



HISTORIC LANDMARKS COMMISSION STAFF REPORT

File Nos.	HL20-004
Application Type	City Landmark Designation Amendment
Applicant	Google LLC
Location	65 Cahill Street
APN	261-35-030 and 259-28-045
Zoning District	LI Light Industrial
Council District	6
Historic Area	Southern Pacific Depot National Register Historic District
Historic Classification	Southern Pacific Depot City Landmark HL94-100 (Resolution 65705)
Annexation Date	Original City
CEQA	Environmental Impact Report (EIR) For the Downtown West Mixed-Use Plan Project

APPLICATION SUMMARY:

File No. HL20-004: Application to modify the boundary of the Southern Pacific Depot City Landmark HL94-100 from a 12.5-gross acre site to an 11.54-gross acre site located at 65 Cahill Street. The proposed boundary amendment would be consistent with the existing assessor's parcels that were modified since the City Landmark designation.

RECOMMENDATION:

Staff recommends that the Historic Landmarks Commission:

- a. Recommend the City Council adopt a resolution for a City Landmark Designation Amendment to modify the boundary of the Southern Pacific Depot City Landmark HL94-100 from a 12.5-gross acre site to an 11.54-gross acre site located at 65 Cahill Street.

PROJECT DATA

GENERAL PLAN CONSISTENCY			
General Plan Designation		Public/Quasi-Public <input checked="" type="checkbox"/> Consistent <input type="checkbox"/> Inconsistent	
Consistent Policies		Land Use Goal and Policies LU-13	
Inconsistent Policies		None	
SURROUNDING USES			
	General Plan Land Use	Zoning	Existing Use
North	Public/Quasi-Public and Urban Village	Light Industrial	Commercial
South	Public/Quasi-Public	Light Industrial	Commercial
East	Commercial Downtown	Light Industrial	Commercial
West	Transit Residential	A(PD) Planned Development	Mixed-use

RELATED APPROVALS	
Date	Action
3/16/1911	Site annexed into the City of San José (Gardner, White Street District, College Park/Burbank Sunol)
1/24/1995	File No HL94-100: City Landmark designation of the Southern Pacific Depot under Resolution 65705
1/8/1998	File No. HP97-005: Historic Preservation Permit to allow improvements to the train station platform
7/29/1998	File No. HP98-004: Historic Preservation Permit to allow a new canopy at an existing train station on a 7.0 gross acre site
7/19/1999	File No. HP99-003: Historic Preservation Permit for the rehabilitation of the canopies above platforms 2, 3, 4, and 5
1/31/2003	File No. HP02-017: Historic Preservation Permit to allow the installation of a wheelchair platform lift and modifications on existing ramp, floor and platform facilities

PROJECT SITE AND DESCRIPTION

The Southern Pacific Depot City Landmark is located at 65 Cahill Street. The property is bounded by The Alameda to the north, Cahill Street to the east, West San Fernando Street to the south and White Street to the west (see Figure 1). The subject 12.5-gross acre site contains the train depot building (now called Diridon Station) and accessory buildings and structures including the car cleaner's shack, wall and fence system, Santa Clara Underpass, two butterfly sheds and the railway tracks (see Figure 2).

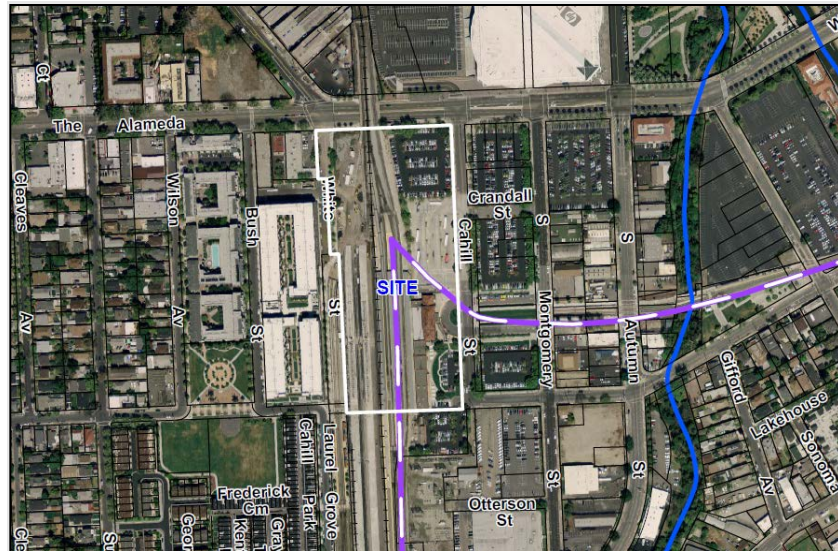


Figure 1: Aerial Map of Subject Site

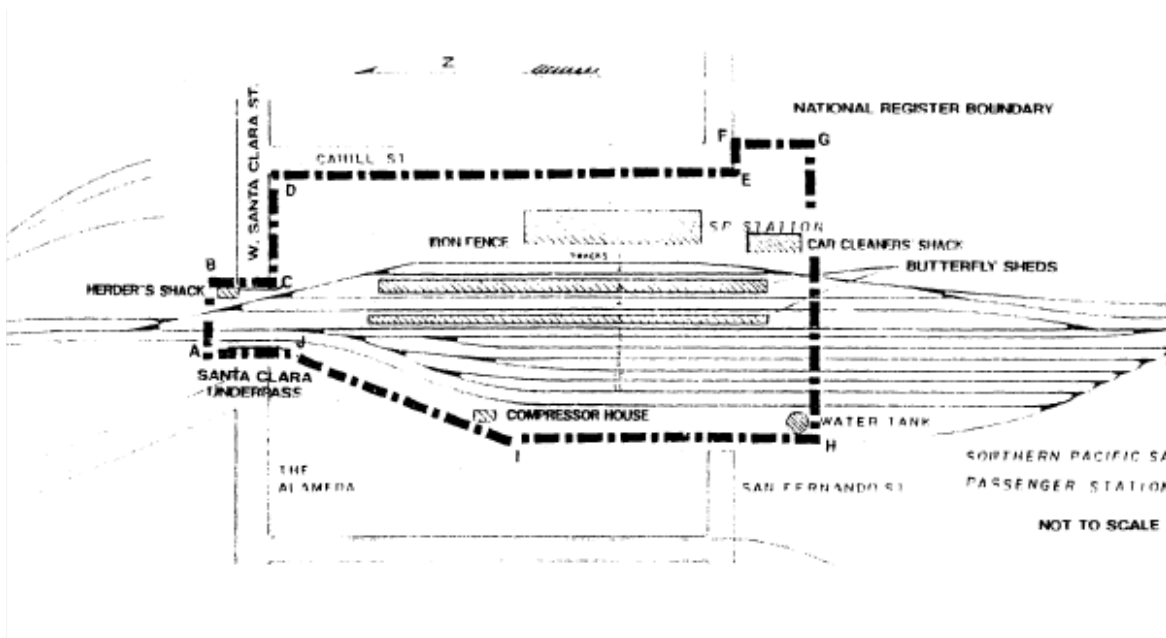


Figure 2: Map of Southern Pacific Depot Site

Historic Resource Description

The San José City Council designated the Southern Pacific Depot property a City Landmark on January 24, 1995 (Resolution No. 65705).

The Southern Pacific Depot is also a historic district listed in the National Register of Historic Places in 1993 for its significance under Criterion C (Architecture) as an excellent example of a depot building designed in the Italian Renaissance Revival style. The period of significance for the historic district is identified as 1932-1935, the period of construction of the Southern Pacific Depot.

The construction of the Southern Pacific Depot in 1935 was the culmination of a 30-year effort to relocate 4.5 miles of the Pacific Coast Line of the Southern Pacific Railroad away from the heavy traffic of the downtown area around the Market Street Depot to an industrial area on the west side of downtown San José. The site was 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 José in nearly 75 years. A new station building was constructed, which was designed by Southern Pacific architect, John H. Christie, in the Italian Renaissance Revival Style with Streamline Modern features. The Southern Pacific Depot is only one in four transportation facilities in the Italian Renaissance Revival style in California.

