



Downtown West



Historic Landmark Nomination:
Southern Pacific Depot

October 7, 2020

Authors:

Page & Turnbull

HMH Engineers

HISTORIC LANDMARK NOMINATION FORM

TO BE COMPLETED BY PLANNING STAFF		
NOMINATION FORM NO.	PROJECT MANAGER	DATE _____
ASSESSOR'S PARCEL NUMBER		BY _____
QUAD #	ZONING	
COUNCIL DISTRICT	GENERAL PLAN	
NOMINATION SUBMITTED BY	HLC NOMINATION DATE	
CITY COUNCIL INITIATION DATE	HLC PUBLIC HEARING DATE	
CITY COUNCIL PUBLIC HEARING DATE	CITY COUNCIL RESOLUTION NO.	

TO BE COMPLETED BY THE APPLICANT (PLEASE PRINT OR TYPE)	
HISTORIC NAME	SOUTHERN PACIFIC DEPOT
COMMON NAME	DIRIDON STATION
STREET ADDRESS	65 CAHILL STREET
ORIGINAL OWNER NAME	SOUTHERN PACIFIC RAILROAD
ORIGINAL USE OF PROPERTY	TRANSPORTATION: RAIL RELATED
ARCHITECT NAME	JOHN H. CHRISTIE
CONSTRUCTION DATE	1935
ARCHITECTURAL STYLE	ITALIAN RENAISSANCE REVIVAL, with Streamline Moderne elements
ACREAGE OF PARCEL	Containing 11.54 acres, more or less. <i>(Previously approximately 12.5 acres.)</i>
DATE LISTED ON NATIONAL REGISTER	APRIL 1, 1993
CALIFORNIA STATE LANDMARK NO.	LISTED APRIL 1993; CITY LANDMARK NO. 100 (FILE HL94-100) VIA SOUTHERN PACIFIC DEPOT CITY LANDMARK RESOL., 65705 (1995)

This application is accepted by APPOINTMENT ONLY. To arrange an appointment, please visit the Planning Division's website: <http://www.sanjoseca.gov/index.aspx?nid=1725>. For assistance, call (408) 535-3555

In addition to the completed application, the following items are required:

- DRAWINGS, PHOTOGRAPHS, OR OTHER DESCRIPTIVE MATERIAL.
- LEGAL DESCRIPTION OF THE PROPOSED LANDMARK CONSISTING OF EITHER:
 - A. LOT AND TRACT NUMBERS FROM A RECORDED TRACT MAP, OR
 - B. A METES AND BOUNDS DESCRIPTION PREPARED BY A LICENSED LAND SURVEYOR OR A REGISTERED CIVIL ENGINEER.
- STATEMENT DESCRIBING THE PHYSICAL CONDITION OF THE PROPOSED LANDMARK.
- CALIFORNIA DEPARTMENT OF PARKS AND RECREATION 523A PRIMARY RECORD & 523B BUILDING STRUCTURE AND OBJECT RECORD (DPR) COMPLETED BY A QUALIFIED HISTORICAL CONSULTANT.
- BRIEF STATEMENT EXPLAINING WHY THE PROPOSED LANDMARK HAS SPECIAL HISTORICAL, ARCHITECTURAL, CULTURAL, AESTHETIC, OR ENGINEERING INTEREST OR VALUE OF AN HISTORICAL NATURE, AND HOW THE CHARACTERISTICS OF THE PROPOSED LANDMARK MEET WHICHEVER OF THE FOLLOWING THAT APPLY:
 1. Its character, interest or value as part of the local, regional, state or national history, heritage or culture;
 2. Its location as a site of a significant historic event;
 3. Its identification with a person or persons who significantly contributed to local, regional, state or national culture and history;
 4. Its exemplification of the cultural, economic, social or historic heritage of the City of San Jose;
 5. Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;
 6. Its embodiment of distinguishing characteristics of an architectural type or specimen;
 7. Its identification as the work of an architect or master builder whose individual work has influenced the development of the City of San Jose;
 8. Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which is either unique or represents a significant architectural innovation.
- CITY OF SAN JOSE HISTORIC EVALUATION CRITERIA FORM.

PROPERTY OWNER INFORMATION

PRINT NAME OF PROPERTY OWNER
Google LLC

ADDRESS 1600 Amphitheatre Parkway	CITY Mountain View	STATE CA	ZIP CODE 94043
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SIGNATURE OF PROPERTY OWNER 	DATE
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DAYTIME TELEPHONE # (650) 253-9481	FAX # ()	E-MAIL ADDRESS sanjoseplan@google.com
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This application is accepted by APPOINTMENT ONLY. To arrange an appointment, please visit the Planning Division's website: <http://www.sanjoseca.gov/index.aspx?nid=1725>. For assistance, call (408) 535-3555

MEMORANDUM

DATE	September 7, 2020	PROJECT NO.	20211
TO	Dana Peak, Interim Historic Preservation Officer	PROJECT	Southern Pacific Depot Historic District Boundary Amendment
OF	City of San Jose Planning Division	FROM	Barrett Reiter, Architectural Historian, Page & Turnbull Ruth Todd, Principal, Page & Turnbull
CC	Danny Chang, Google; Victoria Lehman, Lendlease; Joy Park, Google	VIA	Email

REGARDING Amendment to Landmark Boundary of Southern Pacific Depot Historic Landmark Nomination Form

This memorandum serves as a request for an amendment to the existing landmark boundary of the Southern Pacific Depot Historic Landmark site located at 65 Cahill Street in San Jose. The Southern Pacific Depot site (now called Diridon Station) was designated as a City Landmark in the City of San Jose Historic Resources Inventory (HL94-100) in 1995. In 1993, prior to its designation as a city landmark, the site was listed as a historic district on the National Register of Historic Places (National Register) for its significance under Criterion C (Architecture) as an excellent example of a building designed in the late Italian Renaissance Revival style, with elements of the increasingly popular Streamline Moderne style. The National Register nomination defines the site's period of significance as 1932-1935, dating to the period of construction of the Southern Pacific Depot building; available documentation for the city landmark site does not specify a period of significance.¹

Today, the Southern Pacific Depot site has seen numerous changes, including the demolition of three of its contributing buildings, and the surrounding area is the focus of a number of development projects as supported by the City of San Jose Diridon Station Area Plan (DSAP), which was approved by the City Council in 2014 and is currently being updated.² The proposed boundary

¹ National Register of Historic Places. Southern Pacific Depot Historic District, San Jose, Santa Clara County, California, National Register #93000274.; Supporting documentation for the City of San Jose Landmark nomination (HL94-100) appears to have been lost. Conversations with the Planning Division and the County Clerk's office were unable to locate these files.

