parcel. Both wall segments are board formed concrete, have horizontal concrete bands, and suspended metal awnings with angular supports that appear to be lower than the original location. The northern wall segment is 15’2” wide and sits on a concrete pad with low stair approaches to what used to be a loading dock. A single three-over-three metal sash industrial window is located in the wall segment. The southern wall segment is 36’5” wide with a centrally located open bay below the awning. Two and a half sets of three-over-three metal sash industrial windows are located in the wall segment (Photograph 9). New concrete supports are also located on the rear of both walls of Feature G.

**Feature H** is a portion a conveyor system and concrete warehouse supports that are located at the entrance of the townhome area of the residential development. The conveyor system is supported on steel supports to form an archway. The deck of the conveyor is constructed of wood planks with metal railings with metal mesh below. Two gooseneck lights with dish shades are located at the top of the conveyor deck. Ten board formed concrete supports that were cut out of Warehouse #4 flank each side of the entrance. The supports are approximately eleven feet tall and are topped by four beam remnants (Photograph 10).
B10. Significance (continued):

Del Monte Plant #3 was a complex of industrial warehouse buildings constructed over nearly a century, beginning with the construction of three wood warehouses and assorted small outbuildings for the San Jose Fruit Packing Company in 1893. The company and plant continued to grow through the twentieth century and merged with California Packing (Calpak) Corporation by 1917 when the facility took on the name California Packing Corporation Plant #3. The company and plant adopted the name Del Monte in 1967. When the plant closed in 1999, it contained components constructed between 1917 and 1955 because all earlier construction had been removed in the 1920s.¹

KB Homes proposed a new housing development for the site in 2004, and demolished the cannery in 2006 during construction of that project. Prior to demolition of the existing structures and approval of the project, numerous studies of the site were conducted beginning in 1992. The report evaluations came to different conclusions about the historic significance of the plant, however, most agreed that portions of the cannery were eligible as San Jose Structures of Merit, and were contributors to a potential historic district. Reports disagreed upon various other aspects of significance of the plant. Mitigation for the impacts of construction resulted in the placing of artifacts, including wall segments, roof portions, and equipment, throughout the new development site, along with the production of textual and photographic documentation and interpretive signage.

The earliest inventory and evaluation was prepared by Glory Anne Laffey of Archives and Architecture in 1992. The Historic Resource Inventory form did not evaluate the cannery using National Register of Historic Properties (NRHP) criteria or California Register of Historical Resources (CRHR) criteria, but did include a San Jose Historic Resource Evaluation Sheet. Evaluation using this point-based system resulted in a score of 65, with most of the points accruing from the cannery’s history and association. Based upon this report the cannery was listed as a San Jose Structure of Merit. Laffey did not divide the cannery into its component parts for this evaluation although the sketch map indicates that she was evaluating the eastern side of the plant which contains Warehouses #2, 3, 4, and 20 (Map 1).² In 1998 Laffey prepared an additional DPR 523 District Record and concluded that Del Monte Plant #3 appeared to be a contributor to a potential discontinuous Del Monte (Calpak) cannery historic district of six former Calpak/Del Monte plants in San Jose. The proposed district was deemed significant under NRHP Criterion A, with the period of significance 1916-1948.³ Additional studies conducted through 2000 upheld this evaluation.⁴

¹ Urban Programmers, “Historical Report and Evaluation for the Proposed Specific Plan Amendment Incorporating the Lands Bounded by Los Gatos Creek, W. Home Street, Sunol Street, the Union Pacific Rail Easement and W. San Carlos Street Including the Del Monte Plant #3, 801 Auzerais Avenue, San Jose California,” May 2000, 9, 11, 15.
² Glory Anne Laffey, Historic Resources Inventory Form California Packing Corporation, July 17, 1992, as included in Michael Brandman Associates, Historic American Buildings Survey Del Monte Plant #3, 801 Auzerais Avenue, San Jose, Santa Clara County, California, December 13, 2005.
³ Urban Programmers, “Historical Report and Evaluation for the Proposed Specific Plan Amendment Incorporating the Lands Bounded by Los Gatos Creek, W. Home Street, Sunol Street, the Union Pacific Rail Easement and W. San Carlos Street Including the Del Monte Plant #3, 801 Auzerais Avenue, San Jose California,” May 2000, Appendix.
provided further details regarding a potential NRHP California Packing Corporation Discontiguous Historic District in 1998 and 1999.  