At the time the National Register nomination was prepared, the site contained contributing structures constructed to complement the new rail facility. The Santa Clara Underpass was constructed in 1933, the ornamental iron railing and the water tower were probably built at the same time as the depot. The history of the car cleaner's shack, herder's shack and the compressor house is unclear. It is possible they were moved onto the site in the mid-1930s, or later. Though these utilitarian buildings were modified and had deteriorated over the years, they retained enough integrity to represent vernacular railroad structures once common within the Southern Pacific Company system. Since the nomination was prepared, the Compressor House was demolished (see Figure 3). The Herder's Shack was removed from the site and is now stored at the Santa Clara County Fairgrounds adjacent to the Southern Pacific steam locomotive. This structure is planned for inclusion in a future railroad museum development. The Water Tower was removed and stored for several years on a parcel owned by the County of Santa Clara along West San Carlos Street. The Water Tower was later installed adjacent to the elevated railroad tracks near Park Avenue, outside the Southern Pacific Depot City Landmark boundary (both existing and proposed).

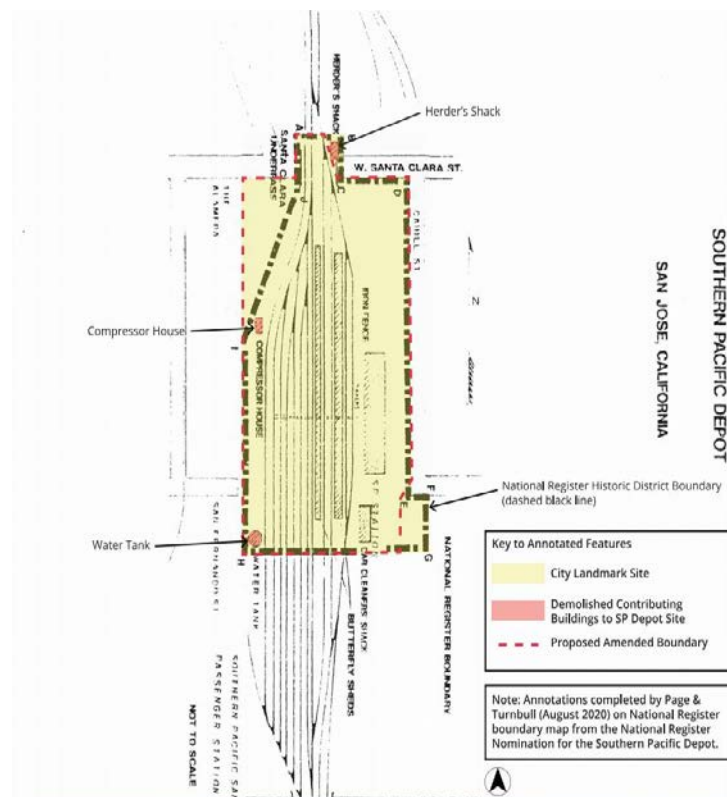


Figure 3: Map of Structures within the Southern Pacific Depot Site

City Landmark Designation Amendment Application

On October 14, 2020, the applicant, Google LLC, applied for a landmark designation amendment to File No. HL94-100 to modify the boundary of the Southern Pacific Depot City Landmark.

The landmark amendment proposes to modify the legal boundary of the Southern Pacific Depot City Landmark from a 12.5-gross acre site to an 11.54-gross acre site. The 12.5-gross acre site is the area originally included in the National Register of Historic Places listing in 1993 and the City Landmark designation in 1995. Since that time, the Assessor's Parcels with the City Landmark property changed. For example, the southeastern corner of the City Landmark, which was originally a single parcel, was divided into multiple parcels reflecting various uses and owners. The proposed amendment seeks to realign the City Landmark designation to correspond with the two Assessor's Parcels owned by the Peninsula Corridor Joint Powers Board, which maintains jurisdiction over the Diridon Station property. With this amendment, the City Landmark boundary would not cross contemporary parcels lines.

As depicted in Figure 4 below, the proposed amendment is limited to the removal of two small areas at the northeast and southeast of the Southern Pacific Depot City Landmark. These two areas do not contain any historic resources and no contributing structures on site would be affected. Figure 5 below illustrates the existing parcel boundary for the Southern Pacific Depot City Landmark to align with the proposed boundary amendment.

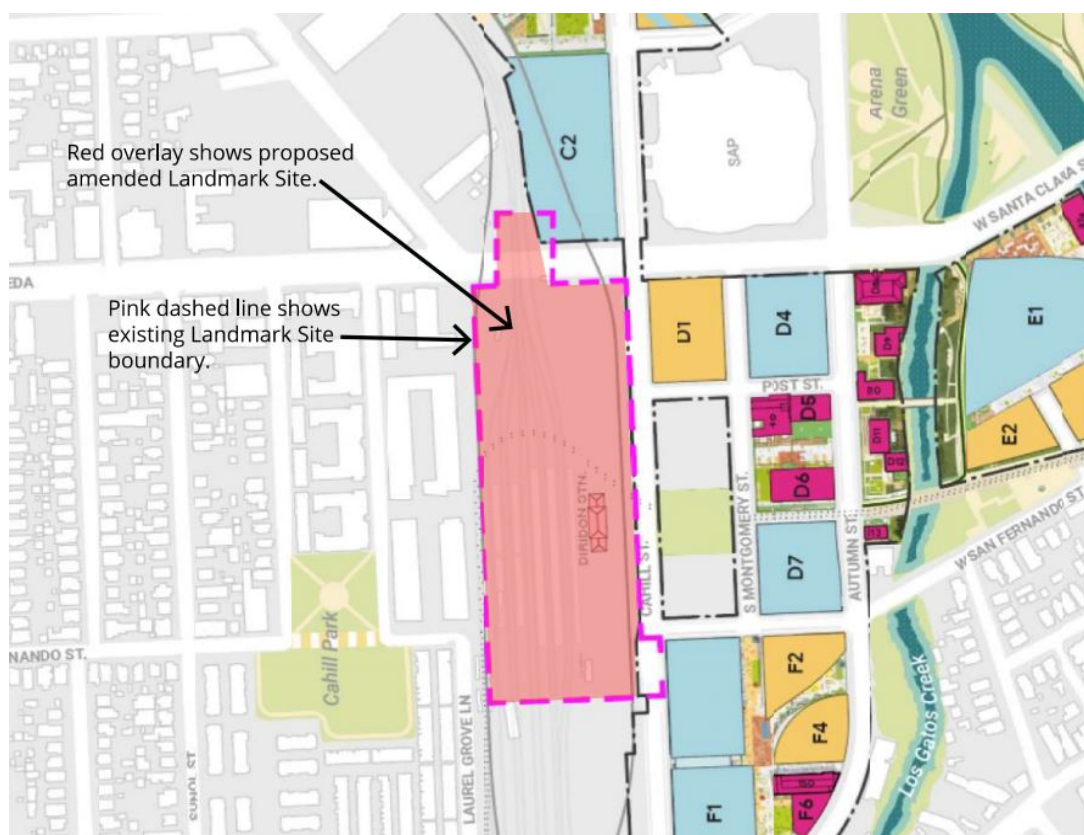


Figure 4: Map of Existing and Proposed Landmark Boundaries



Figure 5: Proposed City Landmark Boundary to Reflect Two Existing APNs

BACKGROUND

Downtown West Mixed-Use Plan Project (Google Project)

The Downtown West Mixed-Use Plan Project (Google Project) includes a General Plan Amendment, Planned Development Rezoning, Planned Development Permit, Historic Landmark Boundary Amendments, Historic Preservation Permit Amendment, Vesting Tentative Map and Development Agreement (File Nos. GP19-009, PDC19-039, PD19-029, HL20-004, HL20-005, HP20-002, and PT20-027) and other permits and approvals for the development up to 5,900 residential units; up to 7,300,000 gross square feet (GSF) of office space; up to 500,000 GSF of active uses such as retail, cultural, arts, etc.; up to 300 hotel rooms; up to 800 rooms of limited-term corporate accommodations; up to two event and conference centers totaling up to 100,000 GSF; up to two central utility plants totaling approximately 130,000 GSF; logistic/warehouse(s) totaling approximately 100,000 GSF and approximately 15 acres of open space, all on approximately 81 acres. The project also proposes infrastructure, transportation, and public realm improvements. All associated documents about the project can be found or linked at <https://www.sanjoseca.gov/googleproject>.

