



MEMORANDUM

DATE: August 27, 2012
TO: Historical Commission
FROM: Zachary Dahl, Senior Planner
SUBJECT: 12-H-02 – 288 FIRST STREET – SOUTHERN PACIFIC TRAIN DEPOT

RECOMMENDATION

Approve Historical Alteration Permit for exterior modifications to a Historic Landmark property (old Southern Pacific Depot) to allow a restaurant to occupy the structure, subject to findings and conditions.

PROJECT DESCRIPTION

The project includes minor alterations to the exterior of the structure as part of tenant and site improvements to the property in order for a bakery/café to occupy the building. The exterior modifications include a ramp and improvements to the surface of the front porch to meet accessibility requirements, replacement of existing trellis members and an additional layer for increased shade on the porch, replacement of the existing loading dock door on the front elevation with a glass panel and new exterior paint. A complete project description is included in the applicant's cover letter (Attachment A).

BACKGROUND

Completed in 1913, this Craftsman style building was constructed by the Southern Pacific Railroad to serve as the passenger and freight depot for the newly established town of Los Altos. The building functioned as the City's train depot until the railroad was closed down in the 1950s. Following the train depot's closure, the building was occupied by various commercial businesses. In the 1970s, after Foothill Expressway replaced the railroad line, a replicated front façade was built to face First Street as part of the tenant improvements for a bank to occupy the building. The space is currently vacant but was most recently occupied by Maria's Antiques. More information about the history of the structure is included in the Historic Property Evaluation (Attachment B) and in an email from the Los Altos History Museum (Attachment C).

DISCUSSION

As outlined in the Background section, the trellises and entry element that face First Street are replicas of the original trellises and gable that faced the railroad line (Foothill Expressway). Therefore, the proposed alterations to the front of the building are not affecting the original portions of the structure.

The proposal to remove the loading dock door, which does appear to be original, and replace it with a glass panel could affect the visual appearance of the building. The applicant notes that the loading dock door would be preserved for future reinstallation. In order to ensure that the door is properly preserved, the applicant should consult with the Los Altos History museum for guidance on how to protect and store the door for future reinstallation (Condition No. 1).

The applicant also notes that the installation of venting and mechanical equipment will be required as part of the tenant improvement. However, the plans do not identify any of the proposed venting or exterior mechanical equipment. In order to ensure that the venting and mechanical equipment do not negatively impact the aesthetic of the structure as viewed from First Street, staff has added Condition No. 2 to address the placement and screening of all exterior mechanical equipment and venting.

Since this is a Landmark Structure, the Historical Commission needs to issue a Historical Alteration Permit for the proposed work. In addition to the finding that the work complies with the Historic Preservation Ordinance (Chapter 12.44) and does not adversely affect the physical integrity or the historic significance of the property, the Commission needs to find that the proposed work is in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties (Attachment D).

Cc: Rie Rubin, Applicant
Denis Schofield, Architect

Attachments:

- A. Applicant Cover Letter
- B. 288 First Street Historic Property Evaluation
- C. Los Altos History Museum Correspondence
- D. Secretary of the Interior Standards for Rehabilitation

FINDINGS

12-H-02 – 288 First Street

With regard to the Historical Alteration Permit, the Historical Commission finds the following in accordance with Section 12.44.150 of the Municipal Code:

1. The project complies with all provisions of the Historic Preservation Ordinance (Chapter 12.44);
2. The project does not adversely affect the physical integrity or the historic significance of the subject property; and
3. The project is in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

