Appendix O

Supporting Cultural Resources Information

Valley Link

HISTORICAL RESOURCES INVENTORY AND EVALUATION REPORT

TRI-VALLEY, ALTAMONT, AND TRACY TO LATHROP SEGMENTS

Alameda and San Joaquin Counties, California

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Prepared for:

Tri-Valley-San Joaquin Valley Regional Rail Authority

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SUMMARY OF FINDINGS

On behalf of the Tri-Valley – San Joaquin Valley Regional Rail Authority (the Authority), AECOM prepared this inventory and evaluation report to identify built environment historical resources that could be potentially affected by the proposed Valley Link project. The Authority is a governing board made up of representatives from fifteen cities, counties, and agencies established by California State Assembly Bill 758 in October 2017 for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express (ACE) commuter rail service. To enhance and achieve the specified transit connectivity between the Central Valley, Tri-Valley, and San Francisco Bay Area, the Authority is proposing to construct and operate the new Valley Link passenger rail service between the existing Dublin/Pleasanton BART Station and the approved ACE North Lathrop Station (Project).

For the purposes of this report, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or a local register of historical resources and therefore considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). This analysis has been completed in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

The CEQA study area for the built environment analysis is the geographic area in which investigations were conducted to identify historical resources and potential impacts from the Project. The built environment study area for direct impacts includes the Project footprint within the rail and road right-of-ways (ROWs) and includes county assessor's parcels intersected by the Project footprint where property acquisitions, construction, demolition, or physical changes may occur as part of the Valley Link improvements. The built environment study area for indirect impacts generally extends one parcel past the Project footprint to include nearby properties if any of the following criteria are met:

1. The improvements are outside the existing railroad and interstate ROWs.
2. Railroad service does not currently exist in the footprint and new track is being added.
3. Railroad materials, features, and activities have not been part of a property's historic setting.
4. The introduction of visual or audible elements may affect a property's eligibility as a historical resource.

The CEQA study area was initially developed based on the project plans to date and information from the project design team as of March 2019, aerial imagery, reconnaissance and intensive field surveys. The CEQA study area was later refined with changes to the project in July 2020.

Historic-period properties were defined as 45 years old or older (constructed prior to 1974) and properties less than 45 years old with exceptional significance. To complete the identification of historic-period properties in the study area, built environment surveys of the Valley Link improvements were conducted by individuals who meet the professional qualifications under the

Secretary of the Interior's Standards for Architectural History and History. The Valley Link footprint includes portions of the ACE system investigated by AECOM for built environment cultural resources studies for the ACE*forward* Environmental Impact Report on behalf of the San Joaquin Regional Rail Commission (SJRRC) in 2017 (SJRRC 2017).

AECOM identified 33 historic-period properties in the CEQA study area that were reported on 31 DPR 523 forms.

- 18 properties were previously identified
  - 15 were identified by California Historical Resources Information System (CHRIS) records searches, six of which were recorded as part of ACE*forward*
  - 3 through supplemental research, one of which was recorded for the first time as part of ACE*forward*
- 16 were newly identified as part of Valley Link

Table 1 summarizes the methods used to document and evaluate those properties.

Table 1. Methods Used to Document Historic-Period Study Population in CEQA Study Area

Documentation Type	Newly Recorded	Previously Recorded	Total
New DPR 523 Forms	16[a]	0	16
DPR 523L Updates	0	8	8
Adequate Existing DPR 523 Documentation	0	7	7
Subtotal Newly Recorded Historic-Period Properties	16		
Subtotal Previously Recorded Historic-Period Properties		15	
Total DPR 523 Forms Provided For This Study			31[b]

NOTES: [a]A new DPR 523 form was completed for the previously identified, former settlement of Altamont because it has not been formally recorded.

[b]The total number of historic-period properties in the CEQA Study area equals 33, but 3 resources (2 identified by CHRIS record searches and one identified by supplemental research) were recorded together on one DPR 523L Update form (Map ID# 04, 04a, and 04b), which reduced the number of DPR 523 forms from 32 to 31.

DPR = Department of Parks and Recreation

Of the 33 historic-period study population in the CEQA study area:

- 11 are listed or eligible for the NRHP, CRHR, and/or local registers and are considered historical resources for the purposes of CEQA.
- 22 historic-period properties are ineligible for the NRHP, CRHR, and/or local registers or have been demolished.

Table 2 summarizes the historic-period study population in the CEQA study area.

Table 2. Historic-Period Study Population in the CEQA Study Area

Historic-Period Property	Eligible/Local Register	Ineligible	Demolished	Total
Newly Recorded	0	16	0	16
Previously Identified	11	6	1	18
Subtotal Eligible Historic-Period Properties	11			
Subtotal Ineligible Historic-Period Properties		21		
Subtotal Demolished Historic-Period Properties			1	
Total Historic-Period Properties in CEQA Study Area				33

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1. PROJECT DESCRIPTION

1.1 Introduction

The Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) is a governing board made up of representatives from fifteen cities, counties, and agencies established by the adoption of California Assembly Bill 758 in October 2017 for the purposes of planning, developing, and delivering cost-effective and responsive transit connectivity between the Bay Area Rapid Transit District's (BART) rapid transit system and the Altamont Corridor Express (ACE) commuter rail service in the Tri-Valley (Dublin, Pleasanton, and Livermore valleys). To enhance and achieve the specified transit connectivity between the Central Valley, Tri-Valley, and San Francisco Bay Area (Bay Area), the Authority is proposing to construct and operate the new Valley Link passenger rail service between the existing Dublin/Pleasanton BART Station to the approved ACE North Lathrop Station (Project). The project improvements by segments are shown in Figure 1 in Appendix A.

AECOM prepared this inventory and evaluation report on behalf of the Authority to identify historical resources that could be potentially affected by the Project. For the purposes of this report, a "historical resource" is a resource listed in, or determined to be eligible for listing in, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or a local register of historical resources, and therefore considered a historical resource for the purposes of the California Environmental Quality Act (CEQA). The study has also been completed in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. At a later date, this study may be modified for compliance with the applicable sections of the National Environmental Policy Act , Section 106 of the National Historic Preservation Act , and the implementing regulations of the Advisory Council of Historic Preservation, as they pertain to federally funded undertakings and their potential impacts on historic properties.

For analytical purposes, the project is separated into three geographic areas: Tri-Valley (Dublin, Pleasanton, and Livermore), Altamont, and Tracy to Lathrop (see Figure 1). The Tri-Valley segment extends from the western Project limits at the Dublin/Pleasanton BART Station to where the Alameda County-owned former Southern Pacific Railroad (SPRR) right-of-way (ROW) passes under the Union Pacific Railroad (UPRR) bridge east of Greenville Road in Livermore. The Altamont segment extends from the eastern end of the Tri-Valley segment to a point approximately 0.5 mile east of the Delta-Mendota Canal west of Tracy. The Tracy to Lathrop segment extends from the eastern edge of the Altamont segment to the eastern Project limits at the proposed ACE North Lathrop Station.

1.2 Proposed Project

Proposed Project improvements include the establishment of passenger rail service along a new 42-mile long, 7-station passenger rail project that will connect the existing Dublin/Pleasanton BART Station in Alameda County to the approved ACE North Lathrop Station in San Joaquin County. Valley Link would use existing transportation corridors: the existing I-580 freeway median (11.5 miles) in the Tri-Valley; Alameda County-owned former Southern Pacific Railroad

corridor through the Altamont Pass (12.5 miles); and the existing Union Pacific Railroad (UPRR) corridor (17.5 miles) in Northern San Joaquin County. See Figure 1 in Appendix A for location of project improvements. The Proposed Project includes the following stations:

- Dublin/Pleasanton (BART Intermodal)
- Isabel (Livermore)
- Greenville (Livermore)
- Mountain House (San Joaquin County)
- Downtown Tracy Station (Tracy)
- River Islands Station (Lathrop)
- North Lathrop Station (ACE Intermodal)

The Proposed Project also includes an Operations and Maintenance Facility (OMF) to be located in the City of Tracy and an Interim OMF approximately 2,250 feet east of Dyer Road.

Project Variants

Alignment variants are under consideration to allow for flexibility in operations of the Valley Link service as well as in the final operating agreement between the Valley Link operator and UPRR. These include two alignment variants for the portion of the alignment through the Altamont segment that would operate along the UPRR Owens-Illinois Industrial Lead in San Joaquin County, and two alignment variants in the Tracy to Lathrop segment that would operate on the Owens-Illinois Industrial Lead and the Tracy Subdivision

- Altamont Segment Alignment Variants:
  - Owens-Illinois Industrial Lead Variant 1, Single Track
  - Owens-Illinois Industrial Lead Variant 2, Double Track
- Tracy to Lathrop Segment Alignment Variants:
  - Tracy to Lathrop Alignment Variant 1, Single Track
  - Tracy to Lathrop Alignment Variant 2, Double Track

Project Alternatives

- Station Alternatives:
  - Southfront Road Station Alternative (Livermore) – Alternative to Greenville Station. This alternative includes a Southfront Road IOS (with Interim OMF)
  - West Tracy Station Alternative – Alternative to Mountain House Station. This alternative includes a West Tracy IOS (with West Tracy OMF)
  - Downtown Tracy Station Parking Alternative 1 (three-level parking structure at the site of the existing surface parking lot)

  - Downtown Tracy Station Parking Alternative 2 (three-level parking structure at the southwest corner of the North Central Avenue/West 6th Street intersection)[1]

- OMF Alternative:
  - West Tracy OMF

1.3 California Environmental Quality Act Study Area

The CEQA study area for the built environment analysis is the geographic area in which investigations were conducted to identify historical resources and potential impacts from the Valley Link project. The built environment study area for direct impacts includes county assessor parcels intersected by the Project footprint outside of existing road and railroad ROWs where construction, demolition, or physical changes may occur as part of the Project improvements. The CEQA study area for indirect impacts extends generally one parcel past the existing ROW and footprint to include nearby properties, if any of the following criteria are met.

1. The improvements are outside the existing ROWs.
2. Railroad service does not currently exist in the footprint and new track is being added.
3. Railroad materials, features, and activities have not been part of a property's historic setting.
4. The introduction of visual or audible elements may affect a property's eligibility as a historical resource.

The CEQA study area was developed based on the Project plans to date and information from the Project design team as of March 2019; aerial imagery; and windshield, reconnaissance, and pedestrian surveys by cultural resources staff.

In some areas, the CEQA study area extends more than one parcel past the footprint to consider the full extent of potential visual impacts on the setting and feeling of a historical resource. For example, in areas where the new track would be elevated or where a station is being constructed, the CEQA study area may extend two to three parcels past the footprint due to the changes in the viewshed that may be caused by the improvements.

Generally, the full parcel boundaries have been included for properties within the CEQA study area. However, if the developed portions of a property or major landscape features on a large rural parcel were set back more than 150 feet from the project footprint or had no visual relationship with the improvements, then the entirety of the parcel was not included in the CEQA study area. Factors that could limit views of the improvements included building orientation and setback; dense vegetation; tall fencing or walls; or a varied topography.

The CEQA study area for Valley Link improvements are depicted in Figure 2 in Appendix A.

[1] Selection of either of the Downtown Tracy Station Parking alternatives is dependent on completion of station area plans and funding; these alternatives are not part of baseline project funding.

2. BACKGROUND RESEARCH AND RESULTS

Background research was conducted to identify known, previously recorded, or previously evaluated historic-period built environment properties in the CEQA study area. Historic-period properties were defined as properties 45 years old or older (constructed prior to 1974) and properties less than 45 years old with exceptional significance. The Valley Link footprint includes portions of the ACE system investigated by AECOM for built environment cultural resources studies for the ACE*forward* Environmental Impact Report (EIR) (SJRRC 2017) on behalf of the San Joaquin Regional Rail Commission (SJRRC) in 2017.

Records of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) and Central Coast Information Center (CCIC) were reviewed, as well as previously completed surveys and reports, historic maps, and historic property databases/historical resource inventories. Additional searches included a review of listed resources on the California Office of Historic Preservation (OHP) website (such as the listings of the California Historical Landmarks, Points of Historical Interest, and CRHR listings), California Department of Transportation (Caltrans) Historic Bridge Inventory, local agency register listings, State Historical Resource Commission minutes, and NRHP listings on file with the National Park Service. The following sections describe the results of the CHRIS records searches, supplemental research, and archival and background research. The table in Appendix C summarizes the results of the background research for historic-period properties in the CEQA study area.

2.1 California Historical Resources Information System Records Search Results

The review of the CHRIS records at the NWIC and CCIC identified 15 historic-period built environment properties within the CEQA study area. Of the 15 historic-period properties, nine were previously evaluated as historical resources, four were previously evaluated as ineligible for listing in a register, one was unevaluated, one was identified as needing re-evaluation, and one has been demolished since it was originally recorded.

2.2 Supplemental Research Results

Supplemental research, which included a review of the OHP website, local register listings, the Caltrans Historic Bridge Inventory, and NRHP listings, identified one additional previously identified historic-period properties in the CEQA study area. One property was included in the Caltrans Historic Bridge Inventory, which designated it as a "Category 4: Historical Significance not determined." This property is listed in a local register, but was not formally evaluated.

Prior Studies

Valley Link is one of many projects necessary to achieve transit connectivity between the BART rapid transit system and the SJRRC ACE commuter rail service. Segments of the BART and ACE system within the current Valley Link Project footprint have been the subject of prior studies completed by transportation agencies for other projects. The prior studies included efforts to identify and evaluate historic-period properties, and data from those studies was used to identify previously recorded historic-period properties in the Valley Link CEQA study area. The studies are

listed below. The title of the prior study is listed first followed by the associated Valley Link improvement segment in parentheses that correlates to the prior study.

- *BART to Livermore Extension Project EIR* (BART 2018) (Tri-Valley segment)
- ACE*forward EIR* (SJRRC 2017) (Tri-Valley, Altamont, and Tracy to Lathrop segments)
- ACE *Extension Lathrop to Ceres/Merced Draft EIR Ceres* (SJRRC 2018) (Tracy to Lathrop segment)

One previously recorded historic-period property in the Valley Link CEQA study area was recorded as part of the 2017 ACE*forward* EIR and recommended eligible for listing in the NRHP and CRHR.

2.3 Archival and Historic Background Research

Archival and historic background information available at the following sources also was reviewed.

- Current aerial imagery available through internet search engines and geographic information system software
- United States Geographical Survey (USGS) maps
- Online Archive of California
- Various county and city departments, including county assessors' offices, and planning, building, public works, and historical resources departments
- Sanborn Fire Insurance Maps (where available)
- The California Digital Newspaper Collection, University of California, Riverside
- City directories
- Historical aerial imagery from the University of California, Santa Barbara collection

3. HISTORICAL OVERVIEW AND CONTEXTS

The Tri-Valley and Altamont segments of the Valley Link CEQA study area cross Alameda County and the Altamont and Tracy to Lathrop segments traverse San Joaquin County. Provided below are brief historic summaries of Alameda and San Joaquin counties, which include general information from initial Spanish contact in the late eighteenth century through the post-World War II era, and are organized thematically. Each section includes focused discussions of important historic events and themes that helped shape the counties and communities within the regions. A brief discussion of common historic architectural property types found within the CEQA study area, and how they relate to overarching historic events and themes, is also included.

3.1 Historic Overview

The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542-1821), the Mexican or Rancho Period (1821-1848), and the American Period (1848-present). After Mexican independence in 1821, Spain transferred its lands to the newly-established country of Mexico. The Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. More than 800 rancho grants were bestowed during the Mexican Period throughout California. Four ranchos are located in the CEQA study area in eastern Alameda County including San Ramon (granted 1834, patented 1865); Santa Rita (granted 1839, patented 1865); Valle de San Jose (granted 1839, patented 1865); and Las Positas (granted 1839, patented 1865). In San Joaquin County, only one of the numerous ranchos granted between 1841 and 1846 intersects the CEQA study area. That rancho was Rancho Pescadero-Grimes (granted 1843, patented 1858), between the Tracy and Lathrop, with the west bank of the San Joaquin River serving as the eastern boundary (SJRRC 2017; Cowan 1956). There are no extant built environment features from the Spanish or Mission Period or the Mexican or Rancho Period within the CEQA study area, (SJRRC 2017; Alameda County 2005; Cowan 1956).

The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in California during the late nineteenth and early twentieth centuries were characterized by agricultural ventures, ranching, mining, and settlement.

Railroads

There are two historic-period railroad routes within the Valley Link CEQA study area: (1) the Central Pacific Railroad (CPRR) (later the SPRR Transcontinental Railroad) constructed in 1869 through the Altamont Pass and (2) the Western Pacific Railroad (WPRR) (later Union Pacific Railroad [UPRR]) route constructed in 1908-09 (*Map ID# 04*). The CPRR/SPRR alignment within the CEQA study area is abandoned in Alameda County (*Map ID# 05*), but retains an active rail line in San Joaquin County (*Map ID# 25*). **Plate 1** illustrates the rail alignments in Alameda County. Today, the UPRR, SPRR, and ACE utilize the 1908 track in Alameda and San Joaquin counties, and the 1869 route through the Altamont Pass would be reactivated for Valley Link service.

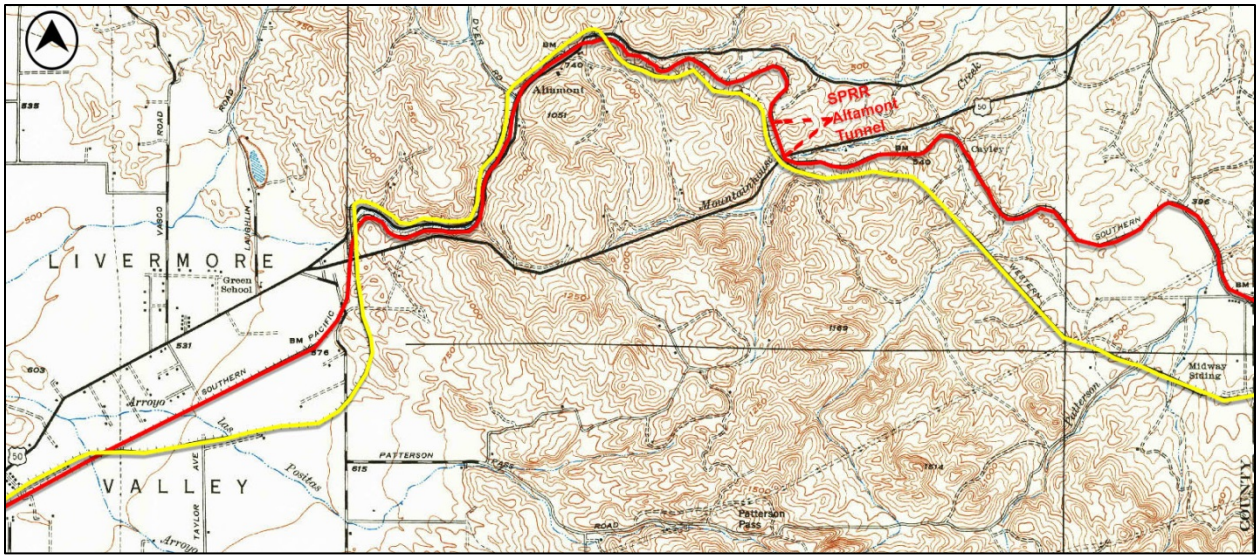

Plate 1: 1942 base map of 1869 CPRR/SPRR alignment (red) and 1908 WPRR/UPRR alignment (yellow) in Alameda County. The 1938 alignment of the Old Lincoln Highway (in black) parallels the railroads through the Altamont Pass. Notes added by AECOM (Source: USGS, *Altamont, CA* 1942)

The Gold Rush in 1848 concentrated development and new settlement in the San Francisco Bay Area and inland via waterways to the trading centers of Stockton and Sacramento. Although major cities in Northern California like San Francisco, Sacramento, and San Jose were soon connected via railway by the 1850s and early 1860s, California and the western U.S. as a whole remained detached from railways in the east. In 1869, the CPRR met the UPRR at Promontory, Utah, thereby creating the first Transcontinental Railroad. The Transcontinental Railroad and several other smaller regional railroads built during the mid-nineteenth and early twentieth centuries contributed to the growth and development of Alameda and San Joaquin counties. Several towns emerged in Alameda County as a direct result of the railroad. Pleasanton and Livermore grew from provincial rural areas to thriving townships after the railroads were completed, and the small community of Altamont in the pass was established by the CPRR in 1869 (*Map ID# 06)* (Gudde 1998).

In 1862, the Pacific Railroad Act granted the CPRR the rights to construct a railroad from Sacramento to San Francisco. Later that year, the CPRR assigned its rights to build the line to a group of San Francisco capitalists (Western Pacific Railroad Company) who were constructing a line connecting San Francisco with San Jose. The 120-mile-long San Jose-Sacramento line ran south from Sacramento through Stockton, over the Altamont Pass, across Livermore Valley to Pleasanton, through Niles Canyon and then south to San Jose, where it met the San Francisco and San Jose Railroad. The San Jose-Sacramento line through the Altamont Pass was completed in 1869, thereby completing the Sacramento-San Francisco line and the transcontinental railroad. Engineered structures built through the pass included a tunnel (which passes under the current alignment of Interstate 580 [I-580]) constructed in 1869 with wood timbers. Over the decades the timbers began to fail and were replaced with concrete, beginning at the east end. By 1909 the tunnel was entirely replaced by concrete and stamped “S.P. Co. A.D 1909” (*San Francisco Call*

1909). Other historic-period structures along the route include cut-sandstone masonry culverts, concrete and wood culverts, signaling equipment, and wood telegraph poles.

The SPRR deeded its ROW through the Altamont Pass to the San Joaquin County border to Alameda County when SPRR and UPRR agreed to joint use of the UPRR (former WPRR) tracks through the pass. The track, rails, and ballast were removed in 1984 (*Tracy Press* 2017).

The UPRR/WPRR constructed in 1908-09 through the Altamont Pass is still active with freight and passenger rail (ACE). Two rail bridges that carry traffic over the Altamont Pass, including the Altamont Pass Road Underpass (UP), Caltrans Bridge No. 33C0013 (*Map ID# 04a)* and Altamont Pass Road UP, Caltrans Bridge No. 33C0109 (*Map ID# 04b),* were later replaced in 1919 and 1915, respectively, and are locally designated historical resources.

Settlement of San Joaquin County increased with the completion of the transcontinental railroad in 1869 because the railroad provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. Construction of the SPRR's San Joaquin Valley main line, originally known as the San Joaquin Valley Railroad, began in 1869 and branched off the transcontinental line at the newly established town of Lathrop in San Joaquin County. By 1871, Lathrop had become a major railroad stop.

Tracy was platted in 1878 at the intersection of the CPRR portion of the transcontinental railroad that connected Sacramento to Niles via the Altamont Pass, and SPRR line that connected Oakland to the CPRR line east of Livermore (Tracy Historical Museum 2019; Hillman and Covello 1985 Tracy was founded after the completion of the CPRR line, which offered the fastest and least expensive route to Los Angeles at the time (*Map ID# 22*). Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California and by 1894 the area became home to the railroad's headquarters, roundhouse, and machine shop (Tracy Historical Museum n.d.). The Tracy Historic District was recorded by the City of Tracy in 1978 (*Map ID# 13*). The district is located on the original city street grid and contains a high concentration of the oldest buildings in Tracy. The district includes the city's oldest commercial buildings, most of which were constructed before 1920, and Tracy's largest collection of historic residential buildings, about 75 of which date from 1900 or earlier (Matthews 1978; Windmiller and Napoli 2002).

Tracy was an agricultural and commercial center for the surrounding farms and ranches, and the city continued to thrive until the mid-twentieth century when diesel engines replaced steam locomotives and transportation of goods shifted from trains to trucks. The SPRR built a new switching yard just east of the original yard in 1962 to handle increased rail traffic. Once the new yard was completed some of the railroad-related buildings were relocated to other parts of town, but most were demolished and the tracks removed, leaving large vacant lots in the center of town around the rail line (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May). The City of Tracy Transit Center was built and opened in 2010 within the original switching yard area as a multimodal station for regional bus service with future plans for rail service through central Tracy. The transit center operates as a hub for local, commuter, and long-distance bus services provided by TRACER, San Joaquin Regional Transit District, and

Greyhound Lines and has a park and ride surface parking lot to the south and another surface parking lot to the east. The current shared ACE and Amtrak Tracy rail station is located at the south end of Tracy near I-580 (City of Tracy 2009).

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. In San Joaquin County, Tracy farmers used dry farming methods to produce grain crops until the West Side Irrigation District was established in the area in 1914. After the district was established, local agriculture expanded and Tracy prospered as an agricultural area, growing alfalfa, asparagus, lima beans, sugar beets, and tomatoes.

The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West. State-wide water conveyance projects in the 1950s through 1970s enabled further agricultural growth in the San Joaquin Valley. The Delta-Mendota Canal (*Map ID# 09*) was constructed in 1952 as part of the Delta Division of the Central Valley Project (CVP), which is a large-scale, 500-mile-long federal reclamation project that includes 35 California counties. The CVP consists of a series of dams, canals, reservoirs, tunnels, and power plants that move domestic, industrial, recreation, navigation, and wetland waters from the Cascade Range in the north to the semi-arid Tehachapi Mountains in the southern part of the state. In 2006, the Delta-Mendota Canal was found to be a contributor to the CVP system which is eligible for listing in the NRHP for its association with the development of irrigation and agriculture in California (Criterion A). The California Aqueduct (*Map ID# 07*), a 444-mile-long canal that runs from the Sacramento-San Joaquin Delta in the north to Riverside County in the south, was constructed between 1960 and 1974 by the California Department of Water Resources as part of the State Water Project. In 2012, the aqueduct was found eligible for the NRHP as the largest and most significant water conveyance system developed as part of the State Water Project and under Criterion C for its complex design necessary to redistribute water through the state of California on such a massive scale. In 2012, the California Aqueduct was less than 45 years old, but was evaluated under Criterion Consideration G for its exceptional importance as a planned comprehensive water redistribution system that helped shape the development of much of California following the mid-twentieth century. The State Historic Preservation Officer (SHPO) concurred with all three findings (SHPO 2012 Jul 3). Both the Delta-Mendota Canal and California Aqueduct are traversed by the Valley Link CEQA study area.

Highways, Roads, and Bridges

Historically, an east-west county road traversed the Livermore Valley, running roughly parallel to the alignment of modern I-580. This road connected Livermore with Dublin to the west, the Altamont Pass, and ultimately to Stockton in San Joaquin County to the east. By 1913, this road was designated as part of the Lincoln Highway, the country's first transcontinental automobile

highway connecting San Francisco with New York. By the 1920s, the road was a paved, two-lane highway referred to as the Lincoln Highway and or U.S. Highway 50. In 1938, the road through Altamont Pass, from Greenville Road to Grant Line Road near Tracy, was upgraded to a four-lane divided highway (at the location of the existing I-580), bypassing the narrow and winding road through the canyon (BART 2008: 645). Portions of the old Lincoln Highway alignment dating from 1938 still exist in the CEQA study area as the Altamont Pass Road and the Greenville Overhead (OH) bridge alignment (see **Plate 1**) (California Highways 2016). The former segments of the old Lincoln Highway within the Valley Link CEQA study area were evaluated for the *BART to Livermore Extension Project EIR* and were found to do not qualify as a historical resource due to numerous widening efforts and realignments over the past 50 years that have eliminated the integrity of the older highway (BART 2018).

During the early to mid-twentieth century, road improvements and increased automobile ownership spurred residential development along road corridors and in rural areas. Agricultural lands in Alameda County began to diminish and were steadily replaced with suburban housing as the regional population increased and new roadway transportation networks were developed. In the post-World War II period California's highway system exploded in size with the establishment of new transportation corridors, improved bridge design, and the replacement or upgrade of hundreds of old bridges. The east-west I-580 route within the Valley Link CEQA study area was constructed during the 1960s between San Rafael in the Bay Area to Interstate 5 (I-5) near Tracy in San Joaquin County. In 1969, the earlier 1938-1950 highway became today's eastbound I-580, while westbound I-580 was constructed along a new alignment immediately north of and parallel to this earlier highway. New overpasses and interchanges were constructed from the mid-1960s to early-1970s for I-580 (SJRRC 2017).

More than 7,000 highway bridges were built in California between 1965 to 1974, including a series of bridges, overcrossings, under crossings, UPs, and OH structures within the I-580 corridor in the Valley Link CEQA study area. As with the previous Statewide Historic Bridge Inventories, Caltrans, as the agency responsible for bridge inspection of both state and locally owned bridges, conducted a screening process in 2014 to identify historic-period bridges as potentially eligible for inclusion in the NRHP or CRHR. None of the 29 state-owned historic-period bridges within the CEQA Study Area were found ineligible for listing in the NRHP and are not historical resources (Caltrans 2015; Caltrans 2018, see Table 3).

Table 3. Ineligible Historic-Period State-Owned Roadway Bridges in the CEQA Study Area

Bridge Name / Caltrans Bridge Number	County	Project Segment	Historic Bridge Inventory Code*	Year Built	Year Altered
Dougherty Drain / (330473)	Alameda	Tri-Valley	5	1970	N/A
Tassajara Creek / (330015Y)	Alameda	Tri-Valley	5	1965	N/A
Tassajara Creek / (330015R)	Alameda	Tri-Valley	5	1965	2015
Tassajara Creek / (330015L)	Alameda	Tri-Valley	5	1965	2015
Rancho Drain / (330014)	Alameda	Tri-Valley	5	1970	N/A
El Charro Road OC / (330431)	Alameda	Tri-Valley	5	1972	2010

Bridge Name / Caltrans Bridge Number	County	Project Segment	Historic Bridge Inventory Code*	Year Built	Year Altered
Cottonwood Creek / (330013)	Alameda	Tri-Valley	5	1972	N/A
Airway Blvd SB OC / (330408L)	Alameda	Tri-Valley	5	1972	N/A
Collier Creek Canyon / (330501)	Alameda	Tri-Valley	5	1972	N/A
Arroyo Las Positas / (330012)	Alameda	Tri-Valley	5	1972	2011
Arroyo Las Positas / (330203)	Alameda	Tri-Valley	5	1972	2016
N. Livermore Ave UC / (330153)	Alameda	Tri-Valley	5	1972	2016
Arroyo Las Positas / (330085)	Alameda	Tri-Valley	5	1972	2015
Las Colinas Road OC / (330390)	Alameda	Tri-Valley	5	1972	N/A
Arroyo Seco / (330066)	Alameda	Tri-Valley	5	1954	2015
First Street OC / (330389)	Alameda	Tri-Valley	5	1965	N/A
Vasco Road OC / (330400)	Alameda	Tri-Valley	5	1970	N/A
Arroyo Las Positas / (330673)	Alameda	Tri-Valley	5	1969	N/A
Greenville Road UC / (330026L)	Alameda	Tri-Valley	5	1969	N/A
Greenville Road UC / (330026R)	Alameda	Tri-Valley	5	1969	N/A
Greenville OH / (330121L)	Alameda	Tri-Valley	5	1969	N/A
Greenville OH / (330121R)	Alameda	Tri-Valley	5	1938	1970
Redmond OH / (330124L)	Alameda	Tri-Valley	5	1938	1970
Route 5/120 SEP / (290251L)	San Joaquin	Tracy to Lathrop	5	1971	N/A
Route 5/120 OH / (290251R)	San Joaquin	Tracy to Lathrop	5	1971	2008
East Midway OH / (290082L)	San Joaquin	Tracy to Lathrop	5	1967	N/A
East Midway OH / (290082R)	San Joaquin	Tracy to Lathrop	5	1967	N/A
East Banta OH / (290179R)	San Joaquin	Tracy to Lathrop	5	1970	2010
East Banta OH / (290179L)	San Joaquin	Tracy to Lathrop	5	1970	2010

Notes: *5 = Bridges determined ineligible for listing in the NRHP.
N/A = not applicable; OC = overcrossing, OH = overhead structure, SEP = separation, UC = undercrossing
Source: California Department of Transportation 2018. Compiled by AECOM.

Several early twentieth century state highways were important to the development and growth of San Joaquin County and its interconnection to the Bay Area. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for a bypass in San Joaquin County connecting I-5, which was the most direct north-south route in the state, to I-580 in Alameda County along the northern border of Tracy with the new Interstate 205 (I-205) bypass route (California

Highways 2016). Construction of the new I-205 freeway bypass was completed and opened to traffic in 1970 creating an east-west connector route between the Bay Area and the San Joaquin Valley that bypassed Tracy. The construction of improved transportation routes including I-580, I-205, and I-5 in the 1960s and 1970s were contributing factors to the growth and development of the Livermore and San Joaquin valleys during the twentieth century. In the twentieth-first century, further development in the form of master-planned communities such as the Vineyards in the Dublin area, Mountain House north of I-580 in Alameda County, and the Tracy Hills and River Islands developments in San Joaquin County, have increased the regional population and thus increased both highway and rail congestion in these corridors connecting residential developments to large area employers (California Highways 2016).

World War II-Era Industry and Postwar Development

Wartime industries brought thousands of people to California during the 1940s and the immediate post-war industrialization had a significant effect on Alameda County. Nuclear research facilities became a prominent part of Livermore's landscape following the war. In 1952, the Livermore Radiation Laboratory was established at the Livermore Air Station. The laboratory was later known as the Lawrence Livermore National Lab. Located south of I-580 between Vasco and Greenville roads, the laboratory and other technology and research industries remain a large employer in the Tri-Valley region.

Military activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations: Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The 724-acre Sharpe Army Depot (*Map ID# 26*), located in the Valley Link CEQA study area, was responsible for the management, storage, inventory, and issue of general supplies from this facility to military sites in western states, Alaska, Hawaii, and the Pacific, and stored overflow supplies for the Port of Stockton. After World War II, the Army transferred a portion of the facility to the Transportation Corps, and in 1946, the entire facility was transferred to the Quartermaster General and subsequently to the U.S. Army Corps of Engineers. In the immediate post-war era, the function of the depot shifted to the repair of construction equipment that returned from overseas combat (Green and McAroy 1984).

Major facilities at the Sharpe depot were constructed during World War II and as activities at the depot increased during the Korean War and Vietnam Conflict, additional buildings and structures were added. During the Cold War, the Western Distribution Center was constructed within the depot in 1988. A historic properties survey of the Sharpe Army Depot was completed in 1983 and documented in a Historic American Engineering Record (HAER) in 1984. In 1984, the depot included 182 buildings, 74 of which were constructed during World War II. A field inventory of all properties on the installation was completed at that time, and HAER Inventory Cards were completed for 41 properties. The depot was recorded as P-39-00612, but was not evaluated for NRHP eligibility as a historic district. None of the individual properties were found to be NRHP eligible. In 1996, an update to the 1983 study was completed and included an evaluation of Cold War-era properties and a historic preservation plan. Addendum surveys were completed in 2005

and 2006 (Wills 2010; Green and McAroy 1984; Eidness 1996; Cheever and Berryman 2006; Macedo 2012).

New agricultural, industrial, and real estate industries emerged in San Joaquin County after the war and resulted in residential and population growth. During the late 1950s, the Tracy Army Depot continued to thrive as it became part of the Department of Defense Manager Supply System, and several major agricultural industries established processing plants in Tracy, including Heinz and Holly Sugar (California Military Department 2016b). The Owens-Illinois Glass Company purchased a 150-acre property four miles southwest of Tracy in 1960 (*Map ID# 11*). The plant was completed in 1962 and was the second Owens-Illinois Glass Company glass container manufacturing plant in Northern California, with the first located in Oakland. The Owens-Illinois Glass Company had other similar plants throughout the United States including Los Angeles and Seattle on the west coast. The Tracy site was selected by company president Carl R. Megowen, because of the belief in the future growth of the San Joaquin Valley (*Oakland Tribune* 1960).