As shown in Figure 6 below, the Downtown West Mixed-Use Plan Project site is generally bounded by Lenzen Avenue and the Union Pacific Railroad tracks to the north; North Montgomery Street, Los Gatos Creek, the Guadalupe River, South Autumn Street, and Royal Avenue to the east; Auzerais Avenue to the south; and Diridon Station and the Caltrain rail line to the west. The project also includes the area bounded by Los Gatos Creek to the west, West San Fernando Street to the south, the Guadalupe River to the east, and West Santa Clara Street to the north.

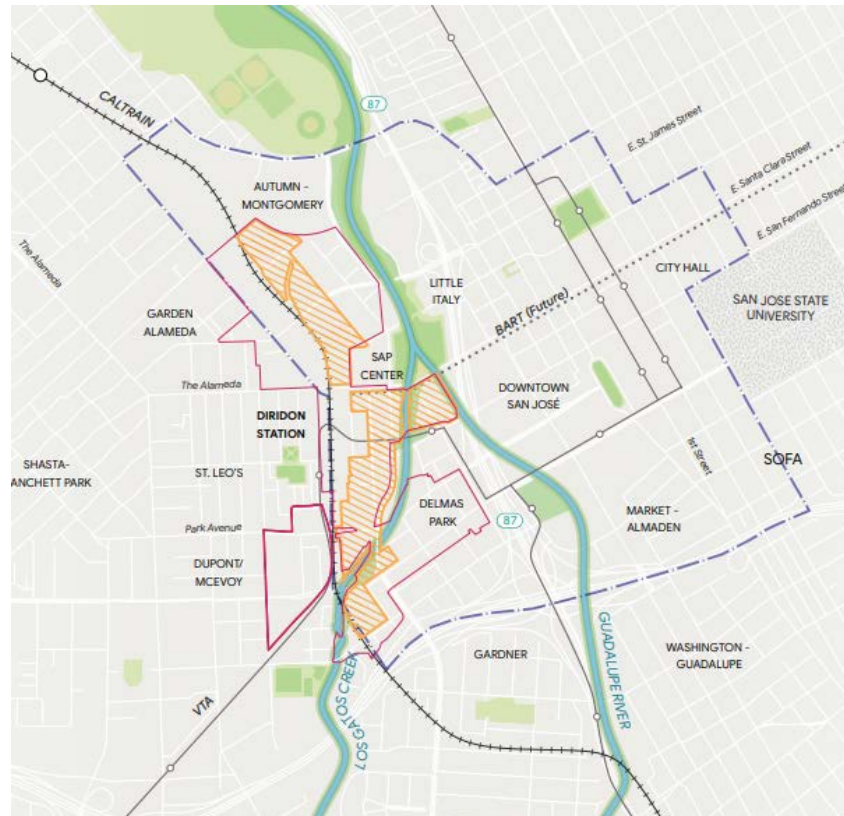


Figure 6: Downtown West Mixed-Use Plan Project Location

Legend

- Downtown Boundary
- Downtown West Project Boundary
- Diridon Station Area Plan Boundary

Two small portions of the Downtown West Mixed-Use Plan Project site are part of the current Southern Pacific Depot City Landmark. The Downtown West Mixed-Use Plan Project does not include development on the Southern Pacific Depot (Diridon Station). However, the landmark amendment application has been included in the project to address the small portions of property that are owned by Google, LLC which are proposed for removal from the City Landmark.

Historic Landmarks Commission Review

The Downtown West Mixed-Use Plan Project was brought to the HLC on January 15, 2020 for comment under the Early Referral Policy and on November 4, 2020 for comment on the historic preservation component of the Draft Environmental Impact Report for the project. No comments were provided on the subject historic preservation applications on January 15, 2020 because the applications were not received until October 2020. At the November 4, 2020 HLC meeting there was a public request to protect that Southern Pacific Depot. The HLC comments primarily focused

on concern about the future of the historic train depot (Diridon Station), which is not part of the Downtown West Mixed-Use Plan Project. Commissioner Polcyn commented that the proposed amendment was appropriate if the adjacent buildings are sensitively designed. Commissioner Royer wondered how the project would interact with Diridon Station and recommended a holistic approach. Commissioner Raynsford inquired about the larger context of the Southern Pacific Depot City Landmark in terms of streetscape and landscape. Commissioner Arnold wanted to know how the plans for Diridon Station and the Downtown West Mixed-Use Plan Project would come together. Vice Chair Boehm advocated for Diridon Station and recommended that it be relocated or adaptively reused. Chair Saum commented that the Downtown West Mixed-Use Plan Project is outside of the Diridon Integrated Station Concept Plan (DISC) process and the treatment of Diridon Station needs to be consistent and not an after-thought. He noted that DISC proposes to remove the building. The relocation of Diridon Station should be considered to avoid demolition.

It should be noted that the appropriateness of the City Landmark boundary is not assessed in terms of any future development plans for Diridon Station, but whether the proposed boundary maintains the historic significance and integrity of the Southern Pacific Depot City Landmark.

ANALYSIS

The proposed City Landmark Designation Amendment was analyzed with respect to conformance with: 1) the Envision San José 2040 General Plan; 2) the Historic Preservation Ordinance; and 3) and the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Envision San Jose 2040 General Plan Conformance

The Envision San José 2040 General Plan Land Use/Transportation Diagram designation for the subject site is Downtown (refer to Figure 7).

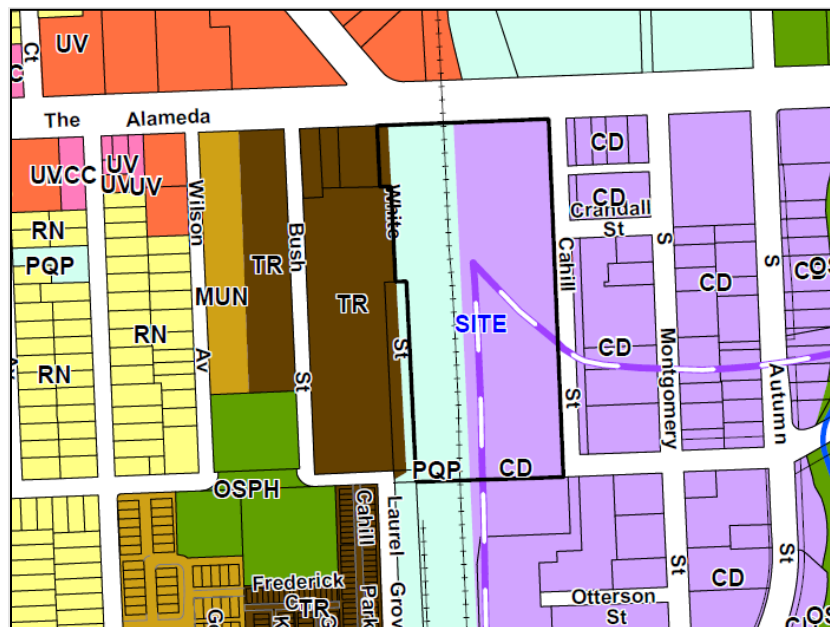


Figure 7: Envision San José 2040 General Plan Land Use/Transportation Diagram

The Downtown designation supports a range of uses and redevelopment at high intensities such as hotel, office, retail, residential and entertainment uses in Downtown. The development within this designation should enhance the “complete community” in downtown, support pedestrian and bicycle circulation, and increase transit ridership.