Map 1. Del Monte Plant #3 footprint divided into Warehouses. The portion at the top labeled Pear Shed is identified as Warehouse #20 in the Page & Turnbull Report.

Following the plant closure in 1999, various projects proposed for the site resulted in additional studies. In 2000 Urban Programmers re-evaluated the cannery. They concurred with the previous reports that the cannery was a contributor to a potential historic district, and was a City of San Jose Structure of Merit. They diverged from the previous reports, however, in that they found the cannery individually eligible for the CRHR based upon its association with cannery history in San Jose. The cannery was not eligible for individual listing on the NRHP because it lacked integrity to the interwar era of 1917-1947. While not explicitly stated, the Urban Programmers

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evaluation was limited to the portions of the building constructed in 1950 or earlier, as they did not apply Criterion Consideration G for properties less than 50 years old. As a result the eligible components were Warehouses #1, 2, 3, 4, and 20.6

In preparation for the KB Monte Vista Residential project Page & Turnbull again inventoried and evaluated the site in 2004. This report found additional significance within the Del Monte Plant #3. According to the report:

Del Monte/Calpak Plant #3 is significant under National Register Criterion A (Events). As the longest running cannery in San Jose (finally closing its doors in 2000), Del Monte/Calpak Plant #3 employed entire families for generations. This plant, as well as the other surviving Del Monte/Calpak plants in San Jose, tells the story of labor and working-class life in San Jose during the first half of the twentieth century. As one of a handful of surviving canneries in San Jose, Del Monte/Calpak Plant #3 is also a physical embodiment of the horticultural industry in the Santa Clara Valley, the driver of the Valley’s economy until the 1950s. As one of the oldest and most influential canning businesses in the Valley (itself the center of the State’s horticultural industry until after the Second World War), the Del Monte Corporation played a significant role in the history of San Jose and Santa Clara County.

Del Monte/Calpak Plant #3 is also significant under National Register Criterion C (Architecture). Until they were replaced by subdivisions, strip malls and computer plants, the canneries built to process the Valley’s abundant fruit harvest comprised a critical part of the cultural landscape of the Santa Clara Valley. Built over several decades in an additive process, and consisting of several components representing different industrial building types, Del Monte/Calpak Plant #3 is an excellent and well-preserved example of a Santa Clara Valley cannery built during the first half of the twentieth century.7

In addition, Page & Turnbull re-assessed the cannery’s local significance finding it suitable for listing as a City Landmark. Again Criteria Consideration G was not applied and the evaluated eligible components were Warehouse #2, 3, 4 and 20.8 Page & Turnbull also considered the water tower constructed in 1956, which Laffey had concluded was a contributor to the potential NRHP California Packing Corporation Discontiguous District. Page & Turnbull agreed that it was a character defining feature, but was not individually eligible for listing the NRHP or CRHR.9

6 Urban Programmers, “Historical Report and Evaluation for the Proposed Specific Plan Amendment Incorporating the Lands Bounded by Los Gatos Creek, W. Home Street, Sunol Street, the Union Pacific Rail Easement and W. San Carlos Street Including the Del Monte Plant #3, 801 Auzerais Avenue, San Jose California,” May 2000, 15, 17-20.
The Draft Environmental Impact Report KB Home Monte Vista Residential PD Zoning Project (DEIR) was prepared using these evaluations in November 2004. While offering various opinions, the evaluations all agreed that the Del Monte Plant #3 was a historical resource for the purposes of CEQA (specifically, Warehouses #2, 3, 4, and 20). The DEIR indicated that construction of the housing project would result in significant impacts to Del Monte Plant #3 and proposed several mitigation measures including reusing brick from Warehouse #2 and Warehouse #3 in the construction of the project and the surrounding landscape; salvage of materials, equipment and other features from the plant prior to demolition; textual and photographic documentation of the plant following The Secretary of the Interior’s Standards for Architectural and Engineering Documentation, Historical American Building Survey (HABS) Level III; and creation of interpretive panels for use along the Los Gatos Creek Trail or the included light rail station.¹⁰

