

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

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*Resource Name or #: (Assigned by recorder) Ames/Landels Barn

P1. Other Identifier: None

*P2. Location: Not for Publication Unrestricted
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*a. County Santa Clara

*b. USGS 7.5' Quad Mountain View Date 1997 T. 6S.; R. 2W.; Mount Diablo B.M.

c. Address 210 Alta Vista Ave. City Los Altos Zip 94022

d. UTM: (Give more than one for large and/or linear resources) Zone 10S; 577562mE/ 4138002mN

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

Assessor's Parcel Number: 167-34-022; linked to 167-35-002 and 167-35-076.

West side of Adobe Creek west of Alta Vista Avenue, north of Mariposa Avenue.

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

The Ames/Landels Barn, although exhibiting considerable physical deterioration and including some window alterations, is an uncommon local example of a gambrel-roofed barn built in the first half of the twentieth century. The two-story structure features distinctive board-and-batten siding, a prow-shaped hay hood, skip-roof sheathing, and other intact historic elements. The barn is relatively small, indicating equestrian use similar to a stable, with no space for carriages or for other large animals.

The English Gambrel style was employed for wood frame barns in the West starting around the turn of the twentieth century. This barn was built when the rural-residential development of Los Altos was intensifying after the Peninsular Railway spur was constructed and the downtown established.
(Continued on page 2, DPR523L)

*P3b. Resource Attributes: (List attributes and codes) HP4. Ancillary building (barn)

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



P5b. Description of Photo: (View, date, accession #)

View facing west, July 2016.

*P6. Date Constructed/Age & Sources:
 Historic Prehistoric Both

Ca. 1930s, 76+ years old, Maps and written sources

*P7. Owner and Address:

Soleio and Kater Cuervo
210 Alta Vista Avenue
Los Altos, CA 94022

*P8. Recorded by: (Name, affiliation, and address)

Leslie Dill & Franklin Maggi
Archives & Architecture, LLC
PO Box 1332
San Jose CA 95109-1332

*P9. Date Recorded: 08/24/2016

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none".)

Archives & Architecture, LLC: Landmark Assessment, Historic Ames/Landels Barn, September 6, 2016.

*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure and Object Record Archaeological Record
 District Record Linear Feature Record Milling State Record Rock Art Record Artifact Record Photograph Record Other (List)

(Continued from page 1, DPR523a, P3a Description)

The Ames/Landels Barn is located on a triangular parcel between Adobe Creek and Foothill Expressway, accessible by a footbridge that spans Adobe Creek from the rear (west) of the currently associated residential parcel. The barn and residence are generally north of downtown Los Altos, and west of San Antonio Road. The immediate setting is naturalistic, featuring mature live oak trees and sparse local undergrowth, interspersed with open ground mulched with naturally occurring oak leaves. The expressway is separated from the property by a berm and sound wall along the southwest property line. The berm is more densely covered with local vegetation, approximating a chaparral hillside and concealing the roadway and wall. The residential subdivision to the north is also concealed by heavy shrubbery and trees. The creek banks on the two adjoining parcels are at a similar elevation, and the creek bed features local riparian plants as well as some erosion control features. The setting feels essentially unchanged since the aerial photos almost 70 years ago. There is one segment of wood corral fencing extending north from a corner of the barn. A gate is connected to the barn wall. The fencing consists of horizontal flat boards supported by closely placed vertical posts. The fencing adds to the setting, but is a separate feature from the barn itself.

The barn is a compact gambrel-roof structure, with unpainted wood siding and wood shingle roofing. Original openings remain, while windows were added to the building in the recent past after equestrian use ceased. The barn has a rectangular footprint, oriented generally north-south. The west half of the barn features a raised wood floor that rests on a concrete foundation, hinting at a 1920s structure or later. The east half of the barn floor is a concrete slab. The building is balloon-framed at the side walls, with the second story occupying the roof volume or attic space. The upper roof is topped by a ridge board and supported on built-up trusses with ties that span the upper portion of the gambrel. The lower roof rests on wall segments above the floor joists. The roof has shallow eaves with exposed rafter tails and skip sheathing. The outer eaves feature a fascia board, and the roof is covered with wood shingles.

The exterior walls are clad in vertical board-and-batten siding. A horizontal seam on each end of the building demonstrates the use of a consistent length board around the perimeter, topped by trimmed upper boards at the gambrel ends. There are no trim boards at the walls (e.g., no corner boards or upper wall frieze boards).

The north elevation of the building, facing a formerly fenced area of the parcel, is accented by the angular extension of the roof into a hay hood. Its outer point rests, not on a ridge beam, but on a paired-board angle brace that also supports the tackle. At the second story, centered below the hoist, is a paired hay door with strap hinges. The door is built up of flat boards without battens. Below the hay door, offset slightly to the west and raised because of the interior floor level, is a single door of similar board construction and strap hinges. There is a pair of symmetrical window openings at the second floor; one opening is open to the elements while the other includes a modern aluminum slider window. A single window, near the east corner, is boarded up at the first floor.

The west elevation, facing the railway originally and now the expressway, features three window openings at the first floor. Two of the openings feature hinged doors, cut from the board-and batten siding and supported on strap hinges, similar to the doors at the north end, but including the battens. These were likely openings for the horse stalls. The third window, near the northwest corner, is boarded up. This elevation is bowing outward at the upper wall.