² City of San Jose, "Diridon Station Area Plan," Accessed August 18, 2020, sanjoseca.gov/your-government/departments/planning-building-code-enforcement/planning-division/citywide-planning/area-plans/diridon-station-area-plan

adjustment aims to realign the boundary to match the existing parcel (which has changed in form since 1995) and will simplify the regulatory requirements of adjacent new construction that are part of the larger DSAP planned multi-use development, benefiting adjacent projects including Google's proposed Downtown West project.

Site Context and Historic Significance

The Southern Pacific Depot site was developed in the 1930s as part of a longstanding effort to relocate railroad tracks of the Pacific Coast Line of the Southern Pacific Railroad away from Downtown San Jose to a more industrial area, replacing an existing 1872 station building.³ Along with the relocation of tracks and railroad service, the project was completed with the erection of a new station building, the Southern Pacific Depot, in 1935. The building was designed by John H. Christie, an architect for the Southern Pacific Railroad Company, who was responsible for alterations to the Fresno Depot and the Los Angeles Union Power Terminal. The building was designed in the Italian Renaissance Revival style and features several elements that express the influence of the popular Streamline Moderne style. An additional notable feature of the train station is the waiting room mural by painter John MacQuarrie, who also completed murals for California train stations in Palo Alto, Sacramento, and Salinas, as well as murals in Salt Lake City, Utah and Mesa, Arizona.⁴

The designation of the Southern Pacific Depot as a city landmark site highlighted both the architectural significance of the main station building, as well as the development context of the property as a railroad station. Supporting statements for the designation of the site by the City Council included the following:

1. Its character, interest, or value is part of the local, regional, state, or national history, heritage, or culture.
2. Its location is the site of the relocation of four and one-half miles of the Pacific Coast line from Market Street in downtown San Jose to the Southern Pacific Depot on Cahill Street in the western part of the City.
3. Its identification with John H. Christie, Southern Pacific architect, who significantly contributed to the design and construction of Southern Pacific Depots throughout California.
4. Its exemplification of the cultural, economic, social or historic heritage of the City of San Jose.

³ The 1872 building was called the Market Street Station.

⁴ National Register of Historic Places. Southern Pacific Depot Historic District, San Jose, Santa Clara County, California, National Register #93000274.; "John MacQuarrie," Bonhams, Accessed August 26, 2020, <https://www.bonhams.com/auctions/22501/lot/97/?category=list>

5. Its portrayal of the environment of a group of people, such as John H. Christie and John MacQuarrie, in an era of history characterized by the Italian Renaissance Revival and Streamline Moderne styles.
6. Its embodiment of distinguishing characteristics of the Italian Renaissance Revival and Streamline Moderne architectural type or specimen.
7. Its embodiment of elements of architectural or engineering design, detail, materials, or craftsmanship which represents a significant architectural innovation or which is unique.⁵

The reasons stated above represent a broader context for the city landmark than was presented for the National Register nomination which argued only for the property's architectural significance despite landmarking the larger site, which included contextual resources that speak to the larger importance of the railroad as a catalyst of development. Contributing resources to the Southern Pacific Depot National Register historic district and the city landmark site originally included four buildings: the main depot, the Car Cleaners' Shack, the Herder's Shack, the Compressor House; and five structures: the Santa Clara Underpass, the Water Tower, the Wall and Fence System, two Butterfly Sheds, and the Railroad Tracks (refer to the National Register nomination key map within Appendix D for the locations of these resources).

Designated Landmark Boundary

When designated as a City Landmark, the Southern Pacific Depot landmark site boundary was drawn to include the boundary line of the existing parcel, upon which the main station building (Diridon Station) is located, in addition to the contributing buildings and features of the designated National Register historic district that were located to the north and south of that main parcel. Along the northern end, the landmark boundary was drawn to include the Santa Clara Underpass and the Herder's Shack. At the southern end, the landmark boundary was drawn to reflect the eastern boundary of the parcel – where it projects east along the southerly line of West Fernando Street – and to include the Car Cleaners' Shack and the Water Tower.

Contemporary Context

Since the designation of the Southern Pacific Depot site in 1995, the property has undergone some significant changes including the demolition of three contributing resources to the site: the Water Tower, the Herder's Shack, and the Compressor Building.⁶ Additionally, the southeast corner of the property, which originally followed the boundary line of a single parcel, has been divided into multiple parcels reflecting various uses and owners.

⁵ Council of the City of San Jose, *Resolution 65705*. Approved January 24, 1995, 2-3

⁶ JRP Historical Consulting, *VTA's BART Silicon Valley—Phase II Extension Project: Finding of Affect for Architectural Resources*, (October 2017), 4-29 to 4-30.

Proposed Boundary Adjustment

The proposed boundary amendment realigns portions of the landmark boundary at its north and southeast corners in order to reflect the contemporary context of the site. The proposed changes to the existing boundary would not impact any historic resources of the Southern Pacific Depot site.

The northernmost corner of the city's landmark boundary was drawn to include the Herder's Shack (also poetically referred to as the Switchman's Shanty), however this contributing building has been demolished and the area upon which it sat is vacant and now part of another parcel. Realigning this boundary to follow the eastern boundary of the existing parcel (APN 259-28-045) would ensure that the landmark site does not include a small portion of the adjacent parcel upon which no resources related to the Southern Pacific Depot site are located. The boundary would continue to include the contributing structure of the Santa Clara Overpass, which would not be negatively impacted by this boundary realignment.

The southeast corner of the landmark site was drawn to follow a parcel boundary which is no longer present; the landmark boundary as it exists today extends into an area that is part of the larger DSAP development area. Realigning the southeastern boundary by shifting it to the west (see Appendix A) will not impact any contributing historic resources to the Southern Pacific Depot site. The nearest historic resource, the Car Cleaners' Shack, remains at its historic location and will not be negatively impacted by the boundary change as its historic setting will not be impacted.

