

The City of Los Altos

Historic Resources Inventory



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Cover: *Going clockwise* – The J. Gilbert Smith House (The Los Altos History House) (circa 1906); the newly constructed Southern Pacific Railroad Passenger Depot in Los Altos (1913); four of the original houses in Los Altos along Orange Avenue (circa 1913); the Tankhouse at 10 Yerba Buena Avenue (date unknown). *Background* – Tract map from 1906 showing the Sarah Winchester property, the original tract of land used to develop Los Altos.

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OVERVIEW OF THE HISTORIC EVALUATION PROCESS

The Los Altos historic evaluation process has been developed using the criteria outlined in the State and National evaluation practices and is intended to coordinate the areas of integrity, significance, and association between the California Register and the City of Los Altos, in order to avoid conflicting information or interpretations. The evaluation process consists of three steps which are summarized below.

The first step is to determine whether or not the property is over fifty years of age – buildings must, in most cases, be fifty years old or older to be considered historic resources. Certain properties that were constructed less than fifty years ago may be important as examples of mid-century modernist design or suburban development patterns. These properties may be eligible as historic resources if they are demonstrated to meet certain specialized criteria, sometimes referred to as demonstrating exceptional significance.

The next step is to determine whether the property retains enough original materials and features to convey its value as a historic resource. For example, a residence potentially important as a notable example of the Tudor Revival Style of architecture in Los Altos should retain the majority of its original cladding materials, as well as decorative details such as leaded glass windows, half-timbering and/or overhanging gables. These elements would be considered to be the structure's Character Defining Features. This integrity assessment is commonly done in the field, usually as part of a survey or individual site visit. Most aspects of physical integrity can be easily assessed by a preservation professional in the field without knowing the full historic background on a property beforehand.

If a resource meets the age requirement (or demonstrates the potential for exceptional significance) and retains physical integrity, the next step is to determine if the resource has historic significance (i.e. has it been relocated, is it associated with a person or event of importance, is it associated with an event, person/people, architecture/design, and/or yields important information based on national, state or local definition). Significance is based on a property's relationship or association with an important historic context. This context could be an association with a person, event or pattern of events significant in local, state or national history or themes within these associative values. It could be an association with a notable architect or an important architectural style or method of construction. A building, structure or object could also be important for its ability to provide information about prehistory. If a property is found to have a clear association with an important historic context, then it is determined to have significance as a historic resource on a national, state or local level.

INTRODUCTION

Los Altos is a community that celebrates its history. This rich past has been incorporated into the fabric of the City and provides a link to the community's heritage and history. The remaining sites and structures of architectural and/or historic significance enhance the community's unique character and contribute to a sense of place.

As outlined in the Los Altos General Plan, it is a goal of the City to preserve and enhance historic and cultural structures and resources within the community. To support that goal, the General Plan identified specific historic preservation policies:

- Ensure that the integrity of historic structures and the parcels on which they are located are preserved through the implementation of applicable design, building and fire codes.
- The City shall regard demolition of landmark and historic resources listed in the Historic Resources Inventory as a last resort. Demolition would be permitted only after the City determines that the resource has lost its physical integrity, retains no reasonable economic use, that demolition is necessary to protect health, safety and welfare, or that demolition is necessary to proceed with a new project where the benefits of the new project outweigh the loss of the historic resource.
- Work with property owners to preserve historic resources within the community.

These goals and policies are implemented through the City's Historical Preservation Ordinance. The primary purpose of the Ordinance is to ensure the protection of irreplaceable historic resources, enhance visual character through architectural compatibility, and encourage appreciation and recognition of the City's past.

In order to properly identify historic resources within the City of Los Altos, the City Council authorized the Historical Commission to conduct a historic property survey in the spring of 1990. In 1997, the Historical Commission completed a Historic Resources Inventory (HRI). The HRI was developed to catalogue all of the historic resources that were subject to the Historic Preservation Ordinance and rank each resource based on their significance. To rank the historic resources, a numerical evaluation system derived from *The Evaluation of Historic Buildings* by Harold Kalman (1979) was used. The "Kalman Scale" used a numeric scale to rate the resources in five categories: Architecture, History, Environment, Age and Integrity.

Over the years, the methods and techniques for evaluating historic resources have evolved. As outlined in the criteria for the National Historic Register and the California Historic Register, current historic resource evaluation is based on using four areas of *eligibility criteria*: events, persons, design and the ability to yield important information, with age and integrity as separate entities. The Kalman Scale generally covers the same criteria, but is not totally consistent with the National Register and California Register evaluation methods in that it uses a ranking system and is quantitative rather than qualitative. In order to maintain the City's HRI and evaluate historic resources in a way that is consistent with current historic preservation practices, a new historic rating methodology has been developed for the City.

DEFINITIONS

In order to better understand the terminology used within this document, the following is a glossary of terms as they relate to historic preservation in the City of Los Altos.

Alteration. Any act or process that changes any portion of the exterior architectural appearance of a structure or object, including, but not limited to, the erection, construction, reconstruction, removal of exterior architectural features or details, or the addition of new structures, but does not include painting, ordinary maintenance and landscaping.

California Historical Building Code (CHBC). The California Historical Building Code is Part 8 of Title 24 (State Building Standards Code) and applies to all qualified historic structures, districts and sites, designated under federal, state and local authority. It provides alternative building regulations for the rehabilitation, preservation, restoration or relocation of structures designated as qualified historic buildings.

California Historical Resources Information System (CHRIS). California Historical Resources Information System (CHRIS) is a statewide system for managing information on the full range of historic resources identified in California. Specifically, those resources evaluated in historic resource surveys conducted in accordance with criteria established by the California Office of Historic Preservation (OHP), formally determined eligible for, or listed in the National Register of Historic Places or designated as California Registered Historical Landmarks or California Points of Historical Interest. CHRIS is a cooperative partnership between the citizens of California, historic preservation professionals, twelve Information Centers, the CHRIS Hub and various agencies.

California Office of Historic Preservation (OHP). The governmental agency primarily responsible for the statewide administration of the historic preservation program in California.

California Register of Historical Resources. The California Register of Historical Resources is a comprehensive listing of California's historic resources, including those of local, state and national significance. The "significance" criteria for the California Register are similar to those used by National Register of Historic Places, which includes resources formally determined eligible for, or listed in, the National Register of Historic Places.

Certified Local Government (CLG). The CLG program is a model and cost-effective local, state and federal partnership that promotes historic preservation at the grassroots level. Through an agreement between the City and the California OHP, the City carries out some of the functions of the National Historic Preservation Act. The OHP also provides the City with technical assistance and the ability to apply for grants to aid in the preservation of local historic resources.

Character Defining Features. The defining elements, such as prominent architectural features, materials, craftsmanship or other elements, that, individually or in combination, identify a historic property, building or landscape.

Commission Staff. The staff liaison assigned to the Historical Commission.

Contributing Resource. A public or private property that is not a Historic Resource individually, but contributes to the historic character of a Historic District.

DPR 523. The California Department of Parks and Recreation Historic Resource Inventory Forms used for historic evaluations. The DPR 523A form provides descriptive information about a resource. The DPR 523B form provides an evaluation of the resources and includes a determination as to whether the resource is eligible for the National or State Register of Historic Places or listing on the Los Altos Historic Resources Inventory. The 523D form is used to identify districts or clusters of buildings that consist of a concentration or continuity of associated historic resources. The District Record is used for documenting the linkages among individual resources within the framework of an historic context.

Exterior Architectural Feature. The architectural elements embodying style, design, general arrangement and components of all the outer surfaces of an improvement, including but not limited to, the kind, size, shape and texture of building materials, and the type and style of windows, doors, lights, signs and other fixtures appurtenant to such improvement.

Historic District. A distinct section of the City, specifically defined in terms of geographical boundaries that has cultural, historic, architectural and/or archaeological significance and is designated as a historic district by the City Council.

Historic Landmark. A building, improvement, structure, natural feature, site or area of land, under single or common ownership that has significant historical, architectural, cultural, and/or aesthetic interest or value, and is designated as a historic landmark by the City Council.

Historic Resource. A property or structure that has been determined to be over 50 years old, retains its physical integrity, has historical, architectural, cultural, and/or aesthetic value, and is listed on the Historic Resources Inventory.

Historic Resources Inventory (HRI). The City's official inventory of the historic resources, as adopted and amended from time to time by resolution of the Historical Commission and/or the City Council. A property or structure must be designated as a Historic Landmark, a Historic Resource or located within a Historic District in order to be listed in the HRI.

Historical Commission. A seven-member advisory commission appointed by the City Council that is tasked with maintaining the Historic Resources Inventory, making recommendations on historic landmarks and historic districts, working with property owners on preservation, maintenance and other development activities related to historic resources, and other activities as identified in the Municipal Code.

Improvement. Any building, structure, parking facility, wall, work of art or other appurtenance or addition thereto constituting a physical betterment of real property or any part of such betterment.

Integrity. Integrity is the authenticity of the characteristics, also referred to as Character Defining Features, from which resources derive their significance. Integrity is the composite of seven qualities: location, design, setting, materials, workmanship, feeling and association. When properties

retain integrity, they are able to convey their association with events, people, and designs from the past.

Kalman Scale. A quantitative rating system that was derived from *The Evaluation of Historic Buildings* by Harold Kalman (1979) for evaluation of potential historic resources at the local level in five categories: Architecture, History, Environment, Age and Integrity. This rating system was used by the City through 2010 to identify and evaluate historic resources.

National Register of Historic Places. The official inventory of districts, sites, buildings, structures and objects significant in American history, architectural, archeology and culture, maintained by the Secretary of Interior under the authority of the Historic Sites Act of 1935 and the National Historic Preservation Act of 1966.

Mills Act. The Mills Act is the single most important economic incentive program in California for the restoration and preservation of qualified historic structures. Enacted in 1972, the Mills Act grants participating local governments the authority to enter into contracts with owners of qualified historic properties to reduce the property tax assessment in exchange for the restoration and maintenance of the historic resource.