The south elevation has a single opening at the center of the upper gambrel, above the seam in the wall boards. This opening is filled with a screen of turned, painted balusters. This design feature is clearly not original. There is physical evidence that there was a lean-to addition at the first floor of this wall; this addition has been removed.

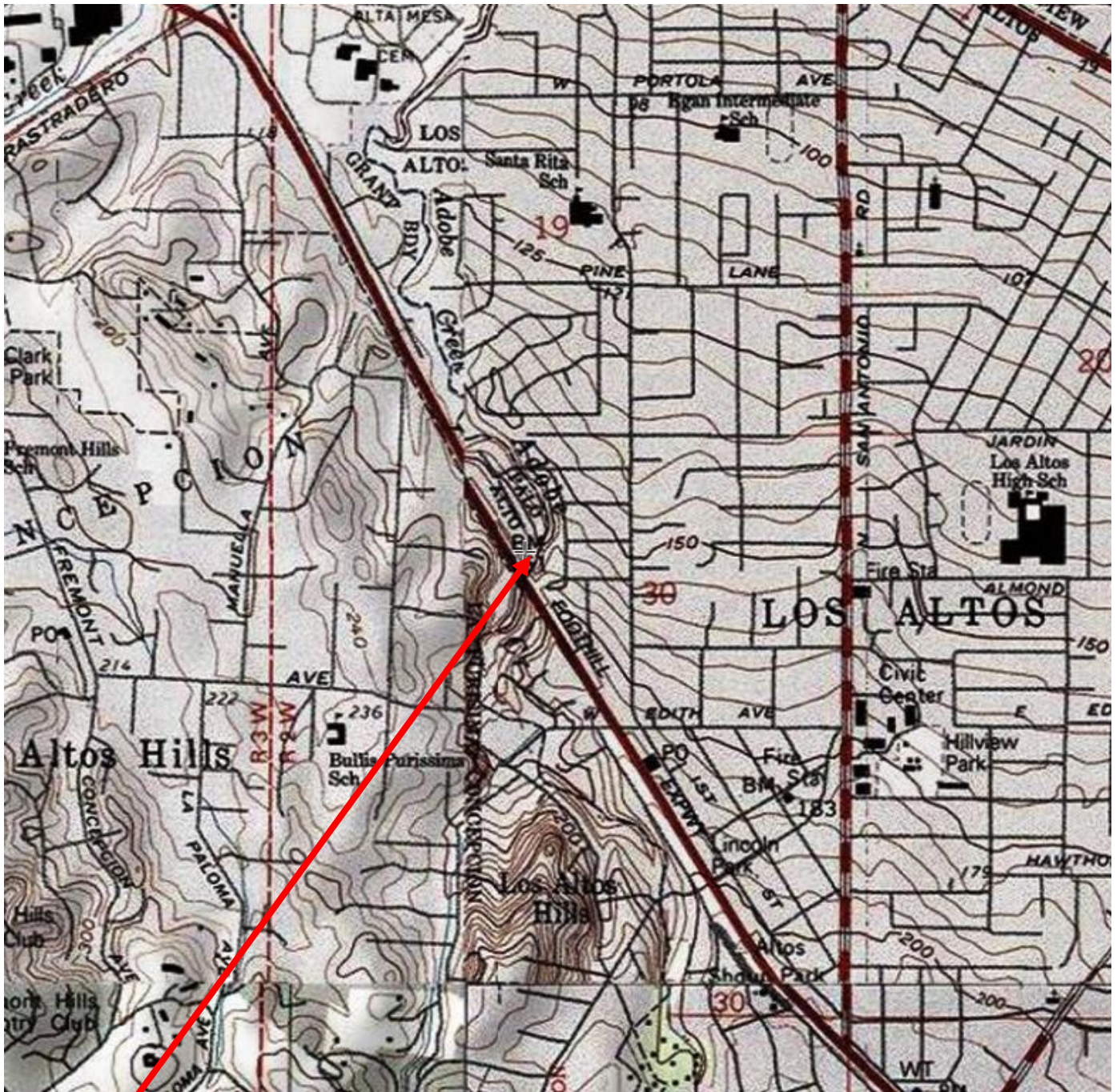
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The east elevation, facing the creek and the main house, has been altered by the installation of three very large, non-original square, fixed windows at the first floor. These windows appear to have been salvaged from other buildings, as they have differing muntin patterns and appear from their construction to be of older origin. The two more central windows feature 4x3 lites in a vertical orientation. The southern window features a 2x4-lite pattern in a horizontal orientation. Toward the center of the wall, immediately to the north of the grouping of large windows, is a plywood door set into what likely was a fourth, larger, window opening. The siding has been cut into dog ears between the window sash and around the door opening. A boarded-up window is located near the northeast corner at the first floor. Above this window, slightly offset, is a small accent window at the second story. This opening features a 2x1 fixed sash set just below the eaves. This elevation also is bowing outward at the upper wall.

The interiors include some original features, including open wood stairs, hay chutes, feeding-boxes, and watering troughs. The wood flooring appears original, although some has been covered. Most of the interior is exposed framing. Some of the interior was clad in drywall. The building frame is currently supported by temporary shoring.

Much of the barn is in generally fair to poor physical condition. Much of the roofing material has been lost, exposing the framing and interior finishes to the elements and pests over the years. The structure appears to have been imperfectly designed, as evidenced by the bowing walls. Meanwhile, the building is almost untouched by alteration other than the addition of windows on some elevations.