The Federal Aviation Agency (FAA) constructed a million dollar transmitter on the parcel west of the Owens-Illinois Glass Company Tracy Plant in 1961 (*Map ID# 10*). The transmitter served the San Francisco FAA station and replaced an existing FAA facility in Belmont that controlled long-distance overseas commercial and military flights (*Oakland Tribune* 1961).

BART System

To help alleviate post-World War II highway congestion in the San Francisco Bay Area metropolitan areas, the state legislature formed the San Francisco Bay Area Rapid Transit District in 1957, comprising the five counties of Alameda, Contra Costa, Marin, San Francisco and San Mateo. After years of planning and voting measures, construction for the system began in 1964. The Transbay tube structure was completed in 1969, and by 1970, the system extended to Fremont, Concord, Daly City and Richmond. From 1971 to 1972, there was a gradual phase-out of major construction work, and the transition from a construction-oriented organization to an operating railroad began. The next major construction programs were in 1991 including the Dublin/Pleasanton line extension, which was opened in May 1997. The extension program increased the BART system by 46 percent with the addition of 33 miles and 10 new stations. The Dublin/Pleasanton BART station, which was constructed to serve the rapidly growing Tri-Valley area, serves as an intermodal transit hub for people travelling from eastern Alameda County to San Joaquin County. While a project-level EIR for the extension of the BART system to Livermore was conducted, the BART board of directors voted in 2018 not to extended the BART line from the existing West Dublin/Pleasanton Station in the I-580 median to a new Livermore station (Isabel) (BART 2018; BART 2019; *San Francisco Chronicle* 2018).

Altamont Corridor Express (ACE)

San Joaquin County voters approved a half-cent tax in 1990 for transportation projects, but identified initiating passenger rail service through the Altamont Pass as a priority. Seven years later, the ACE Joint Powers Authority (JPA) was created by the SJRRC, the Alameda Congestion Management Agency (ACCMA), and the Santa Clara Valley Transportation Authority (VTA). The ACE JPA immediately secured operation on UPRR tracks, allocated service management to SJRRC,

and signed a train operation contract with a private company. On October 19, 1998, the ACE train initiated daily weekday service with two round trips between Stockton and San Jose. The 82-mile-long route travels through three counties and includes 10 stations. A third round trip was added in 2001 and a fourth in 2006. A new stop was also added at the downtown Santa Clara Caltrain station to allow commuters and travelers more rail route connectivity and transfers to Caltrain and Amtrak at the San Jose Diridon station. Since 2011, ridership has more than doubled with 2018 numbers reporting 5,900 weekday ridership or 1.5 million passengers a year (Trains.com 2006; APTA 2018; ACE 2017).

3.2 Historic Property Types

The segments of the Valley Link CEQA study area within Alameda County contain a variety of historic-period built environment resources that reflect the region's history of transportation, agriculture, and industrial and residential development. In Alameda County, the majority of historic property types are related to railroads including portions of the CPRR/SPRR and the WPRR/UPRR in the Altamont Pass, which include engineering structures like extant railroad bridges, culverts, and a tunnel, as well as signals and the former settlement of Altamont. Other resources include those relating to agriculture, rural residential properties, light industrial properties, and roadway bridges developed in the post-World War II period.

The Tracy to Lathrop segment of the Valley Link CEQA study area within San Joaquin County also includes railroads and related infrastructure. The most common historic property types in San Joaquin County are single-family residences dating from the early twentieth century through post-World War II period, rural residential properties, and irrigation features including canals, levees, and aqueducts. The resource types present in the Tracy to Lathrop segment highlight the importance of the railroad and water irrigation, which resulted in agricultural, commercial, and residential development and population growth.

4. IDENTIFICATION AND EVALUATION EFFORTS

4.1 Identification and Evaluation Methods

Prior to the field survey, investigators identified and researched the age of the properties in the Valley Link CEQA study area using various sources, including construction plans, GoogleEarth, county assessor's records, historic imagery and aerial photographs, and historic maps. Information from past identification and evaluation efforts for historic-period properties in the CEQA study area was also used in the field.

To complete the identification of historic-period properties in the CEQA study area, built environment field surveys of the improvements and alternatives/variants were completed by individuals who meet the Secretary of the Interior's Professional Qualification Standards for Architectural History and History. Survey was conducted in February 2019. The majority of the survey was completed from public vantage points. Survey of the 1869 CPRR/SPRR alignment was coordinated with the County of Alameda Public Works Department. Available desktop information (e.g., aerial imagery, county assessor's records, and permit information) was used to complete the survey of water conveyance resources that were inaccessible or not visible from a public vantage point. During the reconnaissance survey, field notations regarding the age, architectural style, engineering features, historic integrity, and alterations to properties in the CEQA study area were completed, and photographs were taken of each property. Previously identified or evaluated properties were inspected to determine if any changes in appearance or condition had occurred since their last recordation.

Properties identified as older than 45 years or less than 45 years and having exceptional significance were fully documented on the appropriate Department of Parks and Recreation (DPR) 523 forms. Previously recorded or evaluated properties were recorded using DPR 523L Updates, which document any physical changes that may have occurred to the property since the original assessment.

For properties that were recorded and evaluated in an adequate and thorough manner within the past five years and no changes in historic integrity were observed in the field, investigators used the existing information to confirm the previous findings, but did not complete DPR 523L Updates.

One DPR 523L Update was completed for previously recorded historic-period resource that was determined to be no longer extant.

4.2 Survey Results

Pre-field investigations identified 16 previously unidentified historic-period properties that are 45 years old or older within the CEQA study area. These properties include a commercial property, an industrial plant, a former FAA transmitter station, a farm property, and 10 residential properties. One previously recorded property, the Altamont settlement, was previously identified in a preliminary inventory of eastern Alameda County Resources completed

in 1993 and again in 2005 (Alameda County 2005). Because this property was not formally recorded and evaluated, DPR 523 forms were completed for the property as part of this study. None of these 15 historic-period properties were found to be eligible for listing in the NRHP, CRHR, and/or local register, and are not CEQA historical resources.

The survey identified 11 properties that are NRHP, CRHR, and/or local register eligible and are historical resources for the purposes of CEQA. Those properties include:

- 487 E Airway Blvd, Livermore / Gandolfo Ranch / Map ID# 01
- WPRR Alignment / Map ID# 04
- Altamont Pass Road UP (Caltrans Bridge No. 33C0013) / Map ID# 04a
- Altamont Pass Road UP (Caltrans Bridge No. 33C0109) / Map ID# 04b
- Southern Pacific Railroad Grade / Map ID# 05
- California Aqueduct / Map ID# 07
- Delta-Mendota Canal / Map ID# 09
- Tracy Historic District / Map ID# 13
- 47 W 6th Street, Tracy / Map ID# 14
- 77 W 6th Street, Tracy / Map ID# 15
- Mossdale Railroad Bridge / Map ID# 27

See Table C in Appendix C for a complete summary table of built environment properties identified in the CEQA study area. The previously unrecorded and unevaluated built environment properties in the CEQA study area are summarized in Table 4.

Table 4. Previously Unrecorded Historic-Period Properties in the CEQA Study Area

Map ID#[a]	Project Segment	Property Identifier	Address / Property Name or Type and Description	City, County	Year Built	Assigned CHR Status Code
03	Tri-Valley	101 Greenville Rd	101 Greenville Rd / commercial buildings	Livermore, Alameda County	1966; 1993-2014	6Z
06[b]	Altamont	Altamont	Former settlement of Altamont	Altamont, Alameda County	1869- circa 1949	6Z
08	Altamont	26603 Hansen Rd	26603 Hansen Rd / rural residence	Tracy, San Joaquin County	1973; 2013-2018	6Z
10	Altamont	15178-15580 W Schulte Rd	15178-15580 W Schulte Rd / former FAA transmitter	Tracy, San Joaquin County	1961-1962	6Z
11	Altamont	14700 W Schulte Rd	14700 W Schulte Rd / Owens-Illinois Glass Co. plant	Tracy, San Joaquin County	1961-1962	6Z
16	Tracy to Lathrop	28 W 4th St	28 W 4th St / residence	Tracy, San Joaquin County	1935	6Z
17	Tracy to Lathrop	24 W 4th St	24 W 4th St / residence	Tracy, San Joaquin County	circa 1890-1900	6Z
18	Tracy to Lathrop	22 W 4th St	22 W 4th St / residence	Tracy, San Joaquin County	1915; 1972-1993; 1980-1981	6Z
19	Tracy to Lathrop	16 W 4th St	16 W 4th St / residence	Tracy, San Joaquin County	circa 1915-1920	6Z
21	Tracy to Lathrop	20 E 4th St	20 E 4th St / residence	Tracy, San Joaquin County	1966	6Z
22	Tracy to Lathrop	24 & 26 E 4th St	24 & 26 E 4th St / residence	Tracy, San Joaquin County	1970-1972	6Z
23	Tracy to Lathrop	34-36 E 4th St	34-36 E 4th St / residence	Tracy, San Joaquin County	1940-1945; 1945-1957; post -1972	6Z
24	Tracy to Lathrop	50 & 52 E 4th St	50 & 52 E 4th St / residence	Tracy, San Joaquin County	1963-1965; post-1972; 1945-1957	6Z

Map ID#[a]	Project Segment	Property Identifier	Address / Property Name or Type and Description	City, County	Year Built	Assigned CHR Status Code
28	Tracy to Lathrop	18800 Queirolo Rd	18800 Queirolo Rd / residence	Lathrop, San Joaquin County	1952-1957	6Z
30	Tri-Valley	5281 Southfront Rd	5281 Southfront Road / residence and outbuildings	Livermore, Alameda County	1947-1958	6Z
32	Tracy to Lathrop	205 E 3rd Street	205 E 3rd St / residence	Tracy, San Joaquin County	1925	6Z

4.3 Identification and Evaluation Summary

AECOM identified 33 historic-period properties in the CEQA study area. Eighteen of those properties were previously identified [16 identified by CHRIS records search, one through supplemental research (see Sections 2.1 and 2.2) and one was recorded as part of ACE*forward* 2017 (see Section 4.1)]. Fifteen were newly recorded for the Valley Link study (see Section 4.2), and a new DPR 523 form was completed for the previously identified, former settlement of Altamont because it has not been formally recorded. Table 5 provides a summary of the methods used to document and evaluate those properties. See Appendix B for the DPR 523 forms.

Table 5. Methods Used to Document Historic-Period Properties in CEQA Study Area

Documentation Type	Newly Recorded	Previously Recorded	Total
New DPR 523 Forms	16[a]	0	16
DPR 523L Updates	0	8	8
Adequate Existing Documentation	0	7	7
Subtotal Newly Recorded Historic-Period Properties	16		
Subtotal Previously Recorded Historic-Period Properties		15	
Total DPR 523 Forms Provided For This Study			31[b]

NOTES: [a]A new DPR 523 form was completed for the previously identified, former settlement of Altamont because it has not been formally recorded.

[b]The total number of recorded historic-period properties in the CEQA Study area equals 32, but 3 resources (2 identified by CHRIS record searches and one identified by supplemental research) were recorded together on one DPR 523L Update form (Map ID# 04, 04a, and 04b), which reduced the number of DPR 523 forms from 32 to 31.

5. FINDINGS AND CONCLUSIONS

The total inventory of historic-period properties in the CEQA study area is 33. Eleven of those properties are considered historical resources for the purposes of CEQA and the remainder were found to not be historical resources. For more specific information about the total inventory of previously recorded and newly recorded historic-period properties in the CEQA study area, see the summary table C in Appendix C.

The following sections are organized geographically by segment and list both the ineligible and eligible historic-period properties identified within the CEQA study area. The organization for each of these sections includes the following (as applicable): **Previously Recorded Ineligible Historic-Period Properties, Previously Recorded Eligible Historical Resources, Newly Recorded Ineligible Historic-Period Properties, and Newly Recorded Eligible Historical Resources.** The type of documentation completed for each property is noted in parenthesis. Tables summarizing the CEQA historical resources followed by narrative summaries of each historical resource are included in those sections where CEQA historical resources were identified. Appendix B includes the DPR 523 forms and updates, and previous recordation documents. Appendix C includes a comprehensive table of all 34 identified historic-period properties in the CEQA Study Area.

5.1 Tri-Valley Segment

Six historic-period properties were identified within the Tri-Valley segment. One property was previously recorded and evaluated as ineligible, three properties were previously recorded and evaluated as eligible, and two properties were newly recorded by this study and found to be ineligible.

Previously Recorded Ineligible Historic-Period Property

One previously recorded historic-period property within the Tri-Valley segment was evaluated as ineligible for the NRHP, CRHR, and/or local register.

- 3680 Las Colinas Rd, Livermore / P-01-011363 / Map ID# 02 (DPR 523L Update)

Previously Recorded Eligible Historical Resources

previously recorded historic-period properties within the Tri-Valley segment are listed in or eligible for the NRHP, CRHR, and/or local register.

- 487 E Airway Blvd, Livermore / Gandolfo Ranch / P-01-002204; P-01-002205 / Map ID# 01 (DPR 523L Update)
- WPRR / P-01-002190 / Map ID# 04 (DPR 523L Update)
- Altamont Pass Road UP / Caltrans Bridge No. 33C0013 / Map ID# 04a (DPR 523L Update)

The Altamont Pass Road UP (Caltrans Bridge No. 33C0013) is a WPRR bridge in the Altamont Pass that carries rail traffic over the Altamont Pass Road. This bridge, as well as another bridge located in the Altamont segment (Caltrans Bridge No. 33C0109), were informally inventoried and subsequently added to the "Historical and Cultural Resource Survey East Alameda County" survey prepared for Alameda County Community Development Agency in 2005 and designated as "*Keeper*: Likely to be individually significant, based on integrity and visual qualities alone." The bridges were then added to the Alameda County's Parks, Recreation and Historical Commission's (PRHC) master list of Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys as "K - likely to be individually significant."

Because this bridge and Caltrans Bridge No. 33C0109 (in the Altamont Segment) both carry WPRR rail traffic, they were treated as an update for the WPRR line and its associated resources (P-01-002190). Many WPRR recorded segments and associated resources have been consolidated under one Primary Number in 2014, but the WPRR has yet to be recorded and evaluated as a single, continuous, resource which is beyond the scope of this Project.

Newly Recorded Ineligible Historic-Period Properties

Two historic-period properties within the Tri-Valley segment were newly recorded on DPR 523 series forms. This study found both properties ineligible for the NRHP, CRHR, and/or local register and are not historical resources for the purposes of CEQA.

- 101 Greenville Rd, Livermore / Map ID# 03
- 5281 Southfront Rd, Livermore / Map ID# 30

Summary of Tri-Valley Segment CEQA Historical Resources

The three properties that are register eligible and considered CEQA historical resources within the Tri-Valley segment are summarized in Table 6, followed by narrative summaries of the resources.

Table 6. Historical Resources within the Tri-Valley Segment

	Map ID#	Resource Identifier/Name	City, County	CHR Status Code[1]	Applicable Criteria
1	01	P-01-002204; P-01-002205; Gandolfo Ranch	Livermore, Alameda County	2S2	NRHP A, C CRHR 1, 3 ACRHR A, C
2	04	P-01-002190 / WPRR railroad alignment	Alameda County	3S, 3CS, 5S3	NRHP A CRHR 1 ACRHR A
3	04a	Caltrans Bridge No. 33C0013/ Altamont Pass Road UP	Alameda County	3S, 3CS, 5S1	NRHP A CRHR 1 ACRHR A

NOTES: [1] Current codes based on the results of this study (OHP 2003)

2S2 = Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CRHR.

3S = Appears eligible for NRHP as an individual property through survey evaluation.

3CS = Appears eligible for CRHR as an individual property through survey evaluation.

5S1 = Individual property that is listed or designated locally.

5S3 = Appears to be individually eligible for local listing or designation through survey evaluation.

ACRHR = Alameda County Register of Historical Resources

Caltrans = California Department of Transportation

CHR = California Historical Resource

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

UP = Underpass

WPRR = Western Pacific Railroad

P-01-002204 /P-01-002205; Gandolfo Ranch / Map ID# 01

The Gandolfo Ranch Historic District (P-01-002204/P-01-002205; APN 905-001-003-02) includes a working ranch with a Victorian-style farmhouse, a Craftsman-style residence, and a collection of barns and other agricultural outbuildings that date from the late nineteenth and early twentieth centuries. The district also includes fencing, driveways, pathways, landscaping features, farm equipment, and agricultural fields. The buildings and structures that contribute to the significance of the ranch are in the southern portion of the 25-acre parcel. The evaluation of the ranch complex notes that the 25 acres represent a fraction of the original 200-acre ranch and that "given the integral relationship between the fields and the ranch buildings, the boundaries of the district encompass the whole […] 25 acres." The Gandolfo Ranch Historic District has been determined eligible for listing in the NRHP at the local level of significance under Criterion A, for its important association with agricultural development of Livermore during its period of significance (1885-1950), and Criterion C, as a nineteenth century ranch (period of significance between 1885 and 1930). In addition, the circa 1870s residence is also individually eligible at the local level under Criterion C, as a representative example of a Gothic Revival/Folk Victorian farmhouse. The SHPO determined this property eligible for inclusion in the NRHP as a historic district in 2001 (BART 2017) and the district also is listed in the CRHR.

- The northern-most part of the historic district has been converted to a gravel parking area; the buildings and structures that contribute to the significance of the district are approximately 500 feet to the south of East Airway Boulevard.
- In 2001, the SHPO determined the widening of East Airway Boulevard for the Isabel Interchange Project would have an adverse effect on the Gandolfo Ranch Historic District. It was noted that "the loss of land and trees will change a portion of the historic character of the district by reducing the amount of diversified farming open space and eliminating historic vegetation." Additionally, the elevated overpass would be visible from the ranch buildings, affecting the overall integrity of the setting, feeling, and association. To mitigate this adverse effect, a Historic American Building Survey was proposed to document the existing viewshed from the ranch buildings across the fields and from the fields towards the ranch (BART 2017).

P-01-002190/ WPRR / Map ID# 04

This section of the WPRR/UPRR was built circa 1908-09 through the Altamont and Livermore passes and roughly parallels the 1869 SPRR alignment. Recent evaluations of nearby segments of the WPRR, located between Niles Junction and Sunol, and a short segment of the railroad east of Livermore, concluded the rail resource segments are eligible under NRHP Criterion A and CRHR Criterion 1 for their association with important historic events and representation of the last transcontinental railroad to be constructed in the United States. The resources were found to be individually eligible as well as contributors to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist). The WPRR resources are also eligible under ACRHR Criterion A. The WPRR railroad segment recorded for this project near Greenville Road east of Livermore shares similar construction history and historic context and as such, they share similar eligibility statements and levels of integrity, and the WPRR segment recorded for this project is considered a historical resource for CEQA.

Caltrans Bridge No. 33C0013 / Altamont Pass Road UP / Map ID# 04a

The Altamont Pass Road UP (Caltrans Bridge No. 33C0013) was built in 1908 (altered in 1919) and carries railroad traffic over the Altamont Pass Road. The bridge is a multi-span deck plate girder with a pony deck approach on the south end. The bridge is supported on three steel trestles and one concrete pier and measures 129.5 meters (425 feet) long. Cable handrails line the multi-span deck plate girder section.

As stated above, the bridge was informally inventoried and subsequently added to a local register. The bridge was reevaluated for the NRHP, CRHR, and the Alameda County Register (ACRHR) as an Alameda County Landmark as part of this study and was found eligible for the NRHP under Criterion A, the CRHR under Criterion 1, and the ACRHR under Criterion A as an element of the WPRR and is considered a historical resource for the purposes of CEQA.

5.2 Altamont Segment

Ten historic-period properties were identified within the Altamont segment. One property was previously recorded and evaluated as ineligible (subsequently demolished), five resources were previously recorded and evaluated as eligible, and four properties were newly recorded by this study and found to be ineligible. One of the previously recorded eligible resources is linear and also is located in the Tri-Valley segment.

Previously Recorded Ineligible Historic-Period Property

One previously recorded historic-period property within the Altamont segment was previously evaluated as ineligible for the NRHP, CRHR, and/or local register.

- P-39-004288 / Mile-long segment of abandoned telegraph poles in SPRR ROW / Map ID #12 / (Demolished - DPR 523L Update)

Previously Recorded Eligible Historical Resources

Five previously recorded historic-period resources within the Altamont segment are listed in or eligible for the NRHP, CRHR, and/or local register.

- P-01-001783 / CA-ALA-000623H / SPRR Grade / Map ID# 05 (DPR 523L Update)
- P-39-000090 / California Aqueduct / Map ID# 07 (DPR 523L Update)
- P-39-000089 / Delta-Mendota Canal / Map ID# 09 (DPR 523L Update)
- Altamont Pass Road UP / P-01-010671 / Caltrans Bridge No. 33C0109 / Map ID #04b (DPR 523L Update)
- WPRR/ P-01-002190 / Map ID #04 (DPR 523L Update)

The Altamont Pass Road UP (P-01-010671) (Caltrans Bridge No. 33C0109) is a WPRR bridge in the Altamont Pass that carries UPRR rail traffic over the Altamont Pass Road. This bridge was previously recorded and evaluated in 1998 for the NRHP and found ineligible, but was not evaluated for the CRHR or for the Alameda County Register as an Alameda County Landmark. This bridge, as well as another bridge located in the Tri-Valley segment (Caltrans Bridge No. 33C0013), were informally inventoried and subsequently added to the "Historical and Cultural Resource Survey East Alameda County" survey prepared for Alameda County Community Development Agency in 2005 and designated as "*Keeper*: Likely to be individually significant, based on integrity and visual qualities alone," (Alameda County 2005; Alameda County n.d.). The bridges were then added to the Alameda County's PRHC master list of Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys as "K - likely to be individually significant" and are therefore considered historical resources for the purposes of CEQA.

Because this bridge and Caltrans Bridge No. 33C0013 (in the Tri-Valley Segment) both carry WPRR/UPRR rail traffic, they were treated as an Update for the WPRR line and its associated resources (P-01-002190). Many WPRR recorded segments and associated resources have been

consolidated under one Primary Number in 2014, but the WPRR has yet to be recorded and evaluated as a single, continuous, resource which is beyond the scope of this Project.

Newly Recorded Ineligible Historic-Period Properties

Four historic-period properties within the Altamont segment were newly recorded by this study and found to be ineligible for the NRHP, CRHR, and/or local register and are not historical resource for CEQA.

- Former Settlement of Altamont / Map ID# 06 (New DPR 523 forms)
- 26603 Hansen Rd / Map ID# 08 (New DPR 523 forms)
- 15178-15580 W Schulte Rd / Former FAA transmitter / Map ID# 10 (New DPR 523 forms)
- 14700 W Schulte Rd / Owens-Illinois Glass Co. plant / Map ID #11 (New DPR 523 forms)

Summary of Altamont Segment CEQA Historical Resources

The five properties that are register eligible and considered CEQA historical resources within the Altamont segment are summarized in Table 7, followed by narrative summaries of the resources.

Table 7. Historical Resources within the Altamont Segment

	Map ID#	Resource Identifier/Name	City, County	CHR Status Code[1]	Applicable Criteria
1	04	P-01-002190 / WPRR railroad alignment	Alameda County	3S, 3CS, 5S3	NRHP A CRHR 1 ACRHR A
2	04b	P-01-010671; Caltrans Bridge No. 33C0109 / Altamont Pass Road UP	Alameda County	3S, 3CS, 5S1	NRHP A CRHR 1 ACRHR A
3	05	P-01-001783; CA-ALA-000623H / SPRR Grade	Alameda County	3S, 3CS, 5S3	NRHP A, C CRHR 1, 3 ACRHR C
4	07	P-39-000090 / California Aqueduct	Tracy, San Joaquin County	2S2	NRHP A, C, Criterion Consideration G
5	09	P-39-000089 / Delta-Mendota Canal	Tracy, San Joaquin County	3B, 3CB	NRHP A

NOTES: [1] Current codes based on the results of this study (OHP 2003).
2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.
3B = Appears eligible for the NRHP both individually and as a contributor to a NRHP-eligible district through survey evaluation.
3CB = Appears eligible for CRHR both individually and as a contributor to a CRHR eligible district through a survey evaluation.
3D = Appears eligible for NRHP as a contributor to a NRHP eligible district through survey evaluation
3S = Appears eligible for NRHP as an individual property through survey evaluation.
3CS = Appears eligible for CRHR as an individual property through survey evaluation.
5S1 = Individual property that is listed or designated locally
5S3 = Appears individually eligible for local listing or designation through survey evaluation.
ACRHR = Alameda County Register of Historical Resources
Caltrans = California Department of Transportation
CHR = California Historical Resource
CRHR = California Register of Historical Resources
NRHP = National Register of Historic Places
SPRR = Southern Pacific Railroad
WPRR = Western Pacific Railroad

P-01-002190/ WPRR / Map ID# 04

This section of the WPRR/UPRR was built circa 1908-1909 through the Altamont and Livermore passes and roughly parallels the 1869 SPRR alignment. Recent evaluations of nearby segments of the WPRR, located between Niles Junction and Sunol, and a short segment of the railroad east of Livermore, concluded the rail resource segments are eligible under NRHP Criterion A and CRHR Criterion 1 for their association with important historic events and representation of the last transcontinental railroad to be constructed in the United States. The resources were found to be

individually eligible as well as contributors to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist). The WPRR resources are also eligible under ACRHR Criterion A. The WPRR railroad segment recorded for this project near Greenville Road east of Livermore shares similar construction history and historic context and as such, they share similar eligibility statements and levels of integrity, and the WPRR segments in the Altamont Pass recorded for this project ire considered historical resources for CEQA.

P-01-010671 / Caltrans Bridge No. 33C0109 / Altamont Pass Road UP / Map ID# 04b

The Altamont Pass Road UP (P-01-010671) (Caltrans Bridge No. 33C0109) is a 143-foot long, through truss railroad bridge that was originally constructed circa 1907 (altered 1915) and carries a single track over the Altamont Pass Road and the former SPRR alignment. It appears unaltered since its recordation in 1998.

As stated above, the bridge was informally inventoried and subsequently added to a local register. The bridge was reevaluated for the NRHP, CRHR, and the Alameda County Register (ACRHR) as an Alameda County Landmark as part of this study and was found eligible for the NRHP under Criterion A, the CRHR under Criterion 1, and the ACRHR under Criterion A as an element of the WPRR and is considered a historical resource for the purposes of CEQA.

P-01-001783 / CA-ALA-000623H / SPRR Grade / Map ID# 05

The SPRR grade was built as part of the original transcontinental railroad that was celebrated as completed on May 10, 1869. The segment between Sacramento and Oakland was completed in August 1869 and truly completed the railroad as a transcontinental railroad connecting the Atlantic and Pacific oceans. The segment through the Livermore Valley was the linchpin that completed the larger Sacramento-Oakland route. Based on the previous evaluations and research, the 11-mile segment of SPRR and associated structures recorded for this study meet NRHP, CRHR, and local register criteria and are considered historical resources for the purposes of CEQA.

P-39-000090 / California Aqueduct / Map ID# 07

The California Aqueduct is a 444-mile-long canal that runs from the Sacramento-San Joaquin Delta in the north to Riverside County in the south. It was constructed between 1961 and 1972 by the California Department of Water Resources as part of the State Water Project. In 2011, the aqueduct was evaluated as eligible for the NRHP and CRHR under Criterion A/1 as a comprehensively planned and publicly sanctioned water conveyance public works project that facilitated development throughout the state. It also was evaluated as eligible under Criterion C/3 for its complex design to redistribute water throughout California on a massive level. Because much of the California Aqueduct was not 50 years old at the time it was recorded in 2011, it also was evaluated as eligible under NRHP Criterion Consideration G and the CRHR special consideration for properties less than 50 years old. After review of the previous recordation and current field check and research, the present evaluation concludes that the property retains the level of integrity of location, design, setting, materials, workmanship,

feeling, and association it had at the time of last recordation and appears to meet the criteria for listing in the NRHP and CRHR, and the property is considered a historical resource for the purposes of CEQA. No local register criteria were identified.

P-39-000089 / Delta-Mendota Canal / Map ID# 09

The Delta-Mendota Canal is south of West Schulte Road southwest of Tracy. The canal was constructed in 1952 as part of the Delta Division of the CVP, a large-scale federal water storage, transfer, and delivery system that conveys water from California's wetter northern regions to the more arid central and southern regions of the state. In 2006, the U.S. Bureau of Reclamation (USBR) drafted a NRHP multiple property listing for the CVP. USBR considers the Delta-Mendota Canal a contributing property to the CVP, which is eligible for listing in the NRHP under Criterion A for its association with the development of irrigation and agriculture in California (USBR 2015: 17-18). After review of the previous recordation and desktop review, the present evaluation concludes that the property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation and it appears to meet the criteria for listing in the NRHP and CRHR. The property is considered a historical resource for the purposes of CEQA.

5.3 Tracy to Lathrop Segment

Eighteen historic-period properties were identified within the Tracy to Lathrop segment. Four properties were previously recorded and evaluated as ineligible, four resources were previously recorded and evaluated as eligible, and 10 properties were newly recorded by this study and found to be ineligible.

Previously Recorded Ineligible Historic-Period Properties

Four previously recorded historic-period properties/ within the Tracy to Lathrop segment were evaluated as ineligible for the NRHP, CRHR, and/or local register.

- P-39-004353 / 10 E 4th St, Tracy / Circa 1920-built residence / Map ID# 20 (DPR 523L Update)
- P-39-000002 / SPRR / Map ID# 25 (Adequate existing documentation)
- P-39-005084 / Paradise Cut Levee / Map ID# 26 (Adequate existing documentation)
- P-39-000612; various / Sharpe Army Depot/ Map ID# 29 (Adequate existing documentation)

Elements of the Sharpe Army Depot have been inventoried and evaluated on various forms of recordation over time. Thirteen DPR 523L Update forms were prepared by AECOM for the 2017 ACE*forward* project, including the facility as a whole, and four buildings that had been demolished. See list below:

- P-39-000133 / Sharpe Facility Railroad System
- P-39-000138 / Flammable Materials Building (Building No. 691) – demolished

- P-39-000584 / AAFES Distribution Center
- P-39-000600 / Warehouse (Building 486) – demolished
- P-39-000601 / Administration (Building 648) – demolished
- P-39-000604 / Signal Field Maintenance Building (Building 684)—demolished
- P-39-000611 / Maintenance Building (Building 655)
- P-39-000612 / Sharpe Army Depot (entire facility)
- P-39-000616 / Care and Preservation Building (Building 649)
- P-39-004572 / Sewage Pump (Building 650)
- P-39-004573 / Care and Preservation Shop (Building 653)
- P-39-004574 / Compressor Building (Building 666)
- P-39-005108 / Paved Open Storage (Building 595/597)

All the previously recorded Sharpe Army Depot elements were evaluated as ineligible. For the purpose of this project, the Sharpe Army Depot is treated as a singular resource.

An DPR 523L Update was completed for P-39-004353 / 10 E 4th St, Tracy / Map ID# 20 and the other three properties had adequate documentation completed within the past five years and new forms were not completed. After a review of the existing records and current field checks and research, the present evaluation concludes that these four previously recorded historic-period properties are ineligible for the NRHP, CRHR, or local register and are not historical resources for the purposes of CEQA.

Previously Recorded Eligible Historical Resources

Four previously recorded historic-period resources within the Tracy to Lathrop segment are listed in or eligible for the NRHP, CRHR, and/or local register and are therefore historical resources for the purposes of CEQA.

- P-39-002871; HRI 5376-0001-9999 / Tracy Historic District / Map ID# 13 (Adequate existing documentation)
- P-39-000505 / 47 W 6th St, Tracy / West Side Bank / Map ID# 14 (Adequate existing documentation)
- 77 W 6th St, Tracy / 1900-built residence / Map ID# 15 (Adequate existing documentation)
- P-39-000548; P-39-000002 / CHL 780-7 / Mossdale Railroad Bridge / Map ID# 27 (Adequate existing documentation)

These resources had adequate documentation completed within the past five years (as part of the ACE*forward* project) and new DPR 523 forms were not completed.

Newly Recorded Ineligible Historic-Period Properties

Ten historic-period properties within the Proposed Project Tracy to Lathrop segment were newly recorded by this study and found to be ineligible for the NRHP, CRHR, and/or local register and are not historical resource for the purposes of CEQA.

- 28 W 4th St, Tracy / 1935-built residence / Map ID# 16 (New DPR 523 forms)
- 24 W 4th St, Tracy / Circa 1890-1900-built residence / Map ID# 17 (New DPR 523 forms)
- 22 W 4th St, Tracy / 1915-built residence with later additions / Map ID# 18 (New DPR 523 forms)
- 16 W 4th St, Tracy / Circa 1915-1920-built residence / Map ID# 19 (New DPR 523 forms)
- 20 E 4th St, Tracy / 1966-built residence / Map ID# 21 (New DPR 523 forms)
- 24 & 26 E 4th St, Tracy / 1970-1972-built residences / Map ID# 22 (New DPR 523 forms)
- 34-36 E 4th St, Tracy / 1940-1945-built residence with later additions / Map ID# 23 (New DPR 523 forms)
- 50 & 52 E 4th St, Tracy / 20th Century built residences / Map ID# 24 (New DPR 523 forms)
- 18800 Queriolo Rd, Lathrop / 1952-1957-built rural residence / Map ID# 28 (New DPR 523 forms)
- 5281 Southfront Rd, Livermore / 1947-built house and 1950-58-built barn / Map ID# 30 (New DPR 523 forms)

None of the newly recorded historic-period resources in the Tracy to Lathrop segment were found to be ineligible for the NRHP, CRHR, and/or local register and are not historical resources for the purposes of CEQA.

Summary of CEQA Tracy to Lathrop Segment Historical Resources

The four resources that are register eligible and considered CEQA historical resources within the Tracy to Lathrop segment are summarized in Table 8, followed by a narrative summary of each resource.

Table 8. Historical Resources within the Tracy to Lathrop Segment

	Map ID#	Resource Identifier/Name	City, County	CHR Status Code[1]	Applicable Criteria
1	13	P-39-002871; HRI 5376-0001-9999; Tracy Historic District	Tracy, San Joaquin County	3S, 3CS	NRHP C CRHR 3
2	14	P-39-000505; 47 W 6th St; West Side Bank	Tracy, San Joaquin County	1S, 3D	NRHP A, C CRHR 1, 3
3	15	77 W 6th St	Tracy, San Joaquin County	3S, 3CS	NRHP C CRHR 3
4	27	P-39-000548; P-39-000002; Mossdale Railroad Bridge	Lathrop, San Joaquin County	3S, 3CS	NRHP A, C CRHR 1, 3

NOTES: [1] Current codes based on the results of this study (OHP 2003).

1S = Individual property listed in the NRHP by the Keeper. Listed in the CRHR.

3D = Appears eligible for NRHP as a contributor to a NRHP-eligible district through survey evaluation.

3S = Appears eligible for NRHP as an individual property through survey evaluation.

3CS = Appears eligible for CRHR as an individual property through survey evaluation.

