HISTORICAL OVERVIEW AND CONTEXT
FOR THE
CITY OF SAN JOSE

SUBMITTED TO THE
PLANNING DEPARTMENT OF THE CITY OF SAN JOSE

BY
ARCHIVES AND ARCHITECTURE
GLORY ANNE LAFFEY
353 SURBER DRIVE
SAN JOSE, CA 95123

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INTRODUCTION

The first step in effectively evaluating the significance of historic properties is the understanding of the historical context of the region. The development of San Jose's cultural landscape is complicated by the immigration of different cultural groups, resulting in a contemporary landscape that is an accretion of layer upon layer of values and uses imposed on the land through time. The goal of this report is to discuss and summarize important aspects of San Jose's economic, social, cultural, and political history in order to provide a contextual framework for the evaluation of the city's historical resources. Because San Jose did not develop in a vacuum, it has been necessary in many cases to discuss county, state, or national developments and the impact of these events or trends to development in San Jose.

San Jose's past can be divided into several distinct periods. Each of these periods is characterized by a dominant culture or activity. The names and dates of these cultural periods are approximate and suggestive rather than precise and definitive. Within the discussion of a historical era, recurring themes are identified and characterized by landscape features or resources that were introduced in, or were peculiar to, that particular temporal period. An emphasis has been placed in the narrative on historical events and developments during the earlier temporal periods. Geographical patterns of land use also emerge throughout the historical narrative.

Based on the historical context and the identified themes, a grid based on the model developed for the Santa Barbara County Element is presented in the Historic Theme section of this report (Raab 1985). This model provides an overview of the historical and thematic development of San Jose and provides a tool for evaluation of historical resources.

As discussed above, it is recognized that a multitude of ethnic groups made major contributions to the development of the Santa Clara Valley. For the purposes of this overview, however, the specific contributions of various ethnic groups were noted only if the culture group characterized a particular period in the development history. Ethnic, as well as other demographic considerations, should act as an overlay to the thematic and temporal model.

HISTORICAL DEVELOPMENT

Prehistoric Period

The first inhabitants of the coastal area from San Francisco to Monterey were the members of the Ohlone or Costanoan Native American language group. Although the Ohlones shared cultural and linguistic similarities, the tribe consisted of eight distinct politically autonomous linguistic groups. The Santa Clara Valley along the banks of the Guadalupe River and Coyote Creek was occupied by the Tamyen or Tamien group made up of four or more tribes with their own territories within the valley. The natives congregated in rancherias or concentrations of small villages that were related to each other by kinship ties (Levy 1978).

These early people established their settlements near a dependable water source and other easily available subsistence needs. Inhabitants in the northern portion of the valley were able to exploit both the river and estuary environments in addition to nearby grasslands and oak woodlands for fish, game, and vegetable materials. Temporary camps were also estab-
lished in scattered locations in order to collect seasonal foodstuffs or materials that were not locally available.

The arrival of the first Spanish exploration parties marked the beginning of the end of the Ohlone lifestyle in the Santa Clara Valley. Spain began colonizing California as a response to the threat to its northern borderland by the Russian settlement at Fort Ross and English and American explorations and commercial expansion. California ports were also necessary to provide provisions for Spain's fleet of Manila galleons in the Pacific.

The Spanish Period (1777-1822)

The process of Spanish settlement of the Santa Clara Valley began in 1769 with the initial exploration by Sergeant José Ortega of the Portola Expedition. Subsequent Spanish explorers noted the desirable settlement conditions of the Santa Clara Valley, including rich bottom lands, numerous Indian settlements, available timber, and a constant source of fresh water. In 1777, José Joaquin Moraga and Fray Tomas de la Peña established Mission Santa Clara on the west bank of the Guadalupe River. Within a year the El Pueblo de San José de Guadalupe was located on the Guadalupe's east bank. The Guadalupe River became the boundary between the lands controlled by the mission and the pueblo.

The Spanish colonization strategy utilized three institutions—military, civil, and religious. The military government, represented by the presidios at San Francisco and Monterey, protected the Spanish frontier against other Europeans and the colonists against Indians attacks. The Catholic Church established missions to convert and civilize the aboriginal population. The missions were the dominant colonizing influence in California during the Spanish period. Each mission's sphere of influence radiated from its center, with buildings for worship, housing, and industries, outwards to surrounding grain fields and livestock grazing lands.

In November 1777, Lt Moraga set out from San Francisco with fourteen settlers and their families, totalling sixteen people. The pueblo at San Jose was the first civil settlement established by the Spanish in California. The pueblo's primary function was to supplement the crops grown by the missions to support the garrisons at Monterey and San Francisco. Representing the Spanish government, Moraga laid out the town, allocating house lots and cultivation plots (suertes) to each settler. The Spanish Crown retained ownership of the land and the settlers could not sell their land or divide it; therefore, much of the property within the pueblo remained in possession of the descendents of the original colonizing settlers until the American Period. The common lands (ejido) surrounding the pueblo were used primarily for grazing the livestock of the pueblo inhabitants.

The pueblo was originally established near the Guadalupe River in the vicinity of Taylor Street. However, this area was subject to severe winter flooding and the site of the pueblo was moved approximately one mile south to higher ground about 1791. Market Street Plaza was the center of the final pueblo site. The colonist's first activity was to build a dam above the settlement that collected water in a pond for distribution throughout the pueblo by way of an acequia or ditch. The acequia provided both household and irrigation water.

The colonist's homes, small adobe structures, were clustered in proximity to the course of the acequia, around the market square, and at the crossing of the roads to Monterey, Santa Clara Mission and the embarcadero at Alviso. The major transportation routes during this period were little more than trails. They included the El Camino Real that connected the pueblo and the mission with the presidios at Monterey and Yerba Buena. This road closely followed the route of Monterey Road and the El Camino today. The Alameda follows the
old route between the pueblo and Mission Santa Clara. The padres directed the planting of three rows of willow trees that shaded travelers between the two settlements.

Trimble Road closely follows the route of the old Spanish road between Mission Santa Clara and the mission milpas, or corn fields. This road was later extended to Mission San Jose that was established in 1789. Today, Highway 17 follows the route of the old Spanish trail between Mission Santa Clara and Mission Santa Cruz. This road through the Santa Cruz Mountains was originally an old Indian trail that was improved by mission Indians in 1791 under the direction of the padres.

The early colonists planted crops of corn, beans, wheat, hemp and flax, and set out small vineyards and orchards. A portion of the crops were taxed for the support of the soldiers at the presidios and to provision ships in the harbors. Surplus crops were traded in Monterey for manufactured goods shipped from Spain and Mexico. Rudimentary industrial activities included grist milling, making wine and brandy, hemp processing, and soap making. As the cattle herds increased, the hide and tallow trade became an important element in California’s economy.

The Mexican Period (1822-1846)

When the civil wars erupted in Mexico in 1810, California found itself cut off from Mexico, the source of supplies and primary market for surplus crops. During this period, illegal trading took place with the foreign ships that surreptitiously visited California ports. Seamen off these ships became the vanguard of American and Anglo-European settlers in California.

By the 1820s, the lagging economy of the area began to increase due to the changing administrative policies of the new Mexican government. Two of these policies had important local ramifications. The first was the legalization of trade with foreign ships in the ports of San Francisco and Monterey. The traders exchanged tea, coffee, spices, clothing, leather goods, etc., for tallow and hides. Under the stimulus of this commerce, the settlements around the bay became lively trade centers. The second change in policy to have far-reaching effects in California was the secularization of the missions and the establishment of large, private land grants (Broek 1932:40-46).

With the change of governmental control from Spain to Mexico in 1822 and the secularization of the missions, came changing land utilization and ownership patterns. In 1824, Mexico passed a law for the settlement of vacant lands in an effort to stimulate further colonization. Any citizen, whether foreign or native, could select a tract of unoccupied land so long as it was a specific distance away from the lands held by missions, pueblos, and Indians. The grantee petitioned the governor for a specific tract, which after investigation and if there were no objections, was granted.

Thirty-eight land grants were issued between 1833 and 1845 in the Santa Clara Valley, with all or parts of fifteen rancho grants located within San Jose’s current city limits. When a citizen was granted rancho land, he was required to occupy the property and to build a dwelling within a certain period. Many of the ranchoes granted in the Santa Clara Valley had received provisional grants from the alcalde several years before the official petition to the Governor. Each rancho had a hacienda which was in many cases a self-supporting village, composed of the main rancho residence, laborers’ housing, corrals, grist mill (tahona), tannery, etc., surrounded by vineyards and cultivated fields.

Overseeing the immense acreage and herds of cattle, the California ranchero and his vaqueros spent many hours on horseback, the favored form of transportation. Cattle, al-
lowed to range freely, were rounded up twice a year during a *rodeo*—in the spring to brand the calves and again during the late summer for slaughter. The *rodeo* was often an occasion for socializing with the neighboring rancho families. With *fiesta* and *fandango*; the *rodeo* festivities often lasted a week or more.

In the early years of the province, the slaughter, or *matanza*, was solely for domestic needs. Cattle supplied beef to be eaten fresh or dried for future use; hides for shoes, lariats and outerwear; fat for cooking; and tallow for candles and soapmaking. During the period of Mexican rule the *matanza* became more systematic and extensive. Hides were carefully stripped from the carcasses and the lard and tallow was rendered. The lard was retained for domestic use and the tallow was saved for export. In trade the tallow brought six cents per pound, from 75 to 100 pounds were obtained from each carcass. Hides brought from one dollar to $2.50 a piece, becoming known as “California banknotes.” The malodorous killing fields could be detected for miles and were presided over by the vultures, coyotes, and other scavengers feeding on the unwanted flesh (Daniels 1976).

With the relaxation of immigration regulations by the Mexican government in 1828, more foreigners began to settle in California, frequently marrying the daughters of local land owners. San Jose’s first “foreign” settler was Antonio Suñol, a native of Spain who arrived as a seaman on a French ship that weighed anchor in San Francisco Bay. Educated and resourceful, Suñol opened the first mercantile store and saloon in the pueblo in 1820. He also sold lumber, purchasing whip-sawn redwood from the Americans who were working in the San Mateo redwoods. Suñol’s store, having the only strong box in town, also became the first bank. As the only educated citizen in the pueblo, he became a leading businessman as well as politically prominent. He was the first post-master in 1826 and in the 1830s was chosen to be the attorney (*sindicó*) and registrar for the pueblo. Throughout the early 1840s he served as sub-prefect of the district and in 1841 as the *alcalde*.

Always the gracious host, Suñol entertained the foreign visitors that passed through San Jose, no doubt encouraging many to stay to make homes and take advantage of the many business opportunities in the area. Of the approximately 700 people who lived in the pueblo in 1835, forty were foreigners, mostly Americans and Englishmen. The first overland migration arrived in California in 1841, and by 1845 the new American settlers had increased the population of the pueblo to 900.

The American presence in San Jose was rapidly changing the character of the pueblo from a Mexican village to a bustling American town. For example, Charles Weber, upon his arrival in the valley in 1841, established a general merchandise store, a blacksmith shop, a flour mill, a bakery, a salt works, a soap and candle business, and a restaurant/saloon that catered to foreigners. He also purchased a large rancho in the area. The presence of the growing American population prepared the way for relatively easy occupation of California by American forces in 1846.

By the time of America’s military conquest, the Anglo-American’s commercial conquest was well-established. The Mexican population of California observed the influx of European and American settlers with a sense of helplessness. The Mexican governor, Pío Pico, articulately expressed his concern for California’s future in 1846:

> We find ourselves threatened by hordes of Yankee immigrants who have already begun to flock into our country, and whose progress we cannot arrest. Already have the wagons of that perfidious people scaled the almost inaccessible summits of the Sierra Nevada, crossed the entire continent and penetrated the fruitful valley of the Sacramento. What that astonishing people will next undertake, I cannot say; but in whatever enterprise they embark they will...
sure to be successful. Already these adventurous voyagers, spreading themselves far and wide over a country which seems to suit their tastes, are cultivating farms, establishing vineyards, erecting mills, sawing up lumber, and doing a thousand other things which seem natural to them (Hall 1871:143).

In the earlier Spanish period, San Jose was characterized as an agrarian village with little or no commercial activity. With the change to Mexican rule, foreigners began to settle in San Jose establishing small-scale commercial operations. As the Anglo-American population increased during the 1840s, the native Californians found themselves suddenly in the minority and their way of life seriously threatened.

The Early American Period (1846-1869)

This frontier period is bracketed by the military conquest of California in 1846 and the completion of the transcontinental railroad in 1869, and is dominated by the superimposition of American culture on the former Hispanic culture. In May 1846, the United States declared war on Mexico and shortly thereafter the Americans raised the flag in Monterey and San Jose. In 1848, the United States acquired the Mexican province of California in the Treaty of Guadalupe Hidalgo. Closely following the annexation of California by the United States, the discovery of gold in the Sierra foothills precipitated a sudden influx of population to the State. This event served to accelerate California statehood, achieved in 1850, with San Jose serving as the first State capital.

As the last town on the route to the southern Mother Lode, San Jose became the supply center for hopeful miners as they passed through the area. Large numbers of these miners were farmers from the eastern United States and Europe, and could not fail to recognize the agricultural potential of the Santa Clara Valley. After a period in the Mother Lode, many of these miners returned to the Valley to take up farming. The high cost and scarcity of flour, fruit, and vegetables during the early Gold Rush made agricultural and commercial pursuits as profitable and more dependable than mining.

Prior to California’s statehood, San Jose endured a turbulent era in civil government. The American military occupation force was small and stationed at Monterey, beyond effective reach of San Jose. There was confusion as to what laws were now in force, Mexican or American. The Hispanic Californians resented the American authority and the Americans refused to be ruled by the Californians. All basis for effective discipline was gone and near anarchy reigned.

John Burton stepped into this difficult situation as temporary alcalde of San Jose in October 1846. Married to a Mexican woman, Burton had been a resident of the pueblo since 1829. As a long time resident he was the a good choice for the post. He was familiar with the Mexican culture and language, and he could also deal effectively with the ambitious Americans. To cushion the criticism of his office, Burton appointed a committee of twelve men—six Californians and six Americans—to help govern the pueblo by majority vote. This junta only ruled for a year, but during that period some of its important decisions and actions affected San Jose’s future development.

The rapidly growing, land-hungry population did not understand the Mexican concept of land tenure and was greatly frustrated since much of the best land in the San Francisco Bay area was taken up by the large Mexican grants. In many cases the boundaries of the grants were only roughly identified, a factor also frustrating to the American settler. The pre-Gold Rush settlers to California obtained land by gaining Mexican citizenship and being granted land, marrying into the families of Mexican landowners and enjoying his wife’s inheri-
tance, squatting on unoccupied and unclaimed land, or by illegally buying it from the unso-
phisticated Mexican owner.

During this frontier period, a combination of many factors formed the beginnings of the
San Jose that we know today. One of the dominating cultural traits of the American popu-
lation was its urban value system. The American settler naturally wanted to settle down
and establish towns, to speculate in property, and to start businesses and related activities.
Each town colonized by Americans in the West during the nineteenth century began with a
pre-conceived plan expressed by the gridiron survey (Reps 1979). The reason for the grid
plan's popularity was its simplicity. It was easily laid out by semi-skilled surveyors, it ap-
portioned land quickly and efficiently, lots were a suitable shape for the erection of build-
ings, and the plan was easily expanded beyond its original limits. It also facilitated the
transfer of property ownership and tax assessment.

In response to pressure by American settlers, the junta commissioned a survey of the pueb-lo. The survey embraced lands east of Market Plaza to Eighth Street, north to Julian and
south to Reed streets, all of which were adjacent to the occupied puebilo area. Those with
claims to land in the surveyed area were granted legal title and the unclaimed lands were
sold by the Alcalde at $50 per city block. The initial survey in 1847 was followed by sev-
eral others. In 1850, Thomas White's survey extended the city limits to Coyote Creek on
the east, and just beyond the Guadalupe River on the west. The city was approximately
three miles long, northwest by southeast, and about two miles wide. These limits were not
expanded until after the turn-of-the-century.

Besides the overall effect of facilitating speculation, these early surveys were important ele-
ments in the evolution of the urban fabric of San Jose. Once a street plan has been estab-
lished it becomes relatively inflexible as structures are erected and money is invested to lay
road surfaces. This early plan determined transportation patterns within the town, and in-
fluenced the development of business and residential districts. Today, we are living with
decisions made by a few men over 130 years ago.

Throughout California, the new immigrants, believing that the territory ceded by Mexico in
the Treaty of Guadalupe Hidalgo was now the public domain of the United States, tried to
make claim to lands outside the pueblo. They immediately came into conflict with the Mex-
ican rancho owners. Many settlers took matters into their own hands and occupied the land
in defiance of the law and the grantholder. The squatter maintained the belief that the lands
were public and attacked the legality of Mexican titles. To bring order out of chaos, the
United States government created the California Land Claims Commission in 1851 to vali-
date the Mexican titles by determining legal ownership and establishing fixed boundaries
for Mexican claimed property. Intended to protect the Mexican landowner, this process in
many cases worked to his detriment. The process of title confirmation was long, cumber-
some, and expensive, and many Mexican rancheros found the economic and legal diffi-
culties insurmountable. Even when the Mexican property owner gained legal title to his
land, the eviction of the numerous squatters was an almost impossible task (Broek 1932).
The confirmation process was also necessary to prove ownership of lands within the
pueblo, a fact that served to delay the development of property between Market Street and
the Guadalupe River for a number of years.

As the productivity of the placer mines fell off and the enthusiasm for gold mining began to
wan, many immigrants began to look to the cities and fertile range lands as sources of in-
come. At the time of the Gold Rush, beef was the only commodity that could be supplied
in large quantities by the Californians. It was necessary to import other foodstuffs plus ad-
ditional supplies of beef and mutton. Until the drought of 1864, stockraising continued to
be the primary economic activity. At first the Mexican open range methods were followed
since grazing lands were ample. As smaller farms began to spread throughout the Valley, pasturage was reduced and stockraising was concentrated in the foothill ranges. More intensive stock farming began in the 1860s when cattle were moved from the foothill pastures to valley feed yards until ready for marketing (Broek 1932).

On a smaller scale, sheep raising, paralleled the cattle industry. Large flocks were imported during the Gold Rush that thrived in the mild California climate and on the cheap range in the low foothills around the valley. Sheep populations peaked during the 1870s, the number declining thereafter as farm lands extended, and markets for local wool and mutton decreased (Broek 1932).

The dairy industry developed in areas that had well-watered pastures, primarily located in the lowlands along the Bay and near Gilroy. Transportation of fresh milk was a problem in the early years and in the outlying districts most of the milk was used for butter and cheese production. Almost every farm in the Valley kept a couple of milk cows, self sufficiency being the goal (Broek 1932).

The staple agricultural product after the Gold Rush of 1848 became wheat. A ready market was assured and the crop was easily handled. The easy cultivation and high fertility of the soil of the Santa Clara Valley facilitated wheat production with little capital investment. By 1854, Santa Clara County was producing 30 percent of California's total wheat crop. In 1868, one observer noted, in summer the Valley was an almost unbroken wheatfield. Other grain crops, primarily barley and oats, followed wheat in productivity (Broek 1932; Detlefs 1985).

When the cattle industry shifted to more intensive methods, hay production became a necessity. The planting of forage crops and the establishment of feeding sheds led to better utilization of the range. Hay production developed during the 1880s and 90s and only began to drop with the increased appearance of the automobile after 1900. Most of the hay and forage crops were used by the dairy industry (Broek 1932).

The discovery of gold made the establishment of cities even more important. The life in the gold fields was difficult and the miners sought the city for relief from these hardships by having well-cooked meals and enjoying what entertainment could be found. San Jose was one of several towns in northern California that responded to the stimulus of gold fever by establishing hotels, houses of entertainment, restaurants, saloons, and stores that provided merchandise needed by the miners. Whatever the miner was willing to pay for, someone was willing to provide. An added impetus to San Jose's early development was its selection as the first state capital in 1850. The combination of migrating miners and the arrival of legislators, news men, and interested onlookers spurred the rapid development of San Jose.

Urban development moved at a swift pace during the 1860s. Gas service was introduced in 1861 and gas mains were extended from San Jose into Santa Clara. The San Jose Water Company was incorporated in 1866, supplying piped water to city residents. The first sewers were contracted by the city this same year. During the 1850s, regional stage lines were established between San Jose, Santa Clara, and Saratoga. These were replaced by the arrival of the street car line, chartered by Samuel Bishop in 1868, establishing the first urban transit lines in San Jose.

The need for a railroad was recognized in the early 1850s; however, the railroad line between San Francisco and San Jose was not completed until 1864. This event was followed a few years later with the completion of the Central Pacific line from San Jose to Niles connecting San Jose with the transcontinental railroad in 1869. San Jose thus became part of
the national and world economic network that opened new markets for the agricultural and manufactured production of the valley. The railroad, increasing population, and agricultural developments ushered in a new era of land use.

Even after the capital was removed from San Jose in 1852, the city exhibited steady growth through the following two decades. This period of growth was characterized by San Jose becoming the major service center for the expanding agricultural hinterland, increasing industrial and commercial activities, developing transportation services both internally and regionally, increasing ethnic immigration, residential expansion, and the development of urban services and utilities.

**Horticultural Expansion 1870-1918**

The horticultural potential of the Santa Clara valley was recognized by the mission fathers who established small orchards and vineyards. Cuttings from these trees and vines provided the basis of the earliest orchards and vineyards in the American Period. By 1852, the first pioneer nurserymen were importing and experimenting with various types of fruit trees and by the 1860s orchards were being set out in East San Jose, Milpitas and the north valley. In the 1870s increasing residential and business growth led to the shifting of orchard areas to new communities such as the Willows, Berryessa, Los Gatos, and Saratoga. The 1880s saw orchards expanding into the Campbell, Evergreen, and Edenvale areas. Orchard products dominated agricultural production by the end of the century and fruit production peaked in the 1920s. The most popular of the orchard products was the prune with acreage expanding rapidly during the 1890s. By the 1930s, 83 percent of the valley orchards raised prunes with the Santa Clara Valley producing 25 percent of the world's trade (Brook 1932).

The pioneer canning industry was begun in residential San Jose by Dr. James Dawson in 1871. The fruit canning and packing industry quickly grew to become the urban counterpart of the valley's orchards. Other support industries such as box, basket, and can factories were also established. Orchard and food processing machinery and spraying equipment also became important local industries. W. C. Anderson started a canning machinery factory (Anderson Prunedipping Co.) in 1890. Anderson absorbed Barngrover, Hull, & Cunningham in 1902 becoming Anderson-Barngrover Manufacturing Co. This company merged with the Bean Spray Pump Company in 1928 to become Food Machinery Corporation (FMC). The fruit industry thus came to dominate the lives and livelihoods of most residents in both city and county by the advent of the twentieth century. Early industrial development located near shipping points and transportation lines.

Commercial growth in San Jose boomed during the 1880s and continued with steady growth toward the end of the century. During the 1870s, business overflowed onto Second Street. After the Chinatown on Market Plaza burned in 1887, the new city hall was erected in the middle of the plaza in 1889 and the post office was constructed in 1893 spurriing further development in downtown. Large bank buildings were built on all four corners of First and Santa Clara Streets. In the 1880s through the early years of the twentieth century, the business district moved southward along First Street. The major force in downtown development during this period was T. S. Montgomery who constructed many large commercial buildings and business blocks.

Urban services continued to expand. Electrical service came to San Jose in 1881 being provided by several small independent gas and electric companies. In 1881, the electrical light tower was constructed at the intersection of Market and Santa Clara Streets bringing worldwide fame to San Jose. Electric arc lamps replaced gas street lights in the late 1880s.
These in turn were replaced by incandescent lights and in 1912 112 ornate electroliers were ordered for the downtown streets from the Joshua Hendry Iron Works in Sunnyvale.

Changes in transportation during this period were a major influence on developmental patterns. Samuel Bishop built the first electrical streetcar line in America when he electrified the line between San Jose and Santa Clara in 1887/1888. The street cars were converted to overhead electrical trolley lines in 1891. The trolley lines within the city served Hedding Street, Julian Street, S. 10th Street, Monterey Road to Oak Hills Cemetery, and on Willow Street to Willow Glen. There were also lines to Alum Rock Park and Santa Clara. The Interurban Railroad had lines to Saratoga, Campbell, and Los Gatos by 1905. The Peninsula Railway had lines from San Jose to Palo Alto and Cupertino by 1915.

The first automobiles appeared in the valley in the late 1890s. Several pioneer automobile factories, the first in California, were established in San Jose after 1900. Clarence Letcher opened the first "garage" in the west in 1900 and in 1902 opened the first service station, which boasted "a gasoline station of 110 gallons which measures the amount of gasoline sold" (James and McMurry 1933:142). The first motor bus line in the State was started up Mt. Hamilton in 1910.

Along with the advances in the automotive industry, were the first experiments in aviation and communications. John Montgomery, a professor at the University of Santa Clara, flew the first heavier-than-air glider in 1893 and was making significant aeronautical discoveries when he was killed in a glider accident in 1911.

Dr. Charles Herrold pioneered California's first radio transmission in 1894 and in 1909 he established the first American commercial radio station in San Jose. Herrold can also be credited with sowing the seeds of the electronics industry in San Jose when he opened a college of engineering that qualified more the 1200 students as radio engineers, technicians, and operators by 1922. Many of Herrold's students were specially trained for government communications service during World War I. By 1922, Herrold was responsible for over 50 inventions and improvements involving the use of electricity (Arbuckle 1985).

Most of the undeveloped land within the city limits was subdivided and filled with homes during the 1880s and new suburban tracts were being subdivided. The Hensley grounds were subdivided in 1886, as was College Park east of the Alameda. Naglee Park was opened in 1902 and Hanchett Park in 1907. Lots were auctioned off in the Lendrum tract in East San Jose, an area that incorporated in 1906. The City's first annexations were the Gardiner District and East San Jose, both annexed in 1911. The following year a strip 100 feet wide down N. First Street to the port of Alviso was annexed.

**Inter-War Period 1918-1945**

After World War I, San Jose entered a period of great posterity characterized by the spirit of boosterism. Three projects were initiated in 1929 that spurred growth: the development of the water conservation program, the connection of the Bayshore Freeway between San Jose and San Francisco, and the establishment of Moffett Field as a Navy dirigible base. All these projects were in place by 1939.

During the post-war period, population growth continued to expand the urban boundaries as orchards were replaced by residential developments. Large residences appeared on the eastern foothill terraces. Willow Glen and the Hester and Hanchett districts made large extensions westward after the boulevard of Park Avenue in 1928. The Vendome Hotel grounds west of N. First Street were subdivided in 1930. Annexations included Palm Haven in 1922, the Stockton and White districts in 1924, and the southwest Industrial area
and the Hester-Hanchett-College Park district in 1925. Willow Glen incorporated in 1927 and became part of San Jose in 1936.

The county’s first airport, located in 1919 on Alum Rock between Capitol Avenue and White, was used by a succession of barn-storming and commercial companies, and in 1923 by the army reserve squadron. In 1929, the first municipal airport was established at King Road and Story Road. Cecil and Robert Reid established the Garden City Airport in 1934, moving to Tully Road in 1939 and changing its name to the Reid Hillview Airport.

By 1928, all the city streets had been paved and old wooden bridges were being replaced by concrete bridges. San Jose in 1930 had the greatest weekday auto traffic count in the State and was the only California city whose week-day traffic count exceeded that of holidays. The County averaged an automobile for every 2.92 persons (James and McMurry 1933: 164). Highway improvements include the widening of the San Francisco and Oakland highways in 1929-1932, the construction of the Bayshore Highway in the County in 1927 and realigning and widening the Santa Cruz Highway. With increased automobile competition, street car lines were abandoned during the 1920s and 1930s to be replaced by private bus lines.

World War II, like the Gold Rush a century before, had a major effect on the changing complexion of the San Jose area. The San Francisco Bay area was the gateway to the Pacific theater from 1941 to 1945. The large naval air station at Moffett Field became a center of much activity. Thousands of military personnel were brought to the area for training and processing, exposing the valley to public view.

Events at Stanford University were also setting the stage for significant developments in the post-war period. Frederick Terman became an engineering professor at Stanford in 1930. Under his guidance the university became a leader in the field of electronics. Many of the university’s pre-war graduates played important roles in the post-war development of the local electronics industry.

Industrialization and Urbanization 1945-1991

William Hewlett and David Packard, two of Professor Terman’s students at Stanford, developed electronic test equipment in a Palo Alto garage in 1939. During the war this small company obtained government contracts and continued to grow during the post-war period. In 1954, the Stanford Industrial Park was established attracting the companies of Hewlett-Packard and the Varian brothers, also students of Terman, as well as Sylvania, Philco-Ford, General Electric, and Lockheed’s research laboratory. These companies formed the nucleus of what became known as Silicon Valley.

Soon after World War II, the business community launched an active campaign to attract new non-agricultural related industries to San Jose. Early industries that established plants in San Jose were the Chicago’s International Mineral and Chemical Corporation’s Ac’cent plant in 1946, the General Electric plant in the early 1950s, and International Business Machines (IBM) in 1953. By the 1960s, the County’s economic base was dependent upon the electronic and defense industries. The 1970s saw the development of the personal computer industry stimulated by Apple’s “user friendly” computers.

Attracted by the increasing job market, the population of the valley experienced phenomenal growth after 1950. Between 1950 and 1975 the population increased from 95,000 to over 500,000. Correspondingly, the area of the city spread from 17 square miles in 1950 to over 120 square miles in 1970, replacing orchards with subdivisions and shopping centers. This growth can be directly related to the appointment of City Manager Dutch Hamann in
1950 by the pro-growth city council. Under Hamann's pro-annexation policy, San Jose had annexed 1419 outlying areas by the end of 1969 when Hamann left the position. During this period residential subdivisions replaced orchards at amazing speed. Rural roads widened into freeways, and expressways and boulevards were lined with restaurants and automobile salesrooms.

The automobile was the basic mechanism that has allowed the development of the valley. In the years following the war the American public intensified its love affair with the automobile. No longer content with one "family car," it has become necessary for everyone in the household to have a car and/or recreational vehicle. Beginning in the early years of the century, America, and California in particular, had become a car-oriented society by mid-century. This aspect of American culture is reflected in the architecture and resource types of the contemporary period. Suburban housing tracts are characterized by prominent, attached two or three car garages. Commercially, the period is characterized by the proliferation of fast food chains and other quick service, car-oriented establishments.

During the contemporary period, the city expanded outward along major transportation arteries. The commercial migration started in 1956 when the first store at Valley Fair, San Jose's first regional shopping center, opened for business. Up until this time, the San Jose City Council maintained a policy that no commercial zoning would be granted out of the downtown core area. Major and minor shopping centers sprung up to serve outlying residential areas, attracting additional residential and commercial development. The unfortunate by-product of the commercial migration to the suburbs was the death of a vital downtown business core followed by widespread demolition for aborted redevelopment projects during the 1960s. However, successful redevelopment efforts in the 1980s have signaled a rebirth of San Jose's downtown business district characterized by International style high-rise architecture.

SUMMARY OF GEOGRAPHICAL DEVELOPMENT

An understanding of the spatial development and patterns of land use during the various periods of San Jose's history is necessary in order to predict the location of various types of historical resources likely to be found in designated survey areas. This section will review the geographical development within San Jose's downtown core and original city limits, the surrounding agricultural districts, and later suburban development outside the original city limits.

During the Hispanic periods (1777-1846) population centers in the Santa Clara Valley were the Santa Clara Mission, the pueblo of San Jose, and scattered settlements at the rancho haciendas. The mission was relocated several times due to poor drainage and flooding problems. The earliest site was the east bank of the Guadalupe River in the vicinity of the San Jose International airport. Later sites were located within the limits of the City of Santa Clara.

Development within Original City Limits

Like the mission, the pueblo's first site was plagued by recurring flooding problems and was relocated in the 1790s to the area now around Plaza Park on Market Street. The pueblo was primarily located between First Street and the acequia, with a few structures located between the acequia and the Guadalupe River. Superimposed on a modern map these buildings would be situated on either side of Market Street, San Pedro Street, and Santa Clara Street. The pueblo extended north to St. James Street and south to William Street. Streets in the pueblo were meandering trails roughly corresponding to Market, San
By 1850 the city limits of San Jose had been established by a succession of grid surveys. The Original Survey by Chester Lyman in 1847 and 1848 included the area between Market and Eighth streets and Julian and Reed streets. Later surveys extended the limits to Coyote Creek on the east, Rosa (Hedding) Street to the north, and Keyes on the south. The western city limits extended to Delmas Street; however, the old pueblo area west of Market Street was not extensively surveyed until after the mid-1860s.

In spite of the widespread surveyed areas, the actual settlement limits of the town in the 1850s were confined to three or four blocks from the business district that clustered around the major cross roads of Market Street and Santa Clara Street. There was also scattered semi-agricultural development to the east and north of the downtown core by the close of the San Jose's first decade. Residential development spread outward from the urban core during the following decades. Confirmation of land titles within the pueblo area along with flood control efforts spurred the subdivision and settlement of the western neighborhoods during the sixties and seventies. Subdivision of large estates north and east of downtown, with added transportation and other urban services also contributed to the expanding residential settlement within the city limits.

By the turn-of-the-century most of the lands within the original city limits had been developed and developers were beginning to eye new areas for residential expansion. Naglee Park in the eastern area of the city was subdivided in 1902 and boasted over 1500 homes by 1905. The Vendome Hotel grounds north of downtown were developed in the 1930s as were previously undeveloped areas on the northern and southern outskirts of the city.

Commercial development was originally centered on Market Street between Santa Clara and San Fernando Streets. By the end of the 1850s businesses were spreading onto First Street and south on Market Street as far as San Antonio Street. In the early 1870s businesses overflowed to Second Street, as well as east and west along Santa Clara Street. In the early years of the twentieth century the business district continued to move south on First Street as far as San Carlos and San Salvador. During the early twentieth century decades the business district moved up rather than out, with the construction of numerous tall, multi-storied office buildings and hotels. The business district also continued its expansion eastward on Santa Clara Street and south on Market and S. First Streets during the 1920s and 30s.

Civic buildings were originally concentrated around Market Plaza (now Plaza Park). The Spanish juzgado was located on Market near the intersection of Post Street. The State House was located on the plaza where the Fairmont Hotel stands today. The first City Hall, located on Market north of Santa Clara Street, was occupied in 1855. The second floor of the City Hall was leased to the county to serve as a court house until the completion of the new Court House on St. James Square in 1868. The needs of the city dictated larger facilities, and in 1887 Market Plaza was designated as the site for a new City Hall which was completed in 1889. A new post office building was constructed nearby on the comer of Market and San Fernando in 1893. The city administrative facilities on Market Plaza and the County Court House and Hall of Records built in the 1930s served as the governmental headquarters until the 1950s. A new city and county governmental center was constructed on North First Street between Mission and Hedding in the late 1950s. San Jose's new City Hall was occupied in 1958.
The city's first industry was Suñol's gristmill located on the Guadalupe River near Santa Clara Street. There were several other mill sites, first on the river for necessary water power, later scattered throughout the city as other forms of power were introduced. Besides the mills, other early industry included blacksmiths, foundries, as well as wagon and carriage factories. Although some of these firms were scattered throughout the downtown business district, much of the heavy industry and manufacturing took place on the outskirts of downtown, moving outward as the commercial core expanded. With the coming of the railroad in the early 1870s, many of the industrial firms located in proximity to the railroad lines which provided convenient access to out-of-town suppliers and markets. By the turn of the century, the industrial/manufacturing areas were concentrated in the Julian/Stockton area, near the Southern Pacific and South Pacific Coast depots, and north and south along the railroad lines.

Development of the Agricultural Hinterland

Until the recent era, the outstanding importance of the Santa Clara Valley was as an agricultural district. From a Spanish frontier colony with stockraising as the fundamental economy, it changed to a food producing area, especially wheat, to meet the demand of the gold miners. The valley steadily developed until it ranked as one of the foremost horticultural districts on the Pacific Coast.

Until American settlement, the Santa Clara Valley outside the settlements at the mission and the pueblo was largely undeveloped and utilized primarily for the grazing of livestock. In the late 1820s and 1830s, large tracts of land were granted by the Mexican government to California citizens. As each of these ranchos was occupied the landowners constructed residences, laborers' housing, corrals, grist mills, tanneries, etc., in order to provide the basic needs of the rancho community. Ten rancho haciendas were located within the present limits of the City of San Jose; however, the only extant resource associated with the rancho period is the Los Coches adobe (Roberto Adobe) located on Lincoln Avenue (No.4 on Map 1).

Geographer Jan Broek (1932) identified three agricultural phases through which the Santa Clara Valley passed after 1850. The first phase from 1850 to 1865 was characterized by cattle ranging, extensive wheat cultivation, and all around experimenting with crops. During the second phase, beginning in 1865, wheat farming dominated cattle raising and the foundations were laid for specialization in horticulture. From 1875 through the 1930s, horticulture superseded the declining wheat culture, and many other forms of intensive land utilization were developed under the increasing use of irrigation. The size of the ranches in the valley were closely correlated with these changing land uses. The Mexican ranchos consisted of several thousands of unfenced acres over which cattle ranged. Early American ranchers followed the Mexican practice of free ranging their cattle for some years; however, the spread of farm enclosures and environmental factors caused the large stock ranches to give way to more intensive land use in the form of a smaller stock breeding farms or dairy farms confined to several hundred acres. Wheat farms during this period also ranged from 100 to 500 acres in size, averaging 213 acres in 1880. With the increasing crop value per land unit the large farm became unnecessary, and the correlated increase in land prices, cultivation costs, and growing population led to the all around subdivision of farm lands into highly specialized "fruit ranches" from 3 to 50 acres in size.

During the Mexican Period, small orchards were planted in the area on the western edge of the pueblo between the acequia and the Guadalupe River. The first early American orchards generally followed this practice, being established north of town along the acequia, Guadalupe River, and Coyote Creek. After the discovery of artesian water in 1854, orchards were more widespread, but were still fairly small in size and concentrated within the
Map 1. Historic Sites of the Hispanic Period, 1777-1846

Key:
1. Old Spanish Bridge
2. Embarcadero de Santa Clara

Rancho Haciendas
3. Rincon de los Esteros (Alviso)
4. Los Coches (Roberto, Suárez)
5. San Juan Bautista (Narváez)
6. Los Capitancillos (Larios)
7. San Vicente (Berryessa)
8. Santa Teresa (Bernal)
9. Laguna Seca (Alvirez, Fisher)
10. Yerba Buena (Chaboya)
11. Pala (Higuera)
12. Milpitas (Berryessa)
city limits. In 1856, the first experimental orchards were set out in the Willows area (Willow Glen) and in the wake of their success were followed by more extensive orchards during the 1860s. As the production of various types of fruits proved successful, more and more orchards were planted throughout the valley during the 1870s and 1880s. By 1890, orchards were spreading into the Evergreen area and south of San Jose along Monterey Road completely dominating Valley agriculture by the end of the decade.

Development of Suburban Areas

As early as the 1860s tracts adjacent to the city limits were subdivided, especially the lands originally part of the Stockton Rancho and Rancho Los Coches between San Jose and Santa Clara. These tracts included several subdivisions in the Hester District along The Alameda and Sansevain's Villa near Willow Glen. East San Jose was laid out in 1868 and incorporated in 1906 in hopes of being a temperance community. The Cottage Grove tract on the southern city boundary was subdivided by realtor James A. Clayton in 1889. These subdivisions gradually developed as urban and transportation services expanded into these areas. L. E. Hanchett acquired the old agricultural park off The Alameda, which was opened for development in 1907. College Park, an area subdivided by the University of Pacific in the 1880s, also saw a renewal of suburban development in the early years of the century. The first expansion of the city boundaries to incorporate adjacent residential areas was the annexation of the Gardiner district on the west and the town of East San Jose in 1911. Additional annexations during the 1920s included Palm Haven, the Stockton district, the White district, and the Hester-Hanchett-College Park area. The eastern foothills and the Rose Garden area were developed in the 1930s.

During the Spanish-Mexican Period the only urban settlement was the Pueblo San Jose. In 1840, a newcomer pitched a canvas warehouse beside the rude landing place (embarcadero) on the Guadalupe Slough, marking the beginning of the town of Alviso (No. 1 on Map 2). The town, surveyed in 1849 and incorporated in 1852, became and active transfer point for travellers and freight between the Santa Clara Valley and other bayshore lands, especially San Francisco until 1865 when the railroad diverted travel away from the Bay's embarcaderos. The construction of the South Pacific Coast Railroad through Alviso in 1876 revived business somewhat. By the 1920s the principal industry of the town included the Bayside Cannery, in operation from 1906 to 1932, two evaporator companies and a shell business (Hoover 1990; Sawyer 1922).

The strongest agent in the formation of commercial clusters in the Santa Clara Valley proved to be the road from San Francisco, through San Jose, to points south. This transportation corridor was reinforced in the 1860s with the construction of a railroad that followed the same route. Settlements along this corridor to the south of San Jose included Coyote and Perry's Station, both with small train depots. Local service clusters that developed on secondary transportation routes within the present city limits of San Jose included Willow Glen, Evergreen, Berryessa, Meridian Corners, Guuberville and Robertsville (see Map 2).

The identifiable community of Willow Glen dates to the establishment of its school district in 1863. In 1869 the San Jose Mercury described it as an area of "hundreds of acres once formerly covered with dwarf trees and underbrush, and now reclaimed..." (Arbuckle 1985: 61). By the 1890s the nucleus of the business district had been established and trees lined El Abra, now Lincoln Avenue. The post office, established in 1893, changed its name to Willowglen in 1895 (Arbuckle 1985). During the post-World War I residential expansion, the Willow Glen district developed as a quiet residential community complete with its own business district (James and McMurry 1933). However in 1925, Willow Glen's peaceful existence was disrupted when the City of San Jose decided to re-route the Southern Pacific
Map 2. Towns and Rural Service Centers, c1900

Key:
1. Alviso
2. Berryessa
3. East San Jose
4. Willow Glen
5. Meridian Corners
6. Guberville
7. Robertsville
8. New Almaden
9. Evergreen
10. Coyote
11. Perry's Station
12. Madrone
railroad down Willow Street bisecting the community. The Save the Willows Committee was formed which led to the incorporation of Willow Glen as a city separate from San Jose in 1927. Willow Glen enjoyed its independent status for nine years until in 1936 voters chose annexation to San Jose who offered the community its own high school and adequate sewer connections.

The village of Evergreen developed near the crossroads of White and Aborn Roads (then known as Evergreen Road). The settlement served as the local service cluster for the surrounding district in the Evergreen Valley. A school house was serving the area by 1858 and the Evergreen School District formed in 1866. The school building was located on the corner of White and Aborn Roads and served as the social hall until 1886 (Cortese n.d.). In the late 1860s, a blacksmith shop, saloon, and general merchandise store were established, followed by a post office in 1870 and butcher shop in 1872. During the 1880s, a new Social Hall was constructed and the Women's Relief Corps Home was established for the widows and orphans of Union veterans of the Civil War. The Evergreen Methodist Church was added to the village in 1890. Evergreen continued to serve the surrounding farms and ranches with little change until the development of the large suburban shopping centers and residential neighborhoods in recent years (Cortese 1987).

The village of Berryessa grew up at the intersection of Capital Avenue and Berryessa Road intersection, in the center of the rich fruit growing region northeast of San Jose. The village consisted of a school house, church, store, blacksmith shop, post office, telephone office, and numerous residences. The major employer of the area was Joseph Finkinger who established a large cannery in the midst of his orchards in 1886, providing work for hundreds of valley residents through the 1920s. Finkinger’s orchards were subdivided for residential development in 1935 (Sawyer 1922).

Coyote, twelve miles south of San Jose, was originally a roadside inn called the 12 Mile House, established in 1852 as a watering place for travelers on the road to Monterey. In the 1870s, a village developed around the Southern Pacific depot. The town became a trading and shipping point for the surrounding community and consisted of two stores, a large seed warehouse, grange hall, post office, and train depot (Sawyer 1922).

Perry’s Station, earlier known as the 15 Mile House, also provided a saloon and rest stop for travelers on the main highway, and in the 20th century gained a freight shipping depot on the railroad line.

Five miles west of San Jose, at the intersection of Saratoga Avenue and Stevens Creek Boulevard was the small community of Meridian Corners. This village consisted of two stores, a blacksmith shop, and a station on the electric road between San Jose and Saratoga (Sawyer 1922). The village of Gubserville developed at the intersection of Saratoga and Payne Avenues.

Robertsville, five miles south of San Jose at the intersection of Almaden Road and Branham Lane, also developed as a traveler’s rest stop and neighborhood service center consisting of a small cluster of residences, general store, saloon, and in the twentieth century, a gasoline service station.

SUMMARY OF HISTORIC THEMES

The California State Historical Resources Commission has identified nine general themes covering the entire range of California’s diverse cultural heritage. These themes are: Aboriginal, Architecture, Arts/Leisure, Economic/Industrial, Exploration/Settlement, Government.
ment, Military, Religion, and Social/Education. Using these broad California themes as a
guide, specific themes for the historical development of San Jose have been developed.
Suggested San Jose themes are: Architecture/Shelter, Agriculture, Manufacturing/Industry,
Resource Exploitation/Environmental Management, Communication/Transportation, Com-
merce, Government/Public Services, Religion/Education, and Social/Arts/Recreation. In
many cases, resources may relate to more than one of the identified themes.

Two of the themes identified by the State of California, Aboriginal and Exploration/Settle-
ment, are not reflected in the following discussion. The California themes include aborigi-
nal sites that relate to all aspects of Indian culture and occupation whether prehistoric or
historic. Although aboriginal prehistoric and historic sites are important resources to pre-
serve, the identification and preservation of such sites is specialized and distinct from the
goals of this study. Aboriginal sites are not included in the City’s Inventory. Whereas
Exploration/Settlement is not specifically identified as a theme for San Jose nor called out in
the grid matrix, any resources, especially within the temporal ranges up to 1870, may also
be identified with this category.

Architecture/Shelter as a theme includes structures and sites representing various archi-
tectural periods and styles, structures designed by outstanding architects, and those re-
sources that relate to residential living arrangements and landscaping.

The California Economic/Industrial theme was considered too broad for the classification of
the multitude of the City’s economic and industrial resources. Therefore this broad theme
has been segmented into five sub-themes. Agriculture includes all sites that relate to the
various aspects of the development of local agriculture. Manufacturing/Industry in-
cludes sites and structures that represent the development of the food processing industry,
technological development, and the production of goods. Resource Exploitation/En-
vironmental Management includes all resources that are related to the exploitation of
natural resources, and the manipulation, preservation, or reclamation of the environment.
Communication/Transportation includes all sites that relate to communication and
transportation services and associated technological development. Commerce includes all
resources that relate to the development of trade, finance, marketing, advertising and other
commercial activities.

The Government & Public Services theme combines the State’s Government and Mil-
itary themes. This theme includes sites and resources related to the development of state
and local government, military activities, public services, and public utilities.

The State includes educational sites within the Social theme. However, since educational
development was closely allied to local religious institutions in San Jose, these two themes
have been combined as the theme of Religion/Education. This theme includes resour-
ces associated with the development of religion, and public and private education.

The Social, Arts, & Recreation theme combines the State’s themes of Arts/Leisure
and Social. Resources in this category relate to dance, drama, music, art, and literature;
organizations and institutions such as social and civic clubs, hospitals, and museums; and
sites representative of general social mores and various ethnic lifestyles.

The following chart or model grid illustrates the identified themes of historical development
divided by temporal periods. Characteristic resources have been placed within the grid as
examples of the types of features and structures that represent various types of development
through time. The model grid is intended as a dynamic tool to be expanded as additional
themes and resources are identified.
### HISTORIC THEMES FOR THE CITY OF SAN JOSE

<table>
<thead>
<tr>
<th>Period</th>
<th>Architecture &amp; Shelter</th>
<th>Agriculture</th>
<th>Manufacturing &amp; Industry</th>
<th>Resources Exploitation &amp; Environmental Management</th>
<th>Communication &amp; Transportation</th>
<th>Commerce</th>
<th>Government &amp; Public Services</th>
<th>Tourism &amp; Education</th>
<th>Social, Arts &amp; Recreation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1849-1910</td>
<td>San Jose Mission</td>
<td>Dairy farm</td>
<td>Lumber, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>1910-1945</td>
<td>Craftsman, Bungalow, Mission Revival</td>
<td>Fruit farming</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>1946-1955</td>
<td>Mid-Century Modern</td>
<td>Agriculture</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>1956-1975</td>
<td>Postmodern, Brutalist</td>
<td>Agriculture</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>1976-1990</td>
<td>Contemporary, Postmodern</td>
<td>Agriculture</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>1991-2000</td>
<td>Contemporary, Postmodern</td>
<td>Agriculture</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>2001-2010</td>
<td>Contemporary, Postmodern</td>
<td>Agriculture</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
<tr>
<td>2011-present</td>
<td>Contemporary, Postmodern</td>
<td>Agriculture</td>
<td>Manufacturing, mining</td>
<td>Wine, livestock</td>
<td>Railroads, trams</td>
<td>Trade with Mexico, SJ</td>
<td>Railroads, telegraph, telephone</td>
<td>Hotels, banks, theaters</td>
<td>Railroads, schools, churches</td>
</tr>
</tbody>
</table>
Each resource category can be placed temporally and thematically within the grid and its significance evaluated accordingly. The resource within the time/use matrix may be identified as an early example, characteristic example, or surviving example of its time and place. Significance can be further drawn from the resource’s isolation from or survival with closely related resources. Although not delineated in the grid, demographic considerations (race, ethnicity, gender, age, occupation, religion, etc.) may also influence the relative significance of a resource.
CONTEXTUAL STATEMENTS FOR SURVEYS

The Historical Overview and Context provides a general framework for the historical development of San Jose and the Santa Clara Valley; however, for specific geographical surveys and resource types, it is important to develop a more specific contextual statement. A focused contextual statement will aid in identifying the specific chronology and types of resources one would expect in the survey area, as well as providing a tool for assessing the historical significance of identified resources. As a guideline, the specific contextual statement should provide answers for the following questions:

1. What was the chronological development of the specific resource type or geographical area?
2. What economic, political, technological, geographical, or social factors influenced changes in the form and/or function of the resource type or affected its geographical location?
3. Can specific local patterns of type and/or location be identified?
4. Are there specific features or factors that would increase the relative significance of the resource or its location?

Unreinforced Masonry (URM) Contextual Statement

It is very possible the first building in California constructed entirely of fired brick was erected in the pueblo of San Jose. The Spanish fathers brought brick making technology to California, employing Indian labor in the production of unfired (adobe) and fired brick for the building of the mission compounds. Jacob Bowman (1951), in his study of Spanish building technology, states that manufacture of burned roof tiles and bricks was confined to mission construction; however, archaeological excavations in downtown San Jose have revealed a structure built entirely of fired 8-by-16 inch adobe bricks (Cartier 1979). This two-story building was constructed prior to 1823 and was used as a residence after this date. It is possible that it was constructed about 1800 and may have originally served as a jail, guard house, or granary for the pueblo (Detlefs 1979). This structure is the only fired brick building known to exist in the Santa Clara Valley before 1848.

Before 1850, most of the brick used in Santa Clara County was imported as ballast by trading ships. An archaeological investigation of a building built in New Almaden in 1847 found foundations utilizing brick branded by companies located in the eastern United States and Great Britain. Locally made brick were also being produced at this time at New Almaden, as many poorly fired “salmon” brick were used side by side with the imported brick (Laffey 1980).

Frederick Hall reports that in 1848 the first brick houses in San Jose were built by “Mr. Osborn, at the corner of Fifth and St. James streets, one between St. James and St. John on Fifth, and one on St. John between Fourth and Fifth” (Hall 1871:194). An 1850 parcel map indicates a small brick kiln at the corner of Santa Clara and River streets, east of the Guadalupe River. This kiln may have been the source for these early brick buildings, or Mr. Osborn may have erected a kiln on his property for the manufacture of brick (Laffey 1980).

By the mid-1850s there were several active brickyards in San Jose and Santa Clara. During this period of rapid growth in downtown San Jose brick structures replaced many of the wooden commercial buildings. Devastating and frequent fires occurring in the congested business district prompted brick construction. Considered a major deterrent to these fre-
quent disasters, newspaper editorials encouraged the construction of “fireproof” brick structures (Laffey 1980).

In the 1860s, several major earthquakes occurred in San Jose that excited concern about the safety of brick construction and prompted advances in masonry construction techniques. Foremost in the field of the development of earthquake safe masonry was architect Levi Goodrich. In 1865, Goodrich developed a technique that involved the construction of inner and outer brick walls divided by a gap of four inches. The walls were tied together every five to eight courses by alternating diagonal layers of wooden lath or iron bars which “gave the wall great elasticity and strength.” Such construction was considered “earthquake proof” and, indeed, was tested by the earthquake of 1868. Goodrich at this time was directing the construction of the new Court House on St. James Square. The newspaper reporting on the extensive damage in the City, stated that the Court House “withstood the shock admirably suffering little cracking of the walls and crumbling of plaster decorations. ... The lesson of this earth shock is: Erect no more high church steeples; build no more brick buildings above two stories in height, and those only in the most substantial manner” (San Jose Mercury 22 October 1868). The newspaper observed one month after the earthquake:

...that the owners of several of the best brick buildings of the city are taking the precautions necessary to secure their buildings from damage by the next earthquake. Knoche has bolted his building fore and aft with immense iron rods. Murphy has served his in the same way. Masonic Hall block and Minor’s building are being made earthquake proof. We also observe a number of galvanized iron chimneys taking the place of the brick chimneys which succumbed to the great shock (San Jose Mercury 12 November 1868).

The next major earthquake was in 1906 through which a large number of the nineteenth century downtown masonry buildings survived with only minor damage. Many of these office, retail, and industrial buildings are presently on the City’s list of unreinforced masonry buildings.

The first steel frame building in San Jose was the seven-story Garden City Bank constructed on S. First Street in 1907. A number of multi-story steel frame and reinforced concrete office buildings were constructed in the following years and by the 1930s San Jose’s downtown skyline was dominated by ten- and twelve-story bank, hotel, and office buildings. With the growing use of other types of building materials, brick construction became less popular.

Because of the mild California climate, and once lumber was readily available, the more expensive and labor intensive brick construction was never very popular for domestic buildings in San Jose. Brick was used, however, for larger homes in the more prestigious neighborhoods, denoting the social prominence or material success of the owner.

Brick was the favored building material for large civic and public use buildings, such as the Court House, City Hall, and churches. The use of brick in these types of buildings evoked a sense of civic pride and permanence.

The use of brick construction for commercial blocks and hotels in the downtown core or “congested district” was preferred for its fireproof qualities; however, here again, brick often conveyed a sense of permanence, success, and/or prestige about the commercial occupant of the building.
Practical considerations usually outweighed the more esoteric reasons for the use of brick for the more utilitarian industrial and warehouse buildings. Here brick offered protection from fire, and protected the contents of warehouses from rodent infestation. In some types of manufacturing, brick construction would better stand up to vibrating machinery. A high percentage of the surviving brick industrial buildings in San Jose include those structures associated with the fruit canning and packing industry.

In San Jose today, most of the surviving brick commercial buildings are located in the downtown commercial district and in outlying neighborhood service clusters. In the early years, the location of industrial buildings was determined by one or more of the following factors: the availability of power, water, raw materials, and market and/or shipping lines. Warehouses are also located near shipping points. In San Jose, the oldest surviving brick warehouses are in Alviso, once a major port on the San Francisco Bay. After the coming of the railroad to San Jose, industries and warehouses were constructed adjacent to the freight depots and along railroad lines. Accordingly, major industrial districts developed north of downtown in the Jackson/Taylor area, near the railroad depots in the Julian/Stockton area, southwest of town in the Auzerais/Suñol area, and south of town along S. Fourth Street.
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