SITE

ACME MAPPER 2.1

State of California – The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
 BUILDING, STRUCTURE, AND OBJECT RECORD

Primary #
 HRI #

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*NRHP Status Code 3CS

*Resource Name or # (Assigned by recorder) Ames/Landels Barn

B1. Historic Name: None

B2. Common Name: None

B3. Original use: Barn/Stable

B4. Present Use: Single-family-residential accessory building

*B5. Architectural Style: English Gambrel Barn

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

According to local accounts, built in the 1930s; documentation confirms construction between 1908 and 1948. Window alteration dates unknown.

*B7. Moved? No Yes Unknown Date: N/a Original Location: N/a

*B8. Related Features:

None.

B9a Architect: Unknown

b. Builder: Unknown

*B10. Significance: Theme Architecture/Agriculture Area Los Altos

Period of Significance 1917-1966 Property Type Agricultural Applicable Criteria (1) and (3)

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

This small wooden barn sits on a landlocked triangle of land bounded by the meandering centerline of Adobe Creek to the southwest, walled off from Foothill Expressway to the southeast, and bordered by the back of a mid-century housing development along the north property line. The land has been associated historically with three larger adjacent properties over time. The structure was reportedly built in the 1930s, at a time when the property was surrounded by orchards and owned by the Ames family (later Landels family). W. R. Ames was a manufacturer of agricultural products in the South Bay Area, and moved to Los Altos with his family after the construction of the spur railway and trolley line, when the city was first being established.

The triangle of land containing the barn was originally the northeast corner of a larger, roughly rectangular, property (Lot 37) subdivided from the historic Taaffe Rancho after 1900. The smaller subject parcel was orphaned in 1906 by the construction of the Peninsular Railway, later replaced by Foothill Expressway.

(Continued on next page, DPR523L)

B11. Additional Resource Attributes: (List attributes and codes) None

*B12. References:

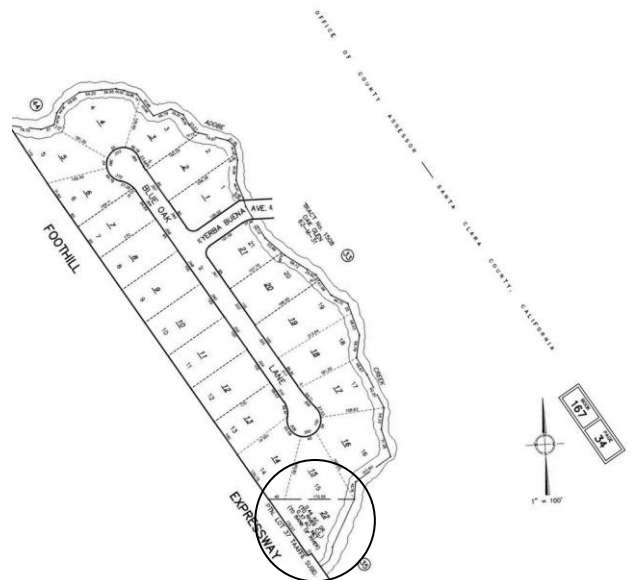
(See page 12, DPR523L Continuation Sheet)

B13. Remarks: Proposed remodeling

*B14. Evaluator: Leslie Dill

*Date of Evaluation: 08/24/2016

(This space reserved for official comments.)



(Continued from previous page, DPR523b, B10 Significance)

Due east of the barn, across the creek, is a former farmstead owned by the Ames/Landels family through much of twentieth century and associated in the nineteenth century with the larger estate of J. L. Riddle. After the Ames family acquired the small triangular property, they built the barn, in the early-to-mid-twentieth century. The family had at least two houses on their residential property (240 Alta Vista Ave.); neither remains, and a new residence has been built at that address. (APN 167-35-75)

To the southeast of the creek is a residential parcel (APN 167-35-002) also historically associated with J. L. Riddle in the nineteenth century and owned by the Powers and Love families in the twentieth century. This parcel encompasses an altered farmhouse that can be first documented on the property in 1899, but was not directly associated with the barn at that time. The barn parcel was conveyed to this property very recently, in 1999, along with approximately half of the former Ames/Landels property, so the barn is currently owned as a part of the expanded property addressed at 210 Alta Vista Avenue. (APN 167-35-76)

Barn Parcel:

The barn is on a triangular parcel labeled "Portion of Lot 37 Taaffe Subdivision." It was formed from the northeast corner of the Taaffe Rancho, a large landholding created in 1855 from an even larger Mexican land grant. The Taaffe Rancho was the southern portion of the Rancho La Purísima Concepción, sold to Martin Murphy by Juana Briones de Miranda. The northern boundary of the subject parcel is the easternmost segment of the long east-west boundary between the Taaffe Rancho lands and the lands retained by Juana Briones for her children, the Miranda family.

Rancho La Purísima Concepción covered a large, irregular, somewhat rounded footprint reaching northwest into the foothills from Adobe Creek (formerly also known as San Antonio Creek). These vast lands were given to José Gorgonio and his son José Ramon by the Mexican governor in the early nineteenth century. Gorgonio and Ramon were Ohlone Indians associated with the Santa Clara Mission. They sold the lands to Juana Briones de Miranda prior to American rule. After the 1848 Treaty of Guadalupe Hidalgo, the land was patented to Juana Briones de Miranda in the American courts. She owned land throughout the San Francisco Bay Area when she divided the rancho and sold the southern three-quarters to Martin Murphy in 1855. Murphy was one of the earliest American pioneers to cross the Sierra Nevada Mountains, with the Stephens-Townsend-Murphy Party. He was reportedly one of the largest landowners in early-American California. He is still known for his historical ties to the City of Sunnyvale, as well as having influence throughout the larger Santa Clara Valley. Murphy gave the former Briones lands to his daughter Elizabeth Yuba (Murphy) Taaffe—considered "the first American baby born in California"—and her husband, William Taaffe, as a wedding gift. The Taaffes lived in the area where Foothill College is now, and their property is considered the foundation of the City of Los Altos Hills.