Preservation. The act of identification, study, protection, reconstruction, restoration, rehabilitation or enhancement of historic and/or cultural resources.

Reconstruction. The act or process of reproducing by new construction, the exact form and detail of a vanished building, structure or any part thereof, as it appeared at a specific period of time.

Rehabilitation. The act or process of returning a property to a state of utility through repair or alteration that makes possible an efficient contemporary use while preserving those portions or features of the property which are significant to its historical, architectural and cultural value.

Restoration. The act or process of accurately recovering the form and details of a property and its setting as it appeared at a particular period of time by means of the removal of later work or by the replacement of missing earlier work.

Secretary of Interior's Standards. The Secretary of the Interior's *Standards for the Treatment of Historic Properties (Standards)*, with accompanying interpretive guidelines, are utilized by federal agencies in the preservation of historic properties that are listed or determined eligible for listing in the National Register of Historic Places; by State Historic Preservation Offices in evaluation projects proposed for historic properties in accordance with federal regulations; and by local governments, organizations and individuals in making decisions about the identification, evaluation, registration and treatment of historic properties. The list of ten Rehabilitation Standards, published as the Secretary of the Interior's Standards, is aimed at retaining and preserving those features and materials that are important in defining the historic character of a resource. Technical advice about archaeological and historic preservation activities and methods is included in the *Standards* along with guidelines for archaeology and historic preservation.

HISTORIC EVALUATION FRAMEWORK

Historic resources can be defined as buildings, sites, structures or objects which demonstrate historical, architectural, archaeological or cultural importance. Various regulations - at local, state and federal levels - seek to protect and encourage the revitalization of historic and cultural resources. The survey and evaluation process considers the historical significance and physical integrity of a property to determine whether it can be considered a historic resource, and thus subject to certain regulations and financial incentives.

The National Historic Preservation Act

The National Historic Preservation Act, 16 U.S.C. §§ 470a to 470w-6, is the primary federal law governing the preservation of cultural and historic resources in the United States. The law establishes a national preservation program and a system of procedural protections that encourage the identification and protection of cultural and historic resources of national, state, tribal and local significance. Key elements of the act include:

- Establishment of a comprehensive program for identifying historic and cultural resources for listing in the National Register of Historic Places (NRHP).
- Creation of a federal-state/tribal-local partnership for implementing programs established by the act.
- Requirement that federal agencies take into consideration actions that could adversely affect historic properties listed or eligible for listing on the National Register of Historic Places, commonly known as the Section 106 Review Process.
- Establishment of the Advisory Council on Historic Preservation which oversees federal agency responsibilities governing the Section 106 Review Process.¹

The National Register Criteria

The National Register is the nation's master inventory of known historic resources. It is administered by the National Park Service (NPS) in conjunction with the State Historic Preservation Offices (SHPOs). The National Register includes listings of buildings, structures, sites, objects and districts that possess historic, architectural, engineering, archaeological or cultural significance at the national, state or local level. The National Register criteria and associated definitions are outlined in National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation. The following is a summary of Bulletin 15:

Generally, resources (structures, sites, buildings, districts and objects) over 50 years of age can be listed in the National Register provided that they meet the evaluative criteria described below.

¹ <http://www.preservationnation.org/resources/legal-resources/understanding-preservation-law/federal-law/nhpa.html> (Accessed 9.1.2009).

Resources can be listed individually in the National Register or as contributors to a historic district.² The National Register criteria are as follows:

- A. Resources that are associated with events that have made a significant contribution to the broad patterns of history;
- B. Resources that are associated with the lives of persons significant in our past;
- C. Resources that embody the distinctive characteristics of a type, period or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- D. Resources that have yielded or may likely yield information important in prehistory or history.

Certain resources are not usually considered for listing in the National Register. These properties can be eligible for listing, however, if they meet special requirements, called Criteria Considerations (A-G), in addition to meeting the regular requirements (that is, being eligible under one or more of the four significance criteria and possessing historic integrity). Generally, such properties will qualify for the National Register if they fall within the following seven criteria considerations:

- A. A religious property deriving primary significance from architectural or artistic distinction or historical importance;
- B. A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event;
- C. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his or her productive life;
- D. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events;
- E. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived;
- F. A property primarily commemorative in intent if design, age, tradition or symbolic value has invested it with its own exceptional significance; or
- G. A property achieving significance within the past 50 years if it is of exceptional importance.

² A “contributor” is a building, site, structure or object that adds to the historic associations or historic architectural qualities for which a property is significant. The contributor was present during the period of significance, relates to the documented significance of the property, and possesses historic integrity or provides important information about a period; or the contributor independently meets National Register criteria. A “non-contributor” does not add to the historic associations or historic architectural qualities as it was not present during the period of significance; it has experienced alterations, disturbances, additions or other changes; or it does not independently meet the National Register criteria.

The California Environmental Quality Act

The California Environmental Quality Act (CEQA) provides the legal framework by which historic resources are identified and given consideration during the planning process. The law was adopted in 1970 and incorporated in the Public Resources Code §§21000-21177. CEQA's basic functions are to:

- Inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;
- Identify ways to reduce or avoid adverse impacts;
- Offer alternatives or mitigation measures when feasible; and
- Disclose to the public why a project was approved if significant environmental effects are involved.

Any type of action that has the potential to impact a historic resource is subject to CEQA review and analysis. This type analysis required by CEQA usually takes the form of an Environmental Impact Report (EIR), Environmental Impact Statement (EIS), Negative Declaration (ND) or Environmental Assessment (EA). The analysis will evaluate the potential impact(s) and, if necessary, look at ways to mitigate any negative impacts to the historic resource. If a significant impact to a historic resource is unavoidable, then a Statement of Overriding Considerations is required before the project is allowed to proceed.

The California Register Criteria

The California Register of Historical Resources is the official list of properties, structures, districts and objects significant at the local, state or national level. California Register properties must have significance under one of the four following criteria and must retain enough of their historic character or appearance to be recognizable as historic resources and convey the reasons for their significance (i.e., retain integrity). The California Register utilizes the same seven aspects of integrity as the National Register. Properties that are eligible for the National Register are automatically eligible for the California Register. Properties that do not meet the threshold for the National Register may still meet the California Register criteria.

1. Associated with events that have made a significant contribution to broad patterns of local or regional history, or cultural heritage of California or the United States;
2. Associated with the lives of persons important to the local, California or national history;
3. Embodies the distinctive characteristics of a design-type, period, region, or method of construction, or represents the work of a master or possesses high artistic value; or
4. Yields important information about prehistory or history of the local area, California or the nation.

In addition to meeting one or more of the above criteria, the California Register requires that sufficient time must have passed to allow a "scholarly perspective on the events or individuals

associated with the resource.” Fifty years is used as a general estimate of the time needed to understand the historical importance of a resource.³ The California Office of Historic Preservation (OHP) recommends documenting, and taking into consideration in the planning process, any cultural resource that is 45 years or older.⁴

The application of National Register and California Register criteria for evaluation is very much the same, with *national* significance as the threshold for National Register eligible properties and *statewide* significance as the threshold for California Register being the only substantial difference. These are the standard criteria used by preservation professionals who qualify under the Secretary of the Interior's Professional Qualification Standards.

Historical Resource Status Codes

When a Historic Property Evaluation is prepared which consists of the applicable California Department of Parks and Recreation (DPR) forms (Primary Record, Building, Structure or Object, District form, etc.), an appropriate status code is selected and entered in the *NR Status Code* section of the form. The code that is selected is the one that best defines the relationship of the resource to the National Register and/or California Register. The status code also helps define a resource's importance at the local (Los Altos) level. The California Historical Resource Status Codes are divided into seven major categories as follows:

Status Code 1: Properties listed in the National Register (NR) or the California Register (CR). Generally applied to properties already on one of the registers, but being re-evaluated for integrity and/or being updated due to age of the original evaluation.

Status Code 2: Properties determined eligible for listing in the National Register (NR) or the California Register (CR). Generally applied to properties when extensive research has been conducted and substantiated data concluded eligibility.

Status Code 3: Appears eligible for listing in the National Register (NR) or the California Register (CR) through survey evaluation. Generally applied to properties when limited research has been conducted and concluded potential eligibility.

Status Code 4: Appears eligible for listing in the National Register (NR) or the California Register (CR) through other evaluation. Generally applied to State-owned properties.

Status Code 5: Properties recognized as historically significant by Local Government. Generally applied to properties with significance at the local level.

Status Code 6: Not eligible for listing or designation as specified. Generally applied to properties for various reasons noted.

Status Code 7: Not evaluated for National Register or California Register or needs reevaluation. Generally applied to properties recorded but not evaluated for a variety of reasons.

³ CCR 14(11.5) §4852 (d)(2).

⁴ California Office of Historic Preservation, 1995, p.2. Instructions for Recording Historical Resources. Office of Historic Preservation, Sacramento.

It is important to note that each of these categories have sub-sets that further define and articulate the status “value.” For the City of Los Altos, the majority of historic resources listed on the HRI will be listed under Status Code 5. The subcategories of Status Code 5 are as follows:

- 5D1: Contributor to a district that is listed or designated locally.
- 5D2: Contributor to a district that is eligible for local listing or designation.
- 5D3: Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation.
- 5S1: Individual property that is listed or designated locally.
- 5S2: Individual property that is eligible for local listing or designation.
- 5S3: Appears to be individually eligible for local listing or designation through survey evaluation.
- 5B: Locally significant both individually (listed, eligible or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation.

The application of the most appropriate status code therefore communicates the *value* of the resource and is extremely useful in any preservation planning process. A complete listing of all of the California Historical Resource Status Codes is available from the Planning Division at City Hall.