CHR = California Historical Resource

CRHR = California Register of Historical Resources

NRHP = National Register of Historic Places

P-39-0002871 / HRI 5376-0001-9999 / Tracy Historic District / Map ID# 13

The Tracy Historic District was inventoried in 1978 by the City of Tracy Architecture and Historic Survey. That same year the California OHP found the district eligible for listing in the NRHP, but did not include NRHP criteria language. The 1978 city inventory did not include a formal evaluation of the district's eligibility for listing in the NRHP or CRHR or as a CEQA historical resource. A 2002 inventory evaluated the Tracy Historic District as eligible for the NRHP under Criteria A and C for its association with the early settlement and development of Tracy and for its late nineteenth and early twentieth century architecture, but did not evaluate the district's eligibility for listing in the CRHR or as a CEQA historical resource. The inspected portion of the district, with exception of the residence at 121 E. 6th Street, appears to meet the criteria for listing in the NRHP and CRHR, and the district retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association, and appears to be a historical resource for the purposes of CEQA.

P-39-000505 / 47 W 6th St, Tracy / West Side Bank / Map ID# 14

The West Side Bank is a Beaux-Arts Neoclassical Revival-style brick building with a blue limestone façade that was built in 1910 and originally designed by San Francisco architect William H. Weeks. The building was recorded on a NRHP nomination form in 1978 and found eligible for the NRHP under Criterion A and Criterion 3. The bank was subsequently listed in the NRHP in December 1978 and therefore also is listed in the CRHR. The building is also a contributing property to the NRHP and CRHR-eligible Tracy Historic District (P-39-002871). The building retains integrity of

location, design, setting, materials, workmanship, feeling, and association, and after review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to be eligible for the NRHP and CRHR. No local register criteria were identified. The property is considered a historical resource for the purposes of CEQA.

77 W 6th St, Tracy / Map ID# 15

This Queen Anne-style residence was built in 1900. It is located outside of the Tracy Historic District (P-39-002871) boundary. The residence was recorded and evaluated for the 2017 ACE*forward* project and found to be a good example of vernacular Queen Anne-style architecture and eligible for the NRHP under Criterion C and the CRHR under Criterion 3. No local register criteria were identified. The property is considered a historical resource for the purposes of CEQA.

P-39-000548; P-39-000002 / CHL 780-7 / Mossdale Railroad Bridge/ Map ID# 27

The Mossdale Railroad Bridge is a Warren Truss vertical lift bridge that was built in 1942. The bridge is at the site of the completion of the transcontinental railroad over the San Joaquin River, which is designated as California Historical Landmark 780-7 and listed in the CRHR. In 1986, the bridge itself was evaluated as ineligible, but was reevaluated in 2002 and determined eligible for listing in the CRHR. The property retains integrity of location, design, setting, materials, workmanship, feeling, and association, and after review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to be eligible for the NRHP and CRHR. No local register criteria were identified. The property is considered a historical resource for the purposes of CEQA.

5.4 Summary

The total inventory of historic-period properties in the CEQA study area includes 34 properties.

- Eleven properties are listed or eligible for the NRHP, CRHR, and/or local registers and are considered historical resources for the purposes of CEQA.
    - Ten of the historical resources in the CEQA study area are 45 years old or older.
    - One of the historical resources is less than 45 years old and has exceptional significance.
- The other 23 historic-period properties are ineligible for the NRHP, CRHR, and/or local registers.
    - One of these resources were demolished after their most recent recording and is no longer extant.

The above information is summarized in Table 2. For more specific information about the total inventory of previously recorded and newly recorded historic-period properties in the CEQA study area, see Table C Built environment summary in Appendix C.

Table 9 lists the historical resources within the CEQA study area by register status.

Table 9. Historical Resources within the Valley Link Segments by Register Status

	Map ID#	Resource Identifier/Name	Project Segment(s)	CHR Status Code[1]	Applicable Criteria
NRHP and CRHR Listed and a Contributor to NRHP-Eligible Historic District					
1	14	P-39-000505 /47 W 6th St / West Side Bank	Tracy to Lathrop	1S, 3D	NRHP A, C CRHR 1, 3
NRHP Eligible, CRHR Listed, and Local Register Eligible					
1	01	P-01-002204; P-01-002205 / 487 E Airway Blvd, Livermore / Gandolfo Ranch	Tri-Valley	2S2	NRHP A, C CRHR 1, 3 ACRHR A, C
NRHP Eligible as a Contributor to NRHP- and CRHR-Eligible Historic District					
1	09	P-39-000089 / Delta-Mendota Canal	Altamont	3B, 3CB	NRHP A CRHR 1
NRHP and CRHR Eligible and Local Register Listed					
1	04a	Caltrans Bridge No. 33C0013	Tri-Valley	3S, 3CS, 5S3	NRHP 1 CRHR 1 ACRHR A
2	04b	P-01-010671; Caltrans Bridge No. 33C0109	Altamont	3S, 3CS, 5S3	NRHP 1 CRHR 1 ACRHR A
NRHP, CRHR, and Local Register Eligible					
1	05	P-01-001783 / SPRR Grade	Altamont	3S, 3CS, 5S3	NRHP A, C CRHR 1, 3 ACRHR C
2	04	P-01-00219 / WPRR railroad alignment	Tri-Valley & Altamont	3S, 3CS, 5S1	NRHP 1 CRHR 1 ACRHR A
NRHP and CRHR Eligible					
1	07	P-39-000090 / California Aqueduct	Altamont	2S2	NRHP A, C, Criterion Consideration G
2	13	P-39-002871; HRI 5376-0001-9999 / Tracy Historic District	Tracy to Lathrop	3S, 3CS	NRHP C CRHR 3
3	15	77 W 6th St, Tracy	Tracy to Lathrop	3S, 3CS	NRHP C CRHR 3
4	27	P-39-000002; P-39-000548 / Mossdale Railroad Bridge	Tracy to Lathrop	3S, 3CS	NRHP A, C CRHR 1, 3

NOTES: [1] Current codes based on the results of this study (OHP 2003)

1S = Individual property listed in the NRHP by the Keeper. Listed in the CRHR.

2S2 = Individual property determined eligible for NRHP by a consensus through Section 106 process. Listed in the CRHR.

3B = Appears eligible for NRHP both individually and as a contributor to a NR eligible district through survey evaluation.

Map ID#	Resource Identifier/Name	Project Segment(s)	CHR Status Code[1]	Applicable Criteria

3CB = Appears eligible for CRHR both individually and as a contributor to a CR eligible district through a survey evaluation.

3CS = Appears eligible for CRHR as an individual property through survey evaluation.

3D = Appears eligible for NRHP as a contributor to a NRHP eligible district through survey evaluation.

3S = Appears eligible for NRHP as an individual property through survey evaluation.

5S1 = Individual property that is listed or designated locally.

5S3 = Appears to be individually eligible for local listing or designation.

ACRHR = Alameda County Register of Historic Resources
Caltrans = California Department of Transportation
CHR = California Historical Resource
CRHR = California Register of Historical Resources
NRHP = National Register of Historic Places
SPRR = Southern Pacific Railroad
WPRR = Western Pacific Railroad

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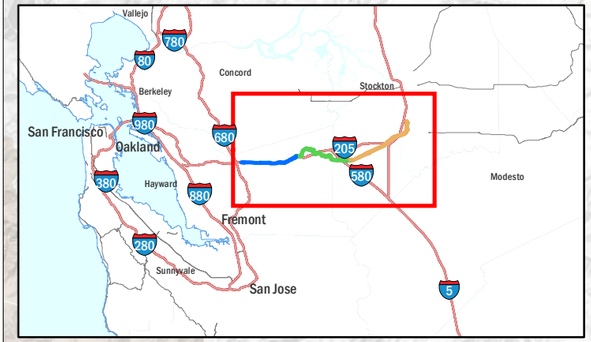
7. PREPARERS' QUALIFICATIONS

Chandra Miller. Ms. Miller has an MA in public history from California State University Sacramento, a BA in history from Humboldt State University, and a Certificate in Historic Preservation and Restoration Technology from the College of the Redwoods. Ms. Miller has more than 10 years of experience contributing to and authoring technical reports through historic research, writing historic contexts, and conducting cultural resource investigations including survey and evaluation of various historical resources throughout California from linear resources to 1970s modern commercial buildings for NRHP and CRHR eligibility. Her experience includes Section 106 and CEQA compliance process and environmental documents for historical resources. Ms. Miller meets the Secretary of the Interior's Professional Qualifications Standards for work in history and architectural history.

Heather Miller. Ms. Miller has an MA in public history from California State University Sacramento, a BA in history from Humboldt State University, and a Certificate in Historic Preservation and Restoration Technology from the College of the Redwoods. Ms. Miller has more than 10 years of experience contributing to and authoring technical reports through historic research, writing historic contexts, and conducting cultural resource investigations including survey and evaluation of various historical resources throughout California from linear resources to 1970s modern commercial buildings for NRHP and CRHR eligibility. Her experience includes Section 106 and CEQA compliance process and environmental documents for historical resources. Ms. Miller meets the Secretary of the Interior's Professional Qualifications Standards for work in history and architectural history.

APPENDIX A

Maps (Figures)



Discovery Bay
Byron
Stockton
French Camp
5
4
99
NORTH LATHROP STATION
Lathrop
Manteca
120
RIVER ISLANDS STATION
Blackhawk-Camino Tassajara
Contra Costa County
Danville
WEST TRACY OMF ALTERNATIVE
INTERIM OMF
TRACY OMF
San Ramon
580
205
Tracy
DOWNTOWN TRACY STATION AND PARKING ALTERNATIVES
Dublin
TUNNEL AVOIDANCE ALTERNATIVE
San Joaquin County
WEST TRACY STATION ALTERNATIVE
GREENVILLE STATION
MOUNTAIN HOUSE STATION
84
Livermore
Pleasanton
DUBLIN/PLEASANTON STATION
ISABEL STATION
SOUTHFRONT ROAD STATION ALTERNATIVE
Alameda County
5
132
Stanislaus County
680
Sunol
580

- Proposed Valley Link Station
- Operations and Maintenance Facility (OMF)
- Tri-Valley Segment
- Altamont Segment
- Tracy to Lathrop Segment

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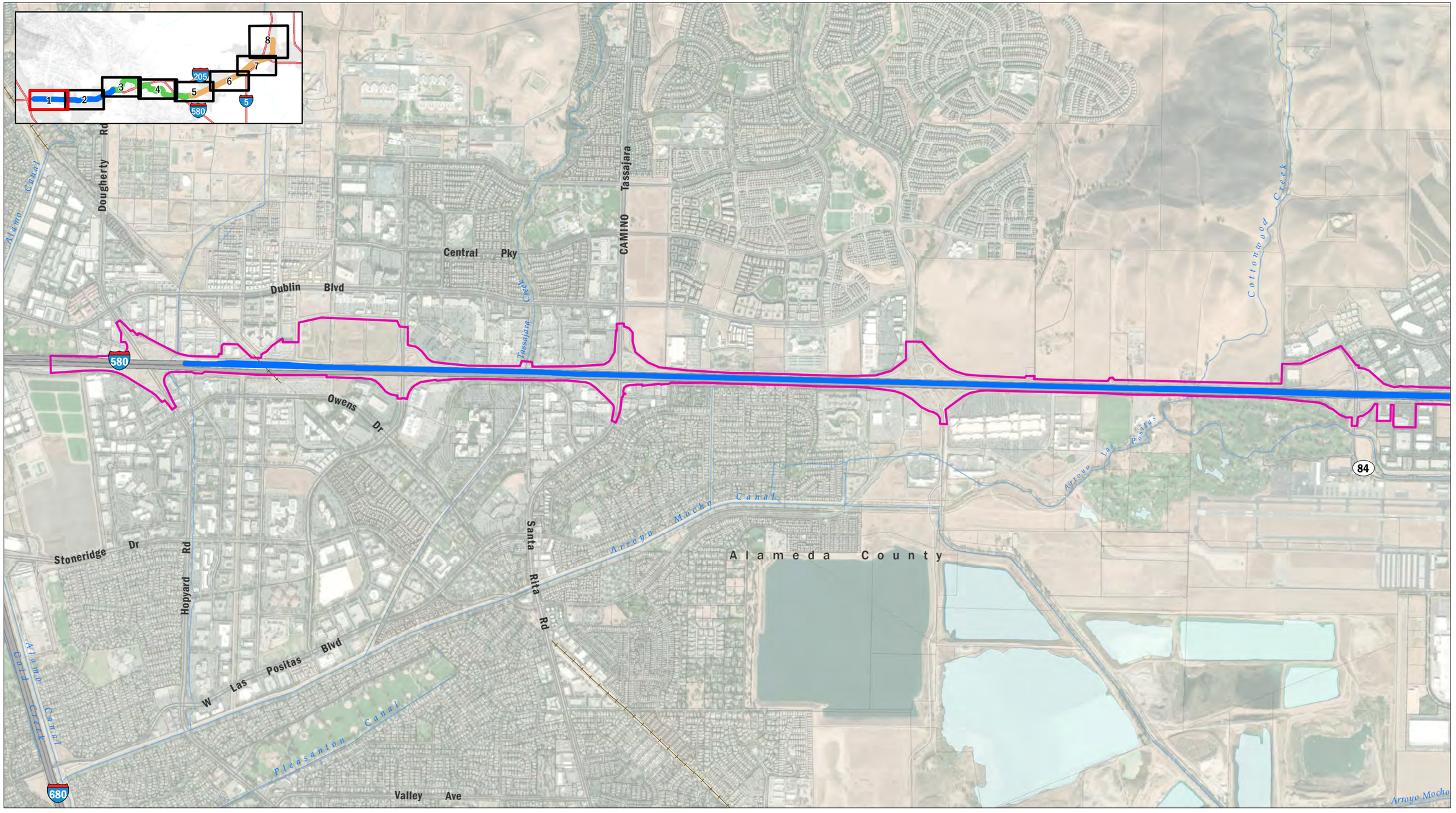
Miles

AECOM, 2019

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM
Valley Link Project

FIGURE 1
Valley Link - Full Alignment



Source: ESRI, 2019. AECOM, 2020

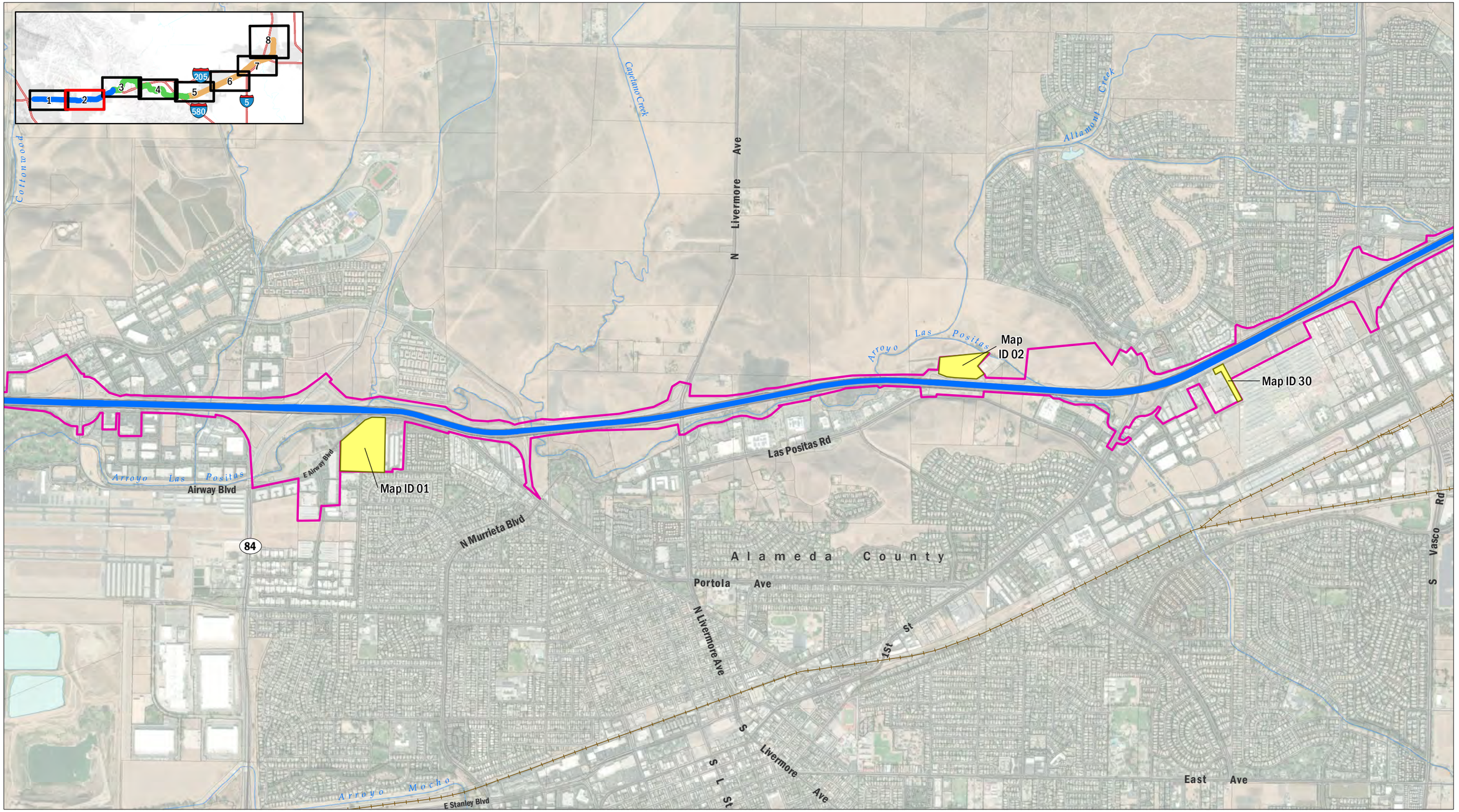
Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area
Page 1 of 8



Tri-Valley San Joaquin Valley Regional Rail Authority

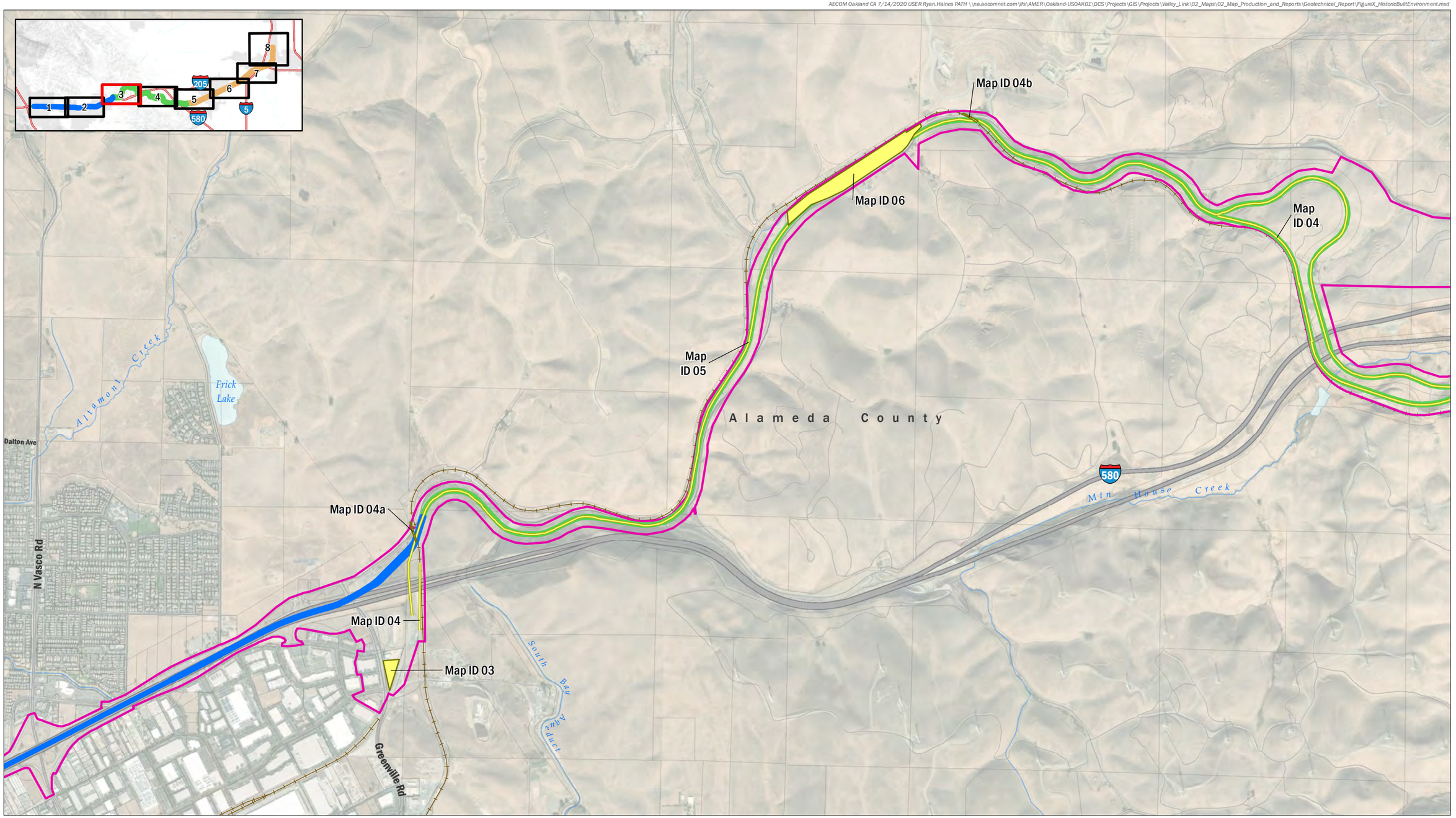
AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area

Page 2 of 8



N

0 1

Miles

Rail Alignment

Tri-Valley Alignment

Altamont Alignment

Existing Rail

Map IDs

Map IDs

CEQA Study Area

Source: ESRI, 2019. AECOM, 2020

Tri-Valley San Joaquin Valley Regional Rail Authority

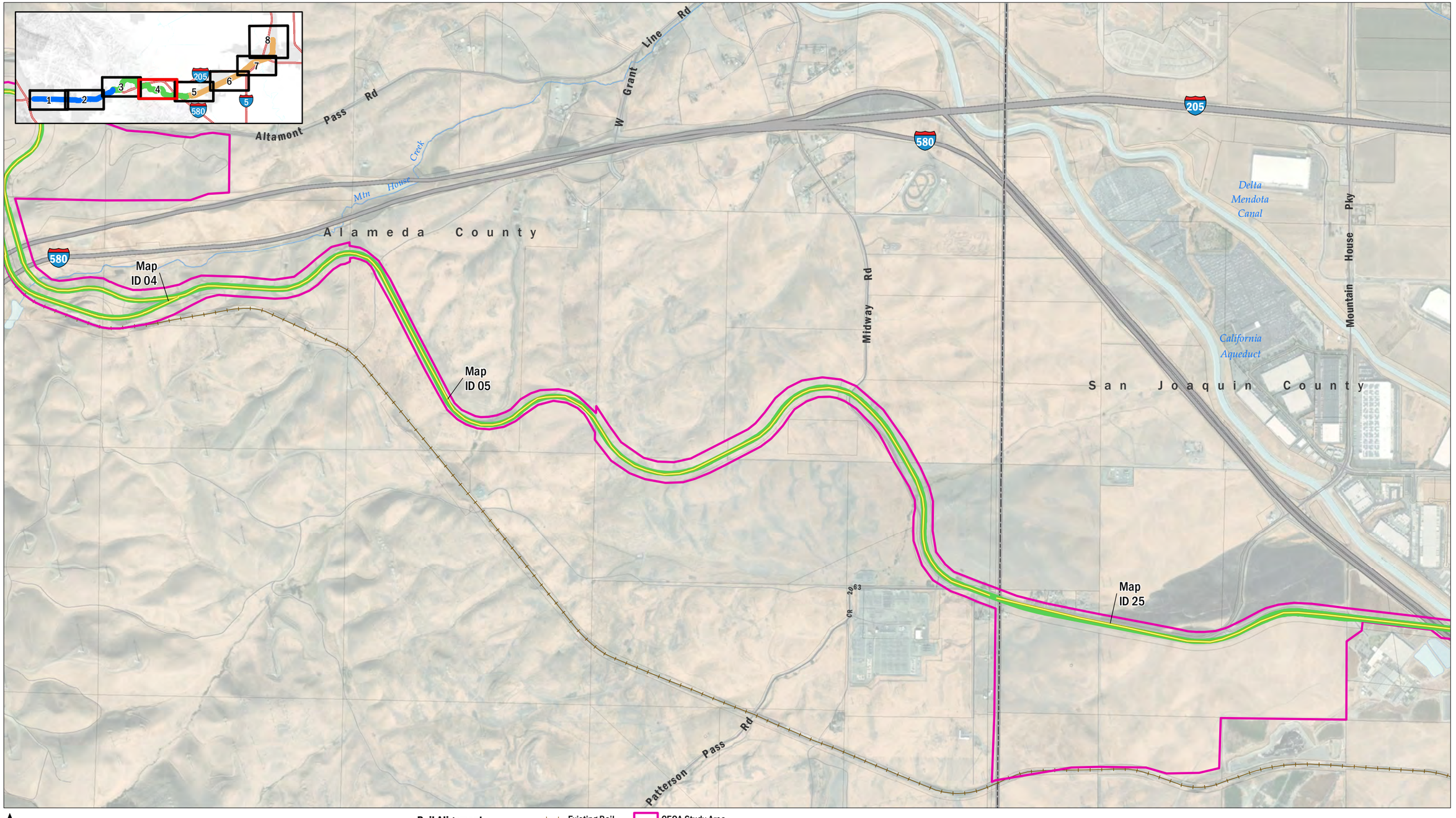
AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area

Page 3 of 8



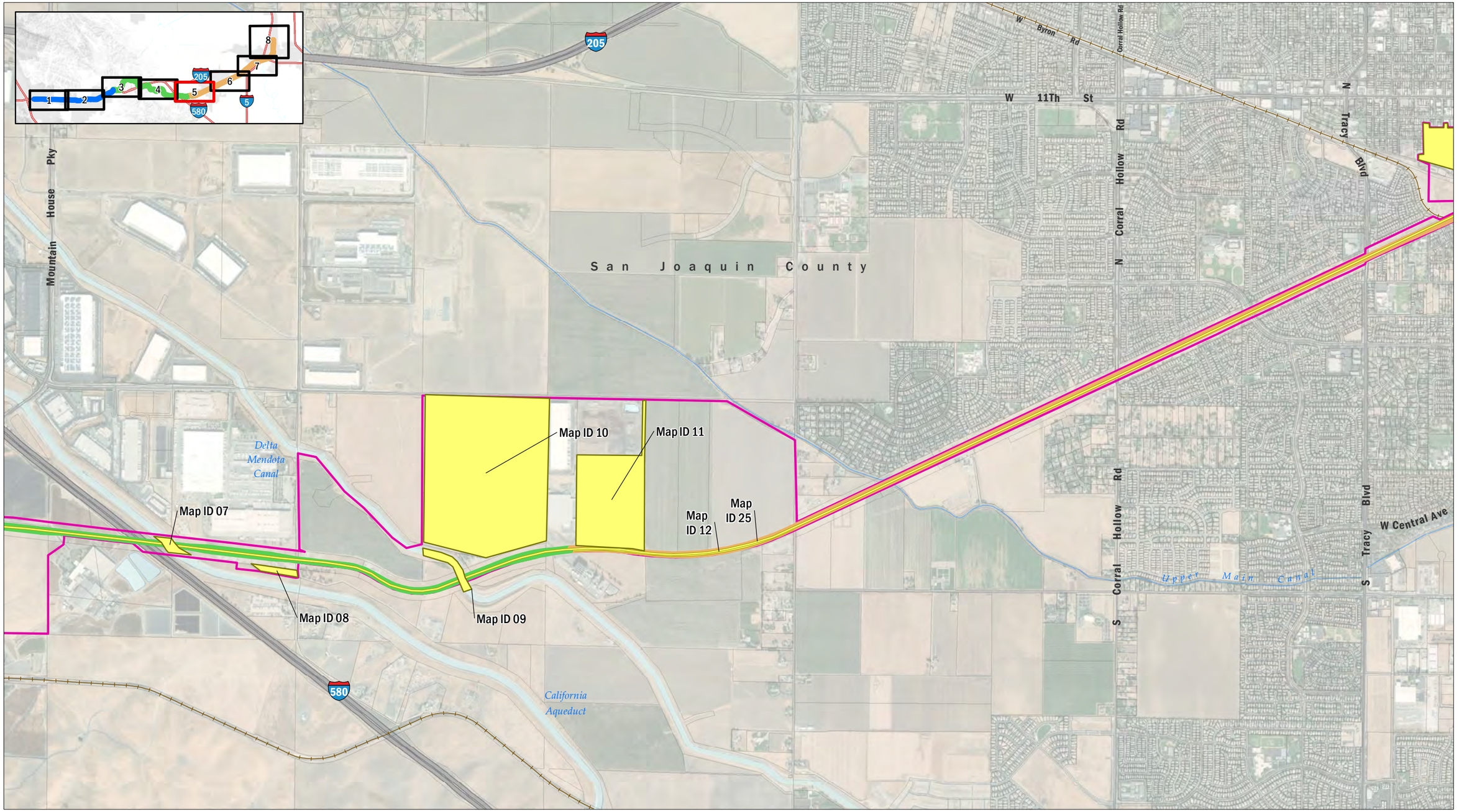
Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area



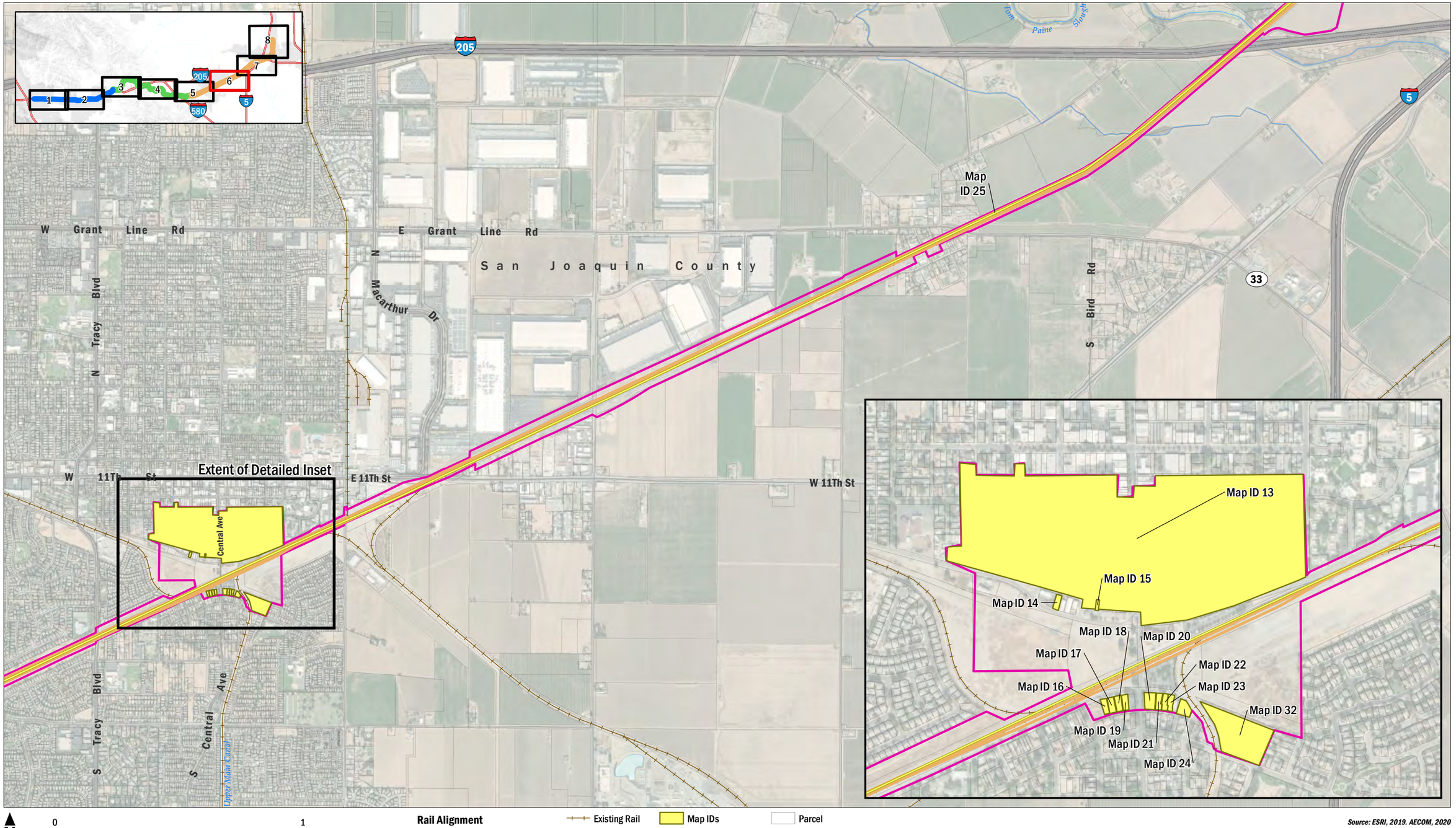
Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area



Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area

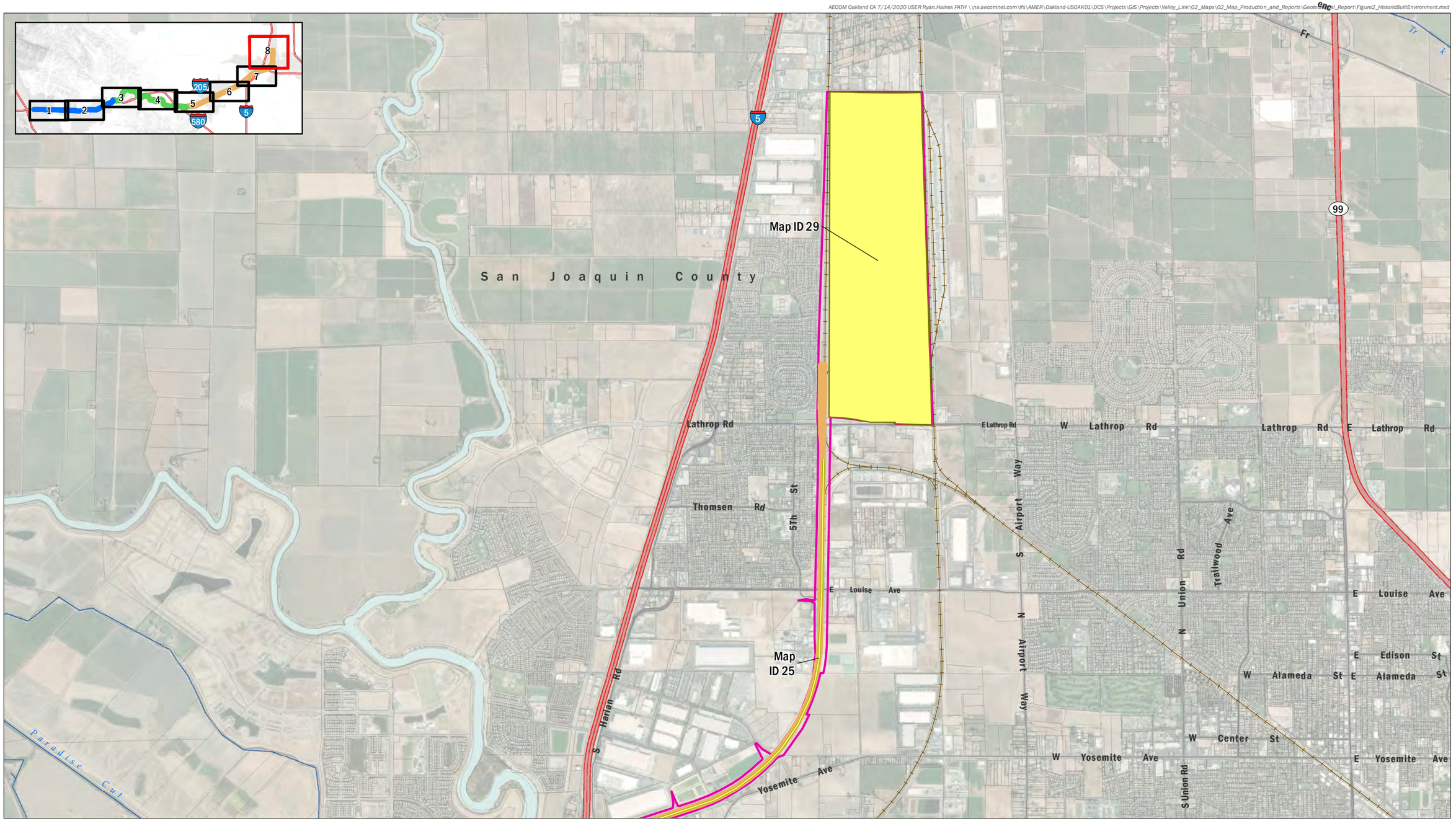
Tri-Valley x San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area



Source: ESRI, 2019. AECOM, 2020

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

AECOM

Valley Link Project

FIGURE 2

Historic Age Built Environment Resources in the CEQA Study Area

Page 8 of 8

APPENDIX B

State of California

Department of Parks and Recreation (DPR) 523 Forms

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

Primary # P-01-002204; P-01-002205
HRI #
Trinomial
NRHP Status Code 2S2

***Resource Name or #:** (Assigned by recorder) Gandolfo Ranch
Map ID#: 01

☐ Continuation ☒ Update

P1. Other Identifier: 487 E Airway Boulevard, Livermore, CA 94550
***P2e. Other Locational Data:** Assessor's Parcel Number (APN): 99-1331-28

***P3a. Description:** The Gandolfo Ranch historic district is comprised of 16 buildings dating from the 1870s to modern time (**Photographs 1** through **5**; **Sketch Map**). The district was originally recorded in 2000 and this form serves as an update to the prior documentation. The fieldwork for the Valley Link project was conducted from the public right-of-way and a majority of the buildings within the district were obscured from view by privacy fencing. A comparison of aerial photographs and the previous recordation indicates that a 1960s garage associated with the 1930s Craftsman house was enlarged between 2000 and 2005, after the 2000 recordation (Nationwide Environmental Title Research 2019). Other changes to the property since the original documentation of the district include the creation of a graveled parking area in the northern section of the parcel and the addition of small ancillary buildings and structures to support a commercial pumpkin patch. A driveway between East Airway Boulevard and a large barn along the western edge of the parcel has also been paved.