Analysis: The landmark boundary amendment proposes to remove the historically significant part of the Southern Pacific Depot from the Downtown West Mixed-Use Plan Project. Therefore, no development would be proposed on the amended City Landmark.

The proposed project promotes the following goal of the General Plan with respect to historic preservation:

1. Goal LU-13 - Landmarks and Districts: Preserve and enhance historic landmarks and districts in order to promote a greater sense of historic awareness and community identity and contribute toward a sense of place.

Analysis: The Southern Pacific Depot City Landmark will continue to maintain its historic significance and integrity, and the historic resources on site - train depot (Diridon Station) and accessory buildings and structures including the car cleaner’s shack, wall and fence system, Santa Clara Underpass, two butterfly sheds and the railway tracks - will continue to promote an awareness of the site’s history and a historic identity for San José. All the contributing historic resources will remain in their original location on the modified parcels and Diridon Station will maintain an important presence at the gateway to downtown.

Historic Preservation Ordinance Conformance

The selection of the boundary for a historic property is a judgment based on the nature of its significance, integrity, and physical setting. The boundary should encompass, but not exceed the extent of the significant resources and land areas comprising the property and include all historic features of the property. The boundary should not include buffer zones or acreage not directly contributing to the significance of the property and peripheral areas that no longer retain integrity due to alterations in physical conditions or setting caused by human forces, such as development should be excluded.

The Southern Pacific Depot City Landmark boundary was originally drawn to include the boundary line of the existing parcel, upon which the train station is located, as well as the contributing buildings and features included in the National Register historic district. Along the north 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 San Fernando Street and to include the Car Cleaner’s Shack and Water Tower. Since the City Landmark designation in 1995, the property has undergone some significant changes such as the demolition of the Compressor building, and the relocation of the Herder’s Shack to the Santa County Fairgrounds for storage and future railroad museum use and the Water Tower adjacent to the elevated railroad tracks near Park Avenue, outside the Southern Pacific Depot City Landmark boundary (both existing and proposed). Additionally, the southeast corner of the property, which originally followed the boundary of a single parcel, has been divided into multiple parcels with a variety of uses and owners. Boundaries for listed properties need to be revised when there are changes in the condition of the resources or the setting. If resources or setting lose integrity and no longer contribute to the significance of the property, it is appropriate to revise the boundaries.

The proposed landmark boundary amendment realigns portions of the boundary at the north and southeast corners of the property to reflect the contemporary context of the site. The northern most corner of the City Landmark was originally drawn to include the Herder's Shack; however, this contributing building has been relocated to the Santa Clara County Fairgrounds and the land is now vacant and part of another parcel. Realigning the boundary to follow the eastern boundary of the existing parcel would ensure that the City Landmark would include the Santa Clara Underpass and remove a small portion of the adjacent parcel which does not contain any historic resources. The southeastern corner of the City Landmark boundary was originally drawn to follow a parcel boundary which no longer exists. Realigning the southeastern boundary, by shifting it to the west, will not impact any contributing resources on site. The Car Cleaner's Shack is the nearest historic resource and that structure will remain in its historic location.

The HLC made the following landmark designation findings on December 7, 1994 under Municipal Code Section 13.48.110(H), which is the San José criteria that supports the finding that a City Landmark has special historical, architectural, cultural, aesthetic, or engineering interest or value of an historical nature. Staff analysis follows the HLC findings and evaluates the proposed boundary modification in relation to the significance findings.

Criterion 1: Its character, interest or value as part of the local, regional, state or national history, heritage or culture.

HLC Finding: The Southern Pacific Depot meets Criterion 1 of Municipal Code Section 13.48.110(H) because it is associated with the construction of the Southern Pacific Depot in 1935, which was the culmination of a 30-year effort to relocate 4.5 miles of the Pacific Coast Line of the Southern Pacific Railroad away from the heavy traffic of the downtown area around the Market Street Depot to an industrial area on the west side of downtown San José. The Southern Pacific Depot relocation was heralded as the first major railroading change in San José in nearly 75 years. The Southern Pacific station building replaced the Market Street station in San Jose as the terminus for the San Francisco Peninsula rail service, which has operated since the 1860s. The grade separations for the station were touted as models of safe design. The 1935 station building is only one in four transportation facilities in the Italian Renaissance Revival style in California. The station building is the only one in the Italian Renaissance Revival style in the Southern Pacific San Francisco-San Jose Peninsula service and the largest surviving depot on that line.

Analysis: *The amended boundary of the site will continue to convey its association with the Southern Pacific Depot because it retains the train station constructed in 1935 and all the existing contributing structures on site. The Southern Pacific Depot City Landmark will retain historic integrity of location, setting, feeling or association.*

Criterion 2: Its location as a site of a significant historic event.

HLC Finding: The Southern Pacific Depot meets Criterion 2 of Municipal Code Section 13.48.110(H) as the site of the relocation of four and one-half miles of Pacific Coastline from Market Street in Downtown San Jose to the Southern Pacific Depot on Cahill Street in the western part of the city.

Analysis: *The amended boundary of the site will continue to convey its association with the with the Southern Pacific Depot because it retains the train station constructed in 1935 in its original location and includes all the contributing structures on site. The Southern Pacific Depot City Landmark will retain historic integrity of location, setting, feeling or association.*

Criterion 3: Its identification with a person or persons who significantly contributed to the local, regional, state or national culture and history.

HLC Finding: The Southern Pacific Depot meets Criterion 3 of Municipal Code Section 13.48.110(H) because the property is associated with Southern Pacific Railroad architect John H. Christie who contributed to the design and construction of Southern Pacific Depot and train station buildings throughout California.

Analysis: *The amended boundary of the site will continue to convey its association with John H. Christie because the Southern Pacific Depot building constructed in 1935 in the Italian Renaissance Revival style will be retained in its original location.*

Criterion 4: Its exemplification of the cultural, economic, social or historic heritage of the City of San José;

HLC Finding: The Southern Pacific Depot meets Criterion 4 of Municipal Code Section 13.48.110(H) because it is associated with the Southern Pacific Depot constructed in 1935 to replace the 1872 Market Street station in San Jose as the terminus for the San Francisco Peninsula rail service. The station building is unusually large and elaborate to have been built in the 1930s and continues to function and maintain a dominating presence on site.

Analysis: *The amended boundary of the site will continue to convey its association with the Southern Pacific Depot because it retains the train station constructed in 1935 in its original location and includes all the contributing structures on site. The station building will continue to represent the architectural and corporate ambitions of its time and Southern Pacific Depot City Landmark will retain historic integrity of location, setting, feeling and association.*

Criterion 5: Its portrayal of the environment of a group of people in an era of history characterized by a distinctive architectural style;

HLC Finding: The Southern Pacific Depot meets Criterion 5 of Municipal Code Section 13.48.110(H) because the property is associated with John H. Christie and John MacQuarrie in an era of history characterized by the Italian Renaissance Revival and Streamline Moderne styles.

Analysis: *The amended boundary of the site will continue to convey its association with John H. Christie and John MacQuarrie. The train station building will continue to represent an era of history characterized by the Italian Renaissance Revival and Streamline Moderne styles as no changes are proposed to the Southern Pacific Depot.*

Criterion 6: Its embodiment of distinguishing characteristics of an architectural type or specimen.

HLC Finding: The Southern Pacific Depot meets Criterion 6 of Municipal Code Section 13.48.110(H) based on its distinct architectural characteristics of an Italian Renaissance Revival and Streamline Modern design.