EVALUATING HISTORIC RESOURCES IN LOS ALTOS

When evaluating or re-evaluating a structure or property in Los Altos that has the potential to be a historic resource, the following process should be followed:

Step 1: Age

In order to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource. A resource less than fifty years old may be considered for listing in the California Register if it can be demonstrated that sufficient time has passed to understand its historical importance or that it is exceptionally significant.

To be potentially eligible for listing on the National or California Register, a structure is usually more than 50 years old, must retain its physical integrity and must have historic significance. Similarly, in order to be eligible for listing on the Los Altos Historic Resources Inventory, a structure must first be more than 50 years of age.

Step 2: Determination of Integrity

If a structure is more than 50 years old, then the next step in assessing its historic value is to determine if it has physical integrity. Specifically, the physical integrity of Character Defining Features needs to be associated with the historic attributes of the structure or property. When looking at historic integrity, it needs to meet one or more of the applicable (national state or local) criteria. In order to be considered historic, a structure or property must retain sufficient historic integrity in most of the “seven aspects” of integrity:

- Location: The place where the historic property was constructed or the place where the historic event occurred.
- Design: The combination of elements that create the form, plan, space, structure and style of a property.
- Setting: The physical environment of a historic property.
- Materials: The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.
- Workmanship: The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.
- Feeling: A property’s expression of the aesthetic or historic sense of a particular period of time.
- Association: The direct link between an important historic event or person and a historic property.

Of the seven aspects listed above, the following five aspects should be taken into consideration when evaluating a property or structure in the field for physical integrity: Design, Setting,

Workmanship, Materials and Feeling. These five aspects can be assessed on site to determine a property's physical integrity without having any information regarding the property's associative significance (association with significant events/people) or historical development (including relocation). This type of information is usually not known when completing a reconnaissance survey in the field. As such, an assessment of a property's *Association* and *Location* are further developed as part of Step 3 in the evaluation process.

Based on the five applicable aspects of integrity for a reconnaissance survey (design, setting, materials, workmanship and feeling), the "In-Field Physical Attributes" evaluation needs to be able to determine if a property retains or does not retain enough physical integrity to convey its historic association.

Retains Physical Integrity: Properties that exhibit integrity of their Character Defining Features with regard to design, materials, feeling, workmanship and setting. Such properties retain approximately 50% or more of the building's original materials, form and character defining features, including one or more of the following: exterior siding and window materials, architectural detailing and stylistic features. Their general setting and physical context is intact. These properties may have alterations or additions, but the general form, massing and original stylistic features of the property – the basic elements that allow it to communicate its historic character – remain intact.

Does Not Retain Physical Integrity: Properties that do not retain integrity of design, materials, feeling, workmanship and setting are properties with two or more of the following: removal and replacement of original windows with modern sash (vinyl or aluminum, usually), complete siding replacement, significant alterations to the setting/physical context and/or notably incompatible or out of scale additions. This includes alterations or additions to a property that present a false sense of history. Properties that do not retain physical integrity are not considered to warrant further evaluation as a historic resource. They may still be considered in planning in the context of an entire neighborhood or collection of properties as a contributor to a "sense of place."

If a property or structure is found to retain the physical integrity of its Character Defining Features, then a determination of association and location are made in the Significance assessment (Step 3). If found to have a majority of the seven aspects of integrity, it is eligible to be considered for listing in the Los Altos Historic Resources Inventory.

Step 3: Significance

This step of the process includes the establishment of the historic context for the property that is being evaluated. A Historic Context enables the assessment of a property's historical significance by creating a framework against which to objectively qualify its relationship to larger themes and events in the history of the City of Los Altos, the greater Peninsula region and the State of California. A historical context for the City of Los Altos and a history of the influence of transportation on the City's growth is included in Section II.

The process of analyzing a historic resource's association is an invaluable tool intended to identify, protect and maintain the historic status of a property or district, and its contribution to the built environment and community character. The historic resource evaluation process should include:

- Evaluation of the property's historic significance utilizing national, state and local criteria and status codes;
- Identification of Character Defining Features;
- Evaluation of the Physical Integrity (Step 2); and
- Establishment of the period of significance based on substantiated documentation.

A professional who meets the *Secretary of the Interior's* professional qualification standards for history or architectural history (Federal Code 36 CFR Part 61) should be used to conduct the analysis.

The evaluation of a subject property should use the historic context as a tool for understanding where the property's historic significance lies within the larger municipal historical timeline and to establish the property's period of significance. The establishment of a historic context involves both broad and property specific research to determine whether the property has a demonstrable association. This research investigates broad patterns of history (i.e., suburban development in Los Altos or the growth and decline of the apricot industry), as well as the specific owners/occupants, architects, builders or events that may be associated with a particular property. In addition, physical alterations over time are assessed through survey field notes and building permit history documents, if available.

Once the background research has been completed and the integrity aspects of location and association can be confirmed (because one would then know whether a property has been moved from its original location and whether or not it continues to be associated with the particular family or use for which it may be significant), the final evaluation of historical significance is outlined using four basic criteria. These criteria, discussed in the Historic Evaluation Framework section above, address four potential areas of significance. These criteria are used as a professional standard for determining significance at state, national and local levels, and are summarized again as follows:

- Event: Associated with a single significant event or a pattern of events that have made a significant contribution to broad patterns of local or regional history, or cultural heritage of California or the United States;
- Person/People: Associated with the lives of persons important to the local, California or national history;
- Architecture/Design: Embodies the distinctive characteristics of a design-type, period, region or method of construction, or represents the work of a master or possesses high artistic value; or
- Archaeology: Yields important information about prehistory or history of the local area, California or the nation.

If a property is found to retain physical integrity and to be clearly associated with one of the above criteria, it is then able to communicate its historic character and can be considered a Historic Resource. The historical association of a structure or property will determine the level of importance within the context of Los Altos history and, depending on that level of importance, may make it eligible to be designated as a landmark. For example, if a property is the only or last remaining property associated with a particular context in Los Altos, it may be considered a historic landmark. A property could also be a landmark if it is an outstanding example of design or construction or if an event of citywide, statewide or national importance occurred there.

Historic Designation

The Los Altos Historic Resources Inventory (HRI) is the official list of historic resources, designated historic landmarks and designated historic districts that are significant at the local level (contribute to the history of Los Altos). If a property is over 50 years old, retains its integrity and has association with one or more of the criteria of significance, then it is eligible for designation as a Historic Resource. A property that has completed the historic evaluation process can be nominated for addition to the HRI as a Historic Resource by the subject property owner, the City Council, the Planning Commission, the Historical Commission or the Community Development Director.

The Los Altos Historical Commission, which maintains the HRI as part of its charter, will hold a public hearing to consider a property or structure that is nominated for addition to the HRI. Following a presentation of information supporting the nomination, the Historical Commission will take action on whether or not to designate the property or structure as a Historic Resource and list it on the HRI. Decisions made by the Historical Commission are appealable to the City Council. The Historic Preservation Ordinance (Chapter 12.44 in the Los Altos Municipal Code) outlines the complete process for listing a property on the HRI.

All properties on the HRI are subject to the City's Historic Preservation Ordinance. Properties on the HRI are potentially eligible for designation as Historic Landmarks and economic historic preservation incentives, such as the Mills Act. For more information about the historic preservation program, incentives and resources available for historic property owners or the Historical Commission, contact the Community Development Department at City Hall.

Note: The Historical Context and Transportation Narrative were originally prepared by Historical Consultant Patricia Leach as part of the Historic Resources Inventory that was completed in September of 1997. The Historical Context and Transportation Narrative have been edited and updated as part of the Historic Resources Inventory Update in 2010-2011.

LOS ALTOS: THE HISTORICAL CONTEXTS

Context 1: Prehistory

Central California had the densest native population anywhere north of Mexico before Spain began its explorations into the new world in the latter part of the eighteenth century. There were over forty different groups of Indians living between the coastal areas of Big Sur and the San Francisco Bay. Among those groups, more than ten languages were spoken.

The Europeans who encountered the Indians referred to them as Costenos which meant people of the coast. This was twisted into Costanoan which is still used today, although the Bay Area Indian people dislike it intensely. They prefer to be called Ohlones, even though the word Ohlone is of disputed origin. It may have been the name of a village near the San Mateo coast or it may have been a Miwok word meaning people of the west. Nevertheless, Bay Area Indians prefer the word Ohlone when referring to their heritage.

There was no Ohlone tribe in the sense there was a Sioux, Hopi or Navajo. Even though each Bay Area settlement was loosely affiliated with its neighbors by trade or intermarriage, there was not tribal organization or confederation. The people who populated the region had a common root in their languages but did not see themselves as one nation of the same people.

The diaries of the early Spanish explorers and missionaries give us a rich account of what Indian life was like before the influx of Europeans. The Bay Area, two-hundred fifty years ago, would hardly be recognizable today. The land was covered with vast meadow lands, marshes spread out near the shores of the bay and thick oak, bay and redwood forest covered much of the hillsides. Animal life was plentiful. Fish and game of almost every kind flourished. Herds of elk and antelopes as well as wolves and deer were common as the bald eagles, giant condors, mountain lions, bobcats and coyotes. There were grizzly bears who fed on the abundant berries and acorns as well as the salmon and steelhead that swam in the area's creeks and streams. To the Ohlone, the grizzly was always present yet today there is not a single one left in all of California.

Water was everywhere. We know that the explorers suffered more from the mosquitoes and hard to cross rivers than they did the heat of summer. Places which are now very dry were described as having springs and ponds, even small lakes. The major rivers and streams stretched out over the winter and spring to form wide very marshy valleys. This is a very different scene from the semi-arid country the Bay Area has become. The San Francisco Bay was much larger than it is today, since much of the bay has been filled in with landfill.