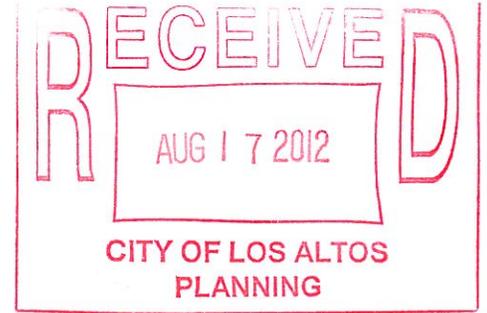
CONDITIONS

12-H-02 – 288 First Street

1. Prior to submittal for a Building Permit, the applicant shall consult with the Los Altos History museum for guidance on how to protect and store the door for future reinstallation. These instructions shall be included on the cover sheet of the construction drawings.
2. Update plans to include the location(s) of all exterior mechanical equipment and venting.
 - a. All rooftop venting shall be placed on the Foothill Expressway slope of the roof in order to minimize visibility from First Street. There shall be no mechanical equipment located on the roof, and the size and number of rooftop vents shall be minimized to the greatest extent feasible.
 - b. All exterior mechanical equipment shall be screened from view from both First Street and Foothill Expressway. The placement of the mechanical equipment and design of the screening shall be reviewed and approved by the Community Development Director.

Bohlin Cywinski Jackson

Peter Q. Bohlin, FAIA
Bernard J. Cywinski, FAIA (1940–2011)
Jon C. Jackson, FAIA
Frank Grauman, FAIA, LEED AP
William D. Loose, AIA
Cornelius J. Reid III, AIA
Karl Backus, AIA
Gregory R. Mottola, AIA
C. Roxanne Sherbeck, AIA
Robert E. Miller, FAIA, LEED AP
Raymond S. Calabro, AIA



14 August 2012

Mr. Zach Dahl

Senior Planner
City of Los Altos
Community Development Department
One North San Antonio Road
Los Altos, CA 94022

Ms. Rie Rubin and Bohlin Cywinski Jackson would like to schedule a time to review a proposed project in Los Altos. The project is a tenant improvement and site improvement project in the former Southern Pacific Railway Station at 288 First Street in Los Altos. The proposed project will include a 3,100 sf Bakery and Café with a new commercial kitchen and required mechanical, electrical and plumbing systems. The space will include a drink and sandwich area, indoor and outdoor seating, and outdoor modifications at the porch.

It is understood that the Southern Pacific Railway Station is listed as a Los Altos historical landmark. As such, the project intends to minimize any exterior modifications. The anticipated modifications at the building exterior include:

- Providing a new, ADA compliant porch.
- Augmenting the existing trellis members with minor trellis members to provide additional shade.
- Removing and replacing an old wooden loading dock door with a new glass panel. The existing door to be carefully removed and retained for reinstall.
- Potentially paint trim at existing windows and doors.
- Potentially introduce new landscaping.

Modifications will occur only at the east elevation, all other elevations will remain as is. The project will require some rooftop ventilation equipment. While the locations for the kitchen equipment have not yet been determined, it makes sense to locate any rooftop units on the west side of the roof- facing the Foothill Epwy. This will keep them out of site from First street, and they would actually be masked by the evergreens on Foothill.

Please feel free to contact us with any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Dennis M. [unclear]". The signature is fluid and cursive.

Senior Associate

Architecture Planning Interior Design
Wilkes-Barre/Pittsburgh/Philadelphia/Seattle/San Francisco

49 Geary Street, Suite 300
San Francisco, California 94108-5555
415-989-2100/Fax: 415-989-2101

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| State of California The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD | Primary # _____ HRI # _____ Trinomial _____ NRHP Status Code _____ Other Listings _____ Review Code _____ Reviewer _____ Date _____ |
|--|--|

Page 1 of 3 *Resource Name or #: (Assigned by recorder) 288 First Street

P1. Other Identifier: HRI #: 26; former Southern Pacific Railroad Station

*P2. Location: Not for Publication Unrestricted

*a. County Santa Clara and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad _____ Date _____ T _____; R _____; _____ of _____ of Sec _____; _____ B.M.

c. Address 288 First Street City Los Altos Zip 94022

d. UTM: (Give more than one for large and/or linear resources) Zone _____, _____ mE/ _____ mN