Analysis: *The amended boundary of the site will continue to convey its association with the Southern Pacific Depot building constructed in 1935. No changes are proposed to the building and it will retain its character defining features including the three-story central section and flanking two story wings. its massing and two wings, hipped roof with boxed eaves, terra cotta tile, exterior walls clad with tapestry brick of varied colors and arranged in an English bond pattern, three tall arches that frame the main entry and windows flanked by a pair of pilasters inset with*

capital terra cotta appliques, and cantilevered marque. The landmark will retain its historic integrity of design, materials, and workmanship.

Criterion 8: Its embodiment of elements of architectural or engineering design, detail, materials or craftsmanship which represents a significant architectural innovation or which is unique.

HLC Finding: The Southern Pacific Depot meets Criterion 8 of Municipal Code Section 13.48.110(H) based on its distinct architectural characteristics of the Italian Renaissance Revival and Streamline Modern design.

Analysis: *The amended boundary of the site will continue to convey its association with the Southern Pacific Depot building designed in the Italian Renaissance Revival and Streamline Modern styles constructed in 1935. No changes are proposed to the building and it will continue maintain its monumental presence and to embody the Italian Renaissance Revival style with its eclectic Streamline Moderne elements indicative of a changing aesthetic. The landmark will retain its historic integrity of design, materials, and workmanship.*

Page and Turnbull prepared an analysis of the proposed modification of the Southern Pacific Depot City Landmark boundary (September 8, 2020) and concluded that the landmark will continue to contain the contributing buildings that convey the significance of the property. This report is included as Exhibit A of this staff report. The analysis prepared by the qualified historic resources consultant and staff demonstrates that the proposed amendment of the Southern Pacific City Landmark boundary would not affect the significance, integrity, and physical setting of the property and the property would continue to possess the special historical, architectural, and cultural value that originally qualified it for landmark designation.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

As the Lead Agency, the City of San José prepared a Draft EIR to analyze the environmental impacts of the Downtown West Mixed-Use Plan Project. The Draft EIR was circulated, pursuant to CEQA, on October 7, 2020. The public review period began on October 7, 2020 and ended on December 8, 2020. Public comments on the Draft EIR were received and will be addressed as part of the formal EIR review process. The Draft EIR and written public comments can be viewed at: www.sanjoseca.gov/activeeirs.

The cultural resources analysis in Section 3.3 of the Draft EIR concluded that the proposed City Landmark Designation Amendment for the Southern Pacific Depot would result in Less than Significant impacts (Impacts CU-5).

PUBLIC HEARING NOTIFICATION

A notice of the public hearing was distributed to the owners and tenants of all properties located within 500 feet of the project site and posted on the City website. The staff report is also posted on the City's website. Staff has been available to respond to questions from the public.

Project Manager: Dana Peak, Historic Preservation Review Planner

Approved by: /s/ , Deputy Director, Rosalynn Hughey, Planning Director

Date: 3/17/21

Attachments:

- A. Page and Turnbull Report (September 8, 2020)
- B. Draft Resolution for HL20-004

Owner:	Applicant Representative:
Google LLC 1500 Amphitheatre Parkway Mountain View, CA 94043	Page and Turnbull 170 Maiden Lane, 5 th Floor San Francisco, CA 94108


HL20-004 List of Attachments

[Exhibit A- Page and Turnbull Report \(September 8, 2020\)](#)

[Exhibit B- Draft Resolution for HL20-004](#)



Downtown West



Historic Landmark Nomination: Southern
Pacific Depot
Interim Final Draft
September 8, 2020

Authors:

Page & Turnbull

HMH Engineers

CPRA Confidential Treatment Request, Not
for Public Release - CPRA Exempt,
Confidential and Proprietary Business /
Siting Information, Pre-Decisional Draft -
For Review Only

HISTORIC LANDMARK NOMINATION FORM HL20-004

TO BE COMPLETED BY PLANNING STAFF			
NOMINATION FORM NO. HL20-004	PROJECT MANAGER Rina Shah and Dana Peak	DATE 9/8/2020	
ASSESSOR'S PARCEL NUMBER		BY _____	
QUAD #	ZONING LI Light Industrial		
COUNCIL DISTRICT	GENERAL PLAN Public/Quasi-Public		
NOMINATION SUBMITTED BY Google LLC		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

**SIGNATURE OF
PROPERTY OWNER**

DATE

DAYTIME TELEPHONE #
(650) 253-9481

FAX #
()

E-MAIL ADDRESS
sanjoseplan@google.com

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



August 10, 2020
HMH 5719.00.270
Page 1 of 1

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.