The environment of the Bay Area has changed drastically from the days when the early Spanish explorers first began to penetrate. Some of the birds and animals are no longer here and others have diminished greatly in number. The characteristics of the animals have also changed. The early explorers wrote that foxes were virtually underfoot and that mountain lions and bobcats were often very visible. Animals then seemed to have become familiar and comfortable with man. Man, of

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course, was the Ohlone people. The Ohlone depended upon animals for their food and for some of their clothing. They had an intense interest in animals and knew a lot about their behavior. The Ohlone viewed animal spirits as their gods and imitated animal motions in their tribal dances and ceremonies. They looked at themselves as belonging with the animals, so the relationship was not an adversarial one, but one of living in harmony.

There were as many as forty permanent villages that rimmed San Francisco Bay, plus many other temporary encampments. The Ohlone way of life was one of treks. Following the harvest, the Ohlone would travel to the seashore for shellfish, to the rivers for salmon and trout, to the marshes for ducks and geese, to the oak groves for acorns and to the meadows for seeds, greens and roots. There were also trips to the quarries for stones and minerals and other trips for medicines, tobacco and for fiber and hemp. Because of their wandering way of life, the Ohlone built shelters of tule that could be put together and torn apart easily and quickly. The homes were a simple design made by fastening bundles of tule onto a framework of bent willow poles. Their boats were also made of tale and could be left behind when it was time to move on.

The Ohlone definitely had a very highly developed society where men and women had definite roles. The women were keepers of the family, harvested acorns as well as ground them, gathered roots and herbs, collected seeds and made baskets. The men hunted, gathered food and participated in ceremonies. The Ohlone people were generous. They did not hoard food or other possessions, but shared them with the entire settlement. Competitiveness was not encouraged. Moderation and restraint were the virtues to admire. Because of this, strong rule or government was really non-existent. The Europeans who first encountered the Ohlone called it anarchy, but on closer examination, the sense of right and wrong, modesty and truthfulness that were instilled in each individual created a much more sophisticated, controlled way of life.

The Ohlone developed basketry into a very intricate art-form. The baskets, made by women primarily, were made in many different shapes and sizes. There were storage baskets, winnowing baskets, hopper baskets, water-carrying baskets, seed beaters, cooking baskets, serving baskets and many more. Each basket had its certain shape that was both aesthetically pleasing as well as appropriate to its function. There could be as many as 25,000 stitches in a medium sized basket. Each basket was an individual piece and reflected the natural world of plants of the Ohlone environment.

Dancing was a very important part of Ohlone life. They spent days, even weeks just dancing. At feasts, they would use moderation in eating and drinking just so they could continue dancing longer. There were dances for all occasions. There were wild dances for war, acorn dances, mourning dances, dances just for men, and dances just for women. Dancing was a natural part of life, just like eating and sleeping. There was a deep religious or spiritual significance to every dance. In the dance, the Ohlones would feel power more deeply perhaps from the rhythms as they summoned spirits from their world.

The Ohlones were a strong well-developed people with an average life expectancy of about forty years. There were none of the contagious diseases that plagued Europe such as smallpox, measles, mumps and venereal diseases. However, respiratory diseases were probably prevalent. The Ohlone used natural medicines developed over the centuries to cure their ailments. They used herbs, barks and root in a variety of ways. They steamed and inhaled them or smoked them like tobacco. They

rubbed them into their skin or put them into their nostrils like snuff, plastered them on their faces or drank them as beverages or applied them as poultices to wounds. Minor illnesses like stomach aches or sprains were accepted as normal; however, major illness was believed to be caused by magic or by some evil spirit who invaded the body. When a major illness occurred the shaman was called. Shamans would pray and dance to try to force the evil spirit to leave. Families would pay the shaman with beads or animal skins. Shamans, generally women, were the spiritual advisors or leaders. They were believed to influence fertility, health, the abundance of fish and the weather. Shamans could also turn to evil and in general were somewhat feared by the Ohlone people.

The Ohlone believed that almost every object had a life force of its own. Although everything had power, everything did not have equal power. Stones, for example, had little power, but rivers, redwood trees, the moon and especially the sun were very powerful. The storytellers would tell and retell the myths that had been handed down for centuries. Animals, especially, were believed to have special spiritual powers. The animal gods were more like people than what we might imagine gods to be. The Ohlone believed in and lived a rich spiritual life. They fasted, abstained from sex, danced long dances, chanted and sometimes used bodily punishment in order to achieve a heightened sense of living in their spirit filled world.

They envisioned the world primarily in terms of witchcraft and magic. Death was a matter of tremendous grief. The Ohlone feared death because they often felt the spirit or ghost of the deceased would remain and harm the settlement. For this reason, the family or especially the spouse of a deceased person would be shunned for a period of time. The Ohlone also did not have a sense of genealogy as we do. They would not know the immediate past but would know long ago ancestors. They would know their history beyond a few generations. This contributed to their belief of only living in the present.

Ohlone had lived in an unchanging world for thousands of years until the Spanish explorers began their treks though the new world. The Ohlone, oddly enough, greeted their arrival with much generosity and curiosity. The Franciscan fathers, especially Father Junipero Serra, saw the Ohlone as ripe to Christianize. And although the idea that these Franciscans were evil, power-hungry men who robbed the Ohlone of their life in paradise, the Franciscans saw the opportunity to bring their Christian way of life to the Ohlone. The Indians would be the beneficiaries of their more knowledgeable way of life. The original intent was the Franciscans would teach the Ohlone the proper way to eat, drink, pray and farm. After their apprenticeship, the Ohlone would be allowed to farm the land and the Franciscans would go on to Christianize other peoples. Of course, that never happened. Disease and the bureaucracy of the Spanish government prevented the Indian's return to the life in natural surroundings. There was a brief period in the 1860s when Indians banded together to form settlements, but the influx from the Eastern U.S. did not allow these communities to continue and flourish.

Relics of the Ohlone have been unearthed over the last one hundred years. Mortars and pestles and an Indian skull were found east of Moody Road in 1955, and the developer of Colonial Estates on O'Keefe Lane discovered many human remains and artifacts during excavation work in 1964. The major find locally occurred in 1970, when the remains of an Ohlone village and burial ground were uncovered just across O'Keefe Lane, on the Los Altos side of the boundary on the property of Mrs. Lucile Costello, which had been acquired by Edwin C. Johnsen for condominium development. With permission from Mrs. Costello and Johnsen, a "dig" and archeological study was undertaken

by a team from Foothill College, aided by Mrs. Florence Fave (now McCliman), then historian for the town of Los Altos Hills. The ranks were later joined by students from the California History Center of De Anza College, San Francisco State, West Valley and St. Patrick Colleges.

Today, there are groups of Ohlone descendants who occasionally make their opinions public. Many of them have tried to bring back some Ohlone customs, traditions and way of life. Groups sometimes perform Ohlone dances at local churches and schools. The Ohlone still believe in treating strangers as brothers and sisters and though they can't change the past, continue to believe that life will get better if we work together.

Context 2: Agriculture 1850 to 1940

Los Altos comprises a portion of what was the La Purissima Conception Rancho and Rancho San Antonio and later, after the adoption of the State constitution in 1849 and the official creation of Santa Clara County in 1851, a portion of the Fremont Township.

In the early rancho days, much of the Santa Clara Valley was used for cattle grazing. This activity later gave way to wheat and grain fields in the 1860s and 1870s. Mountain View was the principle settlement in the area and grew primarily as a result of the old Mountain View Station, a stage stop located along the San Francisco-San Jose Stage Road. This route today is known as El Camino Real.

When the Southern Pacific railroad came through in 1864, the line was located about a mile from Mountain View Station, bypassing what was known as Old Mountain View (near present day Calderon). The "New Mountain View" was officially laid out in 1865 at the present downtown area along Castro Street. Settlement in and around Los Altos area grew as a result of the railroad and Mountain View was the center for all business activity for these early residents. One early name is that of Charles Berry, who according to Sawyer's *History of Santa Clara County*, was one of the earliest inhabitants of the area, arriving just prior to the railroad. Berry is said to have purchased 15 acres of the Taaffe Ranch and immediately planted it in fruit.

According to the *Thompson and West Historical Atlas of 1876*, Santa Clara County comprised some 578,850 acres. Nearly half of this was cultivated and included some 170,000 acres of wheat growing alone. The 1890 *Sunshine, Fruit and Flowers* publication of the San Jose Mercury Newspaper describes much of the area north of Mountain View as being planted in wheat fields with the area west and south devoted to orchards. Prior to this time, it appears that most land was used for grain growing; in 1875 some 2,000 acres in the county are listed-as vineyards and wineries.

Other accounts describe the Mountain View area as having some 22 wineries, including that of John Snyder. In 1875, over 182,000 gallons of wine were produced in the county, with an additional 45,000 gallons of brandy the same year. The Snyder Ranch was one of the largest in the area comprising 700 acres. Others include the Campbell Ranch (the present day Rancho Shopping Center) encompassing 150 acres, the Taaffe Ranch, the Madigan Ranch, and the Emerson Ranch. Remnants of the early agricultural activity in this area have not been identified in the survey. It is clear that by the end of the nineteenth century, smaller farms began to appear and the large ranches which were largely in grain began to give way to smaller subdivisions and orchards.

It is the orchards in the valley that are the emphasis for this agricultural context. The earliest farms predate the official subdivision of the town by Paul Shoup and the Altos Land Company in 1907. These farms were largely aligned economically with the town of Mountain View and along Grant Road.

By 1890, according to Eastman's *History of the Los Altos Area*, smaller ranches were producing as "much as 200 dollars per acre from prunes, apricots, peaches, cherries, pears and other fruits." The properties were lived in year round by their occupants and represent a phase in this history of the community that emphasizes farming as the means of livelihood. This activity predates the later relocation of San Francisco businessmen and their families to town after 1907. After the official establishment of the town, businesses in Los Altos grew and the beginning of residential subdivisions began to take over the orchard land use.