The subject area appears as a rural and undeveloped part of the Rancho until 1906, when Lot 37, a large rectangular subdivision, shows up clearly on the Los Altos tract map. The barn parcel was cut off from the Taaffe lands when the Peninsular Railway was built, around 1907-1909. The subject area continued to appear as open space, even as the railroad was built and the City of Los Altos was starting to grow, into the middle of the twentieth century. In the post-World-War-II years, suburbia began to surround the parcel with new subdivisions and arrays of ranch-style homes. Adobe Creek continues to preserve a rural setting along the curving southeast border of the property, extending its riparian habitat to the north and south of the barn.

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East of the Creek:

The residential parcels across Adobe Creek from the barn share a nineteenth-century history. This area was not in a patented rancho; it lay between Rancho San Antonio to the south, Rancho de las Borregas to the northeast, and Rancho La Purísima Concepción/Taaffe Rancho immediately across the creek. The shared background property is a chunky "L" shaped parcel that spanned from approximately the locations of current Edith Avenue to Yerba Santa Avenue, and from Adobe Creek to San Antonio Road, with a northeastern square area belonging to others. The region was sometimes known as Fremont Township and sometimes included in the area considered New Mountain View.

The first American name associated with this larger property was James L. Riddle. He was one of the first gold-rush-era auctioneers in San Francisco, where he lived from 1849 until he retired. He "took up his residence in Fremont township in the year 1869, where he has a fine and comfortable residence near the foot-hills, on a good farm of one hundred and sixty acres." He was a widower by then, with one daughter. Riddle's house on the property is shown on the 1876 Thompson & West Map within a tight curve of the creek southwest of the subject property, approximately where Cypress Drive is now. The barn parcel remained outside the Riddle property and the barn does not have the construction methods or materials that might indicate construction during this early time frame. In 1888, the larger parcel is indicated as owned by the Estate of J. L. Riddle.

Late-nineteenth and early-twentieth-century development in the area is associated with the development of local transportation routes, including the Peninsular Railway. The Riddle land is owned briefly by A. Gordon around 1890, and, between 1894 and 1900, Grace Otis Ensign, a resident of Ohio and apparent society matron, is recorded as subdividing the property into smaller lots, including one lot that was still large enough to contain both of the associated parcels and some other surrounding lands. This lot was recorded as Lot 18 of the "Alta Mesa Ranch Subdivision." Lot 18 was in the center of the western border of the former Riddle property. On the east bank of Adobe Creek, it extended to Los Altos Avenue, and spanned from approximately Mariposa Avenue to Toyon Avenue. Grace Otis Ensign was the wife of John E. Ensign, an investor involved in railway enterprises in Ohio and Pennsylvania. The couple were apparently speculating on the potential for land development along the Peninsular Railway that was under consideration by then. On the east side of the creek around this time, rural roads were starting to be built along former property lines, including Edith Road, Mount Hamilton Avenue, Los Altos Avenue, and Mariposa Avenues. Mariposa Avenue at that time curved south and connected with Mount Hamilton near the creek, where a few buildings are shown at the location of the former Riddle estate and scattered northward. The current farmhouse at 210 Alta Vista Avenue is likely one of the buildings that are illustrated, as were the earlier houses at 240 Alta Vista Avenue, now gone.

In 1905, the *San Francisco Chronicle* reported that Grace Otis Ensign had sold 105 acres to H. H. Madsen, who is identified as a capitalist [land investor] in 1907, and who lived in San Jose in the early twentieth century. The *San Francisco Call* reported at that time:

"A number of prominent real estate men and capitalists have formed a corporation to build a city in the western part of the valley, which will be called Elevada. The site is 10 miles west of San Jose and about a mile west of the village of Cupertino. It is directly on the line of the Peninsular railway, which company is building an electric road from this city to San Francisco. At Elevada the electric line will cross the new steam road which is to be built down the valley. The location of Elevada is excellent, being in the slightly foothills overlooking the valley. The company will at once begin the work of building the streets, sewers and sidewalks for the new-city. Elevada will be almost exclusively a residence community, for the better class of homes and close restrictions will be put upon the property."

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Other accounts note that the area had also been planned to be a town named "Banks and Braes," but the Altos Land Company and the University Land Company were formed in 1907 and achieved success developing a new city called Los Altos. Paul Shoup, considered the primary founder of the City of Los Altos, was not on the list of nine investors associated with H. H. Madsen in 1905. The Peninsular Railway had first been conceived and incorporated by private investors, and acquired by Southern Pacific Railroad soon afterward.