***P3b. Resource Attributes:** HP3 – Multiple family property; HP4 – Ancillary buildings; HP30 – Trees/Vegetation; HP33 – Farm/ranch; HP46 – Walls/gates/fences

P5a. Photograph:

Photograph 1. Gandolfo Ranch viewed from East Airway Boulevard, camera facing south, February 6, 2019.

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***B10. Significance: Theme** Ranching **Area** Livermore, California
Period of Significance 1885-1950 **Property Type** Farm/Ranch
Applicable Criteria NRHP Criterion A and C / CRHR Criterion 1 and 3
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Tracy Bakic and Cindy Baker of PAR Environmental Services, Inc. (PAR) inventoried and evaluated this property in 2000 for the report titled "Historic Architectural Survey Report for the Isabel State Route 84/Interstate I-580 Interchange, City of Livermore, Alameda County, California" (see attached). PAR concluded that the Gandolfo Ranch is eligible at the local level of significance under NRHP Criterion A for its important association with agricultural development of Livermore during its period of significance (1885-1950), and under NRHP Criterion C as a nineteenth century ranch (period of significance between 1885 and 1930). In addition, the ca. 1870s residence is also individually eligible at the local level under NRHP Criterion C as a representative example of a Gothic Revival/Folk Victorian farmhouse. The State Historic Preservation Officer (SHPO) determined this property to be eligible for inclusion in the National Register of Historic Places (NRHP) as a historic district in 2001 and the district is listed in the California Register of Historical Resources (CRHR).

Evaluation

The previous inventory and evaluation did not include a formal evaluation of the property's eligibility for listing in the Alameda County Register (local register) or as a California Environmental Quality Act (CEQA) historical resource. There have been minimal changes to the property since it was originally recorded and as a whole it retains a similar level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation. After review of the previous documentation and a current field check, the present evaluation concludes that the property appears to continue to meet the criteria for listing in the NRHP and CRHR under Criteria A/1 and C/3. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1, and Alameda County Criterion C is similar to NRHP Criterion C and CRHR Criterion 3. Therefore, because the district is locally significant and meets NRHP and CRHR criteria, it also appears to be eligible for listing in the Alameda County Register under Criteria A and C. The property is considered an historical resource for the purpose of CEQA and has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

***B14. Evaluator:** C. Miller, AECOM ***Date of Evaluation:** February 2019

***B12. References:**

Bay Area Rapid Transit (BART)
2018 *BART to Livermore Extension Project Final Environmental Impact Report*. State Clearinghouse No. 2012082104. May.

National Environmental Research
2019 Historic Aerials, "487 East Airway Boulevard, Livermore, CA." Aerial imagery 2002-2017. Available: https://www.historicaerials.com/viewer. Accessed January 2019.

PAR
2000a DPR 523 form, Gandolfo Ranch (District), P-01-002204. *Historic Architectural Survey Report for the Isabel State Route 84/Interstate I-580 Interchange, City of Livermore, Alameda County, California.*

2000b DPR 523 form, Gandolfo Ranch, P-01-002205. *Historic Architectural Survey Report for the Isabel State Route 84/Interstate I-580 Interchange, City of Livermore, Alameda County, California.*

P5a. Photographs (continued):

Photograph 2. Partial views of houses within central core of Gandolfo Ranch, camera facing east, February 6, 2019.

Photograph 3. Large barns along western edge of Gandolfo Ranch, camera facing southeast, February 6, 2019.

Photograph 4. Large barn and modern carport along western edge of Gandolfo Ranch, camera facing northeast, February 6, 2019.

Photograph 5. Northeast corner of Gandolfo Ranch parcel south of East Airway Boulevard with large graveled parking area and modern fencing, camera facing east, February 6, 2019.

Photograph 6. Front entrance to Gandolfo Ranch flanked by mature eucalyptus trees, camera facing south, February 6, 2019.

Sketch Map. Gandolfo Ranch (Source: Google Earth Pro 2019)

P-01-002204

P-01-002204

This district includes elements that have been recorded separately.

Please see the following file numbers:

~~P-01-002203~~ **

P-01-002205

9 August 2001
Annette Schachter
Lab Asst. 1

**(unrelated prehistoric resource, removed 8/2010)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-01-002204
HRI#
Trinomial
NRHP Status Code 3S
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or #: (Assigned by recorder) 4

P1. Other Identifier: Gandolfo Ranch (District)

*P2. Location: ☐Not for Publication ☒ Unrestricted *a. County Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Livermore Date 1961, photorevised 1980 T3S R2E Sec. Unsectioned; MDM (#4461)

c. Address 487 East Airway Boulevard City Livermore Zip 94550-7400

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; See continuation sheet

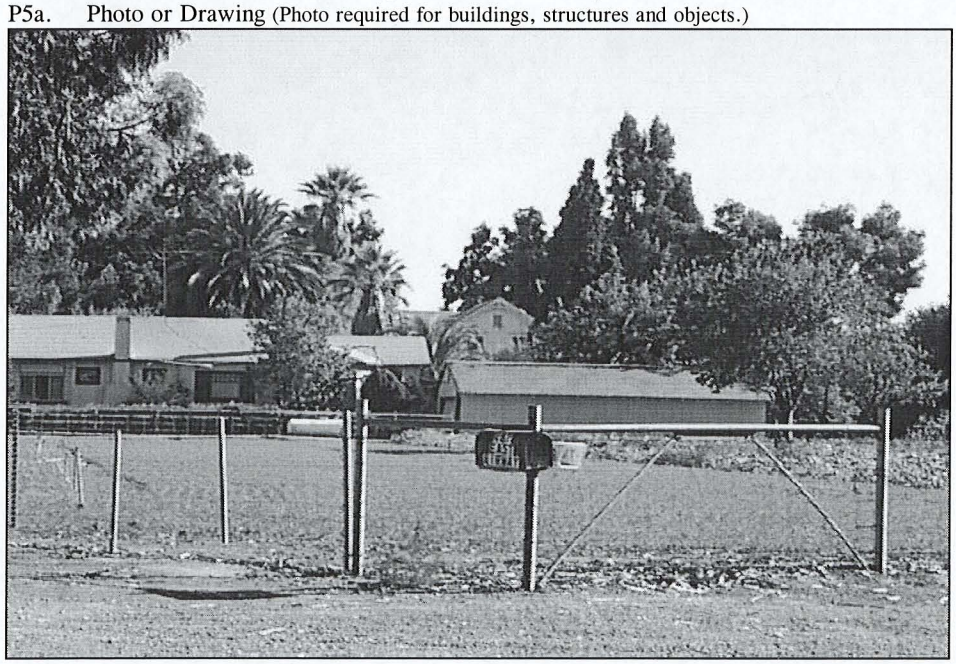
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Numbers 099-1331-028-00 and 904-0005-004-05

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)
This 919,083-square-foot lot contains 16 buildings (three houses and 13 ancillary structures). The buildings are located within the western portion of the property and include the following: a circa 1930 Craftsman style house with a circa 1960 garage; a Gothic/Queen Anne Victorian house, built circa 1870s, and associated circa 1870s shed; a circa 1970s ranch style house; a circa 1900 corrugated metal-surfaced building (old blacksmith shop); a former tank house (circa 1870s) that has been renovated into an office for the ranch property; two large circa 1900 wood board-sided barns, one small circa 1900 wood board-sided barn-like structure; a circa 1900 wood board-sided shed; one 1960s corrugated metal-surfaced barn; three post-1954 small ancillary structures; and a circa 1980s structure for ranch-related market sales. The property also contains numerous related features, including fencing, driveways, pathways, landscaping features and farm equipment. Landscaping features include mature palm, eucalyptus, fruit and nut trees, Italian cypress and decorative shrubs. Currently 20 acres of ranch are actively utilized for diversified farming, including produce and livestock.

*P3b. Resource Attributes: (List attributes and codes) HP3. Multiple family property, HP4. Ancillary buildings, HP29. Landscape architecture, HP30. Trees/Vegetation, HP33. Farm/Ranch, HP46. Walls/gates/fences

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

P5a. Photo or Drawing (Photo required for buildings, structures and objects.)



P5b. Description of Photo: (View, date, accession #) Gandolfo Ranch with Craftsman House in Foreground and Victorian in Background; (continued)

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both
ca. 1874-1970s

***P7. Owner and Address:**
Anita Gandolfo c/o Roberto Gandolfo
P.O. Box 62
Livermore, CA 94551

***P8. Recorded by: (Name, affiliation and address)** Tracy Bakic and Cindy Baker
PAR Environmental Services, Inc.
P.O. Box 160756
Sacramento, CA 95816-0756

***P9. Date Recorded:** 03/21/2000

***P10. Survey Type: (Describe)**
Intensive survey and evaluation.

***P11. Report Citation: (Cite survey report and other sources, or enter "None")**
Historic Architectural Survey Report for the Isabel State Route 84/Interstate-580 Interchange, City of Livermore, Alameda County, California (PAR 2000)

***Attachments:** ☐NONE ☒Location Map ☐Sketch 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) Primary Record with detailed architectural descriptions

DPR 523A (1/95)

***Required Information**

OCT 27 2000

P2d.
A – 606280 mE/~~4172720 mN~~ (4172708mN)
B – ~~605000~~ mE/~~4172720 mN~~ (606000mE)(4172707mN)
C – ~~605000~~ mE/4173070 mN (606000mE)
D – 606280 mE/4173070 mN

P5b. View SE, 9/2000, Accession #99-738-digital

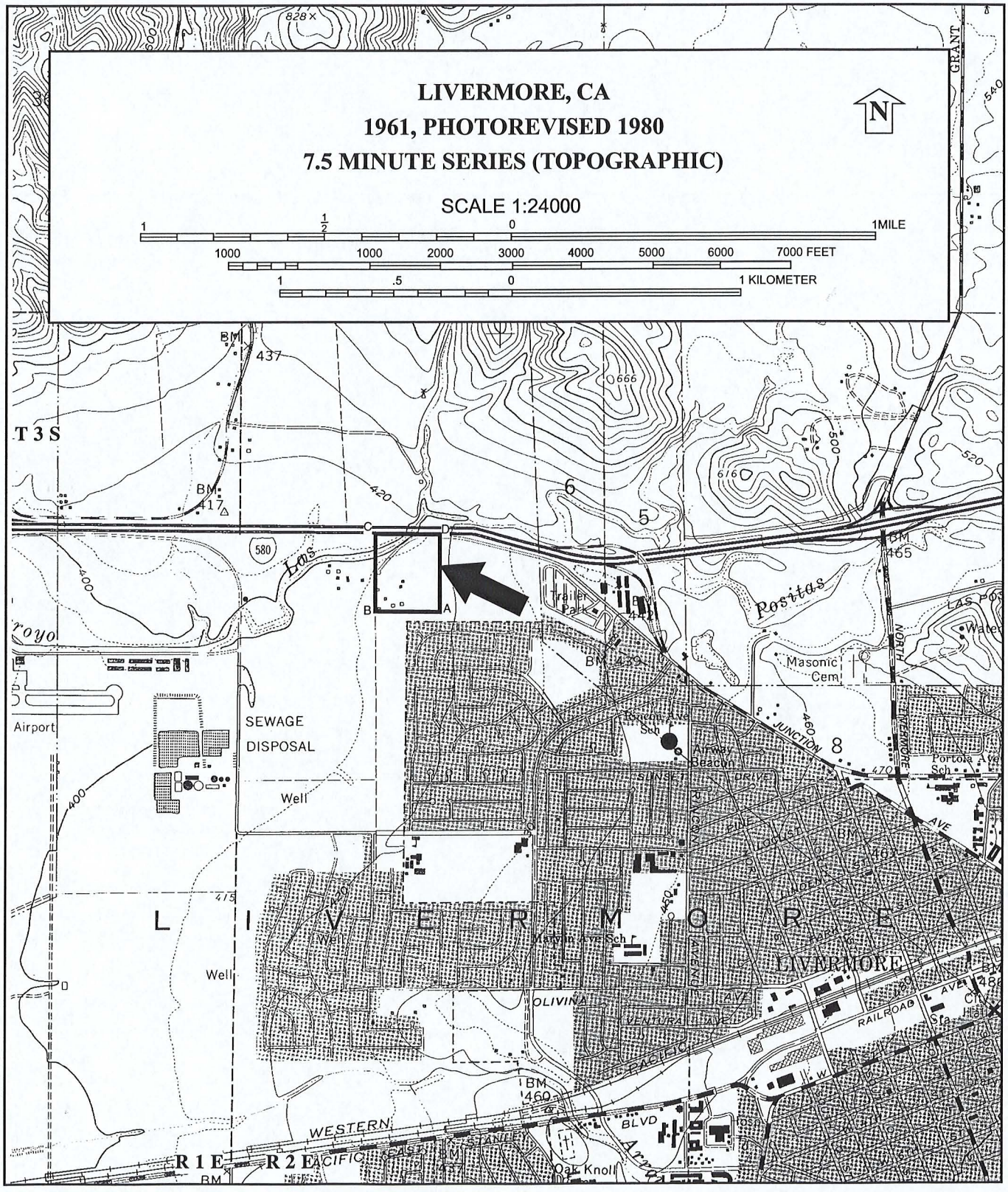
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-002204
HRI #
Trinomial

* Resource Name or # (Assigned by recorder) 4

*Map Name: USGS Livermore Quadrangle *Scale 1:24,000 * Date of map: 1961, Photorevised 1980



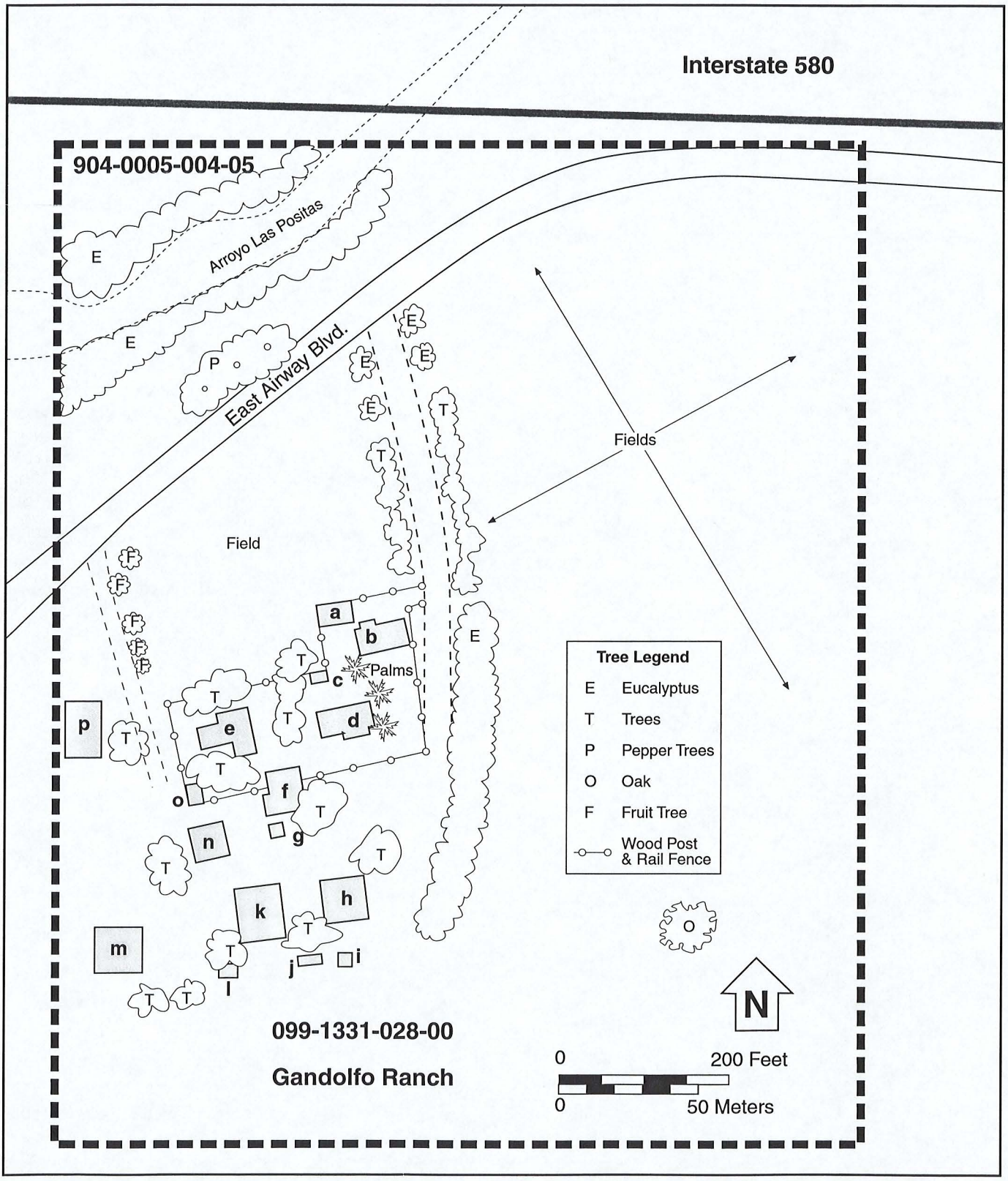
* Required Information

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SITE SKETCH MAP

Primary # P-01-002204
HRI #
Trinomial

Page 4 of 4 * Resource Name or # (Assigned by recorder) 4
Drawn by: Tracy Bakic and Claire Warshaw * Date of map: 10/4/00



* Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
DISTRICT RECORD

Primary # P-01-002204
HRI#
Trinomial

Page D1 of D7

***NRHP Status Code** 3S

***Resource Name or #:** (Assigned by recorder) Gandolfo Ranch (#4)

D1. Historic Name: Esden Ranch, Ramke Ranch D2. Common Name: Gandolfo Ranch

***D3. Detailed Description** (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district): The Gandolfo Ranch district is an historic diversified farming complex. This 919,083-square-foot (25 acre) lot contains 16 buildings (three houses and 13 ancillary structures), including a garage, four barns, a tank house-turned-office, and a commercial structure.) The property also includes wooden post-and-plank fencing, chainlink fencing, other metal fencing, and landscaping. Currently 20 acres of ranch are actively utilized for diversified farming, including produce and livestock.

The Gothic/Queen Anne Victorian house, associated shed, and a former tank house were all built in the nineteenth century. The house appears in a 1878 lithograph of the Esdon Ranch. The general mass and extant decorative bargeboard of the structure provide evidence that it is the same building, although remodeled with Queen Anne elements during the J. and O. Ramke period. At that time, the original covered porch and balcony were removed. In changing the entrance façade orientation from north to east-facing, a cross gable, bay windows, porch and fishscale shingles were added to the east elevation. Palm trees were also planted at the time flanking the new entrance to emphasize the remodel. These modifications clearly reflect a change in ownership. The old blacksmith shop, three barn structures, and another shed are pre- or circa 1900 structures. The 1878 lithograph of the ranch depicts one of the barns (Thomson and West 1878).

(continued)

***D4. Boundary Description** (Describe limits of district and attach map showing boundary and district elements):
The district is that parcel comprising Alameda County Assessor's Parcel #009-1331-028-00. It totals 25 acres in size and includes the ranch building complex and surrounding pasturage. 099-1331-028-06 Not

***D5. Boundary Justification:**
This boundary is the current property description and includes the ranch complex and the roughly 20 acres of farm land that supports the ranch and adds to its historic sense of time and place.

***D6. Significance:** Theme Ranching Area Livermore, California
Period of Significance 1885-1950 Applicable Criteria Criteria A and C (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole)

The Gandolfo Ranch site, located at 487 East Airway Boulevard, was originally part of the northern extreme of the *Rancho Valle de San Jose* Mexican land grant (Beck and Haase 1974:30; Thompson and West 1878:216). There is no evidence of historic habitation on the project site at that time, although two wagon roads crossed through it south of the ranch complex: the San Jose Mission to Stockton and the Hayward to Stockton roads (USDI, BLM 1871).

Alex Esdon bought the property in 1865, building his home ranch and hay and grain business there. An 1878 lithograph of the ranch clearly shows numerous buildings, including one extant barn in its current location and possibly the nineteenth century house, although it has been extensively modified. He sold it around 1878 to Joseph Waterman and Abijah Baker. Baker sold the Esdon residence and ranch complex, along with 266 acres, to Jurgen and Otto Ramke, German immigrants, in 1883. Jurgen and Otto started cattle ranching, in addition to raising hay and grain (*Livermore Herald* 25 October 1883 and 18 August 1881). A blacksmith shop located in an extant structure on the ranch also predated 1900 (Anita Gandolfo, personal communication 2000; Thompson and West 1878:149).

(continued)

***D7. References** (Give full citations including the names and addresses of any informants, where possible):
Beck, W. and Y. Haase
1974 *Historical Atlas of California*. University of Oklahoma Press, Norman.

(continued)

***D8. Evaluator:** Cindy Baker and Tracy Bakic **Date:** 10/2/2000
Affiliation and Address: PAR Environmental Services, Inc., P.O. Box 160756, Sacramento, CA 95816-0756

***Required Information**

***D3.**

The Craftsman house was reportedly built circa 1930; renovations were made at a later, unknown date. The garage that is next to the Craftsman house was built circa 1960. The corrugated metal-sided barn was reportedly built in 1960. The ranch-style house, sales structure, and three small ancillary structures probably were built less than 50 years ago (Anita Gandolfo, personal communication, 2000). These five structures are considered non-contributors to the district. Detailed descriptions of the buildings are provided in the attached Primary Record.

The property contains numerous related features, including fencing, driveways, pathways, landscaping features and farm equipment. Wooden post-and plank fencing contributes to the property, while the chainlink and other modern metal fencing do not. All driveways and pathways were in place by 1950 and therefore contribute to the development and design of the complex and district. Nearly all landscaping features, including mature palm, eucalyptus, fruit and nut trees, Italian cypress and decorative shrubs, date from the period of significance and are contributors to the property. Historic farming implements are located for display at various locations on the property. While those related to the types of farming conducted on their property during the period of significance contribute to the sense of association and feel of the district, unrelated implements are not contributors.

***D6.**

Jurgen and Otto Ramke sold their 266-acre property to the Richard Gandolfo family around 1915 (Anita Gandolfo, personal communication 2000; Haviland 1917; Weber 1914). The Gandolfos raised hay and grain to sell to feedlots in San Francisco and Stockton, continuing the business Esdon had begun in the 1860s. Around 1922, Lina Ramke, Jurgen and Otto's niece, married Richard Gandolfo. Lina and Richard Gandolfo lived on the ranch with Richard's mother, Guditta, and continued the hay and grain operation. Their son, Richard, Jr., later married, and today his widow, Anita Gandolfo, continues to live on the ranch. Richard Jr. built the one modern corrugated metal barn on the site in 1960. Today, their son, John, runs the property as G & H Farms (Anita Gandolfo, personal communication 2000).

This property has been used as a farm and has been associated with the Esdon, Ramke and Gandolfo ranches for over 125 years. The property's significance extends from 1885, when the Ramkes modified the ranch to meet their needs, until 1950, when post-World War II development in the Livermore area became increasingly less dependent on ranching and agriculture. As Livermore became more integrated with the San Francisco Bay area's rapid development, more and more agriculture space has been converted to residential subdivisions and commercial use. For example, the Ramke ranch property (adjacent to the Gandolfo Ranch) was purchased by the Bay Area Rapid Transit (BART) in the 1970s and, as a result, all associated ranch buildings were dismantled. The Gandolfo Ranch complex appears to be one of the only remaining intact ranch complexes in the Livermore area. For comparison, the Detjens' Ranch property on Hwy. 84 has some of the original nineteenth-century barns standing, but lacks a ranch house, due to its being dismantled decades ago. Much of the Detjens' former grazing land has been converted to wine grape production and has been sold to the Thomas Coyne Winery (M. Calhoun, personal communication 2000; W. Detjens, personal communication 2000). As a result, the Detjens' complex lacks an intact nineteenth century feeling and association. The circa 1900 buildings, as well as the circa 1930 house, on the Gandolfo property continue to function as ranch-related structures, although they are in varied states of preservation and at least two do not serve their original purposes (i.e., the tank house and blacksmith shop). Even though some buildings have been modified in form or function, as a whole the complex retains a strong sense of time and place.

The ranch complex's integrity of location, design, material, workmanship, feeling, and association are strong. No structures on the property have been moved from their original location. The complex design remains intact, with residences at the north end of the property and utilitarian structures at the rear surrounded by farm land. The design of the structures, especially the older residence and barns, are all original. Materials used in the contributing structures and features are original or replaced in kind. The original workmanship of the property's contributing structures and fencing is clearly present. The entire complex's feeling and association with late-nineteenth to mid-twentieth century northern California farming is immediately evident.

***D6.**

Diversified farms characteristically included a house, a barn for livestock, a barn for hay and grain, a water storage tank and outbuildings for equipment storage and workshops. In addition, by necessity they included farm land. All of these elements are present on the Gandolfo Ranch, although the 25-acres of farm land is much smaller than the original roughly 200 acres of the ranch. Given the integral relationship between the fields and ranch building, the boundaries of the district encompass the whole of APN 099-1331-028-00, 25 acres. In addition, construction of I-580 and East Airway Boulevard have decreased the size of the ranch and altered its setting.

The setting is somewhat compromised by increasing commercial, residential, and transportation development in the surrounding region. The Gandolfo Ranch complex appears eligible for inclusion to the National Register at a local level of significance under Criterion A, for its association with the pattern of farming and ranching that made a significant contribution to the development of the Livermore community, and Criterion C, as a nineteenth-century ranch complex that represents a significant entity, even though some components may lack individual distinction. Furthermore, at least one barn and the older house embody distinctive characteristics of nineteenth-century northern California ranch construction and meet Criterion C as individual properties.

***D7.**

Haviland, P. A.
1917 *Official Map of Alameda County, all of Contra Costa County, and portions of Solano, Sacramento, San Joaquin, and Santa Clara Counties, California.* Oakland Blue Print Co., Oakland, California. On file, California State Library, California History Room, Sacramento.

Livermore Herald
1881 Untitled newspaper item relating to Ramke Ranch, 18 August 1881. On file, Livermore Heritage Guild, Livermore, California.

1883 Untitled newspaper item relating to Ramke Ranch, 25 October 1883. On file, Livermore Heritage Guild, Livermore, California.

McAlester, V., and L. McAlester
1984 *A Field Guide to American Houses.* Alfred A. Knopff, New York.

Thompson, T.H. and A.A. West
1878 *Official and Historical Atlas Map of Alameda County, California.* Thompson and West, Oakland, California. On file, California State Library, California History Room, Sacramento.

United States Department of the Interior (USDI), Bureau of Land Management (BLM)
1871 General Land Office Surveyor's Plat Map of T2S, R2N, MDM. On file, USDI, BLM, Cadastral Survey Division, Sacramento District Office, California.

Weber, C.F.
1914 *Official Map of Alameda County*, C.F. Weber Co., San Francisco. On file, California State Library, California History Room, Sacramento.

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

Primary # P-01-002204
HRI#
Trinomial

Page D4 of D7 *Resource Name or #: (Assigned by recorder) 4
*Recorded by: Tracy Bakic and Cindy Baker *Date 03/21/2000 ☒Continuation ☐Update

View of Gandolfo Ranch with modern house in foreground and Victorian in background

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

Primary # P-01-002204
HRI#
Trinomial

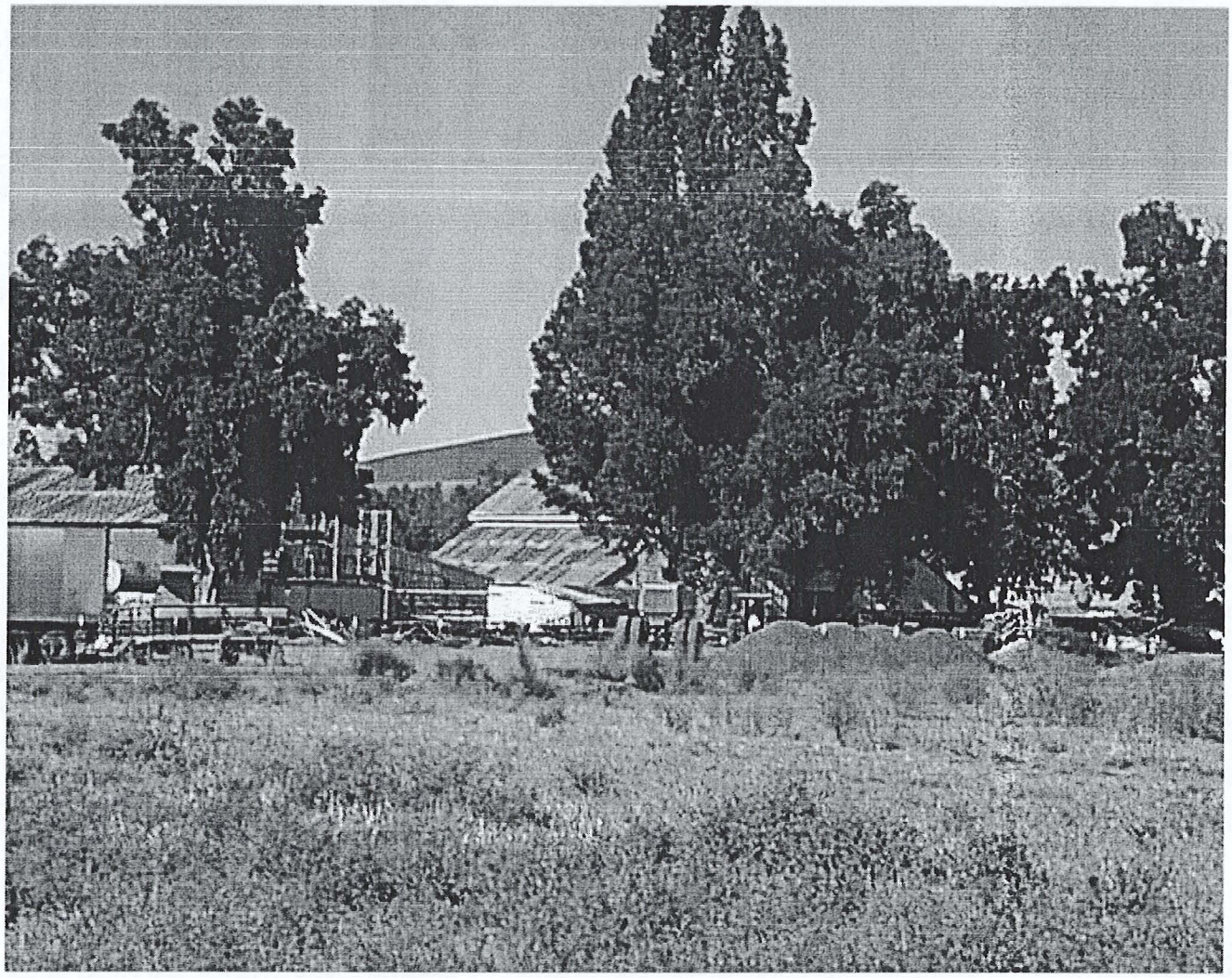
Page D5 of D7 *Resource Name or #: (Assigned by recorder) 4
*Recorded by: Tracy Bakic and Cindy Baker *Date 03/21/2000 ☒Continuation ☐Update

View of diversified farming Gandolfo Ranch taken from East Airway Boulevard

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

Primary # P-01-002204
HRI#
Trinomial

Page D6 of D7 *Resource Name or #: (Assigned by recorder) 4
*Recorded by: Tracy Bakic and Cindy Baker *Date 03/21/2000 ☒Continuation ☐Update



View of barns at back of Gandolfo Ranch site

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

Primary # P-01-002204
HRI#
Trinomial

Page D7 of D7 *Resource Name or #: (Assigned by recorder) 4
*Recorded by: Tracy Bakic and Cindy Baker *Date 03/21/2000 ☒Continuation ☐Update

Front entrance to Gandolfo Ranch, flanked by mature Eucalyptus trees

P-01-002205

This site is part of a district. For more information please see the following record in the Primary Number file:

P-01-002204

9 August 2001
Annette Schachter
Lab Asst.1

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-01-002205
HRI#
Trinomial
NRHP Status Code 3S
Other Listings
Review Code Reviewer Date

Page P1 of P9 *Resource Name or #: (Assigned by recorder) 4
P1. Other Identifier: Gandolfo Ranch
*P2. Location: ☐Not for Publication ☒ Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
(4461) *b. USGS 7.5' Quad Livermore Date 1961, photorevised 1980 T3S R2E Sec. Unsectioned; MDM (#4461)
c. Address 487 East Airway Boulevard City Livermore Zip 94550-7400
d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; 606065 mE/ ~~4172850~~ 4172800 MN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number 099-1331-028-00

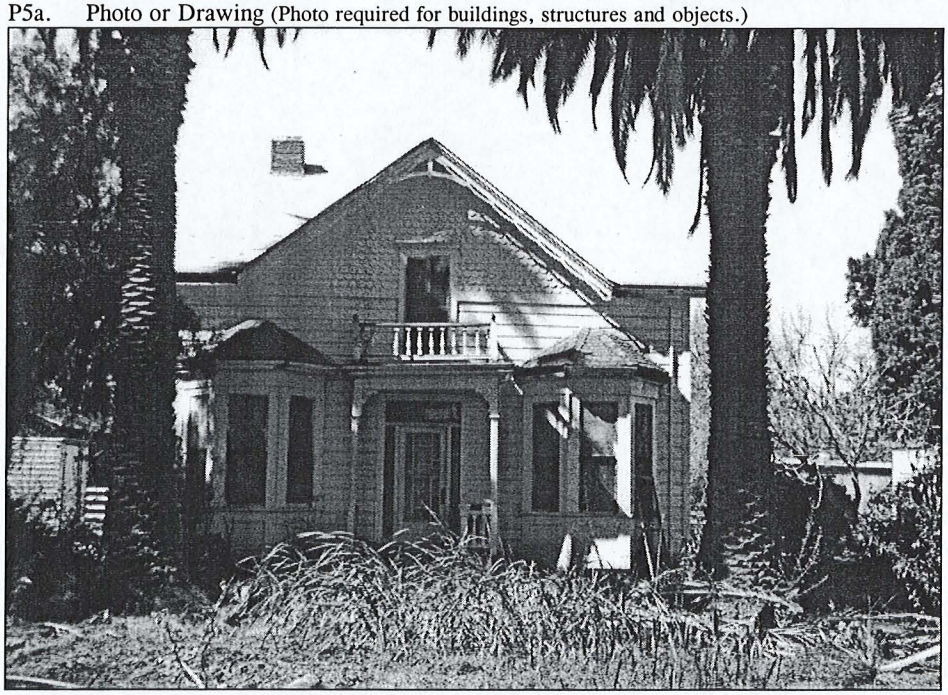
*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)
This 919,083-square-foot lot contains 16 buildings (three houses and 13 ancillary structures), including a garage, four barns, a tank house-turned-office, and a commercial structure.) The property also includes wooden post-and-plank fencing, chainlink fencing, other metal fencing, and landscaping. Currently 20 acres of ranch are actively utilized for diversified farming, including produce and livestock.