The proposed boundary adjustment will reconfigure the landmark boundary so that it will not cross contemporary parcel lines that have been shifted since the landmark's designation in 1995. The two areas to be amended do not contain historic resources, do not impact the ability of the site to communicate its historic significance, and represent minor changes along the edges of the landmark site. In making these changes, the landmark site will no longer intersect with the adjacent DSAP development sites and will simplify the regulatory requirements of historic preservation review on the adjacent parcels that do not contain historic resources of the Southern Pacific Depot site.

ATTACHMENTS

Appendix A: Proposed Landmark Boundary Amendment

Appendix B: Annotated Maps of Existing and Proposed Boundaries

Appendix C: City Landmark Resolution – City Council Resolution No. 65705 (January 24, 1995)

Appendix D: National Register Nomination (1993)

APPENDIX A:

SOUTHERN PACIFIC DEPOT
PROPOSED LANDMARK BOUNDARY
AMENDMENT



EXHIBIT "A"
SOUTHERN PACIFIC DEPOT HISTORIC BOUNDARY

REAL PROPERTY in the City of San Jose, County of Santa Clara, State of California, being a portion of Parcel 13 (47232-1) as described in the Quitclaim Deed recorded May 16, 1997, in Document No. 13708643 of Official Records, Santa Clara County Records; a portion of Peninsula Corridor Joint Powers Board shown as Assessor's Parcel Number 259-28-045 and 261-35-030; and a portion of West Santa Clara Street, described as follows:

BEGINNING at the northeasterly corner of said Parcel 13 (47232-1), being the intersection of the southerly line of West Santa Clara Street and the westerly line of Cahill Street;
Thence along said westerly line, South 02°29'36" East, 935.72 feet;
Thence South 11°03'19" West, 56.51 feet;
Thence South 02°26'49" East, 150.76 feet, to the southerly line of said Parcel 13 (47232-1);
Thence along said southerly line, and its westerly prolongation South 87°34'05" West, 406.30 feet, to the southerly prolongation of the easterly line of White Street (vacated);
Thence along said prolongation and easterly line, North 02°44'13" West, 1,141.86 feet, to the southerly line of West Santa Clara Street;
Thence along said southerly line, North 87°37'26" East, 81.35 feet;
Thence North 02°08'23" West, 200.00 feet;
Thence North 87°37'26" East, 95.58 feet, to the westerly line of that parcel of land described in the Quitclaim Deed recorded June 26, 2003, in Document No. 17140351 of Official Records, Santa Clara County Records;
Thence along said westerly line and its southerly prolongation, South 13°54'37" East, 204.12 feet, to the southerly line of West Santa Clara Street;
Thence along said southerly line, North 87°37'26" East, 205.95 feet, to the POINT OF BEGINNING.

Containing 11.54 acres, more or less.

As shown on Exhibit "B" attached hereto and made a part hereof.

END OF DESCRIPTION

This legal description of land does not constitute a separately created parcel per requirements of the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.

This legal description was prepared by me or under my direction in accordance with the Professional Land Surveyors Act.

Date: 8-10-2020

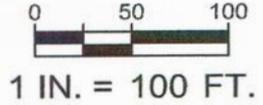

Tracy L. Giorgetti, LS 8720



PENINSULA CORRIDOR
JOINT POWERS BOARD
(APN 259-28-045)

N87°37'26"E
95.58'

DOC 17140351



STOCKTON
AVENUE

200.00'
N02°08'23"W

S13°54'37"E
204.12'

WEST SANTA CLARA STREET

N87°37'26"E
81.35'

N87°37'26"E 205.95'

POB

WHITE STREET
(VACATED)

N02°44'13"W 1141.86'

PARCEL 13 (47232-1)
DOC 13708643

PENINSULA CORRIDOR
JOINT POWERS BOARD
(APN 261-35-030)

S02°29'36"E 935.72'

CAHILL STREET

STOVER ALLEY

CRANDALL
STREET

W SAN
FERNANDO ST

S11°03'19"W
56.51'

S02°26'49"E 150.76'

S87°34'05"W 406.30'



LEGEND

POB

POINT OF BEGINNING

SHEET 1 OF 1

Date: 2020-08-10
Designed: RF
Drawn: RF
Checked: TG
Proj. Engr.: VM
571900PL05



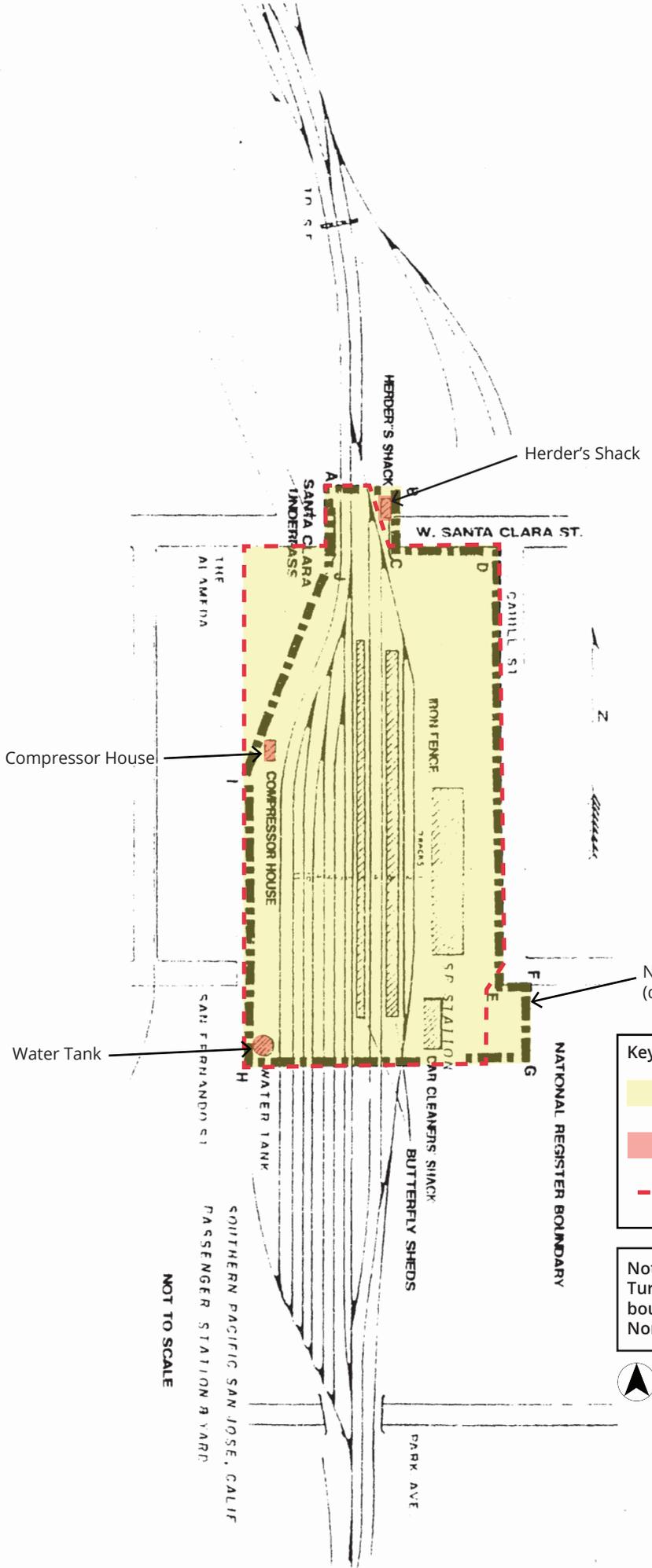
EXHIBIT "B"
PLAT TO ACCOMPANY DESCRIPTION:
SOUTHERN PACIFIC DEPOT HISTORIC BOUNDARY
SAN JOSE CALIFORNIA