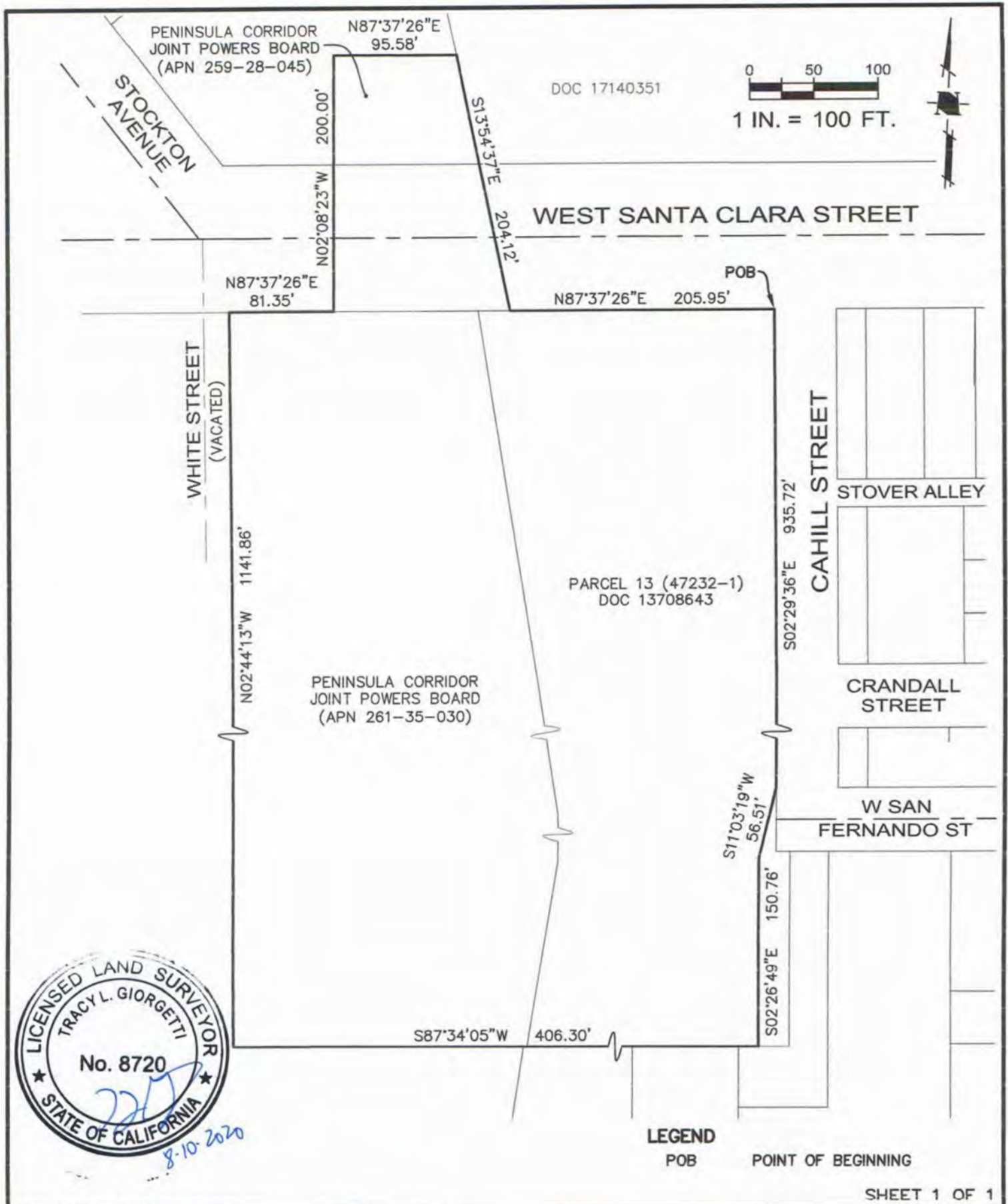
Date: 8-10-2020


Tracy L. Giorgetti, LS 8720



571900LD05 - DIRIDON HISTORIC BNDY.docx

1570 Oakland Road | San Jose, California 95131 | (408) 487-2200 | (408) 487-2222 Fax | www.HMHca.com



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



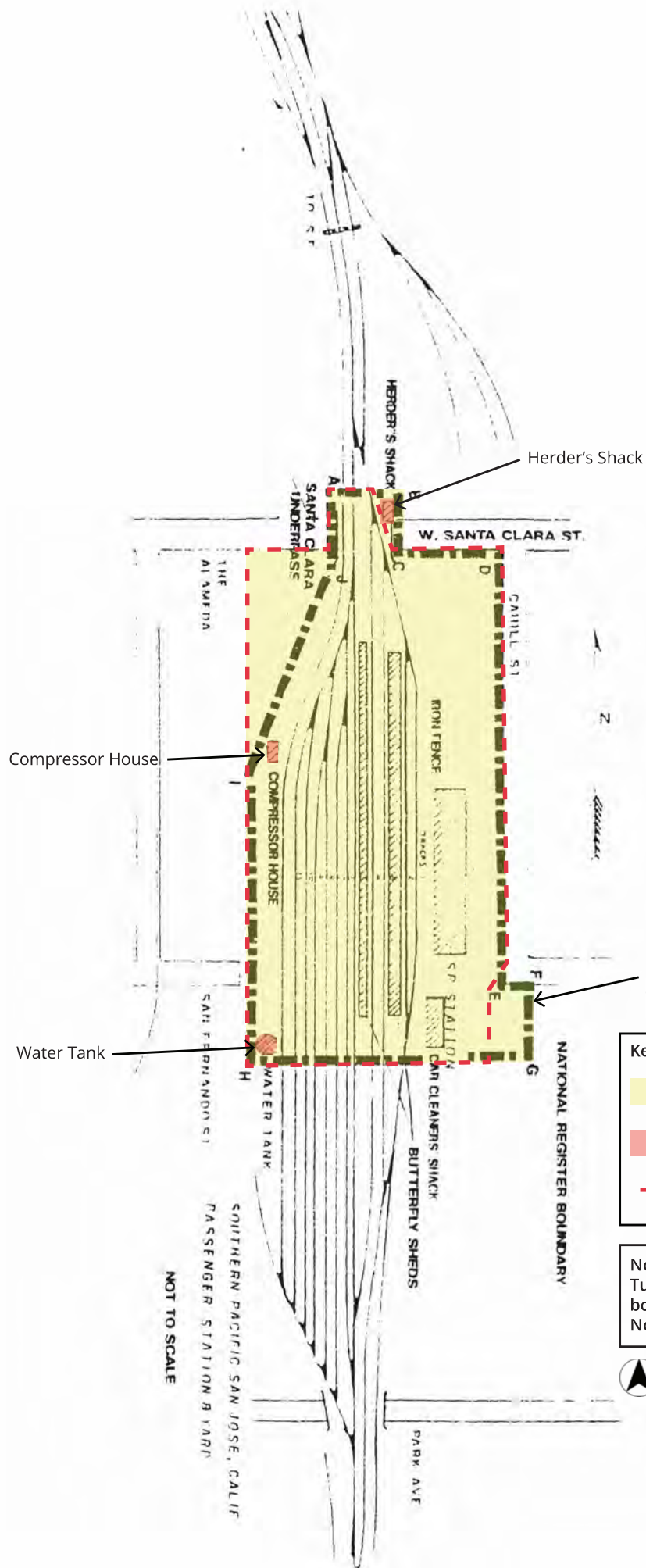
EXHIBIT "B"
 PLAT TO ACCOMPANY DESCRIPTION:
 SOUTHERN PACIFIC DEPOT HISTORIC BOUNDARY
 SAN JOSE CALIFORNIA

APPENDIX B:

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

SOUTHERN PACIFIC DEPOT

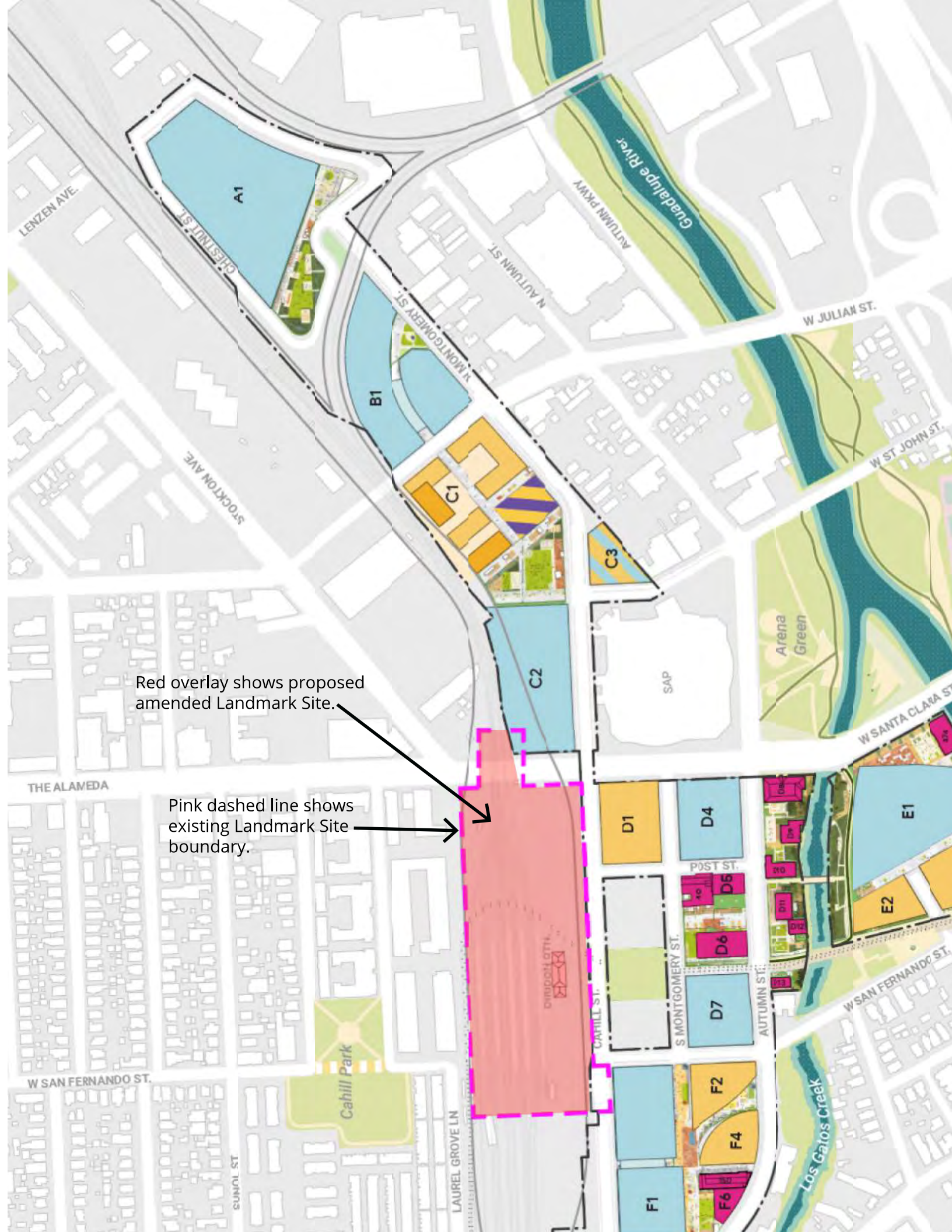
SAN JOSE, CALIFORNIA



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.