(continued)

*P3b. Resource Attributes: (List attributes and codes) HP3. Multiple family property, HP4. Ancillary buildings, HP3. Trees/Vegetation, HP33. Farm/Ranch, HP46. Walls/gates/fences

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

P5a. Photo or Drawing (Photo required for buildings, structures and objects.)



P5b. Description of Photo: (View, date, accession #) Gothic/Queen Anne Victorian House (d); View W, 3/21/2000, Frame 8, Accession # 99-738-BW-2

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
ca. 1874-1970s

*P7. Owner and Address:
Anita Gandolfo c/o Roberto Gandolfo
P.O. Box 62
Livermore, CA 94551

*P8. Recorded by: (Name, affiliation and address) Tracy Bakic and Cindy Baker
PAR Environmental Services, Inc.
P.O. Box 160756
Sacramento, CA 95816-0756

*P9. Date Recorded: 03/21/2000

*P10. Survey Type: (Describe)
Intensive survey and evaluation.

*P11. Report Citation: (Cite survey report and other sources, or enter "None")
Historic Architectural Survey Report for the Isabel State Route 84/Interstate-580 Interchange, City of Livermore, Alameda County, California (PAR 2000)

*Attachments: ☐NONE ☒Location Map ☐Sketch 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)

DPR 523A (1/95)

*Required Information

OCT 16 2000

P3a.

The northeastern-most buildings on the property are a single story circa 1930 Craftsman style house (bldg. b) and an associated circa 1960 garage (bldg. a). The rectangular Craftsman house (bldg b) has a raised concrete foundation, stucco-surfaced sides, and a composition shingle-surfaced gable roof with decorative bracing at the east gable end. Many of the original windows of the house have been removed and replaced with modern aluminum slider windows. The front (east) side of the house appears to have had a full-width porch that was supported by piers with battered upper columns. This porch was enclosed at an unknown date and includes a paneled wood double door with glazed upper sections and two aluminum slider windows. A large louvered vent is within the front gable area. The double door is accessed from a five-riser concrete stairway. The north side of the house includes an original tripartite multi-paned wood sash window, an original bay window area with aluminum replacement windows, and a stuccoed exterior fireplace chimney that is flanked to each side by a stained glass window. An interior chimney is located at the northern side of the house as well.

The associated garage (bldg. a) is rectangular in plan and has a concrete slab foundation, horizontal tongue and groove wood board siding, and a composition shingle surfaced gable roof. Fenestration on this building includes a modern metal roll-up bay door on the east side and two wood sash, multipaned windows on the west side.

Just south of the Craftsman house is a Gothic/Queen Anne Victorian house (bldg. d), build circa 1870s and associated circa 1870s shed (bldg c). The house (bldg. d) appears to be built on a concrete foundation, has horizontal wood board siding, and has cross-gabled roofing that is surfaced with composition sheets. The east (front) portion of the house is one-and-one-half story and the west (rear) portion of the house is one story. A brick interior chimney is at the southern end of the east portion of the house. Fishscale shingles and decoratively cut gableboards are at every gable end.

The front (east) side of the Gothic/Queen Anne Victorian house has a symmetrical design and includes a central gable, a central porch and two bay window areas. The central porch has a flat-roofed overhang and is entered from a two- or three riser stair. The overhang is supported by two wood posts, each with decoratively cut braces. Each side of the porch includes a balustrade made of turned wood balusters. Atop the overhang is a balustrade made of turned wood balusters. The front door is accessed from the covered porch and is made of multi-paned wood and is surrounded by sidelights and an overdoor (window). Centered above the porch area and within the central gable is a window that is covered by wooden louver shutters; the top of the simple window frame includes a cornice molding. To each side of the front porch/door area is a bay window area that includes composition sheet roofing and three wood sash double hung one over one windows, each with extended stiles; beneath each window is a wood panel made of diagonal boards within a simple molding.

The south and north sides of the one-and-one-half story portion of the Victorian house are fenestrated the same with two window at the lower level, two windows at the upper level, and a wood louvered vent in the gable area. All windows have a simple window frame topped by a cornice molding. The windows are two-over-two wood sash double hung windows (no extended stiles); attached louvered wooden shutters cover some of these windows. The single story gabled extension of the house includes the following: a screened-in porch area and a multipaned opening at the south side; two two-over-two wood sash double hung windows (no extended stiles) with a simple frame topped by a cornice moldings and a wood louvered roof vent on the west side. Landscaping includes a pair of palm trees that are symmetrically set at the front of the house.

To the north side of the Gothic/Queen Anne Victorian house is a rectangular shed that is reportedly contemporary with the house (bldg. c; Anita Gandolfo, personal communication, March 21, 2000). This small building has a corrugated metal-surfaced shed roof, horizontal wood board siding, and a paneled wood door on the south side.

West of the Victorian and southwest of the Craftsman is a circa 1970s single story ranch style house (bldg. e). The house is L-shaped in plan and has a concrete foundation, wide horizontal board siding, and gable and shed roofing with batten-style metal surfaces. The shed roof extends over a carport area. All fenestration is modern, including aluminum slider windows. A wooden deck is located at the southeast side of the building.

P3a.

Southwest of the Victorian is a building that reportedly was used as a blacksmith shop in earlier years (bldg. f; Anita Gandolfo, personal communication, March 21, 2000). This structure, built around 1900, is single story with a gable roof over its main portion and a shed roof overhang at the south side. Wood posts set into concrete footings support the shed roof overhang. All wall and roof surfaces are corrugated metal covered. The south side of the structure includes three bay openings - one with a metal-hinged wood double door, one with wood door attached to an upper metal track, and one with no door. Other fenestration on the building includes two window pairs, each made of two six-pane windows, and one three-pane window that may be a remaining portion of a six-pane window.

Directly south of the former blacksmith shop is a former tank house (circa 1870s) that has been renovated into an office for the ranch property (bldg. g). The original tank house portion of the building is square in plan and tapers slightly on all sides to the roofline. A modern single story, shed-roofed addition was constructed at the east side of the tank house for its newer use. The original tank house is set on a concrete slab foundation and has horizontal wood board siding (appears to be the same siding as on the Victorian house) and composition shingle roofing. The addition is also on a concrete slab and is sided with modern horizontal board siding. All fenestration appears to be part of the modern renovation, including all doors and aluminum double hung windows. The western doorway at the north side of the building has a pent roof overhang.

The southernmost structures on the property are three large barns (bldgs. h, k, m) and three small ancillary structures (bldgs. i, j, l). The easternmost of these barns (bldg. h) was built around 1900 is set on a concrete foundation and is of wood frame construction with vertical wood board siding on it north and east sides and board and batten siding on its south and west sides. The roof is gabled with shed roof extensions to the east and west sides and is surfaces with corrugated metal roofing. The eastern shed-roofed portion is open-sided and supported by braced wood posts. The east wall (under the open-sided shed-roofed area) has one opening with hinged wooden doors. The south side has one upper and one lower bay opening; there is no door on the lower opening and there is a metal-hinged wood double door on upper opening. The west side of the barn includes a metal-hinged door and the north side has two bay openings – one with a wooden door attached to an upper metal track and one with a metal-hinged wooden double door. At the southwest corner of the barn is a large piece of farm-related equipment set on a concrete pad.

South of the above-described barn is a small animal shelter (bldg. i). This post-1954 structure is set on a concrete slab and is of wood frame construction with a shed roof and corrugated metal surfaces. West of the animal shelter is a post-1954 roof covered storage structure (bldg. j). This structure is built on concrete slab and is of wood frame construction with a corrugated metal-surfaced shed roof and wood board siding on two sides.

West of the previously described barn (bldg. h) is another barn, reportedly built in 1960 (bldg. k; Anita Gandolfo, personal communication, March 21, 2000). This barn is built on a concrete foundation, has a main gable roof and a shed-roofed extension to the east side. Bay entries with doors that are attached to upper metal tracks are located at the north and west sides.

Southwest of the 1960s barn (bldg. k) is a small wood frame post-1954 outbuilding (bldg. l). It has a mudsill foundation, vertical tongue-and-groove wood board siding, and a low gable roof surfaces with corrugated metal. Fenestration consists of a single panel wood door on the north side and a single pane window on the east side. Three cylindrical (circular profile) metal fuel tanks on concrete pads are at the west side of the outbuilding three cylindrical (ovoid profile) metal fuel tanks are at the east side.

(continued)

P3a.

The westernmost barn on the property (bldg. m), built circa 1900, represents the same design as the easternmost barn on the property (bldg. h), except that in this case both shed-roofed wings of the barn are enclosed. This barn is built on a concrete foundation, has vertical wood board siding, and a corrugated metal surfaced roof. The north side has three bay openings – the central opening with a metal-hinged double door and two openings with wooden doors on upper tracks; there is also a small opening above the central bay that has hinged doors. The east side has one small bay opening with a wood door on an upper track. The south side has on bay opening with wood door on an upper track and two small window-like openings, one with hinged wood doors.

A small barn-like structure (bldg. n) is located south of the three larger barns and west of the tank house. This structure (built circa 1900) is built on a concrete foundation and has a gable roofed main portion and a shed-roofed wing to its west side. The east side and entire west wing are sided with vertical wood boards and the gable end sides are surfaces with horizontal wood siding. All roofing is surfaced with corrugated metal. The south side of the barn includes the following: a pent roof overhang supported by wood posts, a central bay opening with paneled wood doors suspended on an upper metal track, one window covered with wooden shutters, one double hung, wood sash, six over six window, and one bay opening with a vertical wood door on an upper track. The east side has two windows that are covered by wooden shutters. The north side has a central bay with paneled wood door on an upper track, one window covered by wooden shutters, and one double hung, wood sash, six over one window.

North of the small barn (bldg. n) is a circa 1900 wood framed shed (bldg. o). It is built on a concrete slab and has a corrugated metal-surfaced gable roof. Siding material on this structure include wood clapboards, vertical wood boards and wooden lattice. The south side has a centrally set bay entry with a wood door on an upper metal track. The north side has a central window opening that is infilled with wooden latticework.

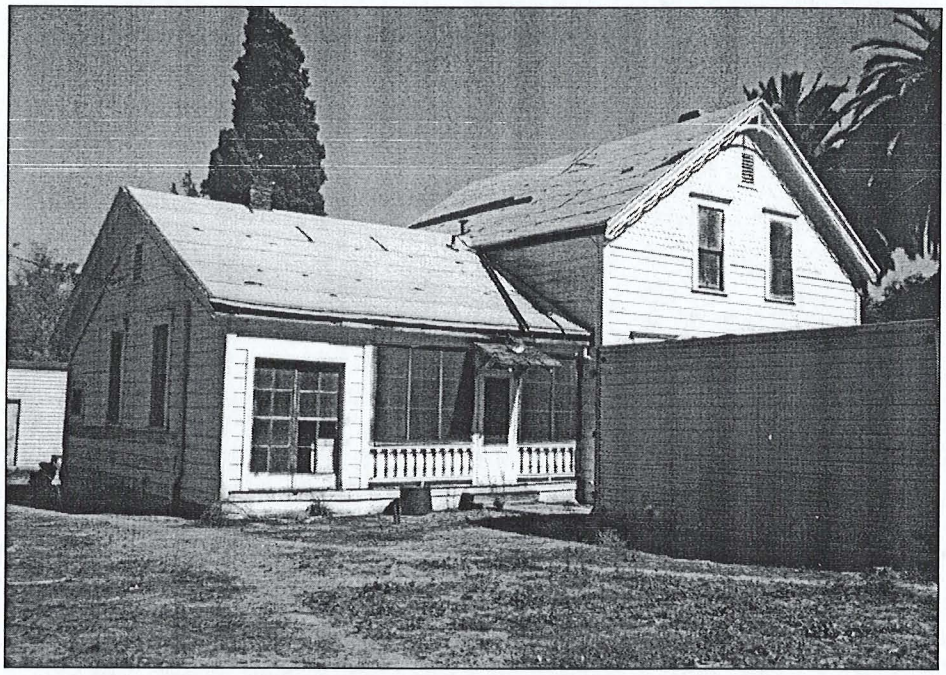
The northwestern-most building on the property is a modern structure (circa 1980s) used for ranch-related market sales (bldg p). The wood framed building has a concrete slab foundation, a combination of vertical wood board and grooved plywood siding, and a corrugated metal surface gable roof. The east side has a modern metal door and a bay opening with a wood door on an upper track. The north side that a large bay opening that has been infilled with vertical wood boards. The south side has a bay opening with a wooden door on and upper track. A metal-lined wooden trough and a modern utility sink are located at the north side of the building.

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

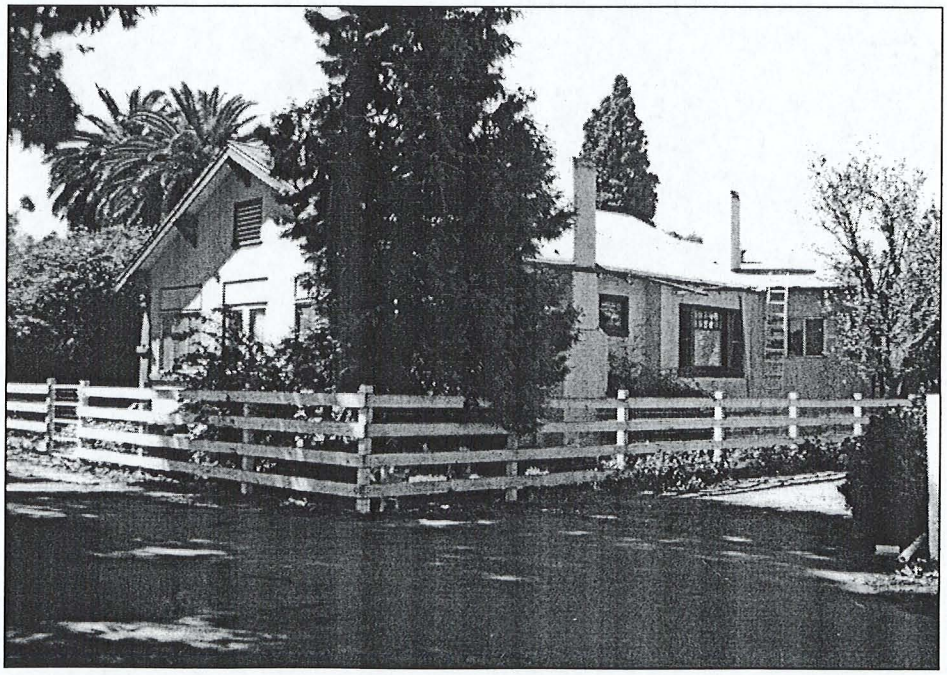
Primary # P-01-002205
HRI#
Trinomial

Page P5 of P9 *Resource Name or #: (Assigned by recorder) 4
*Recorded by: Tracy Bakic *Date 03/21/2000 ☒Continuation ☐Update

P5b.

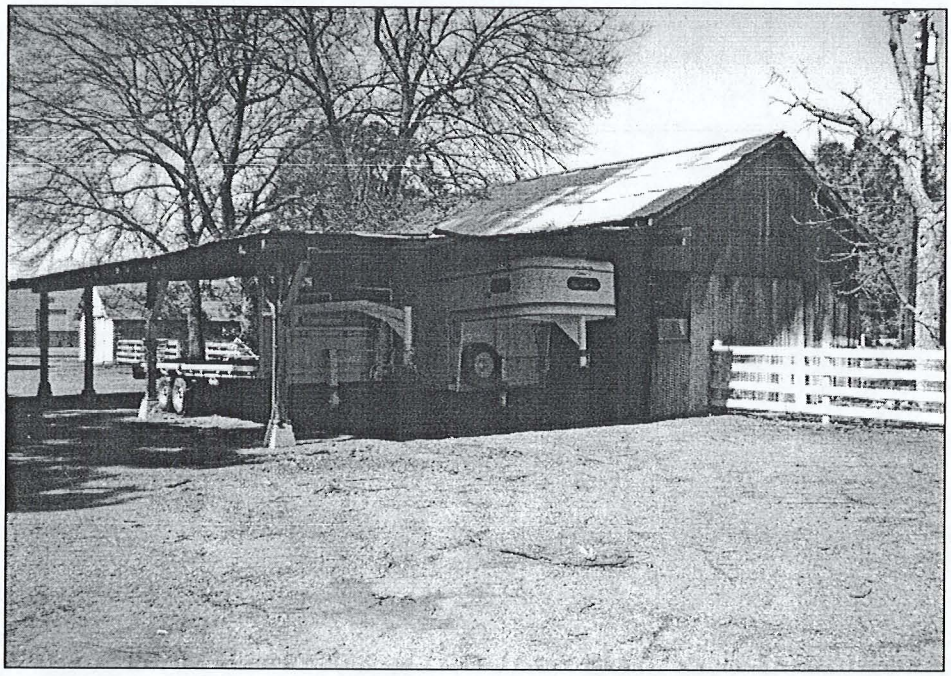


Gothic/Queen Anne Victorian House (d); View NE, 3/21/2000, Frame 9, Accession # 99-738-BW-2

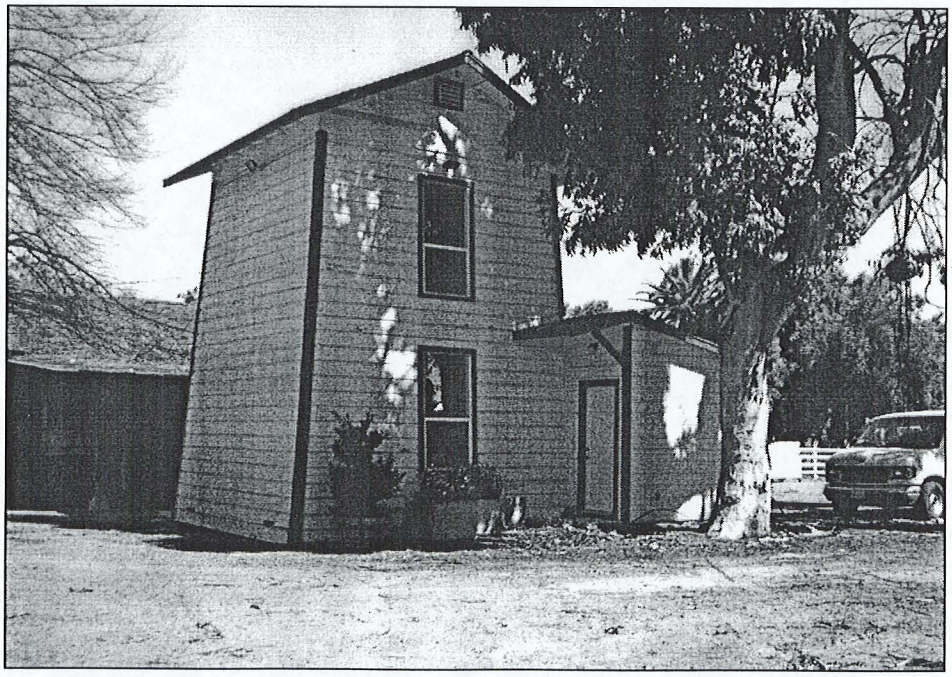


Craftsman House (b); View SW, 3/21/2000, Frame 7, Accession # 99-738-BW-2

P5b.

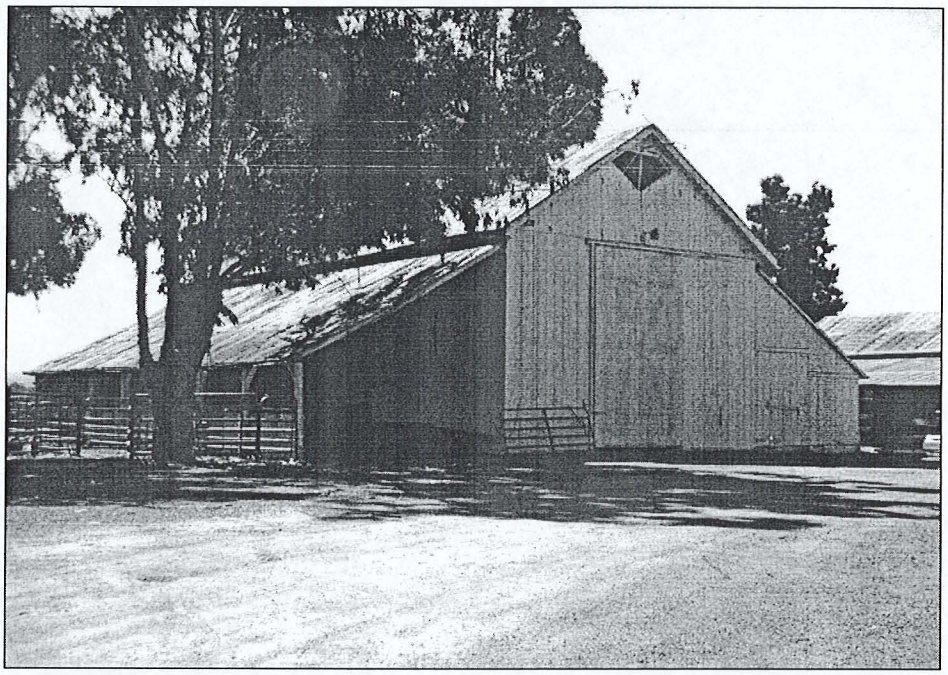


Former Blacksmith Shop (f); View NW, 3/21/2000, Frame 16, Accession # 99-738-BW-2

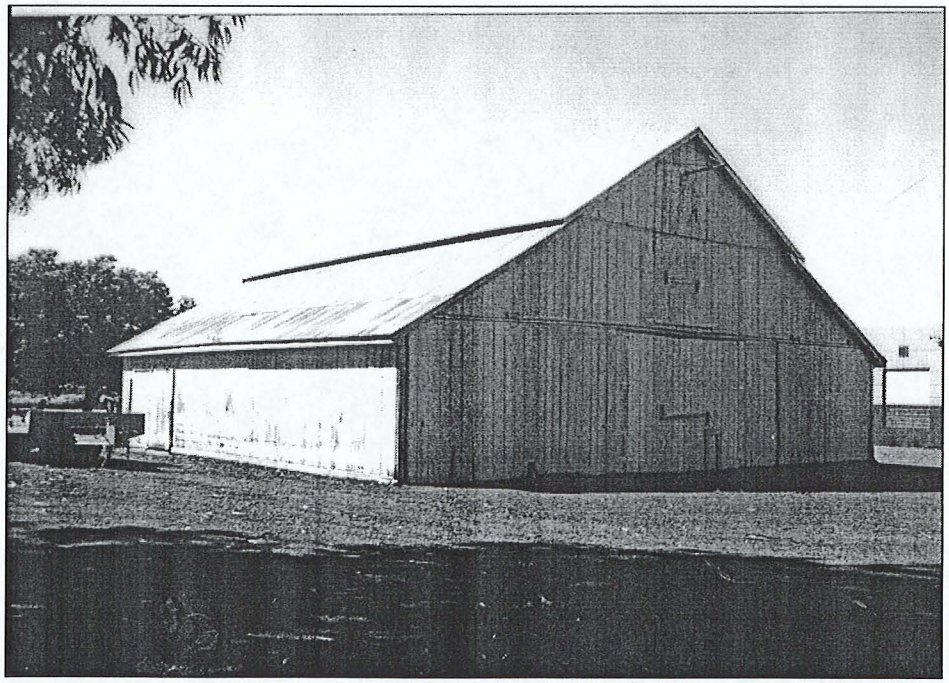


Tank house (g); View NE, 3/21/2000, Frame 17, Accession # 99-738-BW-2

P5b.

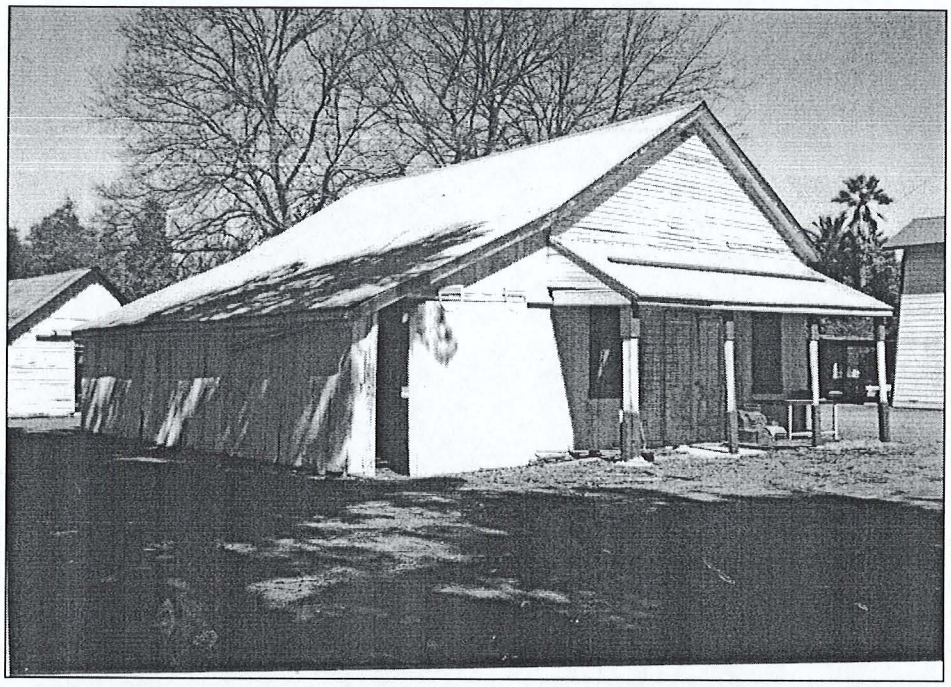


Barn (h); View SW, 3/21/2000, Frame 11, Accession # 99-738-BW-2

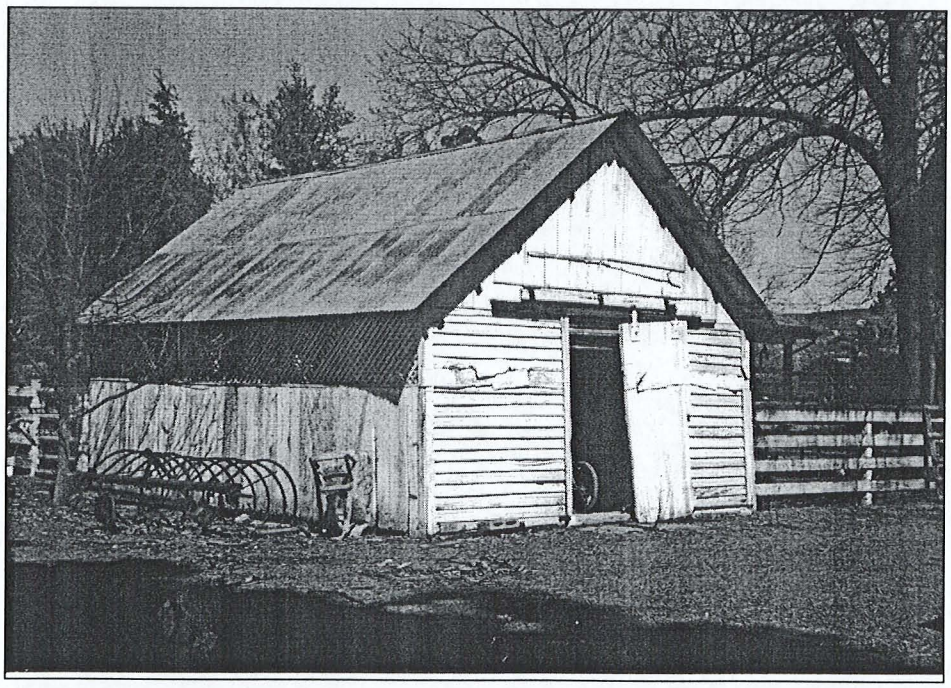


Barn (m); View SW, 3/21/2000, Frame 2, Accession # 99-738-BW-2

P5b.



Small Barn (n) View N, 3/12/2000, Frame 19, Accession # 99-738-BW-2



Shed (o); View NE, 3/21/2000, Frame 20, Accession # 99-738-BW-2

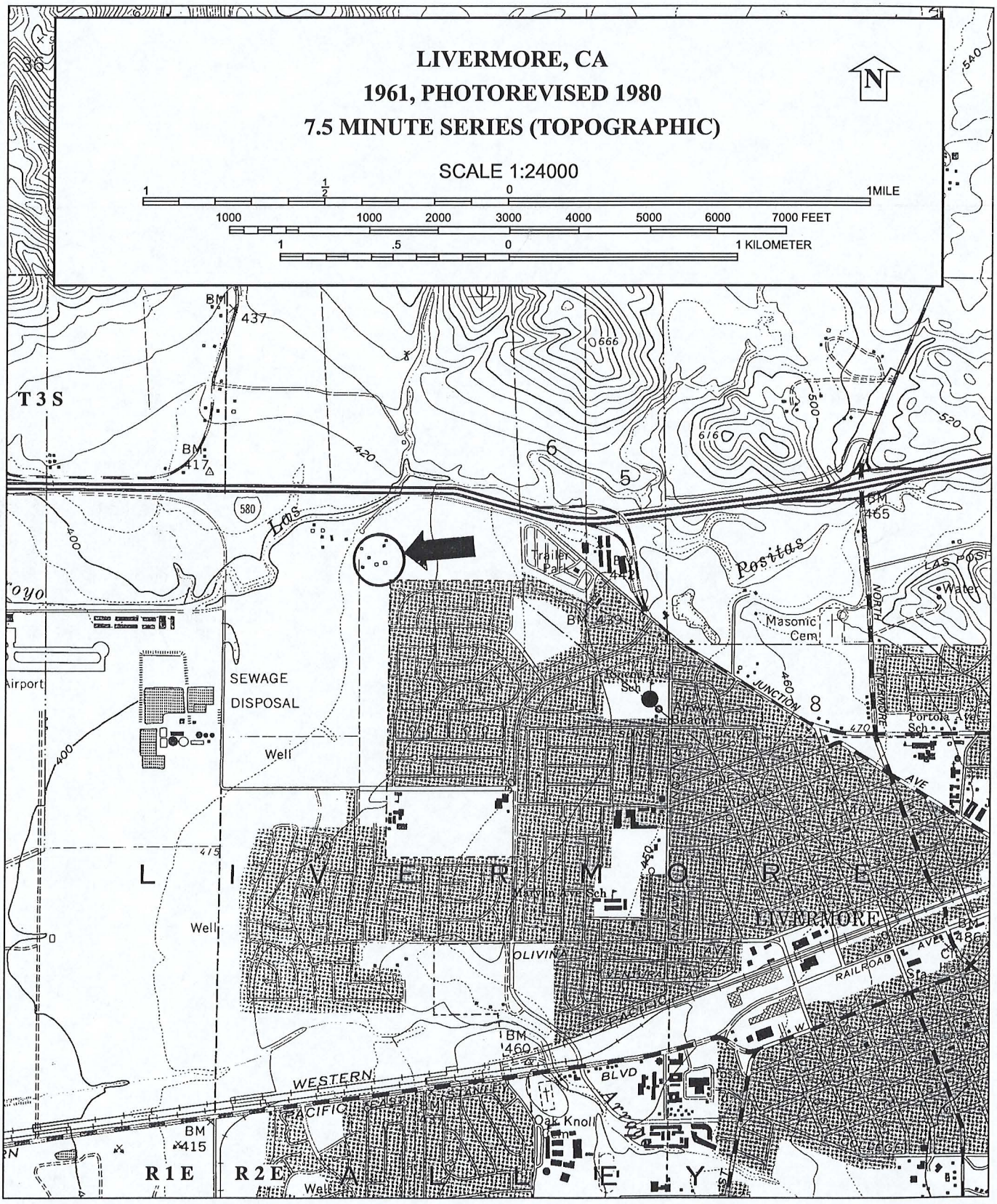
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-002205
HRI #
Trinomial

Page P9 of P9 * Resource Name or # (Assigned by recorder) 10

* Map Name: U.S.G.S. Livermore Quadrangle *Scale: 1:24,000 * Date of map: 1951, Photorevised 1980



DPR 523J (1/95)

* Required Information

P1. Other Identifier: Juanita Vidalin House / Angelo Schenone House

***P2 e. Other Locational Data:** 3680 Las Colinas Road, Livermore, CA 94551; Assessor's Parcel Number (APN): 902-8-5-8 and 902-8-5-9

***P3a. Description:** The property at 3680 Las Colinas Road is a ranch complex about 300 feet north of Interstate 580. The complex was originally recorded in 1991 and this form serves as an update to the prior documentation. In 1991, the complex included a Craftsman-style house and ten outbuildings. A field check, as well as a comparison of aerial photographs and the previous recordation, indicates that five of the 11 previously recorded buildings have been demolished since the original 1991 documentation and a small shed was constructed northwest of the residence in 2015 (Google Earth Pro 1993, 2015). The five remaining outbuildings and the residence appear to be unaltered.