APPENDIX B:

ANNOTATED MAPS OF EXISTING
AND PROPOSED BOUNDARIES OF
THE SOUTHERN PACIFIC DEPOT SITE

SOUTHERN PACIFIC DEPOT

SAN JOSE, CALIFORNIA



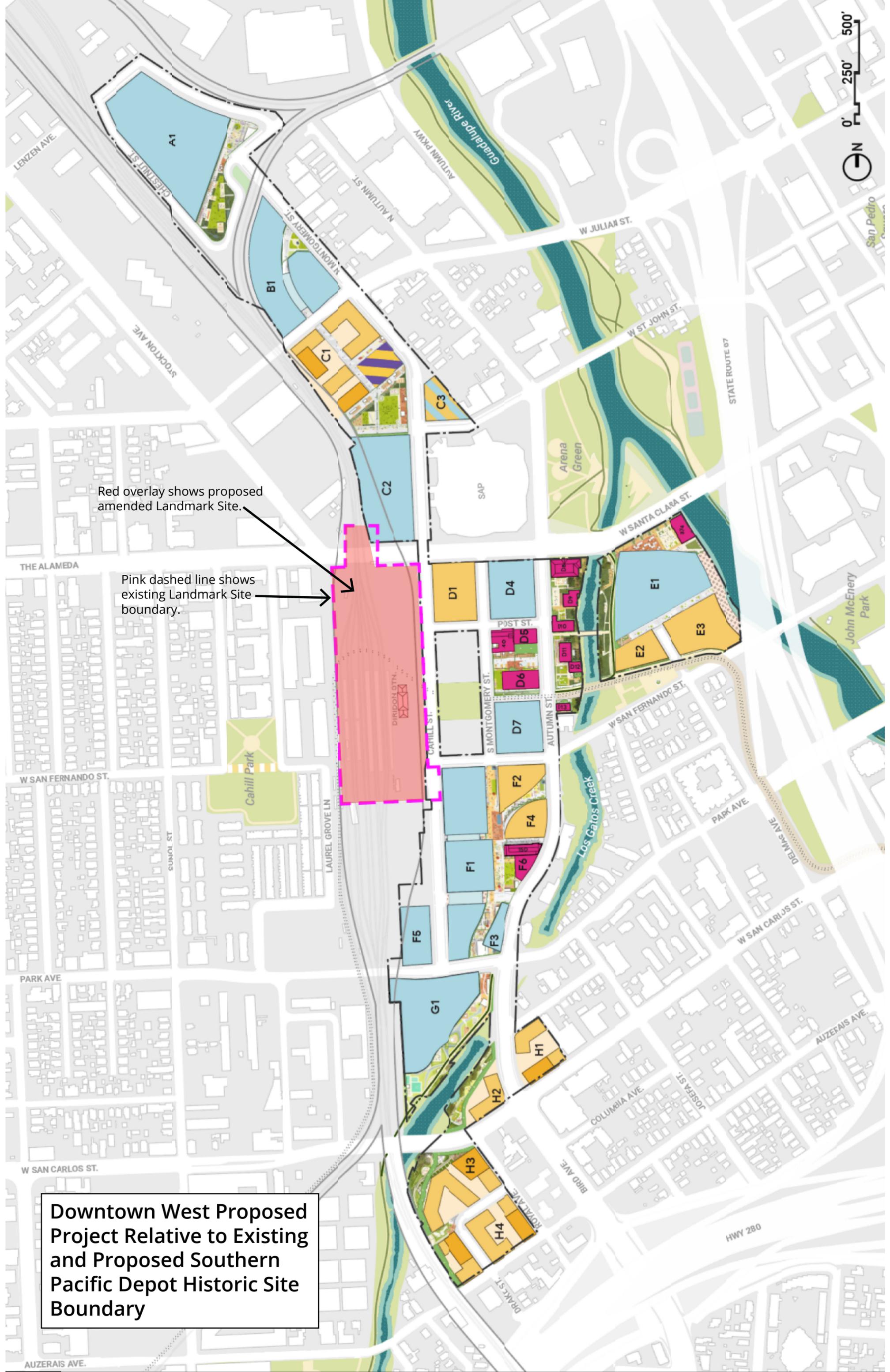
Key to Annotated Features

- City Landmark Site
- Demolished Contributing Buildings to SP Depot Site
- Proposed Amended Boundary

Note: Annotations completed by Page & Turnbull (August 2020) on National Register boundary map from the National Register Nomination for the Southern Pacific Depot.

NOT TO SCALE





Red overlay shows proposed amended Landmark Site.

Pink dashed line shows existing Landmark Site boundary.

Downtown West Proposed Project Relative to Existing and Proposed Southern Pacific Depot Historic Site Boundary

APPENDIX C:

SOUTHERN PACIFIC DEPOT
CITY LANDMARK RESOLUTION

RESOLUTION NO. 65705

RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSÉ DESIGNATING, PURSUANT TO THE PROVISIONS OF CHAPTER 13.48 OF TITLE 13 OF THE SAN JOSÉ MUNICIPAL CODE, THE SOUTHERN PACIFIC DEPOT AS A LANDMARK OF SPECIAL HISTORICAL, ARCHITECTURAL, CULTURAL, AESTHETIC OR ENGINEERING INTEREST OR VALUE OF A HISTORIC NATURE.