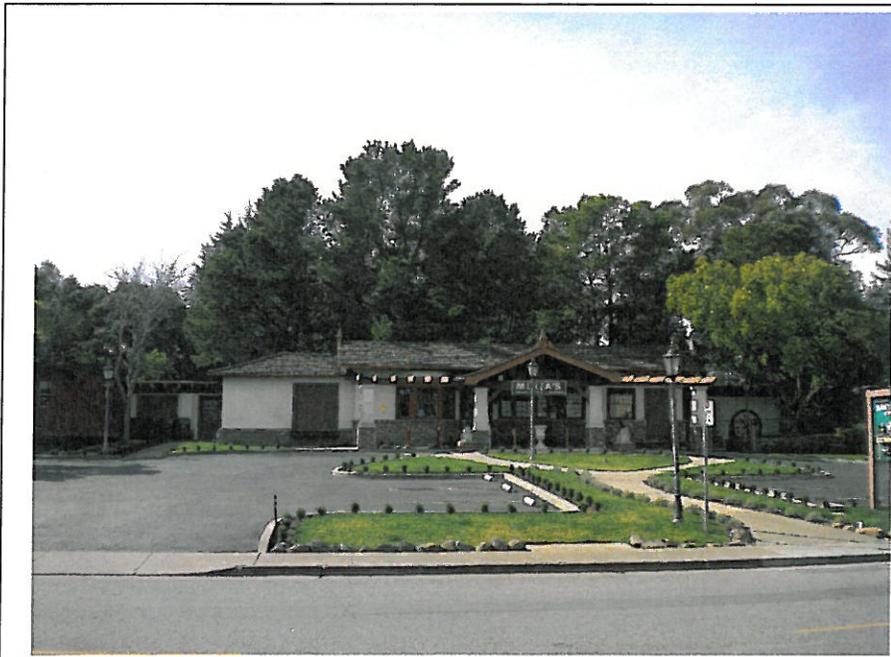
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
167 41 064

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

Popularized in Southern California, the Craftsman style flourished in California beginning around 1905 and extending into the 1920s. The style was not limited to residential designs but extended into commercial structures as well. This one-story railroad station maintains the basic elements of the style through its low, horizontal emphasis; its large front-facing and bracketed gable; and its trellised waiting area extending across the front façade. The building is rectangular in plan and topped by a side gabled roof clad in wood shingles. Decorative wood finials top the gable peaks. The main entry doors are multi-pane glazed wood doors, and the predominant window type is double hung wood sash with multi-pane upper sash over single pane lower sash. A freight door opening is located to the left of the pedestrian entry area. A brick veneer has been added to the base of the wall and porch support pillars. This building has also been rotated 180 degrees from its original orientation.

*P3b. Resource Attributes: (List attributes and codes) HP17. Railroad depot

*P4. Resources Present: Building Structure Object Site District Element of District Other (Isolates, etc.)



P5b. Description of Photo: _____

Primary Elevation _____

July 2011

*P6. Date Constructed/Age and

Source: Historic Prehistoric

_____ Both

(1913)

(Los Altos Planning Dept)

*P7. Owner and Address:

Maria's Antiques

2221 Grant Road Mountain View,

CA 94040

*P8. Recorded by:

Circa: Historic Property Development

582 Market Street, Suite 1800

San Francisco, CA 94104

*P9. Date Recorded: _____

July 2011

*P10. Survey Type:

Intensive

*P11. Report Citation:

Los Altos Historic Resources Inventory Update Report (Circa: Historic Property Development, March 2012).

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code CA Reg. 5S1

Page 2 of 3 *Resource Name or # (Assigned by recorder) 288 First Street

B1. Historic Name: Southern Pacific Railroad Station

B2. Common Name: Maria's Antiques

B3. Original Use: Railroad Depot B4. Present Use: Commercial

*B5. Architectural Style: _____

*B6. Construction History: (Construction date, alterations, and date of alterations)

Built 1913. Rotated 180 degrees from original orientation (date unknown); remodel former RR station for restaurant use, 1962; restaurant remodel, 1968; retaining wall, 1970; addition/remodel, 1972; interior remodel, 1979; sign 1992; reroof, 2005.

*B7. Moved? No Yes Unknown Date: _____ Original Location: rotated on site

*B8. Related Features: _____

RR car.