In an attempt to find a point of consensus regarding the status of Del Monte Plant #3, KB Home commissioned an additional study of the plant conducted by Laura Jones in February 2005. This evaluation diverged from the earlier reports conceding that the cannery was a San Jose Structure of Merit, but finding that the cannery did not meet any criteria for listing in either the NRHP or the CRHR and did not contribute to any potential district. According to Jones, San Jose historic districts must be unified and geographically defined, but the potential proposed district was proposed as a NRHP multi-property district and National Register guidelines allow for discontiguous and multi-property listings. Jones concluded that the associations with canning, developments in the industry, and the Del Monte Company insufficiently significant for listing in the NRHP or CRHR. Also, Jones concluded that the architecture of the plant did not embody Del Monte standard designs or distinctive characteristics of a type, period or method of construction.¹¹

The EIR and request for re-zoning came before the City Council on April 19, 2005, for public hearing. The resolution for certifying the EIR states:

…the City Council concurs with the EIR’s finding that Warehouses 2, 3, 4, and 20 are significant historical resources and that the demolition of these structures would constitute a significance adverse effect on a historical resource as that term is defined by CEQA Guidelines SS 15064.5. The City Council also finds and determines that the relative degree of importance of these structures is a matter of judgment and interpretation, as evidenced by the range or, and disagreement between, qualified expert opinions. In particular, the question whether the benefits of the project outweigh the adverse effect of the loss of this resource is a judgment decision within the Council’s discretion taking into account all evidence regarding the relative value and importance of this resource together with the other considerations discussed in part I and J below. Preservation of these structures, while linked to an important era in the City’s history, is

¹⁰ City of San Jose, “Draft Environmental Impact Report, KB Home Monte Vista Residential Planned Development Zoning Project (Del Monte Plant #3 Site)” City of San Jose Department of Planning Building and Code Enforcement, November 2004, 99-100.

¹¹ Stephen M. Haase, Director of Planning City of San Jose, Memorandum to Honorable Mayor and City Council, Supplemental, PDC 03-071, Planned Development Rezoning from HI Heavy Industrial to A (PD) Planned Development to Allow up to 390 Single Family Attached Residences and a Public Park on a 14.67 Gross-Acre Site Located on the North Side of Auzerais Avenue Between Sunol Street and Los Gatos Creek and South Side of Auzerais West of Los Gatos Creek, April 19, 2005; Laura Jones, “Historical Evaluation of the Del Monte Plant #3 Site KB Home Monte Vista Residential Planned Development Zoning Project, 801 Auzerais Avenue, San Jose, California,” February 4, 2005.
not an objective which necessarily supersedes other important policy considerations. This Council finds that these warehouses’ alteration, limited cohesion and level of distinction does not mandate that they be preserved, rather commemoration of the history they represent is preferable in light of other countervailing considerations discussed below.12

This finding in relation to the EIR did not make a final determination regarding the status of Del Monte Plant #3 beyond its listing as a San Jose Structure of Merit which alone would have required mitigation measures. Although supported by the Director of Planning, Building and Code Enforcement, the Planning Commission recommended denial of the project due to the un-mitigateable significant impacts to historic structures. While the EIR recommended mitigation through reusing brick from Warehouse #2 and Warehouse #3 in the construction of the project and the surrounding landscape, salvage of materials, equipment, and other features from the plant, HABS Level III documentation of the plant, and creation of interpretive panels for use along the Los Gatos Creek Trail or the included light rail station, the City Council made the following additional recommendations:

(1) Preserve the Del Monte Water Tower as a landmark of the site and the Valley’s Heritage.
(2) Eliminate two units to widen the riparian setback to Los Gatos Creek at Auzerais Avenue, thus increasing the set back from 30 feet to 73 feet and increasing the average from 50 feet to 56 feet overall, improving the visual accessibility of the trail to the community.
(3) Master Plan the new park to reflect the role of the canneries in the history of San Jose.
(4) Integrate historic features into the project to commemorate the activities of the site and the buildings.
(5) Showcase the history of the area on a portion of the façade of the new light rail plaza.
(6) Develop a video archive of the Del Monte cannery site for future generations to enjoy and be able to learn about the rich history of the area.
(7) Incorporate the façade from the Del Monte Building #4 as a part of a ‘historical walk’ around the project.
(8) Work with the Santa Clara Valley Transportation Authority (VTA) to commemorate the history of the cannery in the new light rail plaza.
(9) Contribute $1,000,000 to the cost of the San Carlos light rail station, to be determined at the Planned Development Permit Stage in consultation with the VTA.
(10) Improve the relationship of the podium residential units to Auzerais Avenue so that the streetscape is more active with unit entrances, stoops, and similar features (rather than garage openings) that improve access to the main building.
(11) Contribute $100,000 to the citywide historic survey of industrial buildings in the City to encourage awareness of our historical architectural resources and identify existing facilities conducive to adaptive reuse.
(12) Improve the richness of the materials and detailing used on the buildings, such that industrial/warehouse elements (i.e. brick) are incorporated into the building exteriors so that the buildings evoke the character of the cannery.
(13) To develop and analyze the safe crossing to Gardner Academy from the development.13

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12 City of San Jose, Resolution No. 72625, proposed April 19, 2005 approved April 26, 2011, 9.
As a result of the requests to integrate historic features, portions of the façade of Warehouse #4, and retain the water tower, KB Homes devised the landscape layout currently in place.

Demolition of Del Monte Plant #3 and construction of the residential development occurred in 2006. Plans developed in November 2005 illustrate the onsite physical mitigation efforts conducted for the project resulting in the remaining wall segments and interpretive elements.14 Three segments of Warehouse #4 were placed along the east side of the development along the Los Gatos Creek Trail (Features A, B, and D). Each segment is approximately 35 feet long and two stories (20 feet) tall. These segments have all been relocated from their original positions. The north wall of Warehouse #20 was retained along West San Carlos Street (Feature E). Two wall segments of Warehouse #27 were retained along the Santa Clara Valley Transit Authority tracks along the west side of the development (Feature G). Each of the walls is supported by the addition of reinforced concrete framing behind them. A portion of the roof of Warehouse #4 was retained and used as a canopy over the plaza along the rail corridor (Feature F). This is also the location of two c.1956 compressors salvaged from the plant. This area is reserved for a possible future light rail station. Support columns from Warehouse #2 and #3 were cut from their structures and relocated to form a decorative entrance feature along with a portion of conveyor (Feature H). The water tower was retained in situ (Feature C). While the current development does contain brick work, none of the brick is identifiable as salvaged material. Cast metal circular plaques are located near each of the salvaged elements, and rectangular printed panels are located at the entrance to Los Gatos Creek Trail (Feature A). A complete description is included in the attached DPR-523 form.

Following construction the site was not re-evaluated for historic significance in its entirety, although the Del Monte Water Tower was listed as a San Jose Structure of Merit.15 This DPR 523 form provides the following conclusions regarding the other elements that remain following mitigation – these salvaged features no longer convey their potential historic significance and do not retain integrity of location, design, setting, workmanship, feeling, or association. Most of the elements have been relocated and none of them individually or collectively provide an indication of the original size and massing of the plant. Without signage and logo on the water tower their association with the canning industry and Del Monte/Calpak is indiscernible. The elements do not embody any distinctive characteristics of a type, period, or method of construction (NRHP Criterion C/CRHR Criterion 3). The residential development project and the execution of the mitigation measures have transformed remaining elements into landscape features commemorating the cannery. The plant was not ever considered significant for associations with individuals, or as a potential source of information important in history (NRHP Criterion B, CRHR Criterion 2 and NRHP Criterion D, CRHR Criterion 4), and has not gained significance in these areas during mitigation efforts.