The impact of the railroad and subsequent layout of the townsite is another type of context that is not covered in this examination. It is in large part, due to transportation and the settlement that developed as a result of the technology that the orchards virtually disappeared in the valley. The significance of the theme did not become evident until the end of the project. Therefore, the theme of transportation and the growth of roadways in the area may be viewed as another context to be examined.

Although orchards continued up to the early 1940s in Los Altos, many of the smaller properties (five to ten acres) are not included in this category, yet provide significant examples of architectural styles and are included in the residential architecture context. The agricultural context attempts to identify properties which likely were constructed prior to the establishment of the town. An excellent description of life during this time period (and later periods) may be found in the unpublished manuscripts *Apples of Gold in Settings of Silver* by Lyle W. Huestis in 1977. This account gives detailed reminiscences of Mrs. Huestis about a farm and apricot orchard located on Grant Rd. (a copy can be found at the Los Altos History Museum). Properties that are, or were, part of this context include:

- 170 Almond Avenue (Formway Machine Shop)◆
- 210 Alta Vista Avenue◆
- 960 Berry Avenue (Frank Bacon House)¹
- 965 Berry Avenue*
- 547 Castano Court*
- 1398 Chelsea Drive
- 1330 Concord Avenue◆
- 980 Covington (Emerson House)
- 762 Edgewood Lane*
- 331 El Monte Avenue
- 236 Eleanor Avenue
- 1520 Grant Road

¹ The property at 960 Berry Avenue is not only significant because it is an early ranch house of the area, but also because of its historical association with actor Frank Bacon.

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- 1473 Miramonte Avenue (Holly Village) ♦
- 1475 Oakhurst Avenue ♦
- 1284 Paula Court
- 39 Pine Lane (Hoskins House)
- 1050 Portland Avenue ♦
- 439 Rinconada Court*
- 51 S. San Antonio Rd.*
- 175 Sylvia Court ♦
- 10 Yerba Buena Avenue (Tankhouse)

* Denotes City Designated Landmark

♦ Denotes that the structure has been demolished and/or is no longer on the HRI

All properties in this context represent farmhouses of the area that were tied to some form of agriculture prior to the influx of San Franciscans and other families after the town's creation.

Context 3: Residential Architecture 1907 to 1940

Many believe that the real beginning of Los Altos start with the Altos Land Company and acquisition of Sarah Winchester's 100 acres in 1906. This land became what is known today as the downtown triangle.

The earliest account, date August 2, 1906, was found in the *Palo Alto Times* in an article describing the purchase of the 100 acres mentioned above by the Interurban Electrical Railway for a right-of-way. It mentioned the creation of a new town-site to be called "Banks and Braes." Just when the name was changed to Los Altos in unknown, but we do know that the Altos Land Company and the University Land Company were formed in 1907. The October 2, 1913 issue of the *Mayfield News*, however, describes the townsite as being sold again and placed solely into the hands of Paul Shoup and George Herbert, a San Jose fruit packer. The deal is described as one of the most important real estate transactions in Santa Clara



A 1906 tract map showing the Winchester parcel that would be sold to the Altos Land Company and become the town-site for Los Altos.

Source: Los Altos History House Museum Archives

County.

With the establishment of the town in 1907 came the beginnings of subdivisions (although a few earlier subdivisions were recorded prior to 1907). It is with the creation of the new townsite that the context of residential architecture is examined.

The original town contains the University Avenue neighborhood. This early and very elite neighborhood contains a variety of architectural house types which are unified mainly by the street layout and alleyways. The lot sizes and scales of these homes vary in size greatly; yet there is a continuity of form in the streetscape in most cases. Dates in this area range from 1908 to the 1930s and buildings in many cases are probably architect-designed judging from the styles found, and the social status of people who occupied these buildings. Many of the homes in the district began as summer homes for prominent San Francisco businessmen and their families while others remained year round living quarters for businessmen who commuted on the train. An examination of the *Architect and Engineering Record of California* between 1906 and 1930 reveals that many well known architects worked in the Los Altos area, but little is available that sheds any light on the exact locations of residences or their occupants.

The well-known Ng Tong Temple, for example, was designed as an outdoor theater for performances. It sat upon part of the property formed by the rear yards of five prominent families (the translation means “five families”), along Adobe Creek, where Shoup Park is now located. The theater was designed by San Francisco architect John K. Branner (listed in an August, 1924 article). Henry C. Smith, architect, was the designer of the Los Altos Grammar School as well as the Wellman residence, known today as the El Retiro Retreat (1916 article). John Hudson Thomas did some work in Los Altos along Pine Lane, but the residence is apparently gone today. We know Ernest Coxhead worked in town, designing a residence and a church. Well-known landscape architect, Emerson Knight, also worked in the sea, but again, the locations are unknown. The Paul Shoup residence at 500 University was designed by San Jose architect, Charles McKenzie, in 1910. Further examination of the records may shed more light on local architects.



The Paul Shoup residence at 500 University Avenue
Source: Los Altos History House Museum Archives

Local contractor, Claude Taylor (later of Taylor properties), built several homes in town, including the Mabel Eschenbraeher home. The most well-known contractor in town was local orchardist, J. Gilbert Smith, whose residence is the History House Museum on the Civic Center campus. Although the architect is unknown, the Los Altos Country Club is featured on the cover of one

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issue of the *Architect and Engineering Record*. The residential architecture context, thus, centers mainly on architectural styles popular between 1907 and 1940 (including some not so popular styles).

By 1911, according to Eastman's history of the town, Los Altos had only fifty homes; by 1913, only thirty-two telephones had been connected. The majority of properties in the residential context are homes built in the 1920s and 30s, reflecting the growth of the area.

By this period, the central business district had been established, roadways were more complete, and working-class families could afford to move to "the county" and grow a few apricot trees.

The dominant house types in this category include:

- Bungalows
- Mission
- Period Revival (Tudor, Colonial, Provincial)
- Prairie
- Italian Villa
- Spanish Colonial Revival

Three districts also appear: the already described University Avenue area, Los Altos Park and Loyola Corners. Los Altos Park was subdivided in December of 1925 and contains a variety of small homes on small lots of a uniform size. The tiny lots and cottages in the Loyola district contain a variety of styles and are also linked together due to the scale and size. Originally known as the Loyola Tract in 1904, the 600 acre area was purchased by the Jesuit Father of the University of Santa Clara for the purpose of relocating the college. The area also had a train stop. The financial pledges for the construction of the new school fell through after the San Francisco earthquake in 1906 and a good portion of the land was used for grazing dairy cattle. The official subdivision of Loyola Corners was recorded in 1926 and a group of investors purchased a portion of the land from the Jesuit Fathers for the Los Altos Country Club. Properties that are, or were, part of this context include:

- 11 Angela Drive
- 232 Burke Road
- 448 Cherry Avenue
- 6 Cypress Court
- 233 West Edith Avenue♦
- 1485 Fremont Avenue
- 1671 Kensington Circle
- 25 Maynard Court
- 55 Pepper Drive*
- 625 Palm Avenue
- 431 University Avenue*
- 436 University Avenue*
- 452 University Avenue
- 500 University Avenue*



Villa Angela - an Italian Renaissance style house designed by Andrew Knoll and constructed in 1922 at 11 Angela Drive.

Source: Los Altos History House Museum Archives

- 551 University Avenue
- 711 University Avenue
- 725 University Avenue
- 420 Yerba Santa Avenue

* Denotes City Designated Landmark

◆ Denotes that the structure has been demolished and/or is no longer on the HRI

Context 4: Institutional Development 1907 to 1940

The development of civic organizations, schools, and clubs began shortly after the creation of the new town-site. Few resources are remaining today in Los Altos from the early days of the community, but other resources will become significant as more years go by. Civic organizations, such as the Los Altos Men's Club or the Garden Club, are recorded in detail in Joe Salameda's *Los Altos Memories*, which is available at the Los Altos History Museum or the Los Altos Library.

The most significant resource within the institutional development context that still remains is the San Antonio Club, which is currently located at 647 North San Antonio Road and is a City Designated Landmark. Started in May 1907, this organization began as the Musical and Literary Club of Los Altos. By 1908, the club had changed its name to the San Antonio Country Club, whose purpose was to devote time to charity. The property was donated to the club by Julia Chandler Hill, mother of Margaret Hill, who later married J. Gilbert Smith.

The remaining civic/institutional resources with this context include the Coxhead designed, Foothills Congregational Church (originally the Christ Episcopal Church) and the Los Altos Country Club building (original building is now demolished). The church and Country Club have been altered significantly and are probably not eligible for National Register listing. Further, the Country Club lies within the jurisdiction of Santa Clara County and not the City of Los Altos.



The Eschenbruecher Hardware Store and the Shoup Building – two of the first buildings to be constructed on Main Street.

Source: Los Altos History House Museum Archives

Context 5: Commercial Development 1907 to 1940

With the establishment of the town-site came the beginnings of commercial development in Los Altos. The first building to locate on Main Street is the well-known Eschenbruecher hardware store in 1908 (316 Main Street), followed by the Shoup building (300 Main Street). The Shoup building may also be viewed as part of Context 3, since it was the first grammar school location as well as the meeting place for the local Boy Scouts. The Altos Land Company occupied a building at the corner of Main and First (388-398 Main Street). The Copeland building sits across Main Street (395-399 Main Street). All four buildings were constructed by 1911 and are City Designated Landmarks.

Perhaps the most significant building within the commercial context is the Los Altos Railroad Station (288 First Street). Built in 1913 by the Architectural Bureau for Southern Pacific, the railroad station represents the real force behind the development of the town. The railroad station is a City Designated Landmark and appears eligible for listing on the National Register.