B9a. Architect: Architectural Bureau of S. P. b. Builder: Unknown

*B10. Significance: Theme Railroad Transportation Area Los Altos

Period of Significance 1913-rotation date(?) Property Type RR Depot Applicable Criteria NR/CR/Local

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The importance of the railroad in Los Altos is critical to its very existence. Had not the Interurban Electric Railway, a subsidiary of Southern Pacific, purchased the property for what is now downtown Los Altos, the later acquisition of land and subdivision of lots along the railroad tracks would probably have not occurred. The railroad was the first economic and business endeavor of this area, later businesses grew only because of the stop. Until the depot was built, a railroad car served as the ticket outlet and passenger stop. Southern Pacific architects completed the present structure in 1913 and it continued to function until the 1950s.

288 First Street, Character Defining Features: one-story form; low, horizontal emphasis; large front-facing and bracketed gable; trellised waiting area across the front façade; rectangular plan; side gabled roof clad in wood shingles; wood finials atop gable peaks; glazed wood entry doors; double hung wood sash with multi-pane upper sash over single pane lower sash; freight door opening to the left of the pedestrian entry area.

Evaluation: 288 First Street is a good representative example of a Southern Pacific Railroad station building, and retains a good degree of integrity of workmanship, feeling, design and materials. Therefore, it is listed on the Los Altos Historic Resources Inventory as a Historic Resource and is assigned the California Register Status Code 5S1: "Individual property that is listed or designated locally." The building is a City landmark (Council Resolution 84-86).

B11. Additional Resource Attributes: (List attributes and codes) _____

*B12. References:

Los Altos Historical Commission: Los Altos HRI (9.28.1997); McAlester, Virginia and Lee. A Field Guide to American Houses. New York: Alfred A. Knopf, 2002; DPR series forms by G. Laffey (1997); Sanborn Maps; Los Altos HRI (February 2011).

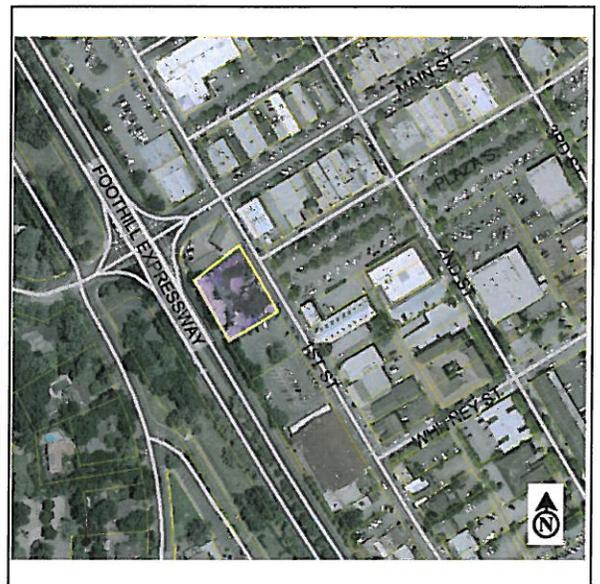
B13. Remarks:

Vicinity map provided by the City of Los Altos and amended by Circa: Historic Property Development.

*B14. Evaluator: Circa: Historic Property Development

*Date of Evaluation: July 2011

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 3

*Resource Name or # (Assigned by recorder) 288 First Street

*Recorded by: Circa: Historic Property Development

*Date July 2011

Continuation

Update

P5a. Photo (cont.)



Historic photo of subject property supplied by City of Los Altos.

ATTACHMENT C

From: Laura Bajuk
Sent: Tuesday, June 26, 2012 6:04 PM
To: Zach Dahl; Lisa Robinson
Subject: RE: Bakery Project at Train Station

Hi Zach,

I understand they want to use not the whole building, but one end of the building (to the right if you have your back to First) as a tea shop sort of thing... that should be under one of the arbor extensions that got filled in (see my rough sketch on the images attached).