The construction of the Peninsular Railway was in the planning stages by around 1904, and, in the area of the subject property, was completed in 1908 while the Interurban Trolley route was completed in 1910. The shared route of these two rail lines cut off the southwest corner of the Alta Mesa Ranch subdivision, including the former Riddle residence location, from the remainder of the subdivision. The construction also landlocked the northeast corner of the former Taafe Rancho between Adobe Creek and the new roadbed, creating the future setting of the small barn. The railway construction precipitated the sale of the Sarah Winchester Estate, between Adobe Creek and San Antonio Road south of Edith Avenue, to the railroad and to developers. Her land was subdivided and built into downtown Los Altos. By 1908, the city was on firm footing, with a railway station at its hub and many new residences under construction. The larger agricultural lands of the nineteenth century were being divided into smaller farms, and the trains provided freight services as well as passenger services through the western Santa Clara Valley. The barn site is illustrated as a small open hill next to the railroad in a Los Altos promotional map from the early 1900s. The roads and parcels of Los Altos were reconfigured over time, residential subdivisions were proposed and then altered, while rural roads came and went. At some point in the early century, Lot 18 was divided into two main properties with two owners, north and south.

By 1917, William Rolfe Ames and his wife, Harriet Maud (Whitham) Ames, and their three daughters had moved to Los Altos, and were associated with the northern portion of this historically rural property, currently addressed as 240 Alta Vista Avenue, as well as the former Taafe parcel between the creek and railway. Born in Yugoslavia to Canadian parents, W. R. Ames was already a successful piping manufacturer when the family moved to Los Altos from the Palo Alto area. Earlier in the century, he had been a miner living in San Francisco. In 1910, he and a partner incorporated the Ames Irvin Company, manufacturing mining equipment. As the company evolved, Irvin moved on, and the name of the business was changed in 1919 to the W.R. Ames Company. The W.R. Ames Company was also relocated to the South Bay Area, to Sunnyvale, just after the time that the Ames family moved to Los Altos. Although the company began as an "assayers, chemists and ore testing works," it became a major irrigation and piping company over time, well-publicized for its participation in the home front during World War II. A 1957 library reference journal refers to the company as the "oldest and largest producer of aluminum irrigation equipment in the world..." The company had more than one plant in the South Bay Area and others nationally. The company continued into the late twentieth century, diversifying over time. It was publicly traded starting in the 1960s, and dissolved in 1979.

The Ames family farm embodies the agricultural and residential themes portrayed in the City of Los Altos Context Statement, particularly as influenced by the transportation development in the early twentieth century:

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.

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*Resource Name or # (Assigned by recorder) Ames/Landels Barn

*Recorded by Leslie Dill & Franklin Maggi

*Date 08/24/2016

Continuation Update

(Continued from previous page)

The time that the Ames family first lived on Alta Vista Avenue is referred to as the "Age of Subdivision and Mass Transit":

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.

W. R. Ames lived in Los Altos until he died in 1936 at 67 years of age. Harriet M. Ames lived 27 years after her husband's death; she remained active in the company, according to a family account, and is described as putting her sons-in-law in charge of the business after her husband's death. In 1940, the widow is recorded as living with her youngest daughter in Monterey; however, from 1938 when the trust was settled, she continued to own the property at 240 Alta Vista Ave., along with the barn property. Harriet Ames passed away in Palo Alto in 1963.

Before 1960, the Los Altos property passed to William and Harriet's oldest daughter and her husband, Edward Durley Landels. Helen Jordan (Ames) Landels was born in Palo Alto in 1903, before her parents had moved to Los Altos. Edward Durley Landels was born in 1899 in England. He attended Stanford University, participated in the First World War, then completed Stanford law school in the early 1920's. In 1930, Edward D. and Helen J. Landels were living in Alameda, while Edward Landels started a law firm in Oakland with a Stanford colleague. By 1938, after the death of Helen's father, the firm and the family had moved to San Francisco. Over the years Landels was a bank lobbyist and member of the California Assembly, and, although they came to own the Los Altos property, the family did not live full-time at the farm. Edward D. Landels has been recognized for his generosity in California coastal preservation and plant research; a state preserve in Big Sur is named for him (Landels-Hill Big Creek Preserve) and a portion of the University of California Santa Cruz Arboretum is named for him (Edward D. Landels New Zealand Garden).

At about the same time that the Ames family lived to the north, the southern property was owned by the Robert Powers family. Powers was a physician, and he and his family settled and lived in Palo Alto during the early-to-mid 1900s, and do not appear to have ever lived in the nineteenth-century farmhouse. Their property extended to the south into a triangular footprint along the railway right of way, along the current Lockhart Lane. The Love family moved to Los Altos around 1935, likely moving to 210 Alta Vista between 1938 and 1943. Love was an engineer who was a superintendent at a public utilities company in 1935.

A 1947 map shows a rural area with the beginnings of developed roads along former property lines. To the east of the subject property, a "C"-shaped loop includes Mariposa, Los Altos, and Chamisal Avenues. The 1948 aerial views indicate rows of sheds within these roads, likely fruit drying sheds, surrounded primarily by orchards and adjacent to an extensive rural homestead. There were at least two houses on the Ames/Landels property, facing Alta Vista, but the barn first appears definitively on a 1948 aerial view. The subject area and farmhouse setting shows a more natural landscape with scattered large oaks. The orchards are planted in a variety of regular patterns surrounding the Ames/Landels property. The barn was, therefore, built between the construction of the railroad in the 1910's and the end of World War II, associating the barn with the Ames/Landels family. A recently written history of Los Altos indicates that the barn was built in the 1930s, further ascribing the structure to the family. Barn design history also confirms that gambrel-roofed barns were the most common form of structure from about 1900 into the 1930s.