Other prominent commercial buildings located downtown that are listed on the HRI include:

- 301 Main Street (Originally Larry Nelson's Los Altos Pharmacy)
- 350 Main Street
- 368 Main Street (also known as Al's Barber Shop)
- 180 Second Street (Tudor style residential building converted to commercial)



The Southern Pacific Railroad Passenger Depot, constructed in 1913.
Source: Los Altos History House Museum Archives

LOS ALTOS: THE INFLUENCE OF TRANSPORTATION ON GROWTH AND DEVELOPMENT

Executive Summary

This study is the result of intensive research on transportation history as it relates to the broader Santa Clara Valley and Los Altos in particular. The basic thesis of this document maintains that the town of Los Altos would not have developed as it has without the coming of the railroad and subsequent mass production of the automobile. The earliest pioneer settlers of this area were primarily associated with the town of Mountain View as a source of commercial and recreational activity; the stage line was located there as well as the Post Office, mercantile and other establishments. The earliest city directories for the area show early residents of what is now Los Altos as residents of Mountain View. In fact, residents later changed their mailing addresses from Mountain View to Los Altos without moving. Los Altos does not show up as a separate directory listing geographically until 1911.

Paul Shoup, president of Southern Pacific Railroad Company and founder of the Altos Land Company, put Los Altos on the map. The acquisition of railroad right-of-way and surrounding lands, coupled with the new layout of the townsite in 1907 gave Los Altos a separate identity from the surrounding communities and enabled middle-class commuter populations to move into the area. The entire rural nature of the area was changed with the development of more roads, school, churches, commercial, and residential construction activity. Foremost amongst this built environment is the Los Altos Train Station, symbol of the town's very existence.

Early History

It was not until 1769 that the Santa Clara Valley began to feel the Spanish presence. Don Gaspar de Portola discovered the valley over 200 years after Cabrillo first arrived in California. Large land grants were subsequently issued in order to encourage settlement and increase revenue for the territory of California. Starting in 1769, twenty-one widely separated missions were established along the El Camino Real by the Franciscan Friars. Essentially, the El Camino Real became California's oldest thoroughfare (See Map One - the El Camino Real is known as San Francisco Road). Mexican independence from Spain in 1821 and the Secularization Act of 1833 soon shifted the way land was distributed.

The two land grants that are now Los Altos and Los Altos Hills were awarded by the Mexican government. Rancho San Antonio was made by Governor Alvarado to Don Juan Prado Mesa on March 24, 1839. It extended from San Antonio Creek (later named Adobe Creek) to Stevens Creek, with a division by Permanente Creek. The second was granted on June 30, 1840 to two Indians, Jose Gregorio and Jose Ramon. They sold this land to Dorms Juana Briones de Miranda on November 6, 1850.

In February of 1848, the Treaty of Guadalupe Hidalgo formally transferred the California Territory from Mexican rule to the United States. Gold was also discovered in 1848. Anglo settlers had already been exploring the area and many migrated to California in the 1840s to make their fortune in mining. Several of these same settlers became the largest land holders. In 1843, one of

Santa Clara Valley's first American land holders, Martin Murphy, arrived in California. By 1849, Murphy had acquired nearly half of the rancho that is now known as the City of Sunnyvale. This began a new era in the Santa Clara Valley's history.

Early American Settlers: The Cattle and Wheat Ranches

The American settlers transformed the valley into fields and orchards mined for maximum profits. Families such as the Murphy's dominated the economic and political life of the valley during the 1850s, creating a landed aristocracy. These were the day of wheat and large cattle ranches in the Santa Clara Valley. The first agriculture had been from the mission, but the new immigrants began planting the produce they missed from home in 1852.

Joseph P. Hale, one of the largest land owners in the west (primarily due to a marriage to the daughter of a large Spanish grant holder), bought 2,000 acres of Donna Juana Biones' original ranch and became one of Los Altos' earliest large land owners. He and four other families lived on the Hale Ranch. In 1862, John Snyder became the area's first rancher, proving that wheat and grain could be grown without irrigation on his ranch along Permanente Creek. Additional map documentation also shows the Emerson and Berry families as larger land holders.

Early Ranches in Los Altos

<u>Name of Owner</u>	<u>Location</u>	<u>Crops</u>
Joseph P. Hale	Adobe Creek on the west to present Fremont Ave. on the north, Permanente Creek on the east and the hills to the south.	
John Snyder	Foothill Ranch along Permanente Creek.	Hay/Grain
Stone and Sanborn	Between Taaffe and Hale Ranches.	Horses/Grain
Campbell	Site of present Rancho Shopping Center.	Fruit/Vineyard
Spaulding	North of Fremont and El Monte.	
Griffin	West of Adobe Creek adjoining Taffee land.	Fruit
<u>Madigrm</u>	<u>Bounded on east by San Antonio Road.</u>	

Source: Eastman's "History of the Los Altos Area," from Memories of Los Altos, by John Salameda

In 1856, Louis Pellier introduced the Santa Clara Valley Prune in San Jose, beginning the fruit era in the valley. Although slow in its development, five and ten acre lots began being sold for fruit farms. By 1890, many of the small ranches were producing prunes, apricots, peaches, cherries, pears and other fruits at a large profit; for as much as two hundred dollars per acre.

The table below exemplifies the large growth in the number of smaller farms as the valley changed from a ranching to an orchard economy.

Number of Farms in Santa Clara Valley by Size

Year	<100 Acres	>100 Acres
1880	721	771
1890	1,470	750
1900	3,057	938
1910	3,096	825
1920	4,390	626
1930	5,616	621

Source: Lukes and Okihiro, Japanese Legacy

The Age of the Subdivision and Mass Transit

Change in land ownership by the turn-of-the-century in the Los Altos area began to have an impact on land usage and development. Some 700 acres of the Hafe Ranch were sold to the University of Santa Clara as a university site. By 1906, big ranches were sold off in smaller parcels of approximately 40 to 100 acres. Many of these lots were bought by professors from the newly formed Stanford University (1891) according to Eastman's account. Mrs. Winchester, the widow of the Winchester rifle manufacturer, purchased the present site of Los Altos.

At this time the relationship between mass transit and urban growth becomes important to Los Altos development. A brief history of the growth of transportation across the United States will shed light on the importance of transportation in the growth of Los Altos.

During the time of the Civil War, the United States was an essentially agricultural land of fewer than 34 million inhabitants. Only two of its cities had as many as half of a million citizens, and most of its people had never seen a railroad track or a three-story building.² By 1913, Henry Ford had introduced the assembly line automobile and the American nation had become the world's leading industrial power. New York was about to become the world's largest city and half of the United States population had become urban.³ The railroads played a large part in that development.

In 1862, President Lincoln signed the bill authorizing the transcontinental railway. Collis P. Huntington, Leland Stanford, Mark Hopkins, and Charles Crocker formed the Central Pacific in order to build the western link. The Union Pacific was to build westward in order to connect the two lines. By 1865, Southern Pacific had been incorporated with the intention to build from San Francisco south to San Diego and then eastward. On May 10, 1869, the Golden Spike was driven in Promontory, Utah, meeting the Union Pacific and completing the transcontinental railway. In 1870, Southern Pacific came under the control of Hopkins, Huntington, Stanford, and Crocker. By 1885, The Big Four had merged all their interests into the Southern Pacific Company.

In 1890, when the federal government first canvassed the nation's street rail systems, it enumerated 5,700 miles of horsecar track, 500 miles for cable cars, and 1,260 miles for trolley. By 1893, more than 250 electric railways had been incorporated in the United States, and more than 60 percent of the nation's rail systems had been electrified. By the end of 1903, America's 30,000 miles of street

² Kenneth T. Jackson, *Crabgrass Frontier*. 87

³ *Ibid*

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railway was 98 percent electrified. By comparison, the recently invented automobile was slower to develop.⁴

The electric streetcar was crucial in opening up the suburbs for the common man. Traditionally, railroad suburbs had been for the elite. The introduction of improved street railway lines made possible a continuing outward expansion of the city. Kenneth Jackson describes the policy of land speculation that developed from this trend:

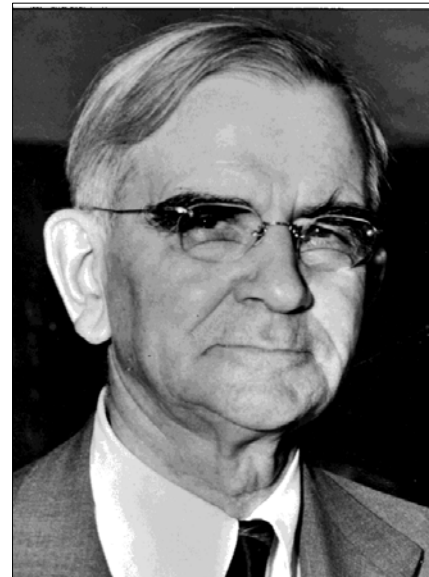
Two policies of streetcar entrepreneurs were especially important in facilitating the outward movement of population. The first was the practice of extending lines beyond the built-up portion of the city and into the open country. ...this had the practical effect of enabling heads of households to see that a convenient transportation mode would be available from their homesite. The second essential policy was the five-cent fare. ...American firms usually adopted a flat fee with fee transfers, thus encouraging families to move toward the cheaper land on the periphery.⁵

A Massachusetts Street Railway Commission noted in 1918: "It is a well-known fact that real estate served by adequate street railway facilities is more readily saleable and commands a higher price than real estate not so served."⁶ Cities such as Oakland and Los Angeles, California, and Washington, D.C. are all examples of large American urban areas that grew mainly because of land speculation efforts of transit tycoons.

Los Altos followed the same pattern as other larger cities. A typical scenario was that of a transportation official privately purchasing large tracts of undeveloped land and then subdividing the land after the development of a transit line. In Los Altos, Southern Pacific president, Paul Shoup, and his brother, Southern Pacific attorney, Guy Shoup, bought a right-of-way from Palo Alto through Los Altos to run a connecting line through Los Gates and points south.