In addition to images over time, we have a copy of the plans used when they converted the depot FROM a restaurant into a bank. KMA remodeled the Los Altos depot for San Diego Federal Savings & Loan:

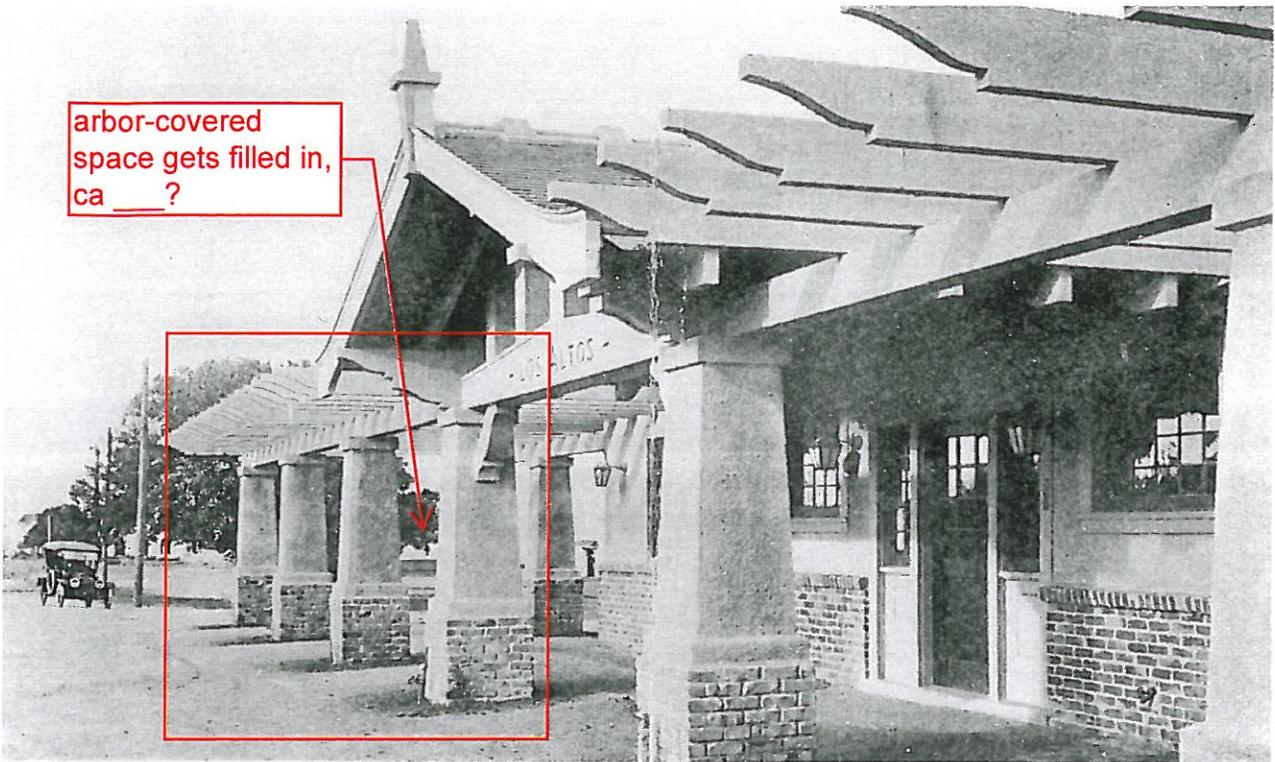
Lisa Robinson Report Sept 1, 2008 to Sept 24, 2008: Incoming Gifts - There were four incoming gifts this month including a vintage brush axe that was found at the Jesuit Retreat and a copy of the architectural and engineering drawing commissioned by San Diego Federal Savings and Loan Association for the renovation of the Los Altos Station; these plans were donated by KMA Architecture and Engineering.

They REPLICATED the "front entrance" that passengers alighting from the train saw, on what was the "exit" side – First Street... which "as the town turns" from a RR-oriented to car-oriented community, First Street is now the "pretty" or entrance side. Think about it - it would be crazy expensive to lift a building and turn it - ! (Not that we haven't had people *inside* the museum who said that happened...!) They also replicated the bow window, which also remains in the original. I think they did a pretty nice job in the copy.