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSÉ:

WHEREAS, Chapter 13.48 of Title 13 of the San José Municipal Code provides for the designation of structures and/or sites of special historical, architectural, cultural, aesthetic or engineering interest or value of a historical nature as landmarks by the City Council of the City of San José; and

WHEREAS, said Chapter 13.48 of Title 13 provides that any historic property can be nominated for designation as a City landmark by the City Council, the Historic Landmarks Commission or by application of the owner or the authorized agent of the owner of the property for which designation is requested; and

WHEREAS, the City Council, upon nomination, adopted Resolution No. 65566, on November 1, 1994, initiating proceedings pursuant to said Chapter 13.48 of Title 13 for consideration of such landmark designation; and

WHEREAS, said Chapter 13.48 of Title 13 provides that before this Council may designate any buildings and site as a landmark, it shall hold at least one public hearing on such proposed designation and that before it holds said public hearing, the Council shall refer said proposed designation to the Historic Landmarks Commission of the City of San José for its consideration at a public hearing and for its report and recommendation hereon; and

WHEREAS, within the time and in the manner provided by said Chapter 13.48 of Title 13, the Historic Landmarks Commission did, on December 7, 1994, at the hour of 6 p.m., conduct a public hearing on said landmark designation and recommend approval of the designation of the Southern Pacific Depot described hereinafter in Section 1 of this Resolution, as a landmark of special historic, architectural, cultural, aesthetic or engineering interest or value of a historic nature, and made certain findings with respect thereto; and

WHEREAS, a copy of the San José Historic Landmark Nomination Form No. HL 94-100 upon which such recommendation was made is on file in the Office of the City Clerk of the City of San José and

WHEREAS, within the time and in the manner provided by said Chapter 13.48 of Title 13, the Council did give notice that on January 17, 1994, at the hour of 1:30 p.m., of said day, or as soon thereafter as said matter could be heard, this Council would, in the City Hall of the City of San José 801 North First Street, San José, California, hold a public hearing on said landmark designation at which hearing any and all persons interested in said proposed designation could appear and avail themselves of an opportunity to be heard and to present their views with respect to said proposed designation; and

WHEREAS, at the aforesaid time and place set for said hearing, or to which the hearing was continued, this Council duly met, convened, and gave all persons full opportunity to be heard to present their views with respect to said proposed landmark designation.

NOW, THEREFORE:

SECTION 1. In accordance with the provisions of Chapter 13.48 of Title 13 of the San José Municipal Code, this Council does hereby designate the Southern Pacific Depot buildings and site as a landmark of special historic, architectural, cultural, aesthetic or engineering interest or value of a historic nature;

SECTION 2. Said designation is based upon the following findings:

1. Its character, interest, or value is part of the local, regional, state, or national history, heritage, or culture.
2. Its location is the site of the relocation of four and one-half miles of the Pacific Coast line from Market Street in downtown San Jose to the Southern Pacific Depot on Cahill Street in the western part of the City.
3. Its identification with John H. Christie, Southern Pacific architect, who significantly contributed to the design and construction of Southern Pacific Depots throughout California.
4. Its exemplification of the cultural, economic, social or historic heritage of the City of San José.
5. Its portrayal of the environment of a group of people, such as John H. Christie and John MacQuarrie, in an era of history characterized by the Italian Renaissance Revival and Streamline Moderne styles.

6. Its embodiment of distinguishing characteristics of the Italian Renaissance Revival and Streamline Moderne architectural type or specimen.
7. Its embodiment of elements of architectural or engineering design, detail, materials, or craftsmanship which represents a significant architectural innovation or which is unique.

SECTION 3. The City Clerk is hereby directed to notify those persons designated in San José Municipal Code, Section 13.48.110, Subsection L, in the manner specified by said Section and to direct the recordation of a Notice of Granting of this resolution in the Office of the Recorder of the County of Santa Clara.

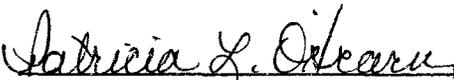
ADOPTED this 24th day of January, 1995, by the following vote:

AYES: DIAZ, DIQUISTO, FERNANDES, FISCALINI, JOHNSON,
PANDORI, POWERS, SHIRAKAWA, WOODY; HAMMER
NOES: NONE
ABSENT: NONE
VACANT: DISTRICT 10



Susan Hammer, Mayor

ATTEST:



Patricia L. O'Hearn, City Clerk

CHLLRESO.CC re/105

**Southern Pacific Depot
65 Cahill Street, San Jose**

All that certain real property lying entirely within the City of San Jose, County of Santa Clara, State of California, and more particularly described as follows:

Commencing on the Point of Intersection of the southerly right-of-way line of The Alameda and the easterly right-of-way line of White Street, as shown upon that certain Record of Survey, recorded in Book 37 of Maps at Page 6, Santa Clara County Records; thence easterly, along said southerly right-of-way line of The Alameda N 86°31' E, 87 feet to a point lying upon said right-of-way line, said point being the True Point of Beginning; thence from Point of Beginning leaving said right-of-way line north 200 feet; thence east 150 feet; thence south 170 feet, more or less to the Point of Intersection with said southerly right-of-way line of The Alameda; thence N 86°31' E, along said right-of-way line 197 feet, more or less, to the Point of Intersection with the westerly right-of-way line of Cahill Street, as it now exists; thence southerly along said westerly line of Cahill street S 3°51' E, 985.75 feet to the Point of Intersection with the southerly right-of-way of West San Fernando Street, as it now exists; thence along said southerly line of West San Fernando Street N 86°31' E, 50 feet; thence leaving said right-of-way line S 3°51' E, 160 feet; thence S 86°31' W, 480 feet, more or less, to the Point of Intersection with the southerly prolongation of said easterly right-of-way line of White Street; thence northerly along said southerly prolongation N 3°51' W, 165 feet, more or less, to the Point of Intersection with said southerly line of West San Fernando Street; thence continuing northerly along said easterly line of White Street N 3°51' W, 650 feet; thence N 14°30' E, 350 feet, more or less, to the Point of Beginning of this description.