On October 19, 1907, the Altos Land Company was incorporated with L. E. Petree as Secretary. The University Land Company was also incorporated on exactly the same day with Petree as Secretary. Paul Shoup served as a director of the Altos Land Company; there is no documentation showing the directors of the University Land Company. Both companies had as their objective the layout and subsequent sale of lots in the newly laid out town of Los Altos.

Prior to the land company incorporation, the San Jose-Los Gates Interurban Electric Railway Company had acquired



Paul Shoup, known as the "Father of Los Altos," was President of the Southern Pacific Railroad and founder of the Altos Land Company.
Source: Los Altos History House Museum Archives

⁴ Jackson, 111

⁵ Jackson, 119

⁶ As quoted in Jackson, 120

100 acres of land from Sarah Winchester for the proposed route of the railway and townsite of what was then called “Banks and Braes.” The company was shortly thereafter acquired by Southern Pacific’s newly created subsidiary known as the Peninsular Railway with the stipulation that the Altos Land Company would lay out the lots for the townsite, and the town name changed to a Los Altos in 1907.

The Southern Pacific had already established its line from Mayfield through Los Altos and Saratoga on to the final destination of Santa Cruz. The Peninsular Railway, the suburban electric route, built its line from Mayfield to San Jose. According to McCaleb’s *Tracks, Tires and Wires*, the line was formally dedicated on April 12, 1908 when two Southern Pacific steam trains brought prospective lot buyers to a land sale and



The Mayfield-Los Gatos cut-off railroad line under construction in 1907. Train service along this line would start serving Los Altos in 1908.
Source: Los Altos History House Museum Archives

barbecue in Los Altos. Regular service was established on April 19, 1908 with five trains per day passing through Los Altos. With the establishment of this regular rail service, more families could move outward into the “country,” and many promotional brochures hailed this new lifestyle available to the middle-class. Lot prices ranged from \$400 to \$650 and homes could be built from \$2,000 to \$4,000. This era marks the beginning of small fruit farmers occupying 10 acre lots. With the movement of families to the Los Altos area, comes the development between 1910 and 1930 of many small subdivisions and the establishment of additional roadways. Up until this time, the El Camino Real, San Antonio Road and El Monte Road (Moody Road) served as major routes of transportation.

Up until 1913, the ticket office and train station for Los Altos was a boxcar setup along the tracks near the present day Safeway store. In 1913, the Architectural Bureau of Southern Pacific completed the new train depot at its present location. It was a Craftsman style building and a symbol of the beginning of the development of Los Altos. Without the arrival of the railroad, early land owners would probably still be affiliated with the older community of Mountain View, the source for all commercial and domestic activity (see Map One).

Growth and the Importance of Transportation

With the advent of the railroad to Los Altos, a town had begun to form. Shoup and the Altos Land Company had laid out the town plan and the promotion of Los Altos got into full swing. Businesses

had started; the first being the hardware store, the second the Shoup building. A dry good store and the Los Altos Water Company soon appeared in this “fast growing town of paved curved streets, lined with hitching posts every 25 feet.”⁷ According to Eastman’s “History of Los Altos,” by July of 1911 Los Altos had “boasted some fifty houses, the initial part of Sam Antonio School and an ‘unusually good water system... the water pipes of the best cast iron material that can be obtained... the water from two artesian wells 250 and 322 feet deep respectively.’”

Jackson’s account of the growth of the suburbs in America discusses the importance of infrastructure and transportation development for these new towns. Jackson explains the process in the subdivision:

Whether their subdivisions were large or small, real estate specialists were more active in the city building process than anyone else. The theory that the early suburbs grew, with owners “turning town paths and natural avenues of traffic into streets,” is erroneous. Subdividers lobbied with municipal governments to extend city services, they pressured streetcar companies to send tracks into developing sections, and they set the property lines for individual homes. Each city and most suburbs created from many small real-estate developments that reflected changing market conditions and local properties.⁸

Affordable transportation was also crucial to Los Altos’ success. According to Jackson, two important factors contribute to town development success: the quality and cost of housing and convenience, speed and cost of transportation. Generally, lower income groups have lived closer to urban centers due to the low cost of living. For the middle class, the importance of centrality decreases because of the sinking importance of transportation costs. The train fare in Los Altos was five cents.

Increased transportation in the form of the railroad opened up new markets in the East for farmers and other businesses in Los Altos and the Santa Clara Valley. In the early days of the Santa Clara Valley’s orchard economy, farmers relied on San Francisco for much of their business and support. San Jose soon replaced San Francisco’s role as a place to finance and sell the goods of the fruit industry. Farmers in the Los Altos area benefitted from the improved transit by having greater accessibility to both locations.

Transportation after the 1920s: The Growth of the Automobile.

In 1898, there was only one automobile in operation for every eighteen thousand Americans. The primary means of intraurban movement remained the electric trolley or streetcar and the railway. By the early 1920s, the rail system in Northern California was extensive. However, by 1925, Ford was turning out 9,000 cars per day, or one every ten seconds. The table below gives a better indication of how rapid the growth of the automobile was in the United States.

⁷ Eastman, “A History of Los Altos,” in Jose Salameda, Memories of Los Altos

⁸ Jackson, Crabgrass Frontier, 135.

Automobile and Truck Registration in the United States

Year	Automobiles	Trucks	Trucks:Cars
1905	80,000	1,400	1:55
1915	2,332,426	158,506	1:15
1925	17,481,001	2,569,734	1:7
1935	22,567,827	3,919,305	1:6
1945	25,793,493	5,079,802	1:5
1955	52,135,583	10,302,987	1:5
1975	106,713,000	25,755,700	1:4

Source: Statistical Abstract of the United States

With the growth in automobile usage in the United States, the need for improved roads became necessary. By the 1920s, a coalition of private-pressure groups, including tire manufacturers and dealers, parts suppliers, oil companies, service station owners, road builders, and land developers were lobbying for new streets. Road and highway building was viewed as a form of social and economic therapy, and merchants justified public financing on the theory that roadway improvements would pay for themselves by increasing property-tax revenues along the routes.⁹

Road building in the United States was primarily financed with the establishment of a gasoline tax in the early 1920s. The Depression of the 1930s helped build more roads throughout the nation because of the availability of state and federal funds that enabled employment of many workers in the road building effort. By the 1930s, the road system in the Santa Clara Valley and Los Altos had grown extensively. This growth continued throughout booming post-World War II years.

The 1920s saw the growth of the automobile suburb. Patterns of settlement began to change drastically as the use of the automobile became more common. The streetcar settlement was relatively compact with the best homes constructed within walking distance of rail transportation. The presence of the auto allowed tracks of land between rail centers to be developed. Los Altos was no exception to this pattern. The first subdivisions from the original town layout (such as the Los Altos Park Subdivision of 1925) were further from town. Although these subdivisions were laid out at the end of the 1920s, many were not built up until after the Depression of the 1930s.

By 1935, buses had begun to appear on San Jose's streets, replacing the streetcar as the preferred method of transportation. By 1933, the Peninsular Railway was beginning to substitute buses for railcars on all interurban routes. On June 12, 1935, the Peninsular Railway was legally disincorporated and its properties and assets were conveyed to its parent company, the Southern Pacific. Train service in Los Altos had stopped altogether by 1964.

Together with private sources, government subsidies helped to create a national system of interstate highways. One of the first completed interurban freeways in the United States was the Pasadena Freeway in Los Angeles. This innovation raised the value of Pasadena real estate to such an extent that developers and builders anxiously supported freeways elsewhere. The Bayshore Freeway that passes east of Los Altos in Palo Alto is the connection linking San Jose and San Francisco and was envisioned starting in the late 1920s. The final link was dedicated on June 12, 1937 with major construction into the late 1940s, starting a new direction in transit for the Santa Clara Valley. The

⁹ Ibid, 164

Bayshore further changed the patterns of settlement and working in Los Altos providing quicker access to jobs throughout the valley. In 1952, the town formally incorporated.

In 1977, The Southern Pacific Company asked the California Public Utilities Commission for permission to discontinue Peninsular Commuter service. In 1980, Caltrans agreed to take financial responsibility for the route and CalTrain was born. In October 1988, Rio Grande Industries, Inc. acquired Southern Pacific rail operations.

The Commuter and Los Altos

Los Altos is ideally situated between San Jose and San Francisco. Early promotional brochures advertise its proximity to these urban centers and their accessibility by rail. A 1946 Chamber of Commerce brochure heralds the location of Los Altos as being ideal and shows the importance of transportation to Los Altos.

“San Francisco is convenient by train, bus or motor car. The thriving industrial city of San Jose is fifteen miles to the south. Palo Alto, seat of Stanford University, lies six miles to the north. Shady, orchard-lined roads connect it directly with all Peninsula points and with busy Highway 101, the major west-coast thoroughfare. Three miles to the east stretch the salty waters of the bay, beyond which rears a rugged range of mountains extending to the north and south. The ugliness and tumult of the industrial world do not intrude on the serenity and beauty of Los Altos, although the greatest business and manufacturing centers of Northern California are within easy commuting distance, many residents gladly make the daily trip, finding adequate recompense in returning to the refreshing quiet, the clear air, and the fruitful greenery of the foothill country.”

In addition to the white collar workers who commuted to San Francisco, the rail lines and the roads that subsequently began developing from Los Altos' increased growth served an important function to the migrant worker that sustained the Santa Clara Valley's fruit economy. Worker and their families traveled throughout California depending on the crop that was being harvested or the fruit that was being canned. Better roads and increased rail lines helped them access the orchards.

PROFILE OF LOS ALTOS: 1907 TO 1930

Occupations

The following analysis is based on census data from 1910 and 1920. Los Altos during 1910 was a primarily agricultural town. Although this continued well into the 1930s, by 1920 the census showed an increase in white collar professions, a variety of business proprietors and their employees, clerical support positions, and more diversified blue collar workers.