In addition to lacking individual significance, the remaining elements do not retain sufficient integrity to contribute to a California Packing Corporation Discontiguous Historic District. As noted above, the remaining elements are no longer able to convey associations with canning operations or Del Monte/Calpak and therefore cannot contribute to a historic district.

14 KB Homes, “Historical concepts Site Furnishing and Landscape Details, KB Home – Del Monte Site, San Jose California,” Sheet 7.7.4-5, 2005, City of San Jose, Permit PDC 03-071.
Currently the remaining elements from the cannery are considered commemorative. Commemorative properties are not usually considered for listing in the NRHP unless they meet Criteria Consideration F. The remaining features from the cannery do not meet this consideration as they are not—in and of themselves—significant for their architectural, artistic, or other design qualities, nor do they have associated age, tradition, or symbolic value, and they are not the last representatives of canneries in San Jose. The landscape design which incorporates the elements is not 50 years old and has not achieved significance within its existence (Criteria Consideration G). It is concluded, therefore, that the salvaged elements of the plant, including the remnant wall closest to West San Carlos Street (Feature E), are not eligible for listing in the NRHP, or CRHR, or the local register, and they are not historical resources for the purposes of CEQA.

Del Monte Plant #3 has been removed from the San Jose Historic Resources Inventory. The Del Monte Water Tower has been individually instead been listed as a San Jose Structure of Merit, and is the only remaining element that is considered a historical resource for the purposes of CEQA.

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16 City of San Jose, Resolution No. 72625, proposed April 19, 2005 approved April 26, 2011, 9.
Photographs (continued):


Del Monte Plant #3 Remnant Wall and Associated Features

Recorded by C. Brookshear, H. Miller, and P. Allen

Date: May 4, 2011 and February 26, 2013

Photographs (continued):


Del Monte Plant #3 Remnant Wall and Associated Features

Recorded by C. Brookshear, H. Miller, and P. Allen

Date May 4, 2011 and February 26, 2013

Photographs (continued):

Photograph 7: Feature F, facing south, May 4, 2011.

Photograph 8: Feature F, facing west, February 26, 2013.
Del Monte Plant #3 Remnant Wall and Associated Features

*Recorded by* C. Brookshear, H. Miller, and P. Allen

*Date* May 4, 2011 and February 26, 2013

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**Photographs (continued):**

**Photograph 9: Feature G,** facing southwest, May 4, 2011.

**Photograph 10: Feature H,** facing south, February 26, 2013.
Del Monte Plant #3 Remnant Wall and Associated Features
*Recorded by C. Brookshear, H. Miller, and P. Allen
*Date May 4, 2011 and February 26, 2013

Sketch Map
APPENDIX B:

Caltrans Historic Bridge Log
## Santa Clara County

<table>
<thead>
<tr>
<th>Bridge Number</th>
<th>Bridge Name</th>
<th>Location</th>
<th>Historical Significance</th>
<th>Year Built</th>
<th>Year Wid/Ext</th>
</tr>
</thead>
<tbody>
<tr>
<td>37C0166</td>
<td>ANDERSON RESERVOIR</td>
<td>0.5 MI E OF COYOTE RES RD</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1987</td>
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<tr>
<td>37C0168</td>
<td>LITTLE LLAGAS CRK</td>
<td>SUNNYSIDE AVE</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1915</td>
<td>1975</td>
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<tr>
<td>37C0169</td>
<td>LLAGAS CREEK</td>
<td>0.3 MI E/O MONTEREY HWY</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1948</td>
<td>1997</td>
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<tr>
<td>37C0170</td>
<td>LLAGAS CREEK</td>
<td>0.5 MI E/O SH 101</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1940</td>
<td>1974</td>
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<tr>
<td>37C0172</td>
<td>RED FOX CREEK</td>
<td>1.6 MI N LEAVESLY ROAD</td>
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<td>1915</td>
<td>1960</td>
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<tr>
<td>37C0173</td>
<td>LOS GATOS CREEK</td>
<td>0.4 MI E/O OLD SC HWY</td>
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<td>1952</td>
<td>2007</td>
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<tr>
<td>37C0174</td>
<td>RUNDEL CREEK</td>
<td>0.72 MI W/O SH17</td>
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<td>1938</td>
<td>1991</td>
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<tr>
<td>37C0175</td>
<td>PERMANENTE CREEK</td>
<td>JSP PRESTON DRIVE</td>
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<td>1959</td>
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<tr>
<td>37C0176</td>
<td>SAN TOMAS AQUINO CREEK</td>
<td>NORTH TASMAN DR</td>
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<tr>
<td>37C0177</td>
<td>UVAS CREEK</td>
<td>0.6 MI S HECKER PASS RD</td>
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<td>1972</td>
<td>2004</td>
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<tr>
<td>37C0178</td>
<td>E LITTLE LLAGAS CREEK</td>
<td>0.2 MI E/O SH 101</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1972</td>
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<tr>
<td>37C0179</td>
<td>ALMA-OREGON PAGE MILL EXPRESSWAY</td>
<td>Oregon Page Mill Expressw</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1961</td>
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<tr>
<td>37C0180</td>
<td>ALMA ST UTILITY OC</td>
<td>0.1 M So. Alma St on Expwy</td>
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<td>1961</td>
<td>2000</td>
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<tr>
<td>37C0181</td>
<td>FAIROAKS AVENUE OVERCROSSING</td>
<td>CENTRAL EXPRESSWAY</td>
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<tr>
<td>37C0182</td>
<td>WOLFE ROAD</td>
<td>WOLFE ROAD</td>
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<td>37C0183</td>
<td>CENTRAL EXPRESSWAY</td>
<td>LAWRENCE EXPWY</td>
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<td>1968</td>
<td>2008</td>
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<tr>
<td>37C0184L</td>
<td>SAN TOMAS AQUINO CREEK</td>
<td>0.25 MI N SAN TOMAS EXPY</td>
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<td>1963</td>
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<tr>
<td>37C0184R</td>
<td>SAN TOMAS AQUINO CREEK</td>
<td>0.25 MI N SA TOMAS EXPWY</td>
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<td>1963</td>
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<tr>
<td>37C0185</td>
<td>Santa Clara San Jose Underpass, CENTRAL EXPWY</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1956</td>
<td>2003</td>
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<tr>
<td>37C0186L</td>
<td>STEVENS CREEK</td>
<td>NEAR SH 85</td>
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<td>1967</td>
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<tr>
<td>37C0186R</td>
<td>STEVENS CREEK</td>
<td>NEAR SH 85</td>
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<td>1967</td>
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<tr>
<td>37C0189</td>
<td>MAYFIELD MALL UC</td>
<td>NEAR ALMA ST</td>
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<td>1964</td>
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<tr>
<td>37C0190</td>
<td>CANOAS CREEK</td>
<td>0.1 MI EAST NARVEZ</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1965</td>
<td>1990</td>
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<tr>
<td>37C0191</td>
<td>RINCON AVE POC</td>
<td>SAN TOMAS EXPWY</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1971</td>
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<tr>
<td>37C0192</td>
<td>SARATOGA CREEK</td>
<td>NEAR ENGLISH DR</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1971</td>
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<tr>
<td>37C0193</td>
<td>ADOBE CREEK</td>
<td>BTWN MOODY RD &amp; MONTE RD</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1965</td>
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<tr>
<td>37C0195</td>
<td>LOS GATOS CREEK BOH</td>
<td>UP RR</td>
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<td>1932</td>
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<tr>
<td>37C0196</td>
<td>ARQUES AVENUE OVERCROSSING</td>
<td>CENTRAL EXPRESSWAY</td>
<td>5. Bridge not eligible for NRHP</td>
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<tr>
<td>37C0197</td>
<td>SANTA CLARA OVERHEAD</td>
<td>AT SP TRACKS</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1967</td>
<td>1981</td>
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<tr>
<td>37C0198</td>
<td>SUNNYVALE OVERHEAD</td>
<td>0.25 MI SOUTH KIFER RD</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1963</td>
<td>1997</td>
</tr>
<tr>
<td>37C0199</td>
<td>LOS GATOS CREEK</td>
<td>0.3 MI S OF I-280</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1956</td>
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<tr>
<td>37C0201</td>
<td>MONTAUGE EXPWY/ LAFAYETTE ST OH &amp; SEPARATION</td>
<td>1.2 Miles w/o N. First }</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1962</td>
<td>2006</td>
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<tr>
<td>37C0203L</td>
<td>GUADALUPE RIVER (SAN FERNANDO ST WB)</td>
<td>PARK AVE &amp; SANTA CLARA ST</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1988</td>
<td></td>
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<tr>
<td>37C0203R</td>
<td>GUADALUPE RIVER (SAN FERNANDO ST EB)</td>
<td>PARK AVE &amp; SANTA CLARA ST</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1988</td>
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<tr>
<td>37C0204</td>
<td>ADOBE CREEK</td>
<td>.15 MI W/O FOOTHILL EXPWY</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1985</td>
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<tr>
<td>37C0206</td>
<td>BERRYESSA CREEK BOH</td>
<td>0.4 MI S OF JACKLIN AVE</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1975</td>
<td></td>
</tr>
<tr>
<td>37C0207</td>
<td>JULIAN STREET UP (CALTRAIN, UP RR, AMTRAK)</td>
<td>0.45 MI WEST OF SR 87</td>
<td>4. Historical Significance not determined</td>
<td>1935</td>
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<tr>
<td>37C0208</td>
<td>LAKEDALE POC</td>
<td>LAWRENCE EXPWY</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1973</td>
<td></td>
</tr>
<tr>
<td>37C0213</td>
<td>TASMAN DR SEP &amp; OH</td>
<td>AT INTERSECTION</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1976</td>
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<tr>
<td>37C0215</td>
<td>LLAGAS CREEK</td>
<td>0.25 MI N CALIF AVE</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1938</td>
<td>1999</td>
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<tr>
<td>37C0218</td>
<td>FISHER CREEK</td>
<td>BTWN KALANA/SAN BRUNO AVE</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1926</td>
<td>1979</td>
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<tr>
<td>37C0219</td>
<td>FISHER CREEK</td>
<td>BTWN PALM AVE/KALANA AVE</td>
<td>5. Bridge not eligible for NRHP</td>
<td>1926</td>
<td>1979</td>
</tr>
</tbody>
</table>
APPENDIX C:

SHPO Concurrence Letter
December 9, 2002

REPLY TO: FTA021021A

Leslie T. Rogers, Regional Administrator
Federal Highway Administration
Region IX
201 Mission Street, Suite 2210
SAN FRANCISCO CA 94105-1839


Dear Mr. Rogers:

Thank you for submitting to our office your October 217, 2002 letter, Historic Resources Inventory and Evaluation (HRIE), Archeological Inventory (AI), and Finding of Effect (FOE) documentation regarding the proposed Caltrain Electrification Program in the counties of San Francisco, San Mateo, and Santa Clara. The proposed project would electrify the Caltrain system from its current northern terminus at Fourth and King Streets in San Francisco to the southern terminus at the Gilroy Station in downtown Gilroy in Santa Clara County. The project’s implementation is being coordinated by the Peninsula Corridor Joint Powers Authority (JPB) in cooperation with the Federal Transit Administration (FTA). The project is expected to increase Caltrain ridership, improve regional air quality by eliminating diesel emissions and reducing vehicle miles of travel, and modernize the Caltrain service.

FTA and JPB have selected the following as the chosen alternative for the project:

- The Electrification Program Alternative - would provide for the conversion from diesel-hauled to electric-hauled trains and would require the installation of some 180 to 200 single track miles of overhead contact system (OCS) for the distribution of electrical power to the electric rolling stock. Electric rolling stock would consist of locomotives or electrical multiple unit (EMU) cars. The OCS would be powered from a 25 kilovolt (kV), 60 Hertz (Hz), single-phase, alternating current (ac) supply system consisting of traction power supply substations, switching stations, and paralleling stations.