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*Recorded by Leslie Dill & Franklin Maggi *Date 08/24/2016 Continuation Update

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During the ownership of the barn property by the Landels family, the suburban City of Los Altos grew around it. By 1954, residential subdivisions had been completed on the former orchard lands to the north (Blue Oak Lane) and on the former fruit sheds to the east of Los Altos Avenue. Mariposa Avenue had been altered into a cul-de-sac, and new subdivisions were being established on the southern property, as well as to the south of the subject properties, on lands formerly owned by the Loves. In 1962, Foothill Expressway was built on the former railroad right-of-way, but the barn setting remained relatively untouched.

In 1999 approximately half of the former Ames/Landels property, along with the barn parcel, was sold to the southern neighbor, the former Love property, changing the address of the barn from 240 Alta Vista Ave. to 210 Alta Vista Ave.

Barn context:

Although there are other historical barns in the Los Altos (and nearby Los Altos Hills) area, this form and size of barn are not otherwise documented in the region. Earlier, nineteenth-century, barns in the South Bay Area would commonly have been three-part gabled-center barns with shed lean-to's. The one notable local gambrel-roof barn is at Westwind in Los Altos Hills. This is a much larger building than the subject barn. It is still used as an equestrian facility by the public, and was also built in the first half of the twentieth century (c. 1940). Urban stables and carriage houses of the turn of the century would often have taken the design form of the residence. In the 1920s and beyond, cars and their detached garages became the transportation context at residential developments. Barns were being replaced by more utilitarian structures. This small barn is a strong representation of the context identified as "gentlemen farmers" in the Los Altos area. The owner was a businessman who built agricultural irrigation equipment, providing additional associations for the structure. An Oregon historical context expressed it this way: "Out of the design jumble of the early 20th century, the balloon frame, gambrel-roofed barn emerged as the standard in barn construction." The Ames/Landels Barn is a representation of this design. Only one barn is currently separately listed on the Los Altos Historic Resources Inventory, the Costello Barn on Deep Well Lane, a nineteenth-century structure. 10 Yerba Buena Ave. includes a barn and water tank.

Integrity:

The property maintains most of its historic integrity per the National Register's **seven** aspects of integrity. The barn maintains its original **location** within the former farmstead of the Ames/Landels family. It remains centered in a small triangle of land originally formed between the peninsular railway and Adobe Creek, and now between Foothill Expressway and the creek. It sits in a greatly preserved immediate rural **setting**, surrounded by a grove of mature oak trees and bounded by the natural riparian habitat along Adobe Creek. Although some of the barn's exterior has been altered by the addition of windows; the building has obvious visual integrity with its vernacular English Gambrel Barn **design**. Its original unpainted siding, gambrel roof form, and underlying structure are intact and represent the era's **workmanship** and use of **materials**. Its original character-defining materials have been preserved, including its roof form, hay hood and angle brace, skip roof sheathing, board-and-batten siding, board doors with strap hinges, window openings, stepped first floor, and second story within the roof. The small barn continues to embody **feelings** of a rural twentieth-century family farm and continue to illustrate the property's **associations** with the Ames/Landels family and patterns of early Los Altos development.

The City of Los Altos uses five criteria for its determination of historical integrity: design, setting, materials, workmanship, and feeling. These are a subset of the National Register criteria presented above.

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*Recorded by Leslie Dill & Franklin Maggi *Date 08/24/2016 Continuation Update

(Continued from previous page)

EVALUATION:

City of Los Altos Historic Preservation Ordinance:

Because the farmhouse at 210 Alta Vista Ave. in the City of Los Altos is not historically associated directly with the subject barn and its parcel and it has been evaluated elsewhere, this evaluation is focused solely on the barn and its immediate setting on the parcel identified as APN 167-34-022, between Adobe Creek and Foothill Expressway.

As a part of this investigation and evaluation, the barn and its parcel were evaluated according to the City of Los Altos Historic Preservation Ordinance, and the property meets the criteria for designation as an Historic Resource according the Municipal Code Section 12.44.040:

- A. Age: The barn was built after the turn of the twentieth century and prior to 1948, making it at least 68 years old, and likely older than 75, meeting the 50-year age criteria;
- B. Integrity: As noted above, the barn is substantially unchanged, retaining its historical integrity although exhibiting physical deterioration from its age and deferred maintenance over time. The majority of the character-defining features remain, and the barn and its immediate setting reflect the original design, setting, materials, workmanship, and feeling from the early twentieth century;
- C. Significance: The barn was built within the context of the early-twentieth-century land development that closely followed the construction of the Peninsular Railway. It represents associations with the residential farmsteads of early Los Altos. The property, therefore, has significance associated with a pattern of local history or "events," per 12.44.040.C.1. It also has significance based on its "architecture/design" per 12.44.040.C.3, for embodying a twentieth-century gambrel barn design uncommon in the region. Although the barn was built by a family associated with American agricultural and manufacturing development in the early twentieth centuries, the associations are not strong enough to provide significance based on "person/people," 12.44.040.C.2. Archeological significance is not evaluated (12.44.040.C.4.)

California Register:

The barn and its immediate setting appears eligible for the California Register under Criteria (1) and (3), as they embody the distinctive characteristics of an early-twentieth-Century English Gambrel Barn, and are associated with significant historic patterns of growth of the City of Los Altos, identified in the Context Statement of the City of Los Altos. City of Los Altos Historic Resources Inventory, Section II, Contexts 2, Agriculture 1850 to 1940, as well as the historical influence of transportation on the growth of the city.