APPENDIX D:

SOUTHERN PACIFIC DEPOT –
NATIONAL REGISTER NOMINATION
(1993)

274

RECEIVED

RECEIVED 21 1993

MAR 04 1993

United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

NATIONAL

REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties for the National Register. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Southern Pacific Depot

other names/site number N/A

2. Location

street & number 65 Cahill Street

N/A not for publication

city, town San Jose

N/A vicinity

state California

code CA

county Santa Clara

code 085

zip code 95110

3. Classification

Ownership of Property

- private
- public-local
- public-State
- public-Federal

Category of Property

- building(s)
- district
- site
- structure
- object

Number of Resources within Property

Contributing	Noncontributing
<u>4</u>	<u> </u> buildings
<u> </u>	<u> </u> sites
<u>6</u>	<u> </u> structures
<u> </u>	<u> </u> objects
<u>10</u>	<u> </u> Total

Name of related multiple property listing:

N/A

Number of contributing resources previously

listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Stacy P. Craigo March 1, 1993
 Signature of certifying official Date
California Office of Historic Preservation
 State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

 Signature of commenting or other official Date

 State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register. See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Entered in the
National Register

Delores Byer

4/1/93

Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

TRANSPORTATION: Rail Related

Current Functions (enter categories from instructions)

TRANSPORTATION: Rail Related

7. Description

Architectural Classification
(enter categories from instructions)

Italian Renaissance Revival

Materials (enter categories from instructions)

foundation CONCRETE

walls BRICK

roof TERRA COTTA

other METAL: Steel Sash Windows

METAL: Iron Gate

Describe present and historic physical appearance.

The Southern Pacific Depot on Cahill Street in San Jose is a multi-level combination (passenger and freight) railroad depot constructed in the Italian Renaissance Revival style. Built in 1935, it consists of a three-story central section flanked by two-story wings. The building, a compilation of rectangular sections, is 390 feet long and varies in width from 40 feet to 78 feet. The central section, which contains the passenger waiting room, measures 40 by 80 feet and 33 feet in height. The high center pavilion housing the waiting room is constructed of steel columns and trusses. The side wings are framed with wood. The roofs of the three main sections are hipped with medium boxed eaves and covered with terra cotta tile in varied shades of red and "sunset." The south and rear wings are flat roofed and only trimmed with terra cotta tile. The exterior walls are clad with tapestry brick of varied colors and arranged in an English bonding pattern. The foundation walls are concrete. The depot is located in an industrial area dominated by warehouses and related commercial businesses. The depot faces east onto Cahill Street, which is lined with trees. Several vernacular sheds, a water tower, butterfly passenger sheds and the nearby Alameda Underpass are all contributing structures within the railroad station, which serves as the setting for the depot. The property is in fair condition and has been altered very little since its construction.

The main facade of the depot possesses three tall arches that frame the main entry and windows. The multi-light fixed windows are steel sash and wood framed. They are set in recessed fields which create vertical brick surrounds to compliment the symmetry. Flanking the central arch, a pair of pilasters, inset with capital terra cotta appliques, repeats the image. Surmounting the brick fields surrounding the arches, a white terra cotta imbrication with two rows of zigzags supports a metal cornice in a reference to the classical entablature. A cantilevered galvanized steel and concrete marquee shelters the main entry. Once on the marquee, galvanized steel facing repeating

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Architecture

Period of Significance

1932-1935

Significant Dates

1935

Cultural Affiliation

Significant Person

Architect/Builder

Christie, John H.

Morrison, E.C.

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

The Southern Pacific Depot built in 1935 on Cahill Street in San Jose is an example of the Italian Renaissance Revival style with eclectic elements indicative of a changing aesthetic. Contextually it relates to the influence of that style on architecture in California, and to the statewide context, Arts in California. The depot meets National Register Criterion C in the area of Architecture as a late example of the Italian Renaissance Revival style in commercial architecture in the state.

Historical background and significance

The construction of the Southern Pacific depot in 1935 at 65 Cahill Street in San Jose, Santa Clara County, was the culmination of a 30-year effort to relocate 4.5 miles of the South Pacific Coast line of the Southern Pacific Railroad away from the heavy traffic of the downtown area around the Market Street Depot to the west side of the city, an industrial neighborhood area in the nineteenth century and the formerly the location of rail facilities belonging to other railroads. The Southern Pacific Depot relocation was heralded as the first major railroading change in San Jose in nearly three quarters of a century.

The new \$100,000 building, part of a \$3,250,000 project, replaced the Market Street station which had been built in 1872. The Southern Pacific depot on Cahill Street was designed by Southern Pacific architect, John H. Christie, who had worked on the Southern Pacific remodeling of the Fresno, California depot in 1915 and later, in 1939, worked on the Los Angeles Union Passenger

9. Major Bibliographical References

See continuation sheet

See continuation sheet

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository: _____

10. Geographical Data

Acreeage of property approximately 12.5 acres

UTM References

A	1,0	59,724,5	4,132,08,0
	Zone	Easting	Northing
C	1,0	59,728,3	4,132,02,5

B	1,0	59,728,0	4,132,08,3
	Zone	Easting	Northing
D	1,0	59,735,8	4,132,03,0

See continuation sheet

Verbal Boundary Description

The boundary of the nominated property is delineated by the polygon whose vertices are marked by the following UTM reference points: A 10 597245 4132080, B 10 597280 4132083, C 10 597283 4132025, D 10 597358 4132030, E 10 597362 4131741, F 10 597363 4131741, G 10 597364 4131715, H 10 597250 4131710, I 10 597230 4131940, J 10 597250 4132020.

See continuation sheet

Boundary Justification

Approximately 12.5 acres surrounding the Southern Pacific Depot at the Cahill Street Station in San Jose have been a historical part of the station, maintain integrity and convey the property's setting. These include the depot, the water tower, the Santa Clara Underpass, the tracks at the station, the butterfly passenger sheds, the car cleaners' shack, the herder's shack, and the compressor house.

See continuation sheet

11. Form Prepared By

name/title	<u>Elizabeth A. McKee, Historian</u>	date	<u>December 1, 1992</u>
organization	<u>CALTRANS</u>	telephone	<u>(510) 286-5611</u>
street & number	<u>P.O. Box 23660</u>	state	<u>California</u>
city or town	<u>Oakland</u>	zip code	<u>94623-0660</u>

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National Register of Historic Places Continuation Sheet

Section number 7 Page 1

Description (continued)

the pilaster theme with capped colonettes has been removed. The marquee and the windows show the most pronounced deterioration on the facade.