Red overlay shows proposed amended Landmark Site.

Pink dashed line shows existing Landmark 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:

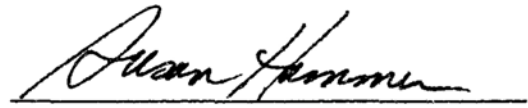
1. Its character, interest, or value is part of the local, regional, state, or national history, heritage, or culture.
2. Its location is the site of the relocation of four and one-half miles of the Pacific Coast line from Market Street in downtown San Jose to the Southern Pacific Depot on Cahill Street 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.

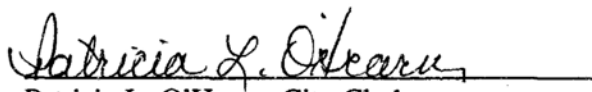
SECTION 3. The City Clerk is hereby directed to notify those persons designated in San José Municipal Code, Section 13.48.110, Subsection L, in the manner specified by said Section and to direct the recordation of a Notice of Granting of this resolution in the Office of the Recorder of the County of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

United States Department of the Interior
National Park Service

RECEIVED

RECEIVED JAN 21 1993

MAR 04 1993

National Register of Historic Places
Registration Form

NATIONAL

This form is for use in nominating or requesting determinations of eligibility for individual properties. 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>6</u>	<u> </u> sites
<u> </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.

Signature of certifying official

California Office of Historic Preservation

State or Federal agency and bureau

Date

March 1, 1993

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 RegisterStelorn Byer4/1/93

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

☒ See continuation sheet

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

☒ See continuation sheet

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

Acreage of property approximately 12.5 acres

UTM References

A

1	0
5	9
7	2
4	5

4	1
3	2
0	8
0	1

Zone Easting Northing

C

1	0
5	9
7	2
8	3

4	1
3	2
0	2
5	1

Zone Easting Northing

B

1	0
5	9
7	2
8	0

4	1
3	2
0	8
3	1

Zone Easting Northing

D

1	0
5	9
7	3
5	8

4	1
3	2
0	3
0	1

Zone Easting Northing

☒ 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 Elizabeth A. McKee, Historian

organization CALTRANS

street & number P.O. Box 23660

city or town Oakland

date December 1, 1992

telephone (510) 286-5611

state California zip code 94623-0660

United States Department of the Interior
National Park Service

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-

United States Department of the Interior
National Park ServiceNational Register of Historic Places
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-SCL-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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National Park Service

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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**

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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

United States Department of the Interior
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Continuation SheetSection 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

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UTM References

E	Zone	Easting	Northing	F	Zone	Easting	Northing
	10	597362	4131741		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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Section number _____ Page 2

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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**National Register of Historic Places
Continuation Sheet**

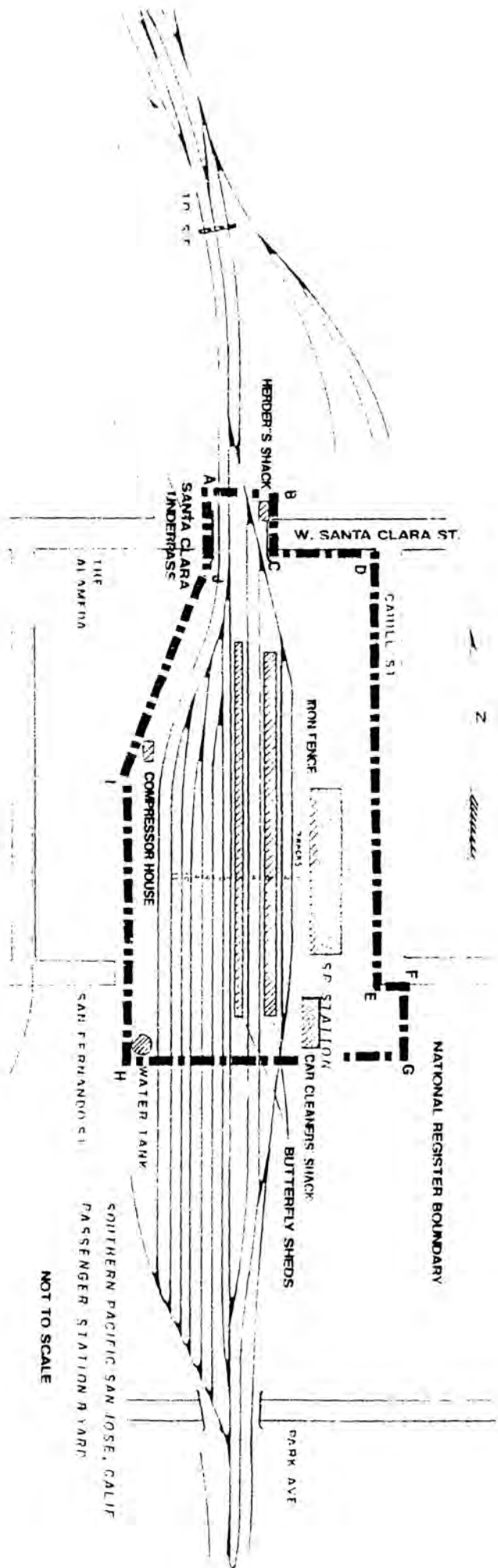
Section number _____ Page 3

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



RESOLUTION NO. _____

A RESOLUTION OF THE COUNCIL OF THE CITY OF SAN JOSE AMENDING THE DESIGNATION OF A CITY LANDMARK, PURSUANT TO THE PROVISIONS OF CHAPTER 13.48 OF TITLE 13 OF THE SAN JOSE MUNICIPAL CODE, FOR THE SOUTHERN PACIFIC DEPOT (DIRIDON STATION), LOCATED AT 65 CAHILL STREET.

File No. HL20-004

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, the City Council of the City of San José designated the Southern Pacific Depot on January 24, 1995 (HL94-100, Resolution 65705) under Chapter 13.48 of Title 13 of the San José Municipal Code as a City Landmark; and

WHEREAS, under Chapter 13.48 of Title 13 of the San José Municipal Code, the San Southern Pacific Depot was found to be significant because it is part of the local, regional, state or national history, heritage or culture, as the site of the relocation of four and one-half miles of Pacific Coastline from Market Street in downtown San José to Cahill Street, its association with Southern Pacific Railroad architect John H. Christie and artist John MacQuarrie, its association with the train depot constructed in 1935 to replace the 1872 Market Street station in San José as the terminus for the San Francisco Peninsula rail service, and its distinct architectural characteristics of the Italian Renaissance Revival style and Streamline Modern design.

WHEREAS, the Southern Pacific Depot City Landmark contains the train depot building (now called Diridon Station) and accessory buildings and structures including the car

cleaner's shack, wall and fence system, Santa Clara Underpass, two butterfly sheds and the railway tracks; and

WHEREAS, since the designation of the Southern Pacific Depot in 1995, the Compressor House was demolished, the Herder's Shack was removed from the site and is stored at the Santa Clara County Fairgrounds adjacent to the Southern Pacific steam locomotive, and the Water Tower was relocated adjacent to the elevated railroad tracks near Park Avenue, outside the Southern Pacific Depot City Landmark boundary; and

WHEREAS, said Chapter 13.48 of Title 13 provides that any historic property that has been designated as a City Landmark may have such designation amended by the City Council when the findings required for the designation in the first instance may be made with respect to the amended designation; and

WHEREAS, the property owner, Google LLC, initiated the procedure pursuant to said Chapter 13.48 of Title 13 for consideration of such landmark designation amendment for the Southern Pacific Depot, located at 65 Cahill Street; and

WHEREAS, a copy of the landmark designation amendment application File No. HL20-004 upon which such recommendation was made is on file in the Planning Division of the City of San José and available for review; and

WHEREAS, the application proposes to modify the boundary of the Southern Pacific Depot City Landmark located on a 12.5-gross acre site to a 11.54-gross acre site to contain all contributing structures on the property; and