California Code of Regulations Section 4852(c) addresses the issue of "integrity" which is necessary for eligibility for the California Register. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." The barn and its setting "...retain enough of their historic character of appearance to be recognizable as historical resources and to convey the reasons for their significance."

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*Recorded by Leslie Dill & Franklin Maggi *Date 08/24/2016 Continuation Update

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SITE

1876 Map, showing the Miranda and Murphy lands, as well as the J.L. Riddle property east of the creek.



SITE

1906 Map, showing Lot 37 of the Taffe Rancho Subdivision and Lot 18 of the Alta Mesa Ranch Subdivision, prior to the construction of the railroad spur.

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Ames-Irvin Company Irrigation Equipment Advertisement
The Pacific Rural Press and California Farmer, Volume 90, 1915.



East Side of Barn concealed in its setting, viewed facing west across Adobe Creek.



North Elevation, viewed facing southeast.



Hay Hood Detail - North Elevation, viewed facing west.



West Elevation, viewed facing south.



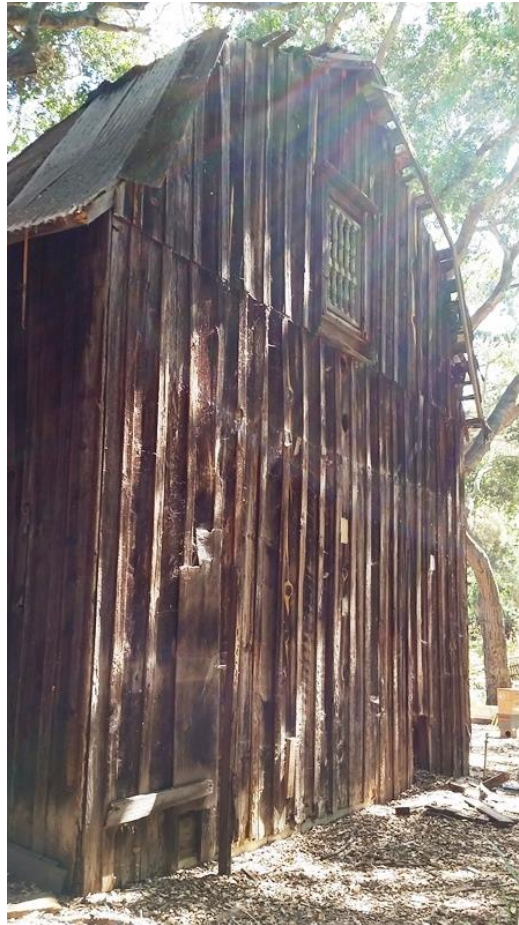
Detail of Eaves - West Elevation, viewed facing east.

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South elevation, viewed facing northeast.



Detail of Gambrel End - South Elevation, viewed facing north.



East Elevation, viewed facing south.



Detail of Northeast Wall, viewed facing west.



Detail of East Windows, viewed facing west.



First Floor Interior, viewed facing south.



Second Floor Interior, viewed facing north.



First Floor Raised Floor Framing, viewed facing northwest.

INTRODUCTION

The Ames/Landels Barn and its setting were documented and evaluated by Archives & Architecture, LLC, in DPR523 forms dated 08/24/2016 with an associated Landmark Assessment report dated September 6, 2016. The property was found significant according to City of Los Altos and State of California criteria as noted in the previous documentation forms. At that time, the barn exhibited considerable physical and structural deterioration. It has recently undergone rehabilitation.

During the City of Los Altos planning review process, prior to start of construction, the rehabilitation project plans were reviewed by Leslie Dill, qualified Historic Architect, for compatibility with the *Secretary of the Interior's Standards for the Treatment of Historic Properties - Rehabilitation Standards* (Standards) in a report dated October 2, 2017. A "Rehabilitation Plan" was also prepared for the City of Los Altos by the architect, Greg Evard, AIA; it outlined specific, planned preservation repairs and techniques. The Rehabilitation Plan was also reviewed for compatibility with the Standards by Ms. Dill. The design proposals were found consistent with the Standards by the City of Los Altos. Subsequently, the rehabilitation was executed as presented in the design submittals.

These continuation sheets (523L forms) are intended to provide an update to the previous evaluation, to provide new photographs and written descriptive documentation of the property after the design repairs and changes were implemented. The property continues to embody the significant historic and architectural themes as documented in the previous historical evaluation and the building continues to maintain its historic integrity to convey that significance

UPDATED DESCRIPTION

The Ames/Landels Barn is a relatively rare local example of a gambrel-roofed barn built in the first half of the twentieth century. The two-story structure features distinctive board-and-batten siding, a prow-shaped hay hood, skip-roof sheathing, and other intact historic elements. The barn is relatively small, indicating equestrian use similar to a stable, with no space for carriages or for other large animals. It has been rehabilitated for residential accessory uses.

The Ames/Landels Barn setting has been preserved. The site continues to be a triangular parcel between Adobe Creek and Foothill Expressway, accessible by a footbridge that spans Adobe Creek from the rear (west) of the currently associated residential parcel. Having been protected during construction, the immediate setting has been preserved with its character-defining naturalistic appearance, featuring mature live oak trees and sparse local undergrowth, interspersed with open ground mulched with naturally occurring oak leaves. The setting feels essentially unchanged since the aerial photos almost 70 years ago. Identified in the 2016 documentation, a segment of wood corral gate and fencing have been restored.