The recessed brick fields and terra cotta appliques of the main structure are repeated on the facades of the side wings. The windows there, however, are rectangular and include casement sections. Connected by a concourse distinguished by large basket arches which lead to the tracks, a southern one and one half story annex was constructed as the baggage office, telegraph and telephone office and equipment room. Befitting its purpose, the annex possesses wooden garage doors and loading docks.

The decorative features of the facade are also repeated on the rear of the central building, with its reversed role as entrance to the building and San Jose beyond for passengers arriving by train. Extending from the rear of the building a single story glass and metal structure encloses the concourse to the pedestrian subway to the metal butterfly sheds (described in contemporary writings as umbrella sheds) that sheltered waiting passengers.

The interior of the waiting room has terrazzo floors with stone inlay. The walls are scored in a ashlar pattern (Caen stone plaster) above a marble wainscot. The coffered ceiling possesses a large ridge beam flanked by two purlins on either side which support beveled rafters decorated with corbels. The beams are grained and stenciled with a floral pattern. At the north and south ends of the waiting room blind arches lead to the attached wings. A moderne clock is located above the blind arch on the south end of the room. Above the north arch there is a mural by San Francisco artist John MacQuarrie. The mural depicts the colonization of the Santa Clara Valley, with a view of modern San Jose, the Lick Observatory, and a train in the background clouds. Plaster grilles with ornamental motifs flank the clock and mural. The original marble ticket counter at the north end of the room includes rippled glass, maple ticket files, and lights supported on tubular brass arches.

There are several structures within the boundaries of the rail-

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Continuation SheetSection number 7 Page 2**Description (continued)**

road station which are contributing resources. An iron gate with square classical posts and curvilinear details is located on the north side of the depot. Butterfly passenger sheds between tracks 2 and 3 and tracks 4 and 5 were erected by the Soule Steel Company to the west of the depot, connected by a subterranean passage. Located to the south of the depot is a vernacular wood-framed shed, commonly referred to as the car cleaners' shack. It is gable-roofed and clad with board and batten siding, and possesses a series of doorways in the facade for the men's and women's locker rooms within the building. The water tank situated to the west across the tracks is also a contributing structure. About 600 feet to the north there is presently located a small rectangular wood-clad compressor house from which the machinery has been removed. The four passenger tracks, separate track for handling mail, baggage, and express in carload lots, and freight tracks, which handle traffic around the terminal yard without interfering with passenger trains, are relatively intact features of the station, though there has been some minor realignment over time and the rails and ties have been replaced.

The Santa Clara Underpass (referred to as the San Jose Underpass, Bridge No 37-45, 04-SC1-82, at P.M. 8.40 in the CALTRANS Bridge Inventory) is located about 500 feet to the north of the depot. Also a contributing structure, it is comprised of 43 simple span rolled steel beams on a reinforced concrete pier with windows, and double-walled abutments with pedestrian passages. Its two spans total 82 feet in length, and carry three tracks of the Southern Pacific Depot's north yard throat over Route 82, crossing the roadway at right angles (no skew). The bridge has solid parapet railings, with a large enameled Southern Pacific herald placed above the center pier. Railing ends posts are surmounted by Beaux-Arts luminaires cast by the Joshua Hendy Iron Works at Sunnyvale.

At the north end of the underpass there is located a small wood-framed herder's shack (which shelters the railman responsible for switching tracks at the end of the yard). The walls are clad with board and batten siding and the gabled roof is covered with shingles. The door is sheltered by a corrugated metal awning.

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Section number 7 Page 3

Description (continued)

The structure was lengthened by four and a half feet at an unknown date, probably in the 1930s or 1940s. The Santa Clara Underpass has spalled concrete.

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Continuation Sheet**

Section number 7 Page 4

Explanation of Resource Count:

Contributing Buildings: Depot
Car cleaner's shack
Herder's shack
Compressor House

Contributing Structures: Wall and Fence System
Water tower
Underpass
2 Butterfly sheds
Tracks

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Significance (continued)

Terminal. The depot on Cahill Street in San Jose was constructed by the C.N. Swenson Construction Company. The grade separations for the station were heralded as models of safe design. The Cahill Street station replaced the Market Street station in San Jose as the terminus of the San Francisco Peninsula rail service, which has operated since the 1860s. Today the neighborhood is semi-industrial, as it has been for nearly a hundred years. The liveliest operation remains that at the depot.

Contemporary literature of the 1930s described the Southern Pacific Depot in San Jose as designed in the Italian Renaissance Revival style, though in retrospect it can be interpreted as an eclectic design combining the historicist elements with contemporary Streamline Moderne features. The revival idiom prescribed the monumental character which is established by the massing of the main structure with the two wings. This is enhanced by the texture of the masonry. However, the application of the cantilevered marquee, for example, injected a contemporary element, emphasizing the passage of crowds and suggesting the grand movie houses of the period. The waiting room mural, painted by John MacQuarrie, the artist responsible for murals in the Southern Pacific depot at Sacramento and the statue commemorating the Donner Party in Truckee, California, was an interior detail that suited the historicist motif but was common to Moderne design as well.

The Southern Pacific Depot in San Jose has the distinction of being one of only four transportation facilities in the Italian Renaissance Revival style in California. It is the only one in that style in the Southern Pacific San Francisco-San Jose Peninsula Service and the largest surviving depot on that line. The well-proportioned and gracefully-detailed building was the last depot constructed in the grand-scale in northern California and, serves to represent the architectural and corporate ambitions of its time. It is one of six large-scale passenger terminals in California that are still extant. It is furthermore unusually large and elaborate to have been built in the late

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**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

significance (continued)

1930s. The Los Angeles Union Passenger Terminal is the only other large depot that was built in the 1930's. The other large-scale stations in the state, located in Stockton, Sacramento, Oakland, and San Diego date from the 1910's and 1920's.

The Southern Pacific Depot in San Jose retains a high level of integrity. It is essentially unaltered since its construction and has continued to serve its original purpose. It has undergone few changes in the years since its construction, save for the removal of the galvanized steel facing of the cantilevered marquee and some cosmetic deterioration due to the passage of time. Yet it continues to function for new generations of travelers and it still dominates the site with stately grandeur.