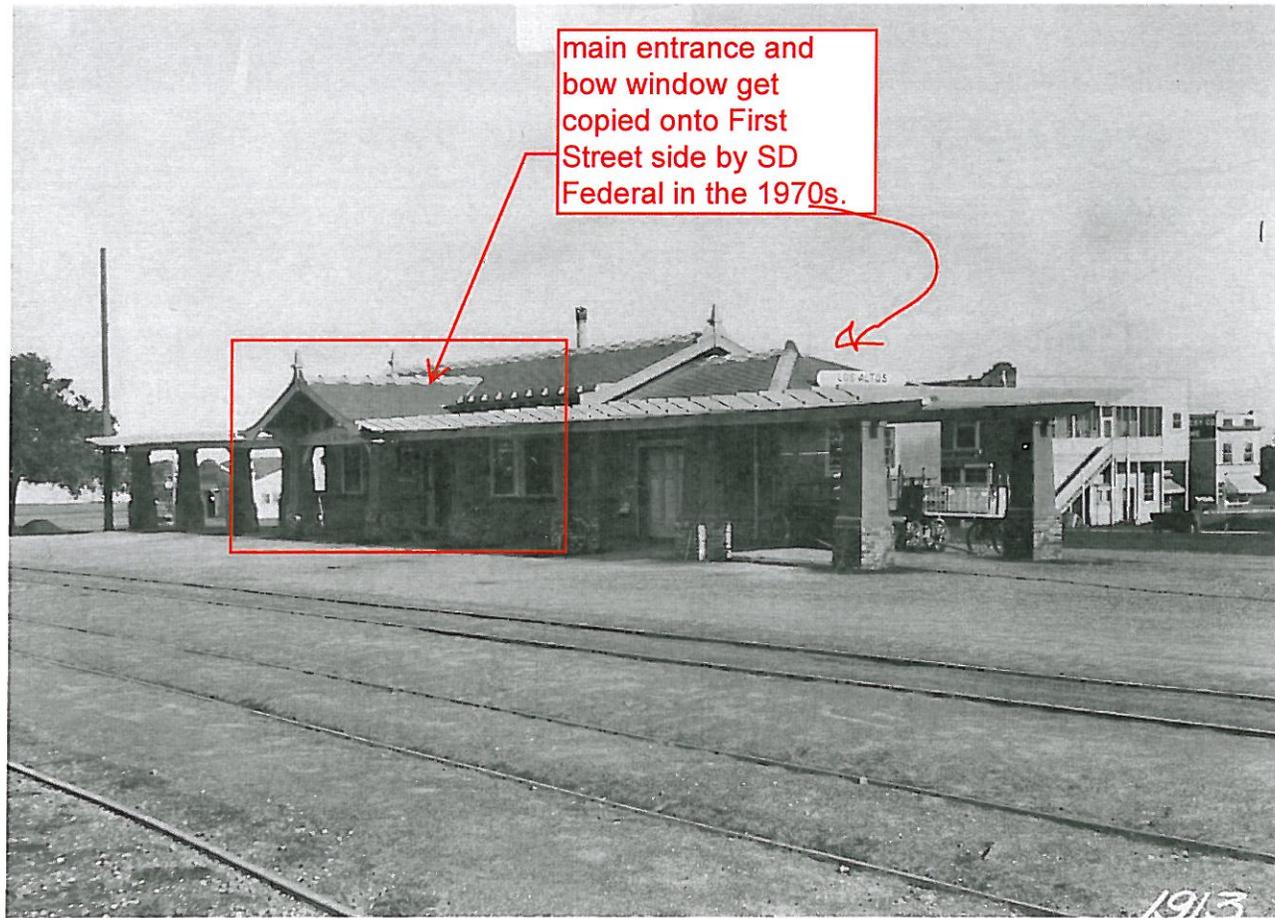
The arbor-covered wings on each side have indeed been filled in over time. Lisa can probably nail these transitions to a date. When you are in the building, it's easy to see what is original and what is a modern change – the scale is the lumber is a big clue.