***P3b. Resource Attributes:** HP2 – Single family property and HP33 – Farm/Ranch

P5a. Photograph:

Photograph 1. South and east sides of residence at 3680 Las Colinas Road from end of driveway with Shed 2 and Garage 2 at left, camera facing northwest, February 6, 2019.

***P8. Recorded by:** H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 6, 2019

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***B10. Significance: Theme** Ranching **Area** Alameda County
Period of Significance 1915 **Property Type** Ranch complex
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Ward Hill of Corbett & Hill inventoried and evaluated this property in 1991 for the report titled "Historic Architectural Survey Report, First Street/Las Positas Road Widening and Interstate 580/First Street Modifications, Livermore, California" (see attached form). Hill concluded that the property was not eligible for the National Register of Historic Places (NRHP) under Criteria A, B, and C and that the individual buildings and the farm complex as a whole lacked integrity. This form serves to update the evaluation of the property in respect to its eligibility for listing in the California Register of Historical Resources (CRHR) and the Alameda County Register.

Evaluation

Under CRHR Criterion 1, this property has important associations at the local level with Robert Livermore's 1839 Rancho de Las Positas land grant, but it does not retain historic integrity to that period of time, and therefore is not eligible under this criterion. No buildings or structures from Robert Livermore's or his son's ownership remain extant on the property. The extant residence was constructed by Robert Livermore's heirs in 1915 on the former site of a Livermore residence that burned in 1905. The remaining extant outbuildings were subsequently constructed at various dates on a 52-acre subdivision of the Rancho. The property no longer retains its ability to convey a sense of time and place of the Livermore area's Rancho period. Because the property is located within Alameda County, it also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, this property does not have sufficient integrity to be considered eligible under NRHP Criterion A or CRHR Criterion 1, and therefore also does not appear to be eligible under Alameda County Criterion A.

Under CRHR Criterion 2, this property has important associations at the local level with the lives of the locally prominent Livermore and Schenone families, but does not retain historic integrity to their time of association with the property, and therefore is not eligible under this criterion. As mentioned above this property was part of a Rancho land grant obtained by Robert Livermore in 1839. The town of Livermore, which was located on Livermore's Rancho land, was established in 1869 and named after the late Robert Livermore who had passed away in 1858. The rancho was subdivided amongst his children after his death, and his son, Robert Livermore Jr., operated a 478-acre ranch which included this property. No buildings or structures from Robert Livermore's or his son's ownership survive from this early time period.

Additionally, a prominent Bay Area lawyer and judge, Joseph Anthony Schenone, was raised on the ranch when his uncle and his aunt, who was a great-granddaughter of Robert Livermore, adopted him after he was orphaned as a baby. Although Mr. Schenone was raised in the 1915 farmhouse, it is not associated with his productive years or reflect his accomplishments as an adult. Additionally, while the 1915 built residence retains integrity of location and association, its integrity of setting and feeling was compromised by the construction of the Interstate 580 (I-580) in the 1940s, and its integrity of design, workmanship, and materials was somewhat diminished due to the installation of replacement windows. The ranch complex as whole also retains integrity of location and association, by the 1940s construction of I-580 compromised the complex's integrity of setting and feeling, and the ranch's integrity of design, workmanship, materials has also been affected by the removal of two large barns that were demolished when I-580 was built, and the demolition of five outbuildings after 1991. These aspects of integrity have also been affected by the construction of a detached garage in the 1980s and a small shed northwest of the residence in 2015. Therefore, in addition to lacking association with Joseph Anthony Schenone's productive years, the ranch complex also lacks integrity to the time when he lived at the property. Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. As mentioned above, while the property is associated with the Livermore and the Schenone families, it does not retain historic integrity to their time of association with the property and it is not eligible under Alameda County Criterion B.

Under CRHR Criterion 3, this property is not an important example of a type, period, or method of construction. The residence is a slightly modified, typical example of a Craftsman-style house, which was designed by a Livermore family cousin, Fred Chapman, who is not recognized as master architect. The outbuildings are modest and utilitarian in style, and none are exceptional examples of their building type. Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. Because none of the buildings on this property are eligible under NRHP Criterion C or CRHR Criterion 3, they therefore are not eligible under Alameda County Criteria C, D, or E.

Under NRHP Criterion D and CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. This property has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

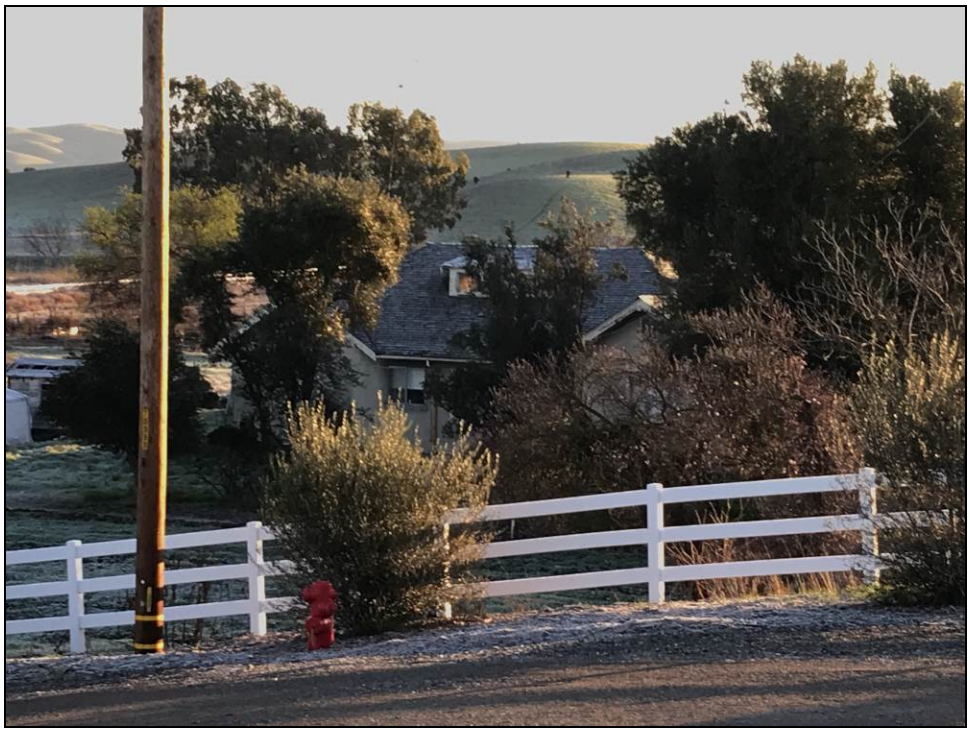
This evaluation concurs with the previous recordation, which concluded that the property at 3680 Las Colinas Road does not appear eligible for listing in the NRHP. The property also does not meet the criteria for listing in the CRHR or the Alameda County Register, nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). While the property has important associations with Robert Livermore's 1839 land grant as part of the Rancho de Las Positas under CRHR Criterion 1 / Alameda County Criterion A and associations at the local level with the lives of two prominent local families under CRHR Criterion 2 / Alameda County Criterion B, the property does not retain historic integrity to any of these periods of time. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

***B12. References:**

Google Earth Pro
1993 3680 Las Colinas Road, Livermore, CA, 95376. May.
2015 3680 Las Colinas Road, Livermore, CA, 95376. October.
2018 3680 Las Colinas Road, Livermore, CA, 95376. June.

***B14. Evaluator:** H. Miller, AECOM ***Date of Evaluation:** February 2019

P5a. Photographs (continued):



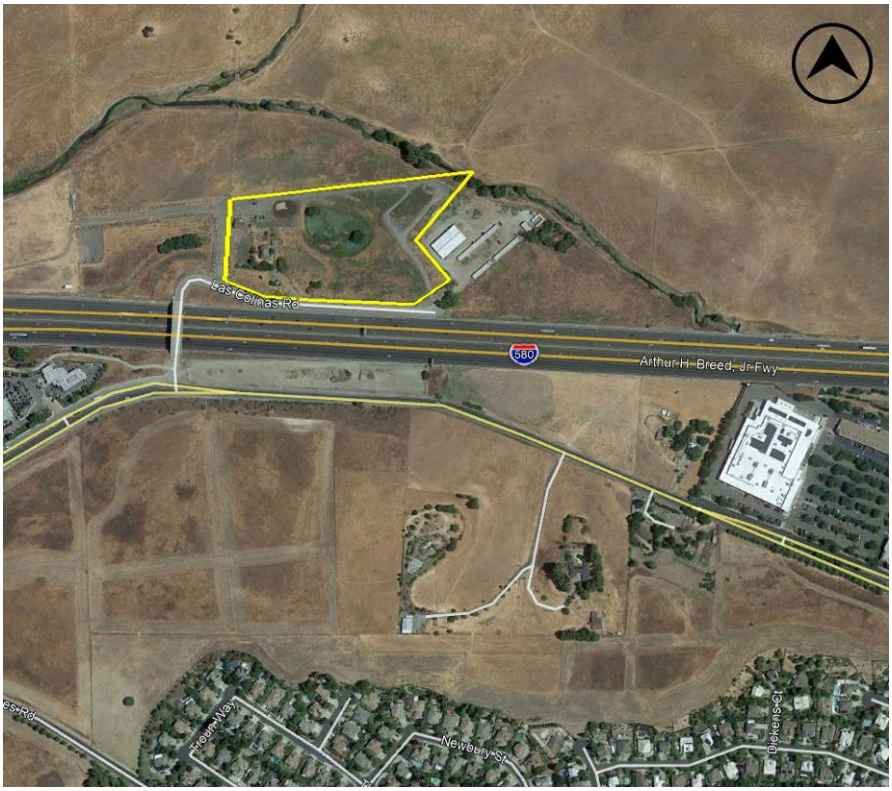
Photograph 2. West side of residence, camera facing northeast, February 6, 2019.

Photograph 3. Shed 3 at left, north end of residence at right, and modern garage at far right, camera facing northwest, February 6, 2019.

Photograph 4. Barn at right, and 2015 built shed at far right, camera facing north, February 6, 2019.

***Resource Name or #:** (Assigned by recorder) 3680 Las Colinas Road
Map ID #: 02

☐ Continuation ☒ Update



Sketch Map. 3680 Las Colinas Road (Source: Google Earth Pro 2018).

P-01-011636

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY/EVALUATION FORM

MAP REFERENCE NO. 1

County - Route - Postmile:

( ) **LISTED**
( ) **APPEARS ELIGIBLE**
( ) **DETERMINED ELIGIBLE**
(X) **APPEARS INELIGIBLE**

IDENTIFICATION

1. **Common Name:** Juanita Vidalin House

2. **Historic Name:** Angelo Schenone House

3. **Street or rural address:** 3680 Las Colinas Road

   City: Livermore **Zip Code:** 94551 **County:** Alameda

4. **Parcel Number:**0099-0020-005-05,8,9 **Present Owner:**Juanita Vidalin et. al.

   Address: 3680 Las Colinas Road **City:** Livermore **Zip Code:** 94551

5. **Ownership is:** ( ) **Public** (X) **Private**

6. **Present Use:** residence **Original Use:** residence and farm

DESCRIPTION

7a. Architectural Style: Craftsman

7b. Briefly describe the present PHYSICAL CONDITION of the site or structure and describe any major alterations from its original condition:

This complex of buildings on Las Colinas Road is about 300 feet north of Interstate 580 on a flat parcel of about 40 acres. The foothills of the mountains surrounding the Livermore Valley start about one quarter of a mile north of the complex. The buildings in this complex include a house and ten outbuildings. The house is set in a grove of mature trees. The outbuildings include two barns, three garages, four sheds and a chicken coop (See Continuation Sheet).

8. Construction date: 1915
   Estimated: ( ) Factual: (X)

9. Architect: Fred Chapman

10. Builder: Ervin Waggoner

11. Approx. property size (in feet)
    Frontage: 500 Depth: 200

12. Date(s) of enclosed photo(s):
    September, 1991

Photographer: Ward Hill

13. Condition: Excellent ( ) Good (X) Fair ( ) Deteriorated ( )

14. Alterations: kitchen and bathroom remodeled; original windows replaced west elevation.

15. Surroundings: (Check more than one if necessary) Open land (X) Scattered buildings ( ) Densely built-up ( ) Residential ( ) Industrial ( ) Commercial ( ) Other:

16. Threats to site: None known( ) Private Development( ) Zoning( ) Vandalism( ) Public Works Project (X) Other:

17. Is the structure: On its original site? (X) Moved? ( ) Unknown? ( )

18. Related features: house, two barns and outbuildings.

SIGNIFICANCE

19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site): (See Continuation Sheet)

20. Main theme of historic resource: (If more than one is checked, number in order of importance.)

Architecture (1) Arts & Leisure ( )
Economic/Industrial ( )
Exploration/Settlement ( )
Government ( ) Military ( )
Religion( ) Social/Education ( )
Law (2)

21. Sources:

Discussion with Dorene Clement, State Office of Historic Preservation, September 18, 1991.

Discussions with Juanita Vidalin, September,10,12 1991.

Map of Estate of Robert Livermore as Partitioned by Agreement Surveyed by W.H. Cilker, C.E., 1915.

Building contract between contractor, Ervin Waggoner and Angelo Schenone, October 2, 1915.

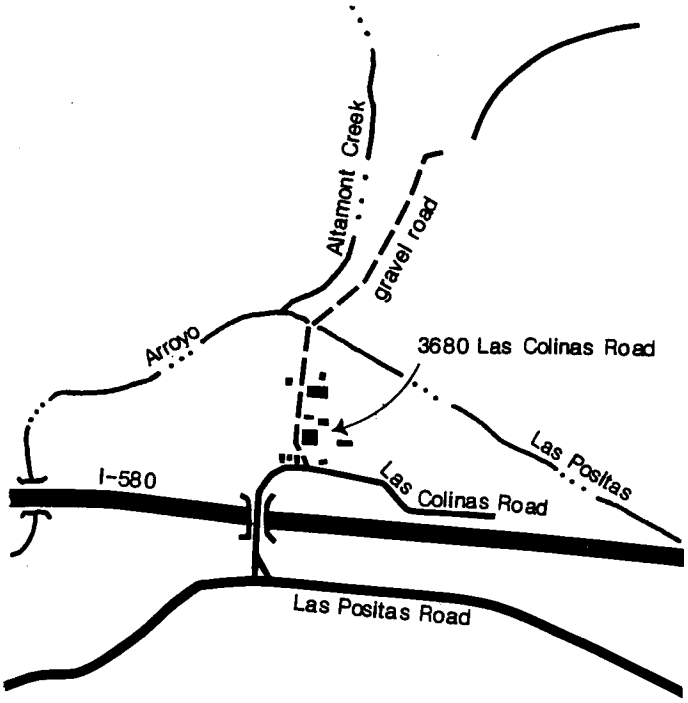
Thompson and West, Historical Atlas of Alameda County, Thompson and West: San Francisco, 1878.

Newton, Janet, Las Positas, Livermore, CA: Janet Newton, 1969.

The Charm of Old Livermore, Livermore, CA: Janet Newton, 1989.

Alameda County Bar Association, Bench and Bar of Alameda County, Oakland, CA, 1953, p. 113.

Location sketch map



Kinniard, Lawrence,
History of the Greater San Francisco Bay Region,
Vol.III, Lewis Historical Publishing Co:
New York, 1966, p. 88-89.

"Schenone saw many changes in 20 years",
Livermore Herald & News,
February 2, 1973, p.6.

"Pioneer looks to the future",
Livermore Herald, April 19, 1980, p.6.

"Livermore's Great-granddaughter dies",
Livermore Herald, October 12, 1987, p.12.

22. Date Form Prepared: September 24, 1991
By: Ward Hill
Organization: Corbett & Hill
Address: 2054 University Avenue, #505
City: Berkeley
Zip Code: 95704
Phone: (510) 441-4071

Item 7b continued

The one and half story house has a rectangular plan (30 feet by 60 feet) with a side porch projecting from the east elevation. The house is of stud wall wood frame construction with a perimeter concrete foundation. The house has a hip roof with two transverse gables on the north and south ends of the roof. The roof is covered with wood shingles, while rough cast stucco covers the body of the house. Inside, the house has three bedrooms, a living room, dining room, kitchen and bathroom on the first floor, and a bedroom on the half story second floor.

An extension of the gable at the south elevation forms the front entrance porch which has battered, side arches supporting the overhang.

A 45 degree slanted bay window opens out from the living room on the east elevation near the front entrance. The bay has wood casement windows. The other original casement windows on the east and south elevations are intact; the windows on the north and west elevations have been replaced with sliding aluminum frame windows.

Shed roof dormers project out east and west from the center of the hip roof at the ridge. Each dormer has three windows. Two brick chimneys also project above the hip roof. The gables have exposed rafters under the projecting roof eaves.

One enters the living room through the front entrance door. The interior is laid out with all the main living areas - living room, dining room and kitchen - opening out along the east side of the house, and the three bedrooms arranged along the west side of the house. The living and dining rooms form one continuous space separated by two square columns between the rooms. The living and dining rooms are finished in a high wainscot of natural wood stained dark. In contrast to the dark wainscotting, a flat plaster wall painted white above the wainscot forms a continuous band through the two rooms. The exposed ceiling beams in the two rooms are also dark stained wood.

A fireplace faced with brown glazed tiles opens out from the west side of the living room; facing the fireplace is a window seat set into the bay window on the east side of the room. Two doors flank the fireplace which lead into the bedrooms. There is a large hutch built into the north wall of the dining room. Two doors flank the dining room hutch - one leads to the kitchen and the other to a hall that leads to another bedroom and the bathroom. A stair from the hall also leads to the second floor bedroom. The kitchen has been remodeled, but still has its original spatial configuration. The bathroom has also been remodeled. The original plaster walls, damaged during an earthquake in 1980, have largely been replaced with sheetrock throughout the house.

Shed 1 is a rectangular plan, wood frame building covered with rustic siding secured with round nails. The shed has a gable roof covered with wood shingles that runs the length of the building. The central door is flanked by two double hung windows with six lights over six. The one room interior was for tool and equipment storage.

In back of the house to the east is a detached garage(1) that was built during the last ten years.

The barn is a rectangular plan building constructed of wood posts set on a wood sill foundation. The barn has a steeply pitched gable roof covered with wood shingles. The barn is covered with 12 inch vertical planks secured with battens and round nails. A number of the battens are missing on the south elevation and much of the original siding has been replaced in recent years. Sheets of plywood cover the original openings on the south elevation. The central main entrance door to the barn opens to the west. The barn opens to the east into the adjacent corral. A shed roof addition constructed of wood posts and faced with plywood runs the length of the north elevation.

The metal building next to the barn dates from the last ten years. It has a shed roof covered with corrugated metal and walls of corrugated metal nailed to a wood frame.

The hay barn has rectangular plan and a steeply pitched gable roof covered with corrugated metal. The barn is constructed of wood posts set on grade. The barn is covered with 12 inch vertical planks secured with round nails. There is a shed roof addition along the east elevation. The exterior siding on this barn is weathered and deteriorated. The siding of the barn's double doors, opening to the south, is damaged and partially missing.

Across from the house to the south is garage(2). This wood frame, rectangular plan building has a perimeter concrete foundation with a dirt floor. The exterior siding, secured with round nails, is vertical wood planks that vary in width from 10 to 16 inches. The building has a gable roof covered with corrugated metal and a hinged double doors made of plywood.

Adjacent to garage (2) to the east is a small, rectangular plan, one room shed(2). This wood frame building has a wood sill foundation and a gable roof covered with wood shingles. The siding is channel rustic secured with round nails; some of the siding on the east elevation is warped and deteriorated. The shed has a front paneled door (with a detached hinge) and a small rear window.

Continuation Sheet 2
Angelo Schenone House

Item 7b continued

East of shed(2) is garage(3) which originally housed tractors. This square plan, wood frame building has a perimeter concrete foundation and a gable roof. The roof is covered with corrugated metal on the east slope and composition roofing paper on the west slope. The siding is 11 inch vertical planks secured with round nails. The building has sliding doors made of vertical wood planks.

Shed (3) is rectangular plan, wood frame structure covered with vertical wood planks of varying dimensions. The building has a gable roof covered with corrugated metal, and a shed roof addition at the east elevation. This building has been extensively rebuilt during the last twenty years with a variety of different types of siding, plywood and other materials.

The chicken coop is a rectangular plan, wood frame structure with a shed roof covered with corrugated metal. The siding is vertical wood planks and plywood. This building dates from the last thirty years. The interior was not accessible.

Item 19 continued

This property was originally part of the Rancho de Las Positas, Robert Livermore's original land grant of 1839. When Livermore died in 1858, what remained of his original Rancho was eventually divided up between his eight children. This property was part of the inheritance of Livermore's oldest son, Robert Livermore, Jr., who originally had a 478 acre ranch. The Robert Livermore, Jr. original ranch house, pictured in the 1878 Historical Atlas of Alameda County (Thompson & West 1878:53,119), was near where the house currently extant on the property is located. Livermore built a larger, Italianate style house in the 1870s that is illustrated on the cover of the book The Charm of Old Livermore by Janet Newton. Livermore's ranch produced hay, grains and livestock. When Robert Livermore, Jr. died in 1886, his wife, Teresa Bernal Livermore, inherited the ranch.

After Mrs. Livermore died in 1902, the ranch was owned by the Livermore children as tenants in common. In 1915, the 280 acre ranch was partitioned among the heirs. One of Robert Livermore's daughters, Isabel Livermore de la Beraudiere, died in 1912, consequently part of the ranch was divided among her four children when the 1915 partition occurred. The property that includes 3680 Las Colinas Road was part of a 52.54 acre parcel inherited by Frances de la Beraudiere Schenone, who had married Angelo Schenone in 1909. A fire in 1915 destroyed the two Robert Livermore, Jr. houses and many of the outbuildings. In 1915, the Schenones built the house extant on the property today; this house was built on the site of the second Robert Livermore house. This Craftsman style house was designed by Fred Chapman, the cousin of Frances Schenone, and built by contractor, Ervin Waggoner, for $2,858. Angelo Schenone raised alfalfa, grains, livestock and vegetables on the ranch until the 1950s when he retired. All the buildings extant on the property were constructed by the Schenones after building their house in 1915. The Schenones lived here until their deaths: Angelo Schenone died in 1978 and Frances Schenone in 1987. The property is currently owned by the Schenones' three daughters.

Continuation Sheet 3
Angelo Schenone House

Item 19 continued

In addition to their own children, the Schenones also raised Joseph Anthony Schenone who was the son of Angelo Schenone's brother. The Schenones adopted Joseph Schenone when his parents died the year he was born. Joseph Schenone grew up to be a prominent lawyer and judge in the San Francisco Bay Area, and an important civic leader in Livermore. Mr. Schenone worked as a deputy, then assistant, district attorney for the State of California from 1934 to 1945. In 1945, Schenone started his own law firm, Haley, Schenone, Birchfield and Smith, in Hayward. He was elected to the Livermore Justice Court in 1952, and he became Livermore's first municipal judge in 1970. Schenone has been a leader of a number of Livermore and Alameda County civic organizations. Still a resident of Livermore, Schenone retired from his legal practice in the 1970s.

As his family home, the house at 3680 Las Colinas has associations with Judge Schenone's early life in Livermore. However, to be significant under Criteria B of the National Register, a house usually must have strong associations with the productive life of the significant individual, which is not the case with the subject property. Also, for a house to be significant for its associations with a living individual,
the house itself typically must reflect some aspect of the individual that is related to his area of significance, such as a house of a significant artist who also played a significant role in designing the house (Clement:1991).

Although this ranch has associations with two prominent local families, the Schenones and the Livermores, Angelo and Frances Schenone operated what was a typical ranch for Livermore Valley during the years they lived on the property, and no particular significance is attached to them as individuals in local history. Although this property was the site of the original Robert Livermore, Jr. house and ranch, there are no extant structures dating from the period when Livermore operated the ranch. Consequently, this property does not appear to be eligible for the National Register under Criteria B either for its associations with the life of Judge Schenone, Robert Livermore, Jr., or with the Angelo

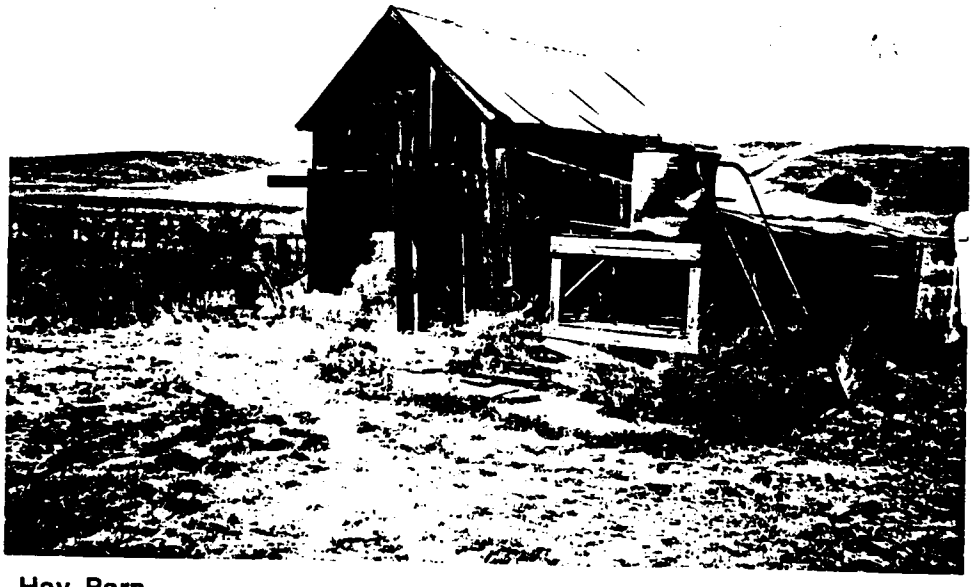
Although a good and well preserved example of its style that retains a high degree of integrity, the farm house is a typical example of a Craftsman style house from this period in the Bay Area. No particular significance is attached to the architect of the house, Fred Chapman. Also, the farm complex itself is a typical example from its period, and none of the outbuildings are individually distinguished examples of their type. Also, the integrity of a number of individual structures has been compromised because of alterations or deterioration (the barn, the hay barn, shed 3). The integrity of the farm complex as a whole has also been compromised because two of the major barns were demolished when the freeway was built (Vidalin 1991). The proximity of Interstate 580 to this farm complex has further compromised aspects of its historic setting and feeling. The farm has no particular connections to significant historic events, and thus appears not to be eligible under Criteria A of the National Register. Because this is a typical farm complex from its period, and the house is a typical example of its style of architecture, and because of the loss of integrity to the group and to individual structures, neither the farm complex, nor any its parts, appears to be eligible under Criteria C of the National Register.

House – View from Northwest

Garage 2

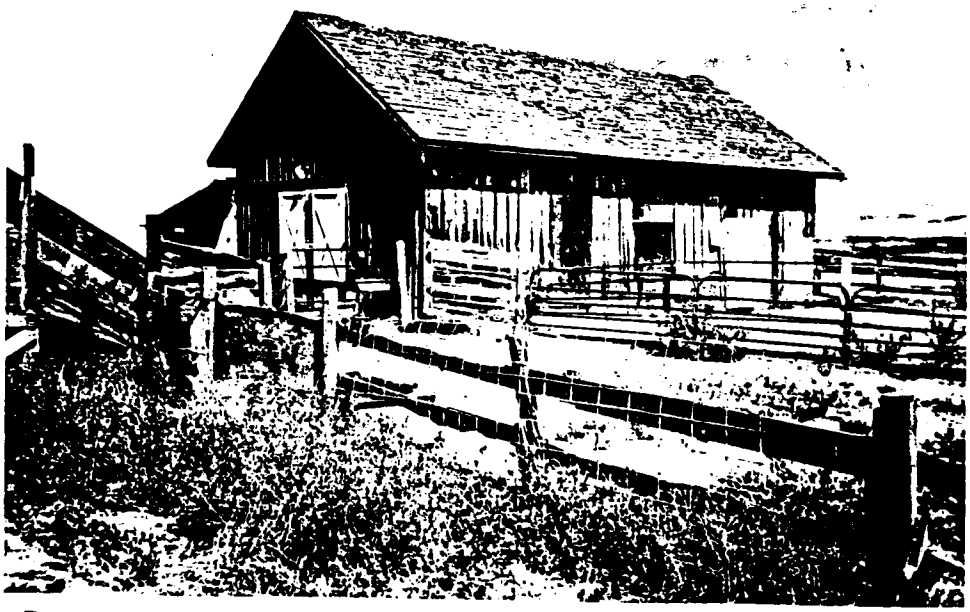
Continuation Sheet 5
Angelo Schenone House

Garage 3



Hay Barn

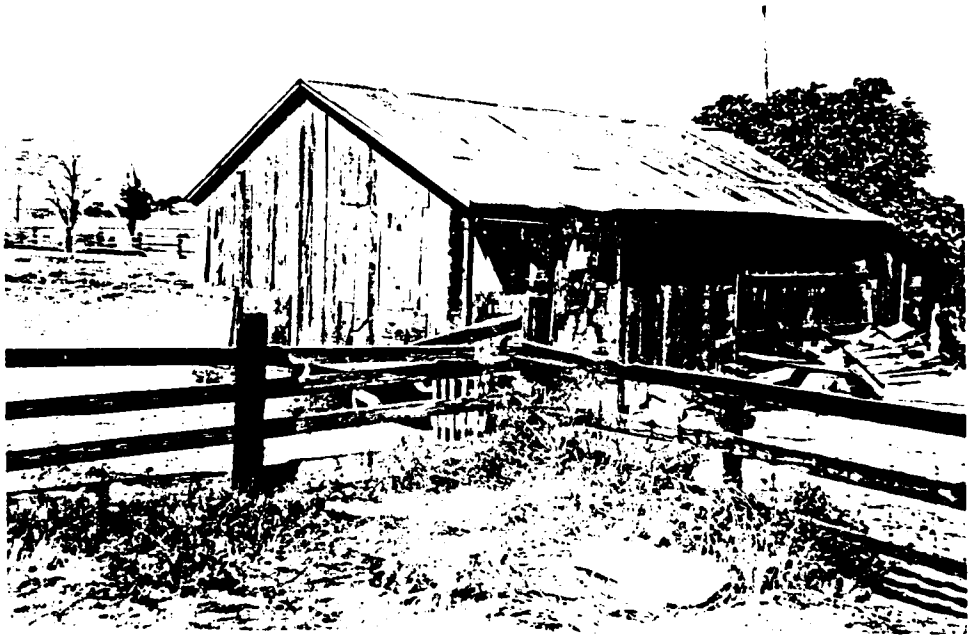
Barn – View from Northwest



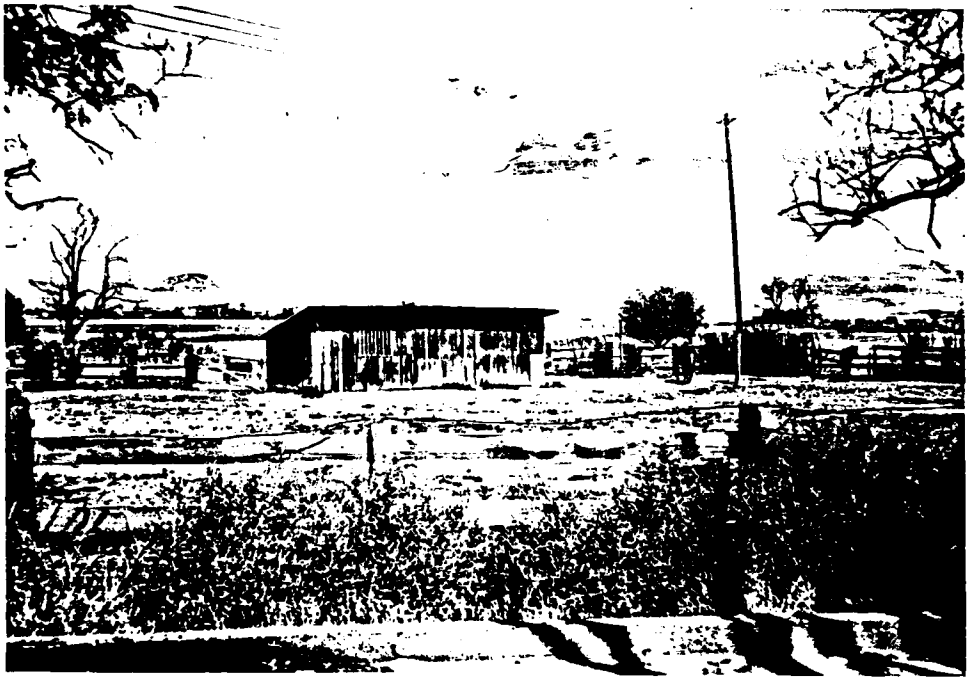
Barn – View from Southwest

Shed 1

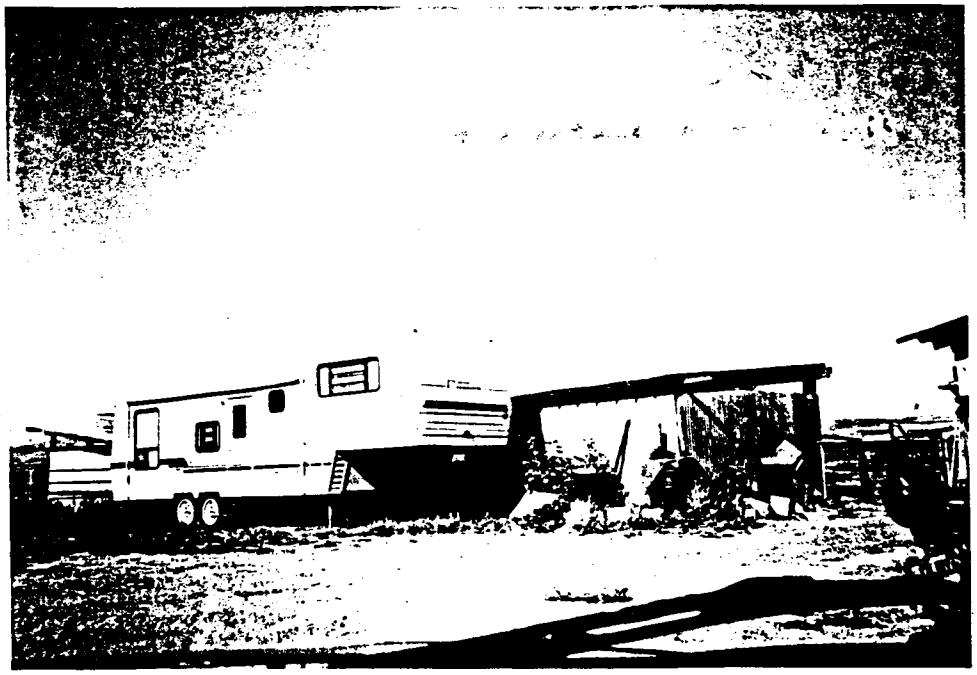
Shed 2



Shed 3

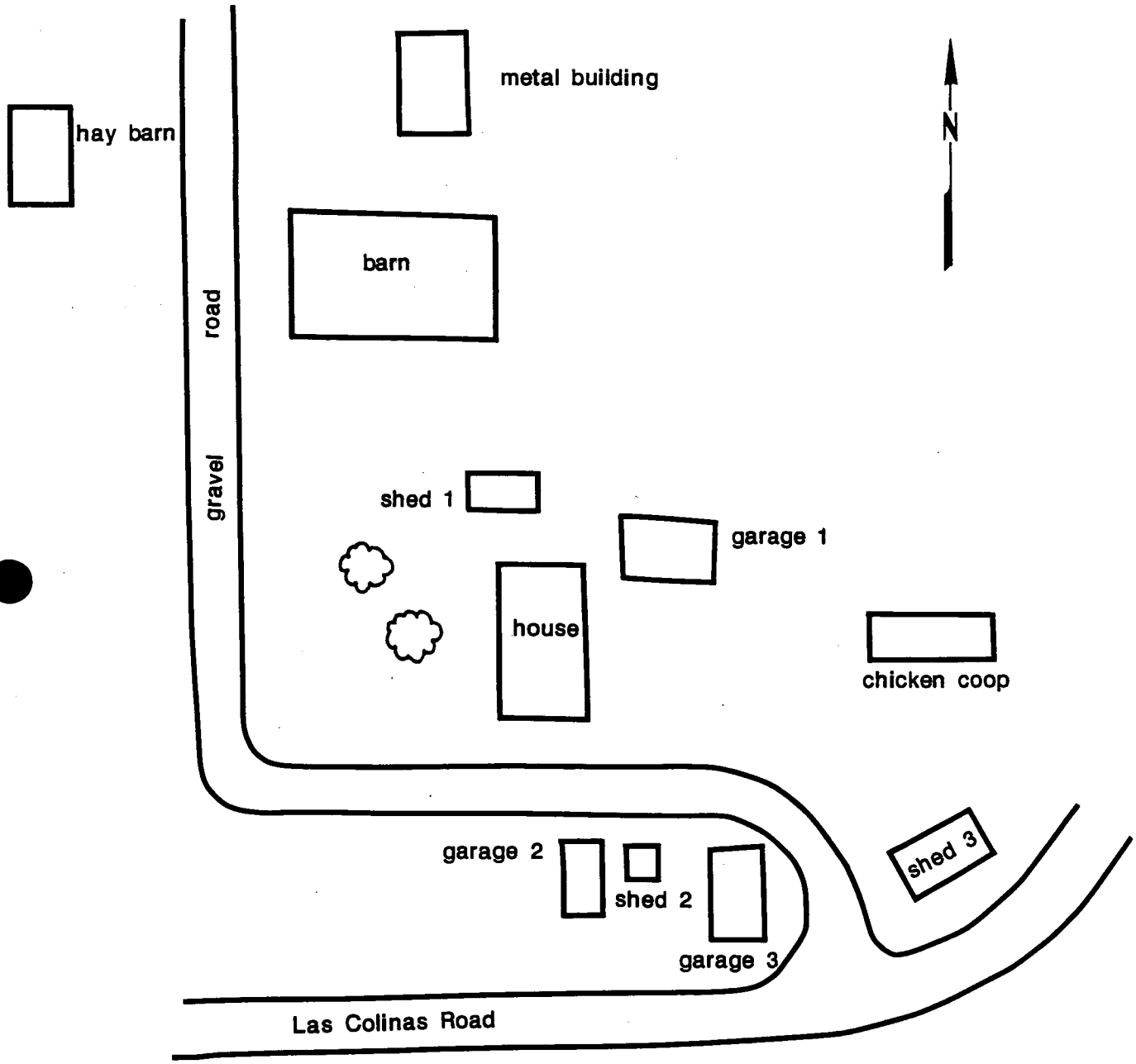


Chicken Coop



Metal Building

Continuation Sheet 10
Angelo Schenone House



Sketch Map

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 101 Greenville Road
Map ID #: 03

P1. Other Identifier: 101 Greenville Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Alameda
***b. USGS 7.5' Quad** Altamont **T** 2S; **R** 2E; NE ¼ **of** SE¼ **of Sec** 36; M.D.**B.M.**
c. Address 101 Greenville Road **City** Livermore **Zip** 94551
d. UTM: (Give more than one for large and/or linear resources) Zone 10 ;614761mE / 4174859mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number (APN): 99B-5700-1-33

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

This triangular-shaped parcel is shared by two businesses: Bay Area Hay & Feed occupies the north end, while TDW Construction Inc. occupies the remainder. The buildings and structures associated with Bay Area Hay & Feed include a store/office, four animal shelters, and three storage shelters. The buildings associated with TDW Construction Inc. include a mobile office, an equipment shelter, and a garage (see **Site Map**).