WHEREAS, said Chapter 13.48 of Title 13 provides that before this Council may amend a landmark designation, it shall hold at least one public hearing on such proposed designation amendment, and that before it holds said public hearing, the Director of Planning, Building and Code Enforcement shall set the public hearing of said proposed landmark designation amendment to the Historic Landmarks Commission of the City of San José for its consideration at a public hearing and for its report and recommendation

thereon; and

WHEREAS, within the time and in the manner provided by Chapter 13.48 of Title 13, the Historic Landmarks Commission did, on Mach 17, 2021 at 6:30 p.m., conduct a public hearing on said landmark designation amendment and recommend approval of the amendment of the Southern Pacific Depot (Diridon Station) to a 11.54-gross acre parcel, described hereinafter in Section 1 of this Resolution; and

WHEREAS, within the time and in the manner provided by said Chapter 13.48 of Title 13, the Director of Planning, Building and Code Enforcement gave notice that on May __, 2021 at 1:30 p.m., or as soon thereafter as said matter could be heard, this Council would, in the City Hall of the City of San José, 200 East Santa Clara Street, San José, California, hold a public hearing on said landmark designation amendment, at which hearing any and all persons interested in said proposed amendment could appear and avail themselves of an opportunity to be heard and to present their views with respect to said proposed designation amendment; and

WHEREAS, the subject property is all that real property located within the City of San José at 65 Cahill Street and described in Exhibit "A," which exhibit is attached hereto and made a part hereof by this reference as if fully set forth herein; and

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

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SAN JOSÉ AS FOLLOWS:

SECTION 1. In accordance with the provisions of Chapter 13.48 of Title 13 of the San José Municipal Code, the Historic Preservation Ordinance, this Council does hereby amend the landmark designation of the Southern Pacific Depot, located at 65 Cahill Street.

SECTION 2. Said landmark designation amendment is based on the following criteria

of the Historic Preservation Ordinance:

- The site will continue to convey its association with Southern Pacific Depot because it retains the train station constructed in 1935 and all the contributing structures on site. The Southern Pacific Depot City Landmark will retain historic integrity of location, setting, feeling and association.
- Southern Pacific Depot will continue to convey its association with John H. Christie because the Southern Pacific Depot building constructed in 1935 in the Italian Renaissance Revival style will be retained in its original location.
- The site will continue to convey its association with the Southern Pacific Depot because it retains the train station constructed in 1935 in its original location and includes all the contributing structures on site. The station building will continue to represent the architectural and corporate ambitions of its time and Southern Pacific Depot City Landmark will retain historic integrity of location, setting, feeling and association.
- Southern Pacific Depot will continue to convey its association with John H. Christie and John MacQuarrie. The train station building will continue to represent an era of history characterized by the Italian Renaissance Revival and Streamline Moderne styles as no changes are proposed to the Southern Pacific Depot.
- The site will continue to convey its association with the Southern Pacific Depot building constructed in 1935. No changes are proposed to the building and it will retain its character defining features including the three-story central section and flanking two story wings. Its massing and two wings, hipped roof with boxed eaves, terra cotta tile, exterior walls clad with tapestry brick of varied colors and arranged in an English bond pattern, three tall arches that frame the main entry and windows flanked by a pair of pilasters inset with capital terra cotta appliques, and cantilevered marquee. The landmark will retain its historic integrity of design, materials, and workmanship.
- The site will continue to convey its association with the Southern Pacific Depot building designed in the Italian Renaissance Revival and Streamline Modern styles

constructed in 1935. No changes are proposed to the building and it will continue maintain its monumental presence and to embody the Italian Renaissance Revival style with its eclectic Streamline Moderne elements indicative of a changing aesthetic. The landmark will retain its historic integrity of design, materials, and workmanship.

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.

PASSED FOR PUBLICATION of title this ____ day of _____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI TABER, CMC
City Clerk

EXHIBIT "A"

**LEGAL DESCRIPTION FOR
Southern Pacific Depot
65 Cahill Street**

Real property in the City of San José, Count of Santa Clara, State of CA, described as follows:

ALL THAT REAL PROPERTY SITUATED IN THE CITY OF SAN JOSE, COUNTY OF SANTA CLARA, STATE OF CALIFORNIA, AND BEING THE LANDS OF OAKMONT OF EVERGREEN, LLC, AS DESCRIBED IN DOCUMENT NUMBER 23671884 SANTA CLARA COUNTY RECORD, MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT A POUND 3/4" IRON PIPE WITH BRASS TAG SHOWN ON THE RECORD OF SURVEY RECORDED IN BOOK 208 OF MAPS PAGE 38, SANTA CLARA COUNTY RECORDS, SAID PIPE BEING AT THE INTERSECTION OF THE NORTH LINE OF THE LANDS OF FRED DELLA MAGGIORE AND A LINE SHOWN AS "FUTURE STREET LINE", SAID LINE BEING PARALLEL AND DISTANT 60 FEET, MEASURED AT RIGHT ANGLES, TO THE CENTERLINE OF SAN FELIPE ROAD, FROM WHICH SAID PIPE A POUND 3/4" IRON PIPE WITH WOOD PLUG NAIL BEARS NORTH 52°03'33" EAST 380.03 FEET (MAP=380.02 FEET); THENCE ALONG THE NORTH LINE OF SAID LANDS OF MAGGIORE SOUTH 79°47'29" WEST 18.79 FEET TO A POINT ON THE NORTHEASTERLY LINE OF SAN FELIPE ROAD, SAID POINT BEING THE SOUTHEASTERLY CORNER OF THE LANDS OF THE COUNTY OF SANTA CLARA AS DESCRIBED BY DEED RECORDED JULY 21, 1982 AS DOCUMENT NUMBER 7393981, SANTA CLARA COUNTY RECORDS, SAID POINT BEING **THE TRUE POINT OF BEGINNING**; THENCE ALONG THE NORTHEASTERLY LINE OF SAN FELIPE ROAD NORTH 52°03'33" WEST 147.07 FEET; THENCE LEAVING SAID NORTHEASTERLY LINE NORTH 37°56'27" EAST 56.61 FEET; THENCE NORTH 87°03'11" EAST 65.17 FEET; THENCE SOUTH 70°35'08" EAST 19.86 FEET; THENCE NORTH 79°13'54" EAST 18.92 FEET; THENCE SOUTH 28°07'49" EAST 62.11 FEET; THENCE SOUTH 61°52'11" WEST 11.06 FEET; THENCE SOUTH 28°08'21" EAST 96.15 FEET; THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 70.00 FEET, A CENTRAL ANGLE OF 25°33'26", AN ARC DISTANCE OF 31.22 FEET TO THE NORTH LINE OF THE LANDS OF CORTEZ FAMILY TRUST RECORDED JUNE 25, 2008 AS DOCUMENT NUMBER 19897261; THENCE ALONG SAID NORTH LINE SOUTH 80°43'47" WEST 52.71 FEET TO THE NORTHEASTERLY LINE OF SAN FELIPE ROAD AS DESCRIBED BY DEED RECORDED JULY 21, 1982 AS DOCUMENT NUMBER 7393982; THENCE ALONG THE NORTHEASTERLY LINE OF SAN FELIPE ROAD THE FOLLOWING TWO COURSES: ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 989.00 FEET, A RADIAL POINT WHICH BEARS NORTH 35°34'21" EAST, A CENTRAL ANGLE OF 2°22'11", AN ARC DISTANCE OF 40.90 FEET; THENCE NORTH 52°03'33" WEST 27.37 FEET MORE OR LESS TO THE POINT OF BEGINNING.

CONTAINING 19,093 SQUARE FEET MORE OR LESS

APN: PTN 659-04-056

DATE: OCTOBER 10, 2019

PREPARED BY: BRELJE & RACE, CONSULTING ENGINEERS

JOB NO.: 4259.02