The contributing structures at the Cahill station were built or installed to complement the new rail facility. The Santa Clara Underpass was constructed in 1933. The ornamental iron railing and, most probably, the water tower were built at the same time as the depot. The history of the car cleaner's shack, the herder's shack and the compressor house is more obscure. They were most likely moved onto the in the mid-1930s, though the car cleaners' shack may have been moved to its present location at a later date.

Though these utilitarian buildings have undergone some modifications and deterioration over the years, they retain enough integrity to represent vernacular railroad structures once common within the Southern Pacific Company system. Such buildings were repeatedly relocated and their dates of construction are a mystery even in Southern Pacific Company property records. The three sheds at the Southern Pacific Depot on Cahill Street were most likely constructed between 1900 and 1920 in accordance with Southern Pacific Lines common standard plans specifications. Because such buildings were constantly recycled, they are fast disappearing, particularly, as their function is eliminated. They survive to represent the physical operation of the Southern Pacific Cahill Street yard of which the Depot was the centerpiece.

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Section number 9 Page 1

Bibliography

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UTM References

	Zone	Easting	Northing		Zone	Easting	Northing
E	10	597362	4131741	F	10	597363	4131741
G	10	597364	4131731	H	10	597250	4131710
I	10	597230	4131940	J	10	597250	4132020

Boundary Justification

The National Register nomination of the Southern Pacific Depot in San Jose is confined to the transportation features within the station area and excludes those beyond the station historically owned by the Southern Pacific Transportation Company because they are not contributors to the depot. The northern boundary of the National Register nomination crosses the north end of the San Jose Underpass going eastward from UTM points A to B, including the switchman's shanty at the north end of the Underpass. From UTM points B to C the boundary extends southward to encompass the eastern side of the Underpass before turning easterly from UTM points C to D. The eastern boundary follows the perimeter of Santa Clara Assessor's parcel 261 35 24 from UTM points D to E, E to F and F to G and includes the depot and the car cleaners' shack. The southern boundary of the nominated property extends westerly from UTM points G to H from the car cleaners' shack across the tracks to the water tower. The western boundary of the property follows the tracks north from UTM points H to I and northeast from UTM points I to J. The boundary then proceeds north along the San Jose Underpass from UTM points J to A.

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Photographs

1. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
photographer unknown
ca. 1940
San Jose Historical Museum
Facade and north side elevation of central section of depot,
looking southwest
2. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
East facade looking west
3. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
South side elevation of freight wing and central section of
depot, and east facade of freight wing of depot, looking
northwest
4. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
North side elevation of central section of depot, looking
south
5. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
South side elevation of central section of depot, looking
north

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Photographs (cont.)

6. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
August 1990
California Department of Transportation, Sacramento, CA
Interior of depot waiting room, in the depot's central
section, looking southeast
7. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
August 1990
California Department of Transportation, Sacramento, CA
Depot waiting room ticket counter and mural on north wall, in
the depot's central section
8. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
August 1990
California Department of Transportation, Sacramento, CA
Subway ramp to platform, at the rear of the central section
of the depot, looking south
9. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
Butterfly sheds, platform, tracks, and rear elevation,
looking north
10. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
Passenger platform, subway, and rear elevation of depot,
looking northeast

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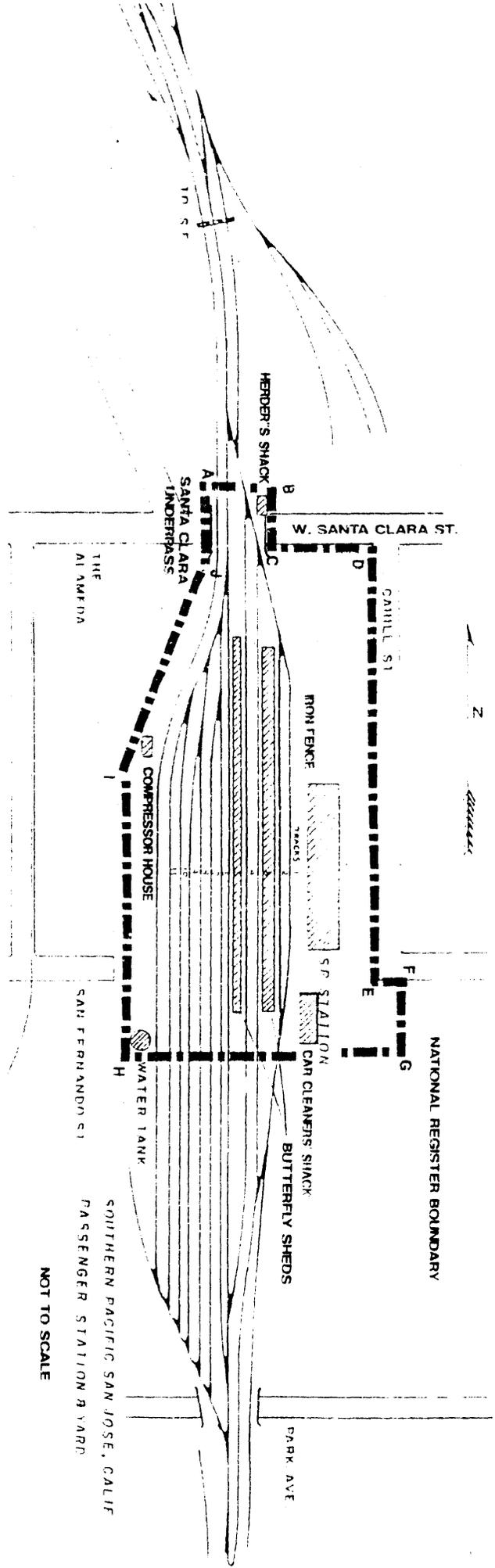
Section number _____ Page 3

Photographs (cont.)

11. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
West facade and south side elevation of car cleaners' shack
12. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
Iron gate on north side of depot, looking southeast
13. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
Santa Clara Street Underpass, looking northeast
14. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
West elevation and facade of herder's shack, looking
northeast
15. Southern Pacific Depot, 65 Cahill Street, San Jose
Santa Clara County, CA
Don Tateishi
April 1989
California Department of Transportation, Sacramento, CA
West elevation of depot, north elevation of butterfly sheds,
station tracks, water tank and compressor house, looking
south

SOUTHERN PACIFIC DEPOT

SAN JOSE, CALIFORNIA



NOT TO SCALE