The oldest building on the parcel is the store/office building located at the northwest corner (**Photograph 1**). The building is rectangular in plan, rests on a concrete foundation, and is topped with a low-pitched gable roof with moderate overhang along the west and east sides. Raised-seam metal panels cover the exterior as well as the roof. Entry into the building is gained through a centrally located glazed metal door on the western-facing facade. The door is flanked by metal frame windows with metal screens. An overhead garage door is located on the south end of the east side (**Photograph 2**).

Storage Shelter 1 is a modern detached, metal frame shelter that is sited directly east of the store/office building (**Photograph 2**). The shelter has walls on the north and south sides and a low-pitched gable roof. Two types of metal sheets are used for the roof and the walls. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP6 – 1-3 Story Commercial Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and west sides of Bay Area Hay & Feed store/office with Storage Shelter 2 at far right, camera facing southeast, February 6, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1966 (Alameda County Assessor); 1993-2014 (see B6 on Continuation Sheet)

***P7. Owner and Address:**
Vivian S. Gibbons
846 Sapphire Court
Manteca, CA 95336

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 6, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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): Site Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 101 Greenville Road
Map ID #: 03

B1. Historic Name: Livermore Auto Salvage
B2. Common Name: Bay Area Hay & Feed; TDW Construction Inc.
B3. Original Use: Auto Salvage Yard and Sales
B4. Present Use: Hay & Feed Sales; Construction Company Equipment Yard
***B5. Architectural Style:** utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Store/Office building constructed in 1966 (Alameda County Assessor). Storage Shelter 1 erected 2010-2011 (Google Earth Pro 2010, 2011). Storage Shelter 2 erected 2013-2014 (Google Earth Pro 2013, 2014). Storage Shelter 3 erected in 2010 (Google Earth Pro 2010a, 2010b). Animal Shelter 1 erected 2010-2011 (Google Earth Pro 2010, 2011). Animal Shelter 2 erected in 2011 (Google Earth Pro 2011a, 2011b). Animal Shelters 3 & 4 erected 2013-2014 (Google Earth Pro 2013, 2014). Garage and Equipment Shelter built 1993-2002 (Google Earth Pro 1993, 2002). Mobile office moved to property 2002-2003 (Google Earth Pro 2002, 2003)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** Mobile office, 10 modern structures/buildings

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Light Industrial / Commercial **Area** Livermore, CA, Alameda County
Period of Significance 1966 **Property Type** Commercial
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 101 Greenville Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the Alameda County Register, nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

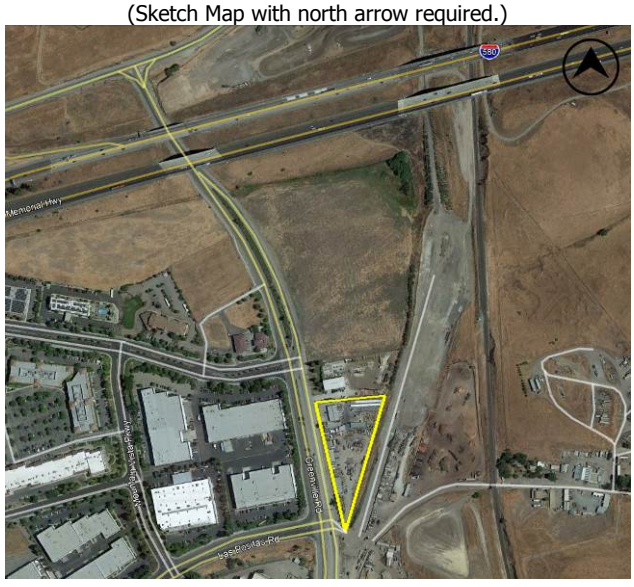
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

Storage Shelter 2 is a modern, detached, wood frame shelter that is sited south of the store/office building (see **Photograph 1**). The structure is difficult to view from public and private rights-of-way. It lacks walls and the low-pitched shed roof is covered with corrugated metal sheets.

Storage Shelter 3 is a tall, modern, detached metal shelter that is sited southeast of the store/office building (see **Photograph 2**). The structure has walls on the west, south, and east sides and a low-pitched shed roof. Raised metal seam panels cover the three walls and the roof.

Animal Shelters 1 and 2 are sited along the northern fence line and are difficult to view from public and private rights-of-way. Both of the modern shelters are rectangular in plan, measure approximately 300-feet long, and have low-pitched shed roofs. The south sides of both shelters are lined with metal gates and the roofs are covered with raised-seam metal sheets.

Animal Shelters 3 and 4 are sited at the northeast corner of the parcel along the eastern fence line and are difficult to view from public and private rights-of-way. Both of the modern shelters are roughly rectangular in plan, have low-pitched shed roofs that are covered with raised-seam metal sheets.

The modern, double-wide mobile office that is associated with the construction company is sited south of the store/office building, along the western fence line (**Photograph 3**). The mobile office is topped with a low-pitched gable roof and the exterior is sheathed with vertical grooved plywood siding.

The garage and equipment shelter that are associated with the construction company are sited south of the mobile office, along the western fence line (see **Photograph 3**). The garage is rectangular in plan and is topped with a shed roof that extends along the east side to create a covered parking area. Raised seam metal panels cover the walls and the roof and a metal overhead garage door is located on the east side.

The equipment shelter is sited immediately south from the garage (see **Photograph 3**). The wood frame shelter has a shed roof that is covered with raised seam metal panels. Rows of alternating metal and opaque plastic corrugated sheets line the top of the east and west walls, just below the roofline.

***B10. Significance (continued):**

Property History

This property was initially developed in 1966 with the construction of the store/office building located at the northwest corner of the parcel for an auto salvage and sales yard (Alameda County Assessor 2019; UCSB 1965; HistoricAerials.com 1966). At the time, the property was in an undeveloped area, approximately 4.5 miles northeast from Livermore's historic core. This area remained rural and undeveloped until the 1980s when the region southeast of the intersection of Interstate 580 and South Vasco Road was zoned as heavy industrial and transformed into a sprawling industrial business park. By 2002, this business park quickly spread to the western boundary of the parcel, which is also the boundary of the Livermore city limits. The business park also has spread southeast to the Lawrence Livermore National Laboratory Facility (USGS 1953, 1968, 1981; UCSB 1987; Google Earth Pro 1993, 2002).

The current owner purchased the parcel in 1983 and continued to operate the salvage and sales yard until at least the late 1980s (Alameda County Recorder 1983; HistoricAerials.com 1979, 1987). Between 1987 and 1993 most of the cars were removed from the parcel and was solely used by the construction company until 2010 when the hay and feed business moved into the north end of the parcel (HistoricAerials.com 1987, 1993; Google Earth Pro 2010 Feb, 2010 Jul).

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the property at 101 Greenville Road is not significant within the context of post-war industrial development outside of Livermore or auto salvage and sales. This property does not have significant associations with these or other important developments that would make it eligible for listing in the NRHP or the CRHR under this criterion. Because this property is within Alameda County, it also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the property at 101 Greenville Road does not have sufficient significance to be considered eligible under NRHP Criterion A or CRHR Criterion 1, and therefore also does not appear to be eligible under Alameda County Criterion A.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development, construction, and use of the property. Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations of this property with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Under NRHP Criterion C or CRHR Criterion 3, this property is not significant because the buildings and structures do not represent important examples of a type, period, or method of construction. The buildings and structures are utilitarian in design and form, were constructed using common construction methods, and are not significant under this criterion. Additionally, none of the buildings or structures appear to be a significant example of the work of a master architect or engineer. Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that this property is not eligible under NRHP Criterion C or CRHR Criterion 3 and therefore it is not eligible under Alameda County Criteria C, D, or E.

Under NRHP Criterion D and CRHR Criterion 4, this property is not a significant source (or likely source) of important information regarding history. The buildings and structures do not appear to have any likelihood of yielding important information about historic construction materials or technologies. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The property has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

In addition to the property's lack of significance, it also has substantial losses to its historic integrity. The property has lost integrity of setting, design, workmanship, materials, and feeling. Its integrity of setting has been compromised by the encroachment of the business parks in the direct vicinity in the formally undeveloped rural area. The construction of modern structures on the parcel has affected the integrity of the property's design, workmanship, materials, feeling, and association. Although the property retains integrity of location, it does not meet any of the significance criteria necessary for eligibility for listing in the NRHP, the CRHR, or the Alameda County Register.

***B12. References (continued):**

Alameda County Assessor
2019 Parcel Number 99B-5700-1-33.

Alameda County Recorder
1983 Livermore Auto Salvage to Vivian S. Gibbons. Deed. Record No. 83180977. September 28.

Google Earth Pro
1993 101 Greenville Road, Livermore, CA, 94551. June.
2002 101 Greenville Road, Livermore, CA, 94551. May.
2002 101 Greenville Road, Livermore, CA, 94551. October.
2003 101 Greenville Road, Livermore, CA, 94551. June.
2010a 101 Greenville Road, Livermore, CA, 94551. February.
2010b 101 Greenville Road, Livermore, CA, 94551. July.
2010c 101 Greenville Road, Livermore, CA, 94551. September.
2011a 101 Greenville Road, Livermore, CA, 94551. June.
2011b 101 Greenville Road, Livermore, CA, 94551. May.
2011c 101 Greenville Road, Livermore, CA, 94551.October.
2013 101 Greenville Road, Livermore, CA, 94551. June.
2014 101 Greenville Road, Livermore, CA, 94551. April.

HistoricAerials.com
1966 101 Greenville Road, Livermore, CA, 94551. Historical photography.
1979 101 Greenville Road, Livermore, CA, 94551. Historical photography.
1987 101 Greenville Road, Livermore, CA, 94551. Historical photography.

University of California Santa Barbara (UCSB) Library
1965 Aerial photography collection. Flight ID CAS-65-130, Frame 18-20. May 24.
1987 Aerial photography collection. Flight ID NAPP, Frame 515-176. June 29.

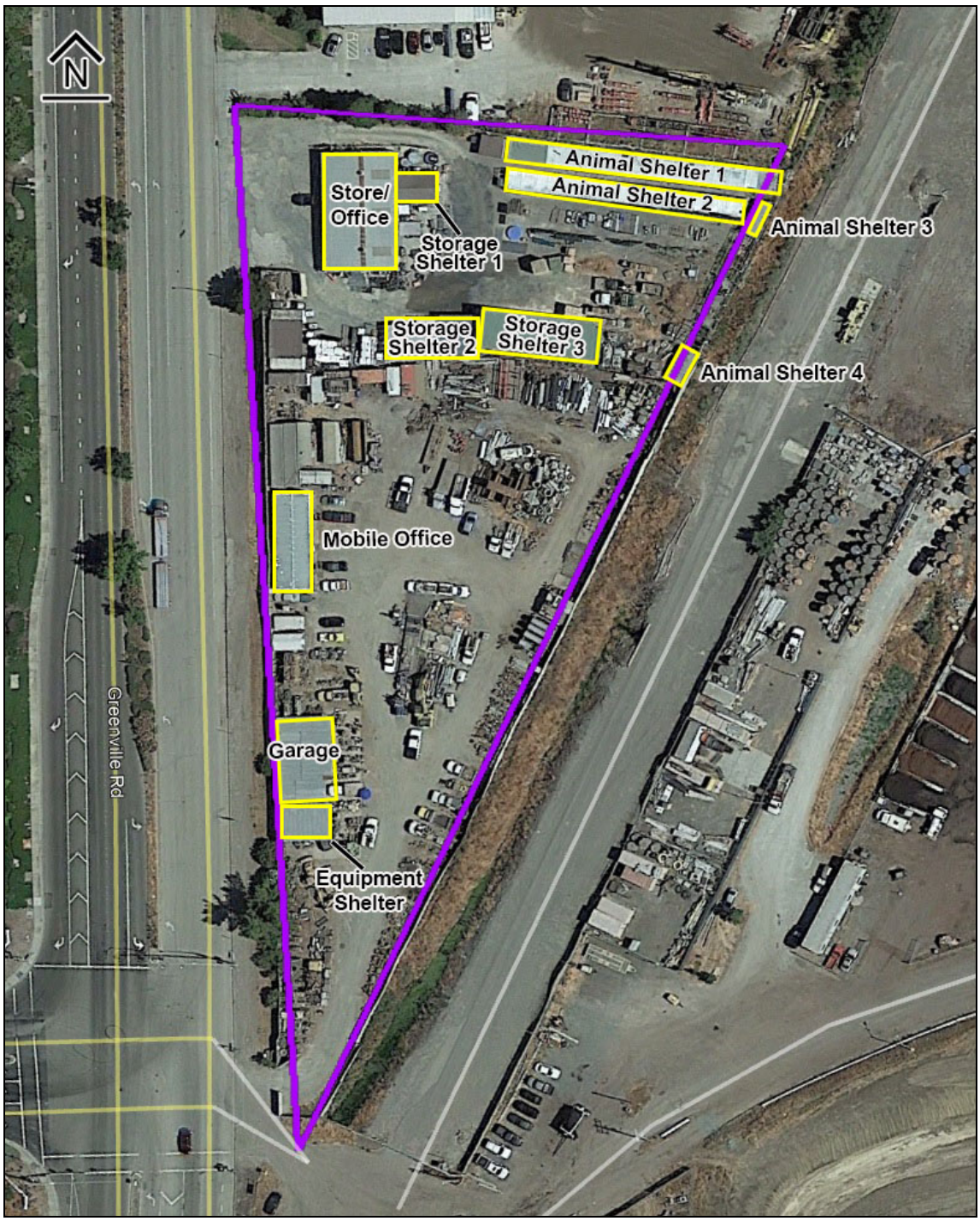
United States Geological Survey (USGS)
1953 *Altamont, Calif.* 1:24,000. 7.5 Minute Series. Washington, D.C: United States Department of the Interior.
1968 *Altamont, Calif.* 1:24,000. 7.5 Minute Series. Washington, D.C: United States Department of the Interior.
1981 *Altamont, Calif.* 1:24,000. 7.5 Minute Series. Washington, D.C: United States Department of the Interior.

P5a. Photographs (continued):

Photograph 2. East side of store/office building on right with Storage Shelter 1 abutting the east side, at right. North and east sides of Storage Shelter 3, at left, portion of mobile office at far left, camera facing west, February 6, 2019.

Photograph 3. Equipment shelter at far left, garage at center, mobile office at far right, camera facing northwest, February 6, 2019.

Site Map:



101 Greenville Road, Livermore, notes added by AECOM (Source: Google Earth 2014).

P1. Other Identifier: Union Pacific Railroad/Western Pacific Railroad (existing tracks, P-01-002190); Altamont Pass Road UP (Caltrans Bridge Number 33C0013), Altamont Pass Road UP (Caltrans Bridge Number 33C0109, P-01-010671)

***P2d. UTM:** (Give more than one for large and/or linear resources)

33C0013: Zone 10S, 614905 **mE** /4175711**mN**

33C0109: Zone 10S; 618469 **mE** /4178531 **mN**

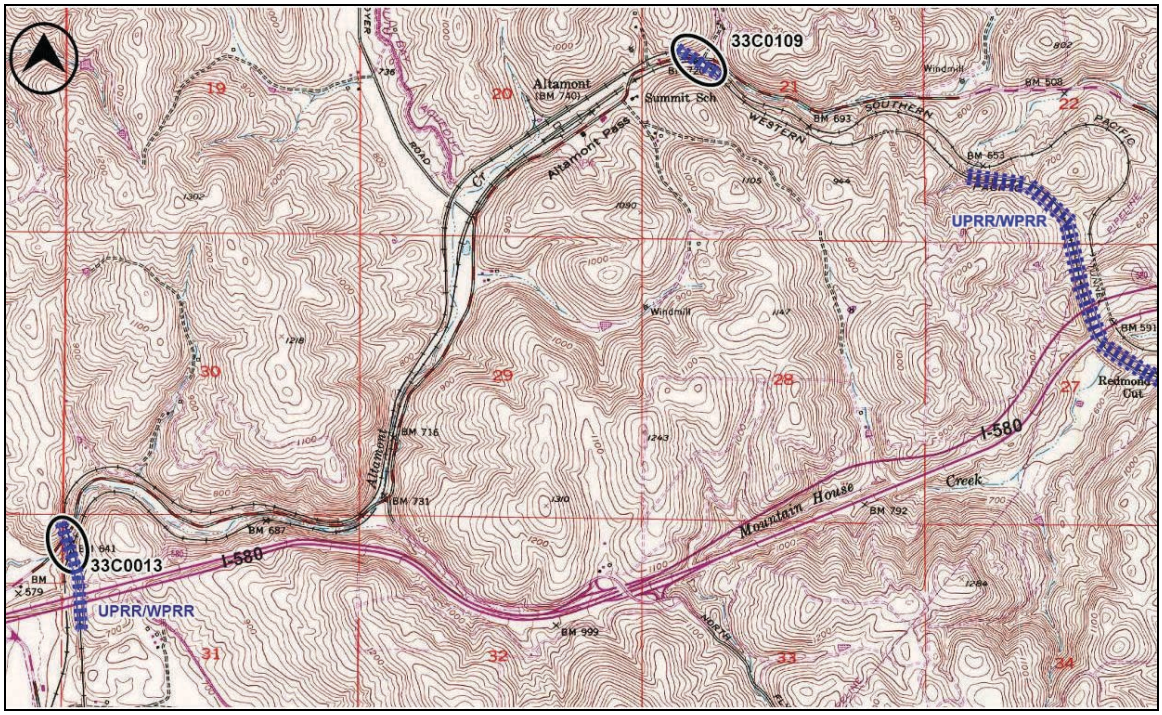
Existing UPRR segment:

North end: Zone 10S, 614924 **mE** /4175590**mN**; **South end:** Zone 10S, 614959 **mE** /41751260**mN**

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

This form records two bridges constructed by the Western Pacific Railroad (WPRR) that currently carry Union Pacific Railroad (UPRR) rail traffic over the Altamont Pass Road east of Livermore, and two segments of existing UPRR tracks (formerly WPRR) east of Livermore that travel under the eastbound and westbound Interstate 580 (I-580) viaducts near Greenville Road and Redmond Cut in the Altamont Pass (see **Sketch Map**). These two bridges and the railroad segments should be appended to the existing Northwest Information Center's (NWIC) property file for the WPRR under the Primary Number P-01-002190, and this form serves as an update for the WPRR line and its associated resources (see attached DPR 523 forms of recorded sections of the rail line located in Alameda County).

***P3b. Resource Attributes:** HP11 – Engineering Structure, HP19 - Bridge



Sketch Map: Location of Altamont Pass Road UP Bridges 33C0013 and 33C0109 and UPRR/WPRR two segments under/over I-580. Notes added by AECOM. (Source: USGS, *Altamont, Calif.* 1981).

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***P3a. Description (continued):** Both bridges are part of the original WPRR alignment that was constructed between 1907 and 1908 connecting Oakland, California, and Salt Lake City, Utah. The bridges are actively used, have been upgraded and maintained, and are currently owned by the UPRR. The westernmost bridge is the Altamont Pass Road UP (Caltrans Bridge Number 33C0013) located near Greenville Road. This bridge was built in 1908 (altered in 1919) and carries railroad traffic over the Altamont Pass Road. The bridge is a multi-span deck plate girder with a pony deck approach on the south end (see **Photographs 1** and **2**). The bridge is supported on three steel trestles and one concrete pier and measures 129.5 meters (425 feet) long. Cable handrails line the multi-span deck plate girder section.

The second bridge is Altamont Pass Road UP (Caltrans Bridge Number 33C0109) (Information Center Primary Number P-01-010671) and is located near the entrance to the sanitary landfill (see **Photographs 3** and **4**). This 143-foot long through truss railroad bridge was originally constructed circa 1907 (altered 1915) and carries a single track over the Altamont Pass Road and the former Southern Pacific Railroad alignment and appears unaltered since its recordation in 1998.

The Altamont Pass Road UP (Caltrans Bridge Number 33C0013) does not appear to have been formally evaluated for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the Alameda County Register as an Alameda County Landmark. The Altamont Pass Road UP (Caltrans Bridge Number 33C0109) was previously recorded and evaluated in 1998 for the NRHP (Hill 1998), but was not evaluated for the CRHR or the Alameda County Register as an Alameda County Landmark. Both bridges were informally inventoried and subsequently added to the "Historical and Cultural Resource Survey East Alameda County" prepared for Alameda County Community Development Agency in 2005 and each were designated as "*Keeper: Likely to be individually significant, based on integrity and visual qualities alone*," (Alameda County 2005: 49). The bridges were added to the Alameda County's Parks, Recreation and Historical Commission's (PRHC) master list of Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys and designated as "K - likely to be individually significant" (PRHC nd: 4) (see attached lists, tables, and forms). Because both bridges are listed in a local register, they are considered historical resources for the purpose of the California Environmental Quality Act (CEQA).

The approximately 1,550-foot-long segment of existing UPRR tracks (formerly WPRR) within the Valley Link CEQA study area, extends from approximately 410-feet south from the Altamont Pass Road UP (Caltrans Bridge Number 33C0013) and travels south, passing under two I-580 viaducts (**Photograph 5**). The single track railroad is well maintained with modern ballast, concrete ties, and rails. Access to the UPRR right-of-way was not secured at the time of Valley Link survey. The 1-mile long segment near the Redmond Cut in the Altamont Pass is a single track that traverses over eastbound I-580 and under westbound I-580 (**Photograph 6**). The existing arched bridge (Stone Cut Railroad Underpass Bridge# 33 0123L) was determined ineligible for the National Register by consensus through Section 106 process (reference #FHWA_2018_0914_002). The other bridge that carries westbound traffic on I-580 (Bridge #33 0123R) was built in 1969 and is not eligible for the National Register.

***B10. Significance: Theme** Railroad **Area** San Francisco Bay Area / Alameda County
Period of Significance 1907-1919 **Property Type** railroad and associated structures
Applicable Criteria NRHP Criterion A, CRHR Criterion 1, Local Criteria - Alameda County Landmarks & Contributing Buildings

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

Historic Context

The first spike of the WPRR was driven at the west end in Oakland on January 2, 1906 and in Salt Lake City at the east end on May 5, 1906. There were 41 steel bridges and 43 tunnels constructed on the main line. Problems with four tunnels, including Tunnel #1 in Niles Canyon, delayed the completion of the line nearly one year. Freight service was begun on December 1, 1909, and passenger service on August 10, 1910. The WPRR was determined to compete with the Southern Pacific Railroad (SPRR) for the West, and the WPRR fought the SPRR in courts and laid tracks at night while protected by armed guards along the waterfront in 1906. When the WPRR rolled through Niles Canyon in 1910 it marked the completion of the last transcontinental railroad, but one that was a product of twentieth-century scale and technology (McKee 1998:4).

Whereas the Central Pacific Railroad (CPRR) was built largely as a military and strategic line to bind the Pacific Coast territory to the United States, the WPRR was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. The shipping terminus in Oakland was freed of SPRR control when the WPRR was completed. In concert with generally improved economic conditions of the period, the opening of the Panama Canal, and the shifting of some population and industry to the East bay after the 1906 earthquake, the WPRR enabled the dramatic growth of Oakland's port and industries. New corridors of development followed the new rail lines (which also

included now the Santa Fe Railroad) (McKee 1998:4).

Despite its initial success, the WPRR was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. The WPRR had inadequate connections to points of origin for shipping which handicapped the company which was already burdened by construction costs. The company expanded with more than a dozen branch or feeder lines in the following decade and first profited from the business generated by World War I, but then faltered with the economic conditions of the Great Depression. Thus the company prepared a Plan of Reorganization in 1936, which was delayed by government appropriation of the railroads in World War II, but later revised and implemented in 1945 (McKee 1998:4).

In the boom time after World War II, the company's prospects improved. During this period the WPRR replaced their rolling stock with diesel-powered equipment, passenger service on the *California Zephyr* was inaugurated, and passenger connections to San Francisco were changed from ferry to bus service. The company survived a buy-out threat by the SPRR in the 1960s, and in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate in other railroads joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980. Thus, in 1982 the WPRR s merged with the UPRR. In 1996 the UPRR and SPRR merged (McKee 1998:4).

Previous Recordations

Altamont Pass Road UP (Caltrans Bridge Number 33C0013)

Architectural Historian Michael R. Corbett inventoried this bridge for the report titled "Historical and Cultural Resource Survey East Alameda County," prepared for Alameda County Community Development Agency. Corbett's survey designated the property as a "*Keeper*: Likely to be individually significant, based on integrity and visual qualities alone" (Alameda County 2005:49). Alameda County's Parks, Recreation and Historical Commission (PRHC) has compiled a master list of Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys and the property is described as a Railroad bridge at the Altamont Pass Road near Greenville Road with the "K - likely to be individually significant" rating from the 2005 East Alameda survey (PRHC nd:4).

The March 2019 Caltrans Historic Bridge Log for local agency bridges has assigned the property as a Category 4: Historical Significance not determined (Caltrans 2019).This WPRR bridge has not been previously formally recorded and evaluated.

Altamont Pass Road UP (Caltrans Bridge Number 33C0109) (P-01-010671)

Architectural Historian Ward Hill inventoried and evaluated bridge 33C0109 in 1998 for the report titled "Altamont Pass Road Underpass Seismic Retrofit Project" (Hill 1998) (see attached DPR 523 forms). Hill concluded that the property was ineligible for the NRHP because it was not a significant structure in the construction of the WPRR line or in the history of the Livermore Valley (Criterion A) and because of its common bridge design (Criterion C). The report and the DPR 523 forms were submitted to the NWIC and the bridge was assigned an individual Primary Number, P-01-010671.

In 2005, the property was inventoried by Architectural Historian Michael R. Corbett for the report titled "Historical and Cultural Resource Survey East Alameda County" prepared for Alameda County Community Development Agency. Corbett's survey designated the property as a "*Keeper*: Likely to be individually significant, based on integrity and visual qualities alone" (Alameda County 2005: 49). Alameda County's Parks, Recreation and Historical Commission (PRHC) has compiled a master list of Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys and the property is described as a Railroad bridge near the Altamont Pass Road near Sanitary Landfill with the "K - likely to be individually significant" rating from the 2005 East Alameda survey (PRHC nd:4). The 2005 inventory and the Alameda County PRHC master list did not acknowledge or reference the recordation and ineligibly evaluation of the bridge prepared by Hill in 1998.

The March 2019 Caltrans Historic Bridge Log for local agency bridges also failed to acknowledge or reference the 1988 recordation and evaluation and assigned the bridge as a "Category 4: Historical Significance not determined" (Caltrans 2019).

Recorded WPRR resources and Information Center Primary Numbers

Numerous sections of WPRR segments and infrastructure, including railroad bridges with Caltrans Bridge Numbers, have been recorded and evaluated in Alameda County and were assigned different Primary Numbers by the NWIC. Many of these resources were consolidated in 2014 under a single Primary Number assigned to the WPRR: P-01-002190. A Metadata Sheet prepared by NWIC staff regarding the consolidation of the numerous resources under the single Primary Number reported that, "There are several disjointed resources associated with this railroad.

All railroad segments, grades, trestles, culverts, and crossings that are associated with this railroad, have been, or will be subsumed into the associated county Primary Number [P-01-002190]" (NWIC 2014). It appears that the Altamont Pass Road UP (Caltrans Bridge Number 33C0109) (P-01-010671) was missed during this consolidation, but should be assigned the WPRR Primary Number of P-01-002190, and its former Primary Number of P-01-010671 should be voided. The Altamont Pass Road UP (Caltrans Bridge Number 33C0013) has never been formally recorded and evaluated, and therefore does not have a Primary Number, but if/when it is submitted to the NWIC, it should be assigned the WPRR Primary Number P-01-002190.

The WPRR has yet to be recorded and evaluated as a single, continuous, resource. The two bridges and the approximately 1,550-foot-long and 1-mile long UPRR segments within the Valley Link CEQA study area are the only portions of the WPRR recorded for this project. Recordation and evaluation of the entire WPRR is beyond the scope of this project.

Recent Recordations and Evaluations of WPRR Segments and Infrastructure

AECOM prepared DPR 523L Update sheets on an approximately 6-mile-long section of the WPRR between Niles Junction and Sunol, including two tunnels and a bridge, as well as a short segment of the railroad east of Livermore for the 2017 ACE*forward* project (SJRRC 2017). The 2017 Update concluded that the 6-mile-long segment of the WPRR, its associated structures, and the short segment east of Livermore were eligible under NRHP Criterion A or CRHR Criterion 1 for their association with important historic events. The railroad is significant for its influence on the development of city of Oakland because the WPRR terminus in the city eliminated the SPRR monopoly on the Oakland waterfront. The railroad segment also is representative of the last transcontinental railroad to be constructed in the United States. Therefore, the railroad segment and its three associated structures, and the short segment east of Livermore, were found eligible for the NRHP and CRHR under Criterion A and Criterion 1, respectively, as individual resources and as contributors to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist) (AECOM 2017: 3,7-8). Additionally, because the 6-mile-long the railroad segment and its three associated structures and the short segment east of Livermore are all within Alameda County, they also were evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the railroad segment and its three associated structures, and the short segment east of Livermore are eligible under NRHP Criterion A and CRHR Criterion 1 and therefore are also eligible under Alameda County Criterion A (AECOM 2017: 4). Therefore, the 6-mile-long segment railroad segment and its three associated structures and the short segment east of Livermore are considered historical resources for the purposes of CEQA.

Evaluations

Altamont Segments Approximately 1,550-foot-long and 1-mile long segments of existing UPRR tracks (formerly WPRR)

These segments of existing UPRR (formerly WPRR) tracks (Altamont Pass segment of the UPRR/WPRR) have not been previously recorded or evaluated for the NRHP, the CRHR, or the Alameda County Register. These railroad segments shares similar construction history and historic context as the approximately 6-mile-long section of the WPRR between Niles Junction and Sunol and the same geographic location as the short segment of the railroad east of Livermore, as such, they also share similar eligibility statements.

Under NRHP Criterion A or CRHR Criterion 1, the Altamont Segment UPRR/WPRR appears to have significant association with important historic events. This Altamont Pass segment of the UPRR/WPRR constructed between 1909 and 1910, is significant for its influence on the development of Oakland and the completion of the last transcontinental railroad, both as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist). Because this segment of the former WPRR railroad is within Alameda County, it was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the Altamont Pass railroad segments are eligible under NRHP Criterion A and CRHR Criterion 1 and therefore also is eligible under Alameda County Criterion A.

Under NRHP Criterion B or CRHR Criterion 2, this resource is not significant for any associations with the lives of persons important to history. The Altamont Pass segment of the UPRR/WPRR does not appear to have been a prominent achievement of a specific individual. Individuals that worked on the construction of the railroad segment and the associated bridge and tunnels have not been identified. Numerous people worked to construct the railroad segment and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad or were associated with the railroad during its period of significance had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist). Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any

important associations with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Under NRHP Criterion C or CRHR Criterion 3, this resource is not significant because it is not an important example of a type, period, or method of construction. The Altamont Pass segment of the UPRR/WPRR railroad is an example of a common standard gauge railroad located adjacent to a roadway and it lacks distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this resource; therefore, it is not significant as the work of a master. In addition, this segment of the railroad is active and in-use and has been upgraded and maintained and has lost some of its historical integrity of design, materials, and workmanship. Therefore, it is not significant for its design/construction as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist). Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that the former WPRR segment is not eligible under NRHP Criterion C or CRHR Criterion 3. Therefore, the resource is not eligible under Alameda County Criteria C, D, or E.