- Laura

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|--------------|--|
| 2009.055.002 | A color photograph of the exterior of the San Diego Federal Savings Los Altos Station Building. The photograph includes the main entrance and train car. |
| 2009.055.003 | A color photograph of the interior of the San Diego Federal Savings Los Altos Station Building. The photograph includes the waiting area and bank teller area. |
| 2009.055.004 | A color photograph of the interior of the San Diego Federal Savings Los Altos Station Building. The photograph includes the waiting area and bank teller area. |
| 2009.055.005 | A color photograph of the exterior of the San Diego Federal Savings Los Altos Station Building. The photograph depicts a street view of the building. |



1900s



1913



1940s? see cars for clues

Secretary of the Interior Regulations - 36 CFR 67

Section 67.7 Standards for Rehabilitation

- (a) The following Standards for Rehabilitation are the criteria used to determine if a rehabilitation project qualifies as a certified rehabilitation. The intent of the Standards is to assist the long-term preservation of a property's significance through the preservation of historic materials and features. The Standards pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior of historic buildings. The Standards also encompass related landscape features and the building's site and environment, as well as attached, adjacent, or related new construction. To be certified, a rehabilitation project must be determined by the Secretary to be consistent with the historic character of the structure(s) and, where applicable, the district in which it is located.
- (b) The following Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility. (The application of these Standards to rehabilitation projects is to be the same as under the previous version so that a project previously acceptable would continue to be acceptable under these Standards.)
1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.
 2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.
 3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.
 4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.
 5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a historic property shall be preserved.
 6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.
 7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.
 8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.
 9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.
- (c) The quality of materials and craftsmanship used in a rehabilitation project must be commensurate with the quality of materials and craftsmanship of the historic building in question. Certain treatments, if improperly applied, or certain materials by their physical properties, may cause or accelerate physical deterioration of historic buildings. Inappropriate physical treatments include, but are not limited to: improper repointing techniques; improper exterior masonry cleaning methods; or improper introduction of insulation where damage to historic fabric would result. In almost all situations, use of these materials and treatments will result in denial of certification. Similarly, exterior additions that duplicate the form, material, and detailing of the structure to the extent that they compromise the historic character of the structure will result in denial of certification. For further information on appropriate and inappropriate rehabilitation treatments, owners are to consult the Guidelines for Rehabilitating Historic Buildings published by the NPS. "Preservation Briefs" and additional technical information to help property owners formulate plans for the rehabilitation, preservation, and continued use of historic properties consistent with the intent of the Secretary's Standards for Rehabilitation are available from the SHPOs and NPS regional offices. Owners are responsible for procuring this material as part of property planning for a certified rehabilitation.
- (d) In certain limited cases, it may be necessary to dismantle and rebuild portions of a certified historic structure to stabilize and repair weakened structural members and systems. In such cases, the Secretary will consider such extreme intervention as part of a certified rehabilitation if:
1. The necessity for dismantling is justified in supporting documentation;
 2. Significant architectural features and overall design are retained; and
 3. Adequate historic materials are retained to maintain the architectural and historic integrity of the overall structure. Section 48(g) of the Internal Revenue Code of 1986 exempts certified historic structures from meeting the physical test for retention of external walls and internal structural framework specified therein for other rehabilitated buildings. Nevertheless, owners are cautioned that the Standards for Rehabilitation require retention of distinguishing historic materials of external and internal walls as well as structural systems. In limited instances, rehabilitations involving removal of existing external walls, i.e., external walls that detract from the historic character of the structure such as in the case of a nonsignificant later addition or walls that have lost their structural integrity due to deterioration, may be certified as meeting the Standards for Rehabilitation.
- (e) Prior approval of a project by Federal, State, and local agencies and organizations does not ensure certification by the Secretary for Federal tax purposes. The Secretary's Standards for Rehabilitation take precedence over other regulations and codes in determining whether the rehabilitation project is consistent with the historic character of the property and, where applicable, the district in which it is located.
- (f) The qualities of a property and its environment which qualify it as a certified historic structure are determined taking into account all available information, including information derived from the physical and architectural attributes of the building; such determinations are not limited to information contained in National Register or related documentation.