The barn's compact gambrel-roof form, unpainted wood siding and wood shingle roofing have been preserved or replaced in-kind. The barn has a rectangular footprint, oriented generally north-south. The original split-level interior floor has been leveled. The building continues to have the exterior appearance of a balloon-framed structure; however, the structure now includes concealed steel elements and a loft at the hay door, rather than a full second story occupying the roof volume or attic space. The characteristic interior built-up roof trusses have been repaired or restored in-kind. The roof's shallow eaves with exposed rafter tails and skip sheathing have been preserved or restored in-kind. The outer eaves feature a fascia board, and the roof is covered with new wood shingles. The exterior walls continue to be clad in vertical, unpainted redwood board-and-batten siding. A horizontal seam on each end of the building demonstrates the use of a consistent length board around the perimeter, topped by trimmed upper boards at the gambrel ends. There are no trim boards at the walls (e.g., no corner boards or upper wall frieze boards). These character-defining features are in keeping with the original design, materials, artisanship, of the historic building.

(Continued on next page)

(Updated Description continued from previous page)

The north elevation of the building, facing a formerly fenced area of the parcel, has restored board-and-batten siding. The façade is accented by the restored angular extension of the roof into a hay hood. Its outer point rests on a repaired angle brace that also supports the hoist. At the second story, centered below the hoist, is the original paired hay door with strap hinges. The door is built up of flat boards without battens. Below the hay door, offset slightly to the west and raised because of the interior floor level, is the preserved door of similar board construction and strap hinges. There were a pair of seemingly original symmetrical window openings at the second floor. Before the rehabilitation project, these did not include original sash; new 3 x 4 multi-lite wood, casement windows have been installed. A single window at the first floor, near the east corner, was boarded up and now has been outfitted with a 3 x 4 multi-lite wood, casement that matches the upper windows.

The west elevation, facing the railway originally and now facing Foothill Expressway, features three slightly altered door openings at the first floor. Apparently these openings were originally Dutch doors for horse stalls and previously altered to be used as windows. The new Dutch doors have been placed, slightly raised to a new floor level, at the original opening locations. They replicate the pattern of the original board-and-batten doors and include strap hinges that further restore the historic design. This wall was bowing in 2016; and the new structural system and the replacement board-and-batten siding have returned the wall to plumb.

The south elevation has been restored in kind. It continues to have only a single opening at the center of the upper gambrel, above the seam in the wall boards. Although altered to provide weather protection, the opening continues to feature a screen of turned, painted balusters. This design feature is clearly not original. There is physical evidence that there was a lean-to addition at the first floor of this wall; this addition has been removed and the replacement siding no longer illustrates this alteration.

The east elevation, facing the creek, has been altered by the removal of three very large, non-original square, fixed windows at the first floor and the installation of a set of industrial steel French doors. They feature a pair of operable center doors and a pair of flanking fixed windows. The design includes cut corners, influenced by the previous non-original installation. North of the new glazed opening, one previously boarded-up window opening and one small accent window have been replaced by a single 3 x 4 multi-lite wood, casement window. The structural bowing has been repaired structurally and the new board-and-batten siding is plumb.

UPDATED INTEGRITY ANALYSIS AND CHARACTER-DEFINING FEATURES

After rehabilitation, the property continues to maintain its historic integrity per the National Register's **seven** aspects of integrity. The barn maintains its original **location** within the former farmstead of the Ames/Landels family. It remains centered in a small triangle of land originally formed between the peninsular railway and Adobe Creek, and now between Foothill Expressway and the creek. It sits in a preserved immediate **setting**, surrounded by a grove of mature oak trees and bounded by the natural riparian habitat along Adobe Creek. Although some of the barn's exterior has been altered by the installation of new windows in original openings and by the installation of differentiated French doors at a previously altered wall, the building has obvious visual integrity with its vernacular English Gambrel Barn **design**. The preservation or replacement-in-kind of its character-defining features, as well as the preservation of the visual aspects of its historic structure, represent the era's **workmanship** and use of **materials**. It's original character-defining materials have been preserved or replaced in-kind, including its roof form, hay hood and angle brace, skip roof sheathing, board-and-batten siding, board doors with strap hinges, window sizes and locations, and second story loft within the roof. The small barn continues to embody **feelings** of a rural twentieth-century family farm and continue to illustrate the property's **associations** with the Ames/Landels family and patterns of early Los Altos development.

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(Updated Integrity Statement and Character-Defining-Features continued from previous page)

The City of Los Altos uses five criteria for its determination of historical integrity: design, setting, materials, workmanship, and feeling. These are a subset of the National Register criteria presented above.

EVALUATION

The evaluation is unchanged from the 2016 DPR523 Form. The modifications and additions to the site were designed and constructed in a sensitive way that retained the historic character of the building on the site and preserved the riparian setting. The property did not lose integrity during the rehabilitation process.

The barn and its triangular parcel, identified as APN 167-34-022, continues to meet the criteria of the City of Los Altos and State of California as a significant historic resource.

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UPDATED PHOTOGRAPHS



View facing southwest. Courtesy of Cuervo Family. May 2019.

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Detail of North Elevation Hay Hood and Doors. Image by Leslie Dill. April 2019.



Detail of Northwest Corner. Image by Leslie Dill. April 2019.

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View facing southeast. Image courtesy of Cuervo Family. May 2019.



Detail of Rehabilitated Stall Doors. Facing north. Image by Leslie Dill. April 2019.

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View of South elevation, facing northwest. Image by Leslie Dill. April 2019.



View of barn, facing northwest. Courtesy of Cuervo Family. May 2019.