Under NRHP Criterion D or CRHR Criterion 4, this resource is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The railroad segment has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Integrity

This segment of railroad tracks retains integrity of location, design, setting, feeling, and association. Integrity of materials has been somewhat affected as the railroad has been upgraded and maintained, which resulted in new ballast and the replacement of the original ties and rails. Integrity of workmanship has also been affected because its original wooden ties have been replaced with concrete, which has compromised the appearance of the railroad as an early twentieth century structure.

In conclusion, the approximately 1,550-foot-long and 1-mile long segments of existing UPRR tracks (formerly WPRR) in the Altamont Pass area retains sufficient integrity and is eligible under NRHP Criterion A, CRHR Criterion 1, and Alameda County Criterion A and is therefore considered a historical resource for the purposes of CEQA. The resource has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historical resource is the railroad right-of-way.

Altamont Pass Road UP (Caltrans Bridge Number 33C0109) (P-01-010671) & Altamont Pass Road UP (Caltrans Bridge Number 33C0013)

As stated above, Architectural Historian Ward Hill inventoried and evaluated Caltrans Bridge 33C0109 in 1998 for the report titled "Altamont Pass Road Underpass Seismic Retrofit Project" and concluded that property was ineligible for the NRHP because it was not a significant structure in the construction of the WPRR line or in the history of the Livermore Valley (Criterion A) and because of its common bridge design (Criterion C) (Hill 1998). Although Caltrans Bridge Number 33C0109 was found ineligible for the NRHP in 1998, this update and reevaluation concludes that this bridge, as well as Caltrans Bridge Number 33C0013, are eligible under NRHP Criterion A, CRHR Criterion 1, and Alameda County Criterion A as elements of the WPRR, which is significant for its influence on the development of Oakland and as the last transcontinental railroad. The bridges are eligible both as individual resources and as contributors to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion B or CRHR Criterion 2, these bridges are not significant for any associations with the lives of persons important to history. The bridges do not appear to have been a prominent achievement of a specific individual. Individuals that worked on the construction of the railroad segment and the associated bridge and tunnels have not been identified. Numerous people worked to construct the railroad segment and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad, and related features like bridges, had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist). Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Under NRHP Criterion C or CRHR Criterion 3, these bridges are not significant because they are not important example of a type, period, or method of construction. Caltrans Bridge Number 33C0109 is a through truss railroad bridge and Caltrans Bridge Number 33C0013 is a multi-span deck plate girder with a through girder approach. Both bridges are common examples of their types and lack distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with either bridge; therefore, neither is significant as the work of a master. Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that both bridges are examples of common bridge types, lack a distinctive design or engineering, and are not the work of a master. Therefore, the bridges are not eligible under Alameda County Criterion C, D, or E.

Under NRHP Criterion D or CRHR Criterion 4, these bridges are not significant as a source (or likely source) of important information regarding history. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The railroad bridges have not yielded and are unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Integrity

Alterations to both bridges occurred in 1915 and 1919, which is within the historic period defined for this study (prior to 1974), and the bridges generally retain integrity of location, setting, design, workmanship, materials, feeling, and association.

In conclusion, these bridges retain sufficient integrity and are eligible under NRHP Criterion A, CRHR Criterion 1, and Alameda County Criterion A and are therefore considered historical resources for the purposes of CEQA. The resources have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for each historical resource is structure itself.

***B12. References:**

AECOM
2017 Western Pacific Railroad, 01-002190, State of California Department of Parks and Recreation Forms 523L. San Diego, CA: AECOM .

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1998 DPR 523 forms for "Altamont Pass Road Underpass Bridge," prepared for *Bridge Evaluation Report, Altamont Road Underpass Bridge (#33C109) Seismic Retrofit Project, Alameda County, California.*

McKee, Elizabeth
1998 Western Pacific Railroad State of California Department of Parks and Recreation Forms 523A, 523B, 523E, 523J, and 523L. Oakland, California: Caltrans District 4.

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2014 P-01-002190, Western Pacific Railroad (Western Pacific Railway). Part of Record Search File #15-1479, sent to ICF International on April 21, 2016. November 26.

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Nd "Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys." Available at https://www.acgov.org/cda/planning/landuseprojects/documents/phrcList.pdf. Accessed February 2019.

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2017 *Draft Environmental Impact Report ACEforward*, State Clearinghouse # 2013062059. Available at http://www.acerail.com/About/Public-Projects/ACEforward/DEIR.

United States Geological Survey (USGS)
1981 *Altamont, Calif.* Topographic map, scale 1:24000.

***B14. Evaluator:** C. Miller and H. Miller, AECOM ***Date of Evaluation:** February 2019

P5a. Photographs:

Photograph 1. View of southwest side of Altamont Pass UP Bridge (33C0013) from SPRR ROW, camera facing north, February 6, 2019.

Photograph 2. View of northeast side of 33C0013 from SPRR ROW, camera facing southwest, February 6, 2019.

Photograph 3. View of southwest side of 33C0109 from SPRR ROW, camera facing southwest, February 6, 2019.

Photograph 4. View of southeast side of 33C0109 from SPRR ROW, camera facing northwest, February 6, 2019.

Photograph 5. View of existing UPRR track from eastbound Interstate 580 viaduct, camera facing southeast, Google Streetview 2017 September.

Photograph 6. View of existing UPRR track in Altamont Pass from westbound Interstate 580 viaduct, camera facing southeast, Google Streetview 2020 March.

March 2019 Caltrans Bridge Log

Altamont Pass Road UP (Caltrans Bridge Number 33C0109)

Altamont Pass Road UP (Caltrans Bridge Number 33C0013)

Structure Maintenance & Investigations

Historical Significance - Local Agency Bridges

March 2019

District 04

Alameda County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
33C0007	SINBAD CREEK	0.25 MI NW OF FOOTHILL RD	5. Bridge not eligible for NRHP	1985	
33C0011	SAN LEANDRO BLVD UP AND SEPARATION	105TH AVE	5. Bridge not eligible for NRHP	1937	
33C0013	ALTAMONT PASS ROAD UP	0.4 MI E/O GREENVILLE RD	4. Historical Significance not determined	1908	1919
33C0014	NILES BLVD UP	0.15 MI SW OF ST RTE 238	4. Historical Significance not determined	1937	
33C0017	ALAMEDA CREEK (STANLEY BRIDGE)	0.08 MI EAST OF ST RTE 84	5. Bridge not eligible for NRHP	1948	
33C0023	SAN LORENZO CREEK	0.5 MI E/O CASTRO VLY RD	5. Bridge not eligible for NRHP	1927	
33C0025	ARROYO DE LA LAGUNA (HACIENDA BRIDGE)	0.1 MI E/O FOOTHILL RD	5. Bridge not eligible for NRHP	1927	
33C0026	OAKLAND ESTUARY (HIGH STREET BRIDGE)	0.4 MI S/W OF I-880	2. Bridge is eligible for NRHP	1939	
33C0027	OAKLAND ESTUARY (PARK STREET BRIDGE)	0.2 MI S/W OF I-880	2. Bridge is eligible for NRHP	1934	
33C0028	ADELINE STREET OH	JUST SOUTH OF 3RD ST	5. Bridge not eligible for NRHP	1978	
33C0029	SAN LEANDRO CREEK	0.1 MI N/O CALLAHAN AVE	5. Bridge not eligible for NRHP	1948	
33C0031	DAMON SLOUGH	0.2 MI SE OF 66TH AVE	5. Bridge not eligible for NRHP	1968	
33C0032	SAN LEANDRO CREEK	0.25 MI S OF DUTTON AVE	5. Bridge not eligible for NRHP	1909	1934
33C0040	LOWRY UP	0.5 MI SW/O ALVARADO BLVD	5. Bridge not eligible for NRHP	1960	
33C0041	ELMHURST CREEK	E/O HEGENBERGER RD	5. Bridge not eligible for NRHP	1964	
33C0043	ALAMO CANAL	0.1 MI E/O CLARK ST	5. Bridge not eligible for NRHP	1965	2000
33C0044	PLEASANTON-SUNOL ROAD UP	0.1 MI W OF HWY 680	5. Bridge not eligible for NRHP	1985	
33C0045	ELMHURST CREEK	0.2 MI N/O ROLAND WAY	5. Bridge not eligible for NRHP	1968	1996
33C0047	EAST CREEK SLOUGH	0.6 MI SE OF HIGH ST	5. Bridge not eligible for NRHP	1948	
33C0050	WASHINGTON AVENUE UP	0.4 MI S/O MARINA BLVD	4. Historical Significance not determined	1936	
33C0053	DELTA-MENDOTA CANAL (@CPM 006.60)	1.8 MI NE OF I 580	4. Historical Significance not determined	1948	
33C0054	LAKE CHABOT CREEK	JUST W/O LAKE	5. Bridge not eligible for NRHP	1900	1917
33C0056L	DRY CREEK	0.3 MI E/O CENTRAL AVE	5. Bridge not eligible for NRHP	1978	
33C0056R	DRY CREEK	0.3 MI E/O CENTRAL AVE	5. Bridge not eligible for NRHP	1957	
33C0058	ARROYO DEL VALLE	SOUTH DEL VALLE PKWY	5. Bridge not eligible for NRHP	1959	
33C0059	ALAMEDA FLOOD CONTROL CHANNEL	0.1 MI S/E LOWRY RD	5. Bridge not eligible for NRHP	1966	1984
33C0069	ARROYO DE LA LAGUNA	0.1 N/O AUTO MALL PKWY	5. Bridge not eligible for NRHP	1955	1965
33C0070	ARROYO MOCHO	0.1 MI W/O MURRIETA BLVD	5. Bridge not eligible for NRHP	1940	1969
33C0071	SAN LORENZO CREEK	BTWN 4TH & RUBY ST	5. Bridge not eligible for NRHP	1960	
33C0073	ALAMEDA CREEK	5.2 MI NW/O COUNTY LINE	5. Bridge not eligible for NRHP	1964	
33C0075	CROW CREEK	0.2 MI W/O CROW CANYON RD	5. Bridge not eligible for NRHP	1988	
33C0076	BROADWAY-PATTON POC	NEAR PATTON ST	5. Bridge not eligible for NRHP	1967	1994
33C0077	CROW CREEK	0.7 MI N/O I-580	5. Bridge not eligible for NRHP	1971	
33C0078	CROW CREEK	1.3 MI NE OF I-580	5. Bridge not eligible for NRHP	1970	
33C0079	ARROYO LAS POSITAS	375 FT SOUTH OF I-580	5. Bridge not eligible for NRHP	1972	
33C0080	SAN LEANDRO CREEK	0.2 MI NORTH OF DAVIS ST	5. Bridge not eligible for NRHP	1931	
33C0081	SAN LEANDRO CREEK	N/O LAKE CHABOT RD	5. Bridge not eligible for NRHP	1964	
33C0082	SAN LORENZO CREEK	S LEWELLING BLVD	5. Bridge not eligible for NRHP	1954	
33C0083	OAKLAND AVENUE OC	LINDA AVENUE	5. Bridge not eligible for NRHP	1911	
33C0086	CROW CREEK	JUST SOUTH OF I-580	5. Bridge not eligible for NRHP	1988	
33C0087	CROW CREEK	1.7 MI N OF I-580	5. Bridge not eligible for NRHP	1974	
33C0088	CROW CREEK	2 MI N OF SH I-580	5. Bridge not eligible for NRHP	1974	
33C0093	WINTON AVENUE OH	NEAR AMADOR ST	5. Bridge not eligible for NRHP	1972	

Structure Maintenance & Investigations

Historical Significance - Local Agency Bridges

March 2019

District 04

Alameda County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built
33C0095	SAN LEANDRO CREEK	3.2 MI N/O CASTRO VLY BLV	5. Bridge not eligible for NRHP	1931
33C0098	ORA LOMA DITCH	THORNALLY ST	5. Bridge not eligible for NRHP	1951
33C0099	ARROYO MOCHO	0.4 MI S/O TASSAJARA RD	5. Bridge not eligible for NRHP	1974
33C0100	HESPERIAN BLVD UP (BARTD AERIAL)	0.2 MI S/O HALCYON DR	5. Bridge not eligible for NRHP	1969
33C0101L	ARROYO MOCHO	1.5 MI S/O SR 580	5. Bridge not eligible for NRHP	1967
33C0101R	ARROYO MOCHO	1.5 MI SOUTH OF SR 580	5. Bridge not eligible for NRHP	1982
33C0103	ARROYO DEL VALLE	SOUTH OF DEL VALLE PKWY	5. Bridge not eligible for NRHP	1951
33C0104	CASTLEWOOD DRIVE UP	0.1 MI W OF I-580	5. Bridge not eligible for NRHP	1965
33C0105	PLEASANTON-SUNOL ROAD UP	NEAR VERONA RD W/O I680	4. Historical Significance not determined	1907
33C0106	ALAMEDA CREEK	0.3 MI N/O WHIPPLE RD	5. Bridge not eligible for NRHP	1958
33C0109	ALTAMONT PASS ROAD UP	3.7 MI E OF GREENVILLE RD	4. Historical Significance not determined	1907
33C0110	ALAMEDA FLOOD CONTROL CHANNEL	0.1 MI S/E LOWRY RD	5. Bridge not eligible for NRHP	1965
33C0111	ALAMEDA CREEK	NE PASEO PADRE PKWAY	5. Bridge not eligible for NRHP	1967
33C0113	ALAMEDA CREEK	0.1 km west of Dyer St	5. Bridge not eligible for NRHP	1968
33C0114	ALAMEDA CREEK BRANCH	0.3 MI S/W INDUSTRL PKWY	5. Bridge not eligible for NRHP	1989
33C0115	INDUSTRIAL PARKWAY UP	0.3 MI SW/O SR 238	5. Bridge not eligible for NRHP	1967
33C0116	INDUSTRIAL PARKWAY WEST UP (BARTD AERIAL)	0.3 MI SW/O SR 238	5. Bridge not eligible for NRHP	1968
33C0117	DECOTO ROAD UP (BARTD AERIAL)	0.3 MI W MILES RD	5. Bridge not eligible for NRHP	1968
33C0120	ALAMEDA CREEK TRIBUTARY	JUST S/O NILES BLVD	5. Bridge not eligible for NRHP	1920
33C0121	ARROYO MOCHO	13.8 MI S/E TESLA RD	5. Bridge not eligible for NRHP	1988
33C0122	ARROYO MOCHO	12.6 MI S/E TESLA RD	5. Bridge not eligible for NRHP	1988
33C0123	ARROYO MOCHO	4.8 MI S/E TESLA RD	5. Bridge not eligible for NRHP	1988
33C0124	ARROYO MOCHO	3.2 MI SW TESLA RD	5. Bridge not eligible for NRHP	1925
33C0125	ARROYO MOCHO	0.7 MI S/E OF TESLA RD	5. Bridge not eligible for NRHP	1987
33C0126	SAN ANTONIO CREEK (LA COSTA BRIDGE)	0.9 MI SE/O I-680	5. Bridge not eligible for NRHP	1932
33C0127	CALIFORNIA AQUEDUCT	0.1 MI NE OF I-580	5. Bridge not eligible for NRHP	1963
33C0129	ARROYO SECO	0.1 MI N/O EAST AVE	5. Bridge not eligible for NRHP	1958
33C0130	D STREET UP	0.3 MI SW/O SR 238	5. Bridge not eligible for NRHP	1965
33C0131	D STREET UP (BARTD AERIAL)	W OF ATHERTON ST	5. Bridge not eligible for NRHP	1965
33C0132	ARROYO DE LA LAGUNA	0.15 MI E/O FOOTHILL RD	5. Bridge not eligible for NRHP	1941
33C0134	CANAL A	0.5 MI S/O FAIRWAY DR	5. Bridge not eligible for NRHP	1970
33C0135	ALAMEDA FLOOD CONTROL CHANNEL	AT PASEO PADRE	5. Bridge not eligible for NRHP	1980
33C0137	NEWARK BLVD OH	0.3 MI N CENTRAL AVE	5. Bridge not eligible for NRHP	1975
33C0138	DRY CREEK	0.1 MI W OF 7TH ST	5. Bridge not eligible for NRHP	1950
33C0139	GRIMMER BLVD UP	0.1 MI E/O WARM SPRGS BL	5. Bridge not eligible for NRHP	1979
33C0140	GRIMMER BLVD UP	0.1 MI E/O WARM SPRGS BL	5. Bridge not eligible for NRHP	1979
33C0141	SAN LORENZO CREEK	N/O RUSSELL WAY	5. Bridge not eligible for NRHP	1974
33C0142	ALAMEDA CREEK	S/O ALVARADO NILES ROAD	5. Bridge not eligible for NRHP	1965
33C0143	ALAMEDA CREEK	S/O ALVARADO NILES RD	5. Bridge not eligible for NRHP	1970
33C0145	SINBAD CREEK	AT KILKARE RD	5. Bridge not eligible for NRHP	1948
33C0147	OAKLAND ESTUARY (MILLER SWEENEY BR/FRUITVALE AVE)	0.3 MI S/W OF I-880	2. Bridge is eligible for NRHP	1974
33C0148	23RD AVENUE OH	S OF EAST 12TH ST	5. Bridge not eligible for NRHP	1962

Historical and Cultural Resource Survey – East Alameda County

Prepared for Alameda County, 2005

Historical and Cultural Resource Survey

East Alameda County

Prepared for

Lisa Asche, Planner
Alameda County Community Development Agency
224 West Winton Avenue #110
Hayward, California 94544

Prepared by

Michael R. Corbett
2054 University Avenue #505
Berkeley, California 94704
(510) 548-4123

17 June 2005

TABLE OF CONTENTS

APN Assessor's Parcel Number provided by the county.

Acres Size of the parcel, provided by the county.

Photo Key to photographs. Photos taken of K and Q rated resources only.

Year Date of construction, provided by the county. These are usually reliable for dates since the 1940's and unreliable for earlier dates.

No. Street number. Usually provided by the county, sometimes left blank. The survey provided street numbers in some blanks. When the survey found a street number that differed from the county's number, the survey number was provided in the comment column.

Street Street name provided by the county.

Code See Key to survey codes.

Comment Survey comments including references to 1993 survey number, names of resources, identification of resources, notes of alterations (alt.). Where resources are listed in the OHP Directory of Properties, they are listed here with OHP followed by the National Register code; in cases where a Federal Agency was involved in the determination, that agency's initials are included. Where resources are addressed in other documents, references are included here to the bibliography at the end of the historical overview.

Key to Survey Codes

Parts of codes

Codes are used on both the Survey Table and the marked field survey maps. Each code, assigned in the field, consists of two to four parts. The first part is an assessment of potential significance. The second part identifies the resource by type; if a building is taller than one story, a numeral following indicates the number of stories. The third part (in parenthesis) is an estimated date of construction; landscape features are not given a date. The fourth part refers to architectural style when that is relevant. Representative examples are given below:

E R (1910) B: A one-story residence built in 1910 in the style of a bungalow. The house has integrity but is not individually significant for its individual character (criterion 3). An E-rated building may still be significant for association with persons (criterion 2) or with significant patterns or events of history (criterion 1).

Q R2 (1890) QA A two-story residence built in 1890 in the Queen Anne style. Potentially significant under criterion 3. Research needed.

K C (1905) MR: A one-story commercial building built in 1905 in the Mission Revival style. Strong visual interest and integrity appears significant under criterion 3.

Part One

The initial code letter (before the date) signifies the estimated, or preliminary, level of significance. There are four code letters in this category:

K *Keeper.* Likely to be individually significant, based on integrity and visual qualities alone.

Q *Question.* Has visual interest, but requires research to assess individual significance in its context and/or integrity. Sometimes Q-rated buildings need research to determine whether they are historic buildings or recent reproductions.

E *Environment.* Has integrity, but is unlikely to be individually significant; a common example of a common type. E code plus (+) sign indicates highest interest.

Z *Zero.* Lacks integrity; not significant, possibly because of alterations.

Part Two

The second code (before the date) refers to the building type or other resource type. These codes are often used in combination with each other, indicating a property that includes more than one type of resource.

A Non-residential agricultural buildings and structures, such as sheds, barns, fences, windmills.

AF Agricultural fragment (e.g. fences, troughs, corrals)

BN Barn

C Commercial building

CC Cattle chute

CH Church

CL Clubhouse

D District

DAM Dam

G Government building

GAR Garage

GW Gateway

GS Government building – school

HO	Hotel
HOSP	Hospital
IND	Industrial building
L	Landscape features
M	Multiple buildings (preceding other codes)
MA	Multiple agricultural buildings (e.g. a group of barns, sheds, fences, etc.)
MRA	Multiple residential and agricultural buildings (e.g. a farm or ranch complex consisting of one or more houses, barns, sheds, etc.)
MRW	Workers housing
PH	Pumphouse
PL	Power lines
R	Residential building (e.g., single-family house, apartments)
R&D	Research & development
RB	Road bridge
RR	Railroad-related (e.g., train station, railroad bridge)
RRB	Railroad bridge
RRT	Railroad track
T	Trees
TP	Telegraph poles
TH	Tankhouse
UNK	Unknown
W	Winery
WF	Wind farm
WH	Warehouse
WV	Water viaduct

C: ADDENDUM TO TABLE

MAP	KEY	PHOTO	LOCATION	CODE	COMMENT
AH-N		3-2	NE corner of county	[Q WV (1951) *]	1993 #62; Delta-Mendota Canal.
AH-N		2-21	NE corner of county	[Q WV (1960) *]	1993 #63; California Aqueduct.
AH-N		2-18	NE corner of county	[Q WF (1980) *]	1993 #64; wind farm over large area.
AH-N		2-17	Altamont Pass Rd. near Sanitary Landfill	K RRB (1915)	Railroad bridge inscribed "Western Pacific 1915".
AH-N		2-28	Kelso Rd.	Q PL	Electrical transmission towers and lines: many lines over much of the area
NLV		4-4	Dagnino Rd., west side	Q L	Eucalyptus row.
NLV		2-11	Dyer Rd. near Altamont Pass Rd.	Q RRB (1915)	Railroad bridge.
NLV		3-31	N. Livermore Ave. south of Hartman Rd.	Q L *	1993 #65; row of trees on both sides.
NLV		2-7	Altamont Pass Rd. near Greenville Rd.	K RRB (1915)	Railroad bridge.
PR		7-28	Dublin Canyon Rd. east of Mountain View Dr.	K RB (1915)	Arch bridge similar to 11393 Dublin Canyon Rd. in Pleasanton.
SLV		---	Greenville Rd. between Patterson Pass Rd. and National Dr.	E RRB (1930)	Railroad bridge over Greenville Rd.
SLV		4-29	Arroyo Rd; south end near dam.	Q RB (1926)	Arroyo del Valle Bridge; George Posey, engr.
SLV-B		2-3	Livermore Ave.	Q GW (1910)	Stone gateway to Concannon Vineyards.
SR-NW	2611	5-5	Paloma Rd. west of I-680	K L *	1993 #67; tree allees on both sides. Also see table #2611.
SR-NW	2258 2259	5-7	Pleasanton-Sunol Rd. South of Verona	K L	1993 #68; sections of allees of trees. Also in 2254 and possibly others.
SNV-1		5-23	Niles Canyon along RR	[K TP (1870)]	Telegraph poles.
SNV-1		5-15	Niles Canyon	[Q RRT (1869) *]	1993 #59; rail bed and tracks. OHP / FHWA: 252
SNV-1		5-18	Niles Canyon	[Q WV (1925)]	Concrete aqueduct visible near P.M. 13.50 and 14.00.
SNV-1		5-21	Niles Canyon	Q HWY (1928)	State highway.
SNV-1		5-14	Niles Canyon Rd. near Palomares Rd.	K RRB (1906)	Farwell bridge 33-35 at P.M. 13.025. Abutments (1932)
SNV-1		5-16	Niles Canyon	Q LT	Trees near P.M. 13.60.
SNV-1		---	Niles Canyon	E RB (1947)	Bridge: Alameda Canyon BOH 33-0039.
SNV-1		5-17	Niles Canyon	K RB (1928)	Richmond Bridge at P.M. 13.33
SNV-1		5-19	Niles Canyon	Q RRTUN (1909)	Below Hwy. Bridge BOH-33-0039
SNV-1		5-20	Niles Canyon west of Brightside	K RRB (1869)	Bridge with stone abutments.
SNV-1		5-24	Niles Canyon east of Idylwood	K RRB (1910)	Railroad bridge.

Alameda County's Parks, Recreation and Historical Commission's (PRHC)

Master List of Alameda County Landmarks & Contributing Buildings

Identified in Previous Historic Surveys

Alameda County Landmarks & Contributing Buildings Identified in 2005-2008 Comprehensive Survey

Address	Area	Property Type	Age	Previous Survey
4951 Arroyo Road	East County	Spanish Colonial VA Hospital	1925	East Alameda Survey - likely eligible
728 Bockman Road	San Lorenzo	Queen Anne Cottage	1895	San Lorenzo Survey - likely eligible under Criterion A
782 Bockman Road	San Lorenzo	Henry Bockman House		
2495 Castro Valley Blvd	Castro Valley	Castro Valley Lumber		
2520 Castro Valley Blvd	Castro Valley	Connie's Tropical Fish	1934	
2544 Castro Valley Blvd	Castro Valley	Formerly Crowe's Feed Shop		
2845-61 Castro Valley Blvd	Castro Valley	Chabot Theater		
22047-55 Center Street	Castro Valley	Four Square House		
14563 Cull Canyon Road	Castro Valley	Red barn, Cull's ranch	1855	
16874 Cull Canyon Road	Castro Valley	Farmhouse and barn		
2440 Depot Road	Hayward	Mt. Eden Cemetery	1860	
2595 Depot Road	Hayward/ Eden Area	Queen Anne - Herman Mohr House "Sea Breeze"		
22380 Eden Canyon Road	Castro Valley	Bank barn and associated barns		
10366 S. Flynn Road	East County	Period Revival farmstead		
15400 Foothill Boulevard	Fairmont	Fairmont Hospital	1920s	
15400 Foothill Boulevard	Fairmont	Queen Anne Victorian, White Cotton Cottage		
1048 Grant Avenue	San Lorenzo	Queen Anne – Heidi House	1890	San Lorenzo Survey - likely eligible under criteria A, B and C
Grove Way at Mission	Cherryland	Grove Way Bridge	c.1925	
24985 Hesperian Boulevard	Hayward	Cornelius Mohr house and farm, Classical Revival, Victorian with mansard roof, barn		San Lorenzo Survey - likely eligible under criteria A, B and C
End of Hollis Canyon off Eden Canyon	Castro Valley	Eastwood House		
5922 Jensen Road	Castro Valley	Jensen farmhouse; Salt box	1872	
16331 Kent Avenue	Ashland	Barn	1890	Ashland/Cherryland - possibly eligible

Alameda County Landmarks & Contributing Buildings
Identified in Previous Historic Surveys

Includes (1) Ashland/Cherryland Survey (Resources rated "Y - appears eligible"); (2) East County Survey (Resources rated "K - likely to be individually significant"); and (3) San Lorenzo Survey (Resources rated "A1 - appears eligible under NRHP Criterion A," "B1 - appears eligible under NRHP Criterion B," and "C1 - appears eligible under NRHP Criterion C")

Number	Street	Property Description	Date (Est.)	Previous Survey	Notes
1424	168th Street	Large Period Revival house	1925	Ashland/Cherryland ("Y")	c. 1890 carriage house, large trees on site
10605	Altamont Pass Road	Commerical garage	1925	East Alameda ("K")	Summit Garage and bungalow
	Altamont Pass Road near Greenville Road	Railroad bridge	1915	East Alameda ("K")	
	Altamont Pass Road near Sanitary Landfill	Railroad bridge	1915	East Alameda ("K")	Bridge inscribed "Western Pacific 1915"
	Arroyo Road	Gateway	1913	East Alameda ("K")	Olivina Winery Gateway; Arroyo at Wetmore; DPR exists
	Arroyo Road	Non-residential agricultural buildings and structures, such as sheds, barns, fences, windmills.	1900	East Alameda ("K")	Mission Revival Winery building and 1910 residence; now part of Veterans Park
	Arroyo Road	Non-residential agricultural buildings and structures, such as sheds, barns, fences, windmils/Winery/Spanish Revival or Mediterranean	1882	East Alameda ("K")	Cresta Blanca Winery
16294	Ashland Avenue	Queen Anne Cottage with Tankhouse	1890	Ashland/Cherryland ("Y")	
16298	Ashland Avenue	One-story house	1900	Ashland/Cherryland ("Y")	
16464	Ashland Avenue	One-story house	1900	Ashland/Cherryland ("Y")	
16467	Ashland Avenue	Greenhouses	1920	Ashland/Cherryland ("Y")	
16500	Ashland Avenue	Greenhouses	1920	Ashland/Cherryland ("Y")	Japanese house & gardens c. 1965
16600	Ashland Avenue	Two-story convent	1949	Ashland/Cherryland ("Y")	
21455	Birch Street	Colonial Revival Church complex	1865/1948	Ashland/Cherryland ("Y")	"Pioneer Chapel" structure moved c. 1948
773	Blossom Way	Craftsman Bungalow	1920	Ashland/Cherryland ("Y")	
740	Bockman Avenue	Italianate residence	1890	San Lorenzo ("A1")	Moved from airport, now Real Estate office, altered
752	Bockman Avenue	Residence	1885	San Lorenzo ("A1")	Address approximate
	Bond Street	Government building - school/Spanish Colonial Revival or Mediterranean	1930	East Alameda ("K")	
13550	Calaveras Road	Calaveras Dam	1930	East Alameda ("K")	Part of Hetch Hetchy System; includes Spanish-style intake structure on dam and adjoining complex of house, barn, etc.
	Cherry Way	Row of street trees	?	Ashland/Cherryland ("Y")	
1074	Delano Street	One-story, central hall house, "Portuguese Garden"	1890	Ashland/Cherryland ("Y")	
9635	Dublin Canyon Road	Multiple residential and agricultural buildings/Queen Anne	1895	East Alameda ("K")	Victorian house
9711	Dublin Canyon Road	Multiple residential and agricultural buildings/Ranch style	1940	East Alameda ("K")	Houses. Barn, quonset hut
	Dublin Canyon Road east of Mountain View Drive	Railroad bridge	1915	East Alameda ("K")	Arch bridge similar to 11393 Dublin Canyon Road in Pleasanton
770	El Charro Road	Multiple residential and agricultural buildings/Ranch	1940	East Alameda ("K")	"Rancho del Charro," house, stable, barn
770	El Charro Road	Non-residential agricultural buildings and landscaping	1940	East Alameda ("K")	Stable, eucalyptus row, round brick stable in field
1063	Elgin Street	Gothic Revival House	1880	Ashland/Cherryland ("Y")	
10366	South Flynn Road	Multiple residential and agricultural buildings	1880	East Alameda ("K")	Farm/ranch with house and old barn
12565	Foothill Road	Multiple barns	?	East Alameda ("K")	Foothill Farms
536	Grove Way	Large two-story Spanish Colonial Revival house	1930	Ashland/Cherryland ("Y")	

Previous recordation of

Altamont Pass UP Bridge (Caltrans Bridge Number 33C0109) (P-01-010671)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-010671
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code _____ Reviewer _____ Date_____

Page 1 of 10 *Resource Name or #: (assigned by recorder) Altamont Pass Road Underpass Bridge

P1. Other Identifier: Altamont Pass Road Underpass Bridge Seismic Retrofit Project
*P2. Location: Not for Publication Unrestricted X *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary)
b. USGS 7.5' Quad Altamont Date 1980 T 2S; R 3E; ¼ of ¼ of Sec. ; Mount Diablo B.M.
c. Address Altamont Pass Road City Livermore Zip 94550
d. UTM: Zone 10 ; mE/68500 mN 4180100 (618540E/4178340N) (Map #: 4452)
e. Other Location Data: (e.g. parcel #, directions to resource, elevation, etc. as appropriate)
This railroad bridge crosses Altamont Pass Road at an acute angle from northwest to southeast direction. The bridge is at the entrance to the Altamont Landfill, 3.7 miles east of Greenville Road. The Caltrans bridge number is 33C-109.

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

(see continuation sheet)

*P3b. Resource Attributes: HP 19
*P4. Resources present: __Building _X_ Structure____ Object ___ Site___ District __Element of District___ Other

P5a. Photo or Drawing

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: __X__ Historic
____Prehistoric ____Both 1907; rebuilt 1915

*P7. Owner and Address
Union Pacific Railroad

*P8. Recorded by: (Name, affiliation, and address)
Ward Hill, Architectural Historian
3124 Octavia Street
San Francisco, CA 94123

*P9. Date Recorded June, 1998
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Bridge Report for the Altamont Project

Attachments: ____NONE__X_ Location Map __X_ Sketch Map _X__ Continuation Sheet __X_ Building, Structure and Object Record___ Archaeological Record____ District Record ___ Linear Feature Record____ Milling Station Record _____Rock Art Record _____ Artifact Record _____ Photograph Record _____ Other (List)

S-23053

DPR 523A(1/95) * Required information

a

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-01-010671
HRI #

BUILDING, STRUCTURE AND OBJECT RECORD

*NRHP Status Code 6Z

 *Resource Name of # (assigned by recorder) Altamont Pass Road Underpass Bridge

B1. Historic Name: Altamont Pass Road Underpass Bridge
B2. Common Name: Altamont Pass Road Underpass Bridge
B3. Original Use: Bridge B4. Present Use Bridge
*B5. **Architectural Style:** not applicable
*B6. **Construction History:** (Construction date, alterations, and date of alterations)
The bridge was originally constructed in 1908, then extensively rebuilt (including the concrete abutments) in 1915.
*B7. **Moved?** X No __ Yes __ Unknown **Date:** NA **Original Location:** NA

*B8. **Related Features:** tracks, Altamont Pass Road

B9a. Architect NA b. Builder: NA

*B10. **Significance: Theme** Railroads **Area** Livermore Valley
Period of Significance 1908-1940 **Property Type** Bridge **Applicable Criteria** A & C
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)

(see continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP19 - Bridge

*B12. **References:**

Victor C. Darnell, *Directory of American Bridge Companies*: 1840-1900 , Society of Industrial Archeology, Washington, D.C., 1984, page 85.
California Department of Transportation, Request for Determination of Eligibility for the National Register of Historic Places -- Historic Truss Bridges of California, 1985.
California Department of Transportation, *Historic Highway Bridges of California*, California Department of Transportation, 1990.
Dunscomb, Guy L. and Fred Stindt, *Western Pacific Steam Locomotives, Passenger Trains and Cars*, privately published in Modesto, California.
Caltrans Bridge Inspection Reports for the Altamont Pass Road Underpass, 1930-1995.

B13. Remarks:
*B14. Evaluator Ward Hill, Architectural Historian

*Date of Evaluation: June, 1998

(This space reserved for official comments)

Sketch map with north arrow required (see attached)

* Required information

a.

Item P3a. continued

Set in the rolling grasslands and "windmill farms" of the Altamont Pass, the Altamont Pass Underpass Bridge carries rail traffic at the point the track curves to the west while crossing the Altamont Pass Road. The single track, railroad bridge is constructed in two sections: the main structure is a 143 foot long "through truss" set on a battered, northern, reinforced concrete pier and a southern concrete