Detailed descriptions of the OCS, the substations, switching stations, paralleling stations, and overhead protection structures are contained in your letter and supporting documentation. The Archeological Area of Potential Effects (APE) and the Historic Architectural APE for this project, as delineated, were determined, by consensus, to meet the definitions set forth in 36 CFR 800.16(d).
The AI identified ten (10) archeological sites within the project APE. An additional nine prehistoric sites are potentially within the APE. Documentary research also identified two archeological resource-sensitive zones. Previous investigations indicate that one site has been determined eligible to the National Register of Historic Place (NRHP) and another has been assumed eligible. Neither site has been listed. FTA has not evaluated any sites within the APE since its proposed project will avoid all archeological properties.

FTA is seeking our comments on its determination of the eligibility of 94 previously unevaluated pre-1956 architectural properties for inclusion on NRHP in accordance with 36 CFR 800, regulations implementing Section 106 of the National Historic Preservation Act. FTA is also seeking our comments on its determination of the effects the proposed project will have on historic properties in accordance with 36 CFR 800. Our review of the submitted documentation leads us to make the following comments regarding the aforementioned properties:

- We concur with FTA's determination that the following properties are eligible for inclusion on the NRHP under applicable criteria established by 36 CFR 60.4:

1. Tunnel No. 3 (P.M. 03.19), San Francisco. Criteria A and C
2. Tunnel No. 4 (P.M. 04.27), San Francisco. Criteria A and C
3. Schlage Lock Company Main Office Building, 2201 Bayshore Boulevard, San Francisco, Criterion A.
4. Airport Boulevard Underpass/South San Francisco Subway (P.M. 09.59), South San Francisco, Criteria A and C.
5. The San Mateo 1903 Underpasses (Criteria A and C):
   - East Poplar Avenue Underpass (P.M. 17.20), San Mateo.
   - East Santa Inez Avenue Underpass (P.M. 17.34), San Mateo.
   - Monte Diablo Avenue Underpass (P.M. 17.45), San Mateo.
   - Tilton Avenue Underpass (P.M. 17.45), San Mateo.
6. Atherton Station, Station Lane, Atherton, Criterion A.
7. San Francisquito Bridge, (P.M. 29.69), Criteria A and C.
8. University Avenue Underpass (P.M. 30.13), Criterion A.
9. Embarcadero Underpass (P.M. 30.70), Palo Alto, Criterion A.
10. Santa Clara Tower at Benton and Railroad Street (P.M. 44.70), Santa Clara, Criterion C.
11. Coyote Station, 8215A Monterey Road, Coyote, Criteria A and C.
12. Madrone Underpass, (P.M. 66.50), Morgan Hill, Criterion A.

The aforementioned railroad/highway properties either have strong associations with the development of Southern Pacific coastal railroad and/or highway transportation corridors connecting San Francisco with San Mateo and Santa Clara counties to the south, or with the development of grade separation structures that eliminated hazardous automobile grade crossings. In addition, these structures served as models for the construction of later grade separation structures along the Southern Pacific's Coast line. The Schlage Main Office Building has strong associations with the Schlage Lock Company, an ongoing innovator in the development of lock products and related technologies that helped to revolutionize the security lock industry for home, business, and industrial uses. Those properties that were eligible for inclusion on the
NRHP under Criterion C have retained sufficient integrity of design, materials, setting, feeling, and association to convey their respective historical periods of significance.

The remaining pre-1956 properties reviewed in the submitted HRIE are not eligible for inclusion on the NRHP under any criteria established by 36 CFR 60.4. The properties have no strong associations with significant historical events or persons and are not examples of outstanding architectural or engineering design or function.

On the basis of the above comments, we can now concur with FTA's determination that the proposed project, as described, will have no adverse effect on historic properties. The proposed work is reversible and will not significantly alter or change those characteristics that qualify the properties either individually or collectively for inclusion on the NRHP. In addition, the proposed OCS will in no way be physically attached to any of the historic structures or buildings evaluated in the HRIE.

Thank you again for seeking our comments on your project. If you have any questions, please contact staff historian Clarence Caesar at by phone at (916) 653-8912 or by e-mail at ccaes@ohp.parks.ca.gov.

Sincerely,

Dr. Knox Mellon
State Historic Preservation Officer