Cooks and servants were a part of many large farm families. Many of the cooks were Japanese or Chinese men, the servants tended to be female and recent European immigrants. If the servants were male, they were primarily young Japanese “houseboys” that were common at this time. These large farm families generally had more children, a cook, and some hired men or general laborers included in their household. There is also evidence of many farm support professions in Los Altos, such as blacksmiths, tinsmiths, farm laborers, and machinists. The pre-Prohibition era is shown by the presence of vineyardists.

In 1910, Los Altos did have some white collar workers. A few university instructors lived in the town. There were many workers in administrative railroad support jobs such as ticketing agents or mail clerks. The make-up of the workforce had changed; sons of farmers were often listed as having jobs as clerks and housing carpenters instead of working in farming.

The evidence that the town was newly growing is seen in the number of building contractors, housing carpenters, and lumberyard workers. These professions were even more represented in the 1920 census that also showed the increase of real estate-related professions. In addition, 1920 showed the new importance of the automobile to the town with garage proprietors and oil station managers represented as part of the workforce.

In the 1910 and 1920 census, women were rarely listed as having an occupation. Those that did were often widowed or young unmarried women. These single women were often teachers, book writers, or clerical support staff.

Creativity was evident in early Los Altos; the town boasted a landscape artist, H. A. Straight, a handful of book writers (many female), a music teacher and a singer. Publishing house trades also appeared as early as 1910. Los Altos had the professional trades documented as well. Both attorneys and physicians lived in the downtown area.

Workers were obviously already commuting in 1910 to the San Francisco area. The representation of the professions such as tughead navigator, river steamer mate and a marine supervisor are all indicative of jobs away from Los Altos.

Shop proprietors of the machine shop, restaurant and the hardware store live in the downtown area of First and Second streets. This was a common pattern. El Monte Road and San Francisco Road remained relatively rural in 1920. Early businesses seemed to be related to farms or the growth of the new town.

The census showed that Los Altos' population had many interesting occupations. The 1910 census even lists two tramps in Los Altos. A 57 year old single male that is listed as a tramp cites the occupation of a laborer. Additional unusual professions include a book binder, a waiter, a linen good manufacturer, and a proof-reader. These occupations all show the diversity of the population.

Demographics

Los Altos in 1910 was home to one Indian (an Eskimo Indian from Alaska) who worked as a farm laborer. In 1920, a Indian woman was a live-in servant to a family and another Indian was an 85 year old farm laborer.

The 1910 census recorded no African Americans. In 1920, there were three African Americans listed, a widowed female fruit farmer and a real estate collector and his wife.

Immigrant populations in Los Altos changed drastically from 1910 to 1920. The 1910 census showed the Canadian and English as being the most numerous with the Germans, Irish, and Japanese not far behind. By 1920, the Japanese were by far the largest immigrant group with English, Germans and Canadians following. A major change between the two decades is the growth in immigrants from many different countries. Los Altos in 1920 had a population from countries almost everywhere between China and Alsace-Lorraine.

Immigrants from Italy and Portugal were not as numerous in Los Altos as in other parts of the Santa Clara Valley. This may be attributed to the fact that Italian and Portuguese communities were centered in San Jose or San Francisco, closer to the canneries that were the place of employment for many southern Europeans. Of the Los Altos southern Europeans, the majority worked in farm-related occupations and appeared to be instrumental in vineyard development in Los Altos.

Early Asian immigrants in Los Altos followed common patterns of migration. In 1910, there was only one family of Japanese in Los Altos; the remainders were single men. These single men were mainly servants, gardeners or cooks. By 1920, their family status and working patters had changed. Japanese farmers became a major presence in the Santa Clara Valley's landscape. Census data analysis from 1920 shows the Japanese as being the largest immigrant group in Los Altos (22 percent). Most Japanese that arrived to the United States came through San Francisco, so the journey to Los Altos and work in the numerous fruit orchards was not far. The Japanese in Los Altos in 1920 generally worked on fruit farms although the census does show one shop owner.

Most of these Japanese farmers leased their land because restrictive and discriminatory land legislation had made it difficult to own property. According to Greenburg's account of the orchard and canning economy of the Santa Clara Valley, each of the ethnic groups found strategies to participate in fruit growing based on their cultural traditions and the nature of their immigration patterns. While Japanese laborers used their strength as pickers and organized together under a boss and later leased land themselves, southern Europeans used their family structure and intensive agricultural techniques to combine working as laborers with their goal of farming some land of their own.

In conclusion, these early immigrants to Los Altos were vital to its growth. Often faced with economic hardships or discrimination, the immigrants joined together in order to achieve their goals

of land ownership and independence. Consequently, their growth in economic prosperity contributed to the formation of the town. In addition to their work on the farms, immigrants were instrumental in working on the railroad, beginning shops in Los Altos, and building its houses and commercial establishments.

HISTORIC LANDMARKS

- | | | |
|-----|-------------------------|---|
| 1. | 965 Berry Avenue | Cyrus P. Berry House |
| 2. | 547 Castano Corte | Panama Pacific International Exposition Structure |
| 3. | 571 Cherry Avenue | Erwin Reichel Designed Home |
| 4. | 762 Edgewood Lane | Winchester-Merriman House |
| 5. | 288 First Street | Southern Pacific Railroad Passenger Depot |
| 6. | 300 Main Street | Shoup Building |
| 7. | 316 Main Street | Eschenbruecher Hardware Store |
| 8. | 388-398 Main Street | Altos Land Company Building |
| 9. | 395-399 Main Street | Copeland Building |
| 10. | 55 Pepper Drive | Adams House |
| 11. | 439 Rinconada Court | Farnsworth-Myers House |
| 12. | 647 N. San Antonio Road | San Antonio Club (<i>City Owned Property</i>) |
| 13. | 51 S. San Antonio Road | J. Gilbert Smith House (<i>City Owned Property</i>) |
| 14. | 220 University Avenue | Marini House |
| 15. | 431 University Avenue | Eschenbruecher House |
| 16. | 482 University Avenue | Halsey House and Redwood Grove |
| 17. | 500 University Avenue | Guy Shoup House |
| 18. | 420 Yerba Santa Avenue | Coxhead Designed Home |

HISTORIC RESOURCES

1. 19 Almendra Lane Myers House
2. 52 Almond Avenue
3. 11 Angela Drive A.H. Knoll Residence (Villa Angela)
4. 127 N. Avalon Drive
5. 960 Berry Avenue Frank Bacon house
6. 232 Burke Road Wallace Home
7. 876 Carmel Avenue
8. 892 Carmel Avenue Berry house
9. 1398 Chelsea Drive
10. 530 Cherry Avenue H. Bleibler Ornamental Ironworks
11. 90 Cody Lane
12. 980 Covington Road Edwin L. Emerson House
13. 290 Cuesta Drive
14. 6 Cypress Court Cranston House
15. Deep Well Lane Costello Barn
16. 973 Dolores Avenue
17. 133 W. Edith Avenue
18. 331 S. El Monte Avenue Baldwin House
19. 566 S. El Monte Avenue
20. 236 Eleanor Avenue Morris House
21. 170 Formway Court Formway Machine Shop
22. 235 Fremont Avenue
23. 1485 Fremont Avenue
24. 189 N. Gordon Way
25. 60 S. Gordon Way
26. 1365 Grant Road
27. 1520 Grant Road
28. 41 Hawthorne Avenue
29. 109 Hawthorne Avenue
30. 151 Hawthorne Avenue
31. 181 Hillview Avenue Richard Neutra Designed House (*City Owned Property*)
32. 183 Hillview Avenue DeMartini residence (*City Owned Property*)
33. 1570 Kensington Circle

34.	473 Lincoln Avenue	
35.	125 Los Altos Avenue	Finnigan Residence
36.	479 Los Altos Avenue	
37.	67 Lyell Street	
38.	125 Lyell Street	Hollyhock Bungalow
39.	301 Main Street	Los Altos Pharmacy
40.	350 Main Street	
41.	70 Marvin Avenue	
42.	25 Maynard Court	Lenox House
43.	120 Merritt Court	
44.	604 Milverton Road	Costello House
45.	461 Orange Avenue	Foothills Congregational Church
46.	580 Orange Avenue	Albert S. Robinson House
47.	640 Orange Avenue	McKillican House
48.	654 Orange Avenue	Denny Residence
49.	668 Orange Avenue	F. W. Rathbun House
50.	672 Orange Avenue	Francisco Home
51.	706 Orange Avenue	
52.	714 Orange Avenue	Ingraham Home/Archev Residence
53.	718 Orange Avenue	Peters Home
54.	625 Palm Avenue	Lanthier Home
55.	10 Pasa Robles Avenue	
56.	71 Pasa Robles Avenue	Taylor House
57.	41 Pepper Drive	
58.	81 Pepper Drive	
59.	121 Pepper Drive	
60.	39 Pine Lane	
61.	1050 Portland Avenue	
62.	160 W. Portola Avenue	Stevens Fox Farm/Thoma Residence
63.	146 N. San Antonio Road	
64.	457 San Luis Avenue	
65.	188 Second Street	
66.	275 Silvia Court	Segur Home
67.	260 Surrey Place	

68.	368 University Avenue	Sarah Shoup House
69.	436 University Avenue	Robert M. Tooker House
70.	452 University Avenue	Guy Shoup House
71.	485 University Avenue	M. O. Adams House
72.	551 University Avenue	Frothingham House
73.	662 University Avenue	El Retiro, Jesuit Retreat House
74.	711 University Avenue	Judge Shenk House
75.	725 University Avenue	Scheid Residence
76.	600 University Terrace	Hyde/Huttlinger House
77.	275 Valley Street	Spangler Home
78.	396 Van Buren Street	
79.	556 Van Buren Street	
80.	10 Yerba Buena Avenue	Yerba Buena Tankhouse
81.	211 Yerba Buena Avenue	

HERITAGE TREES

1. Rinconada Court Palm Trees
2. 1 N. San Antonio Road Civic Center Apricot Orchard (*City Owned Property*)