

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 No. 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 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; and

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 25, 2021 at 1:30 p.m., or as soon thereafter as said matter could be heard, this Council would, by teleconference using Zoom conference call that is open to the public and enables public comment, 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 , described in Exhibit "A," and depicted in Exhibit "B," which exhibits are attached hereto and made a part hereof by this reference as if fully set forth herein; and

WHEREAS, this City Council of the City of San José has considered, approved, and certified the Final Environmental Impact Report for the Downtown West Mixed Use

Plan ("FEIR") and adopted related findings, a Mitigation Monitoring and Reporting Program and a Statement of Overriding Considerations pursuant to the California Environmental Quality Act (CEQA) under separate Resolution No. [REDACTED] on [REDACTED], 2021 prior to making its determination on this Historic Landmark boundary adjustment or any other Project approvals; 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 JOSE 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 fame 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.
- The site will continue to convey its association with the Southern Pacific Depot building designed in the Italian Renaissance Revival and Streamline Moderne 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.

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ADOPTED this ___ day of _____, 2021, by the following vote:

AYES:

NOES:

ABSENT:

DISQUALIFIED:

SAM LICCARDO
Mayor

ATTEST:

TONI TABER, CMC
City Clerk



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.

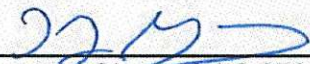
As shown on Exhibit "B" attached hereto and made a part hereof.

END OF DESCRIPTION

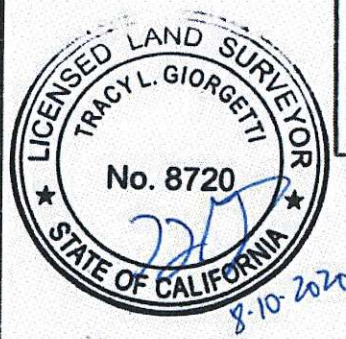
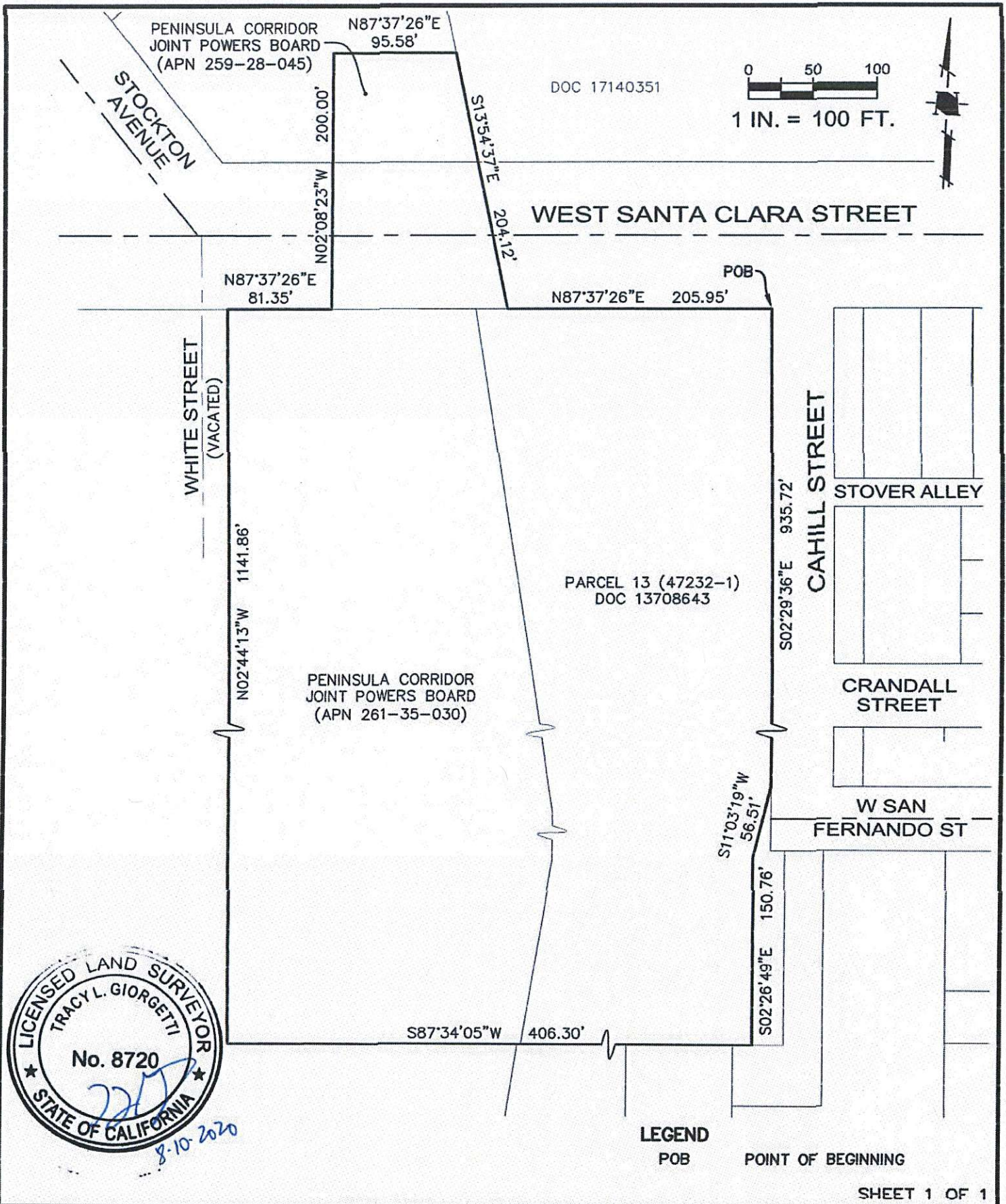
This legal description of land does not constitute a separately created parcel per requirements of the Subdivision Map Act and may not be used as the basis for an offer for sale of the land described.

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





LEGEND
 POB POINT OF BEGINNING

SHEET 1 OF 1

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

1570 Oakland Road
 San Jose, CA 95131
 (408) 487-2200
 HMHca.com

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

EXHIBIT "B" (File No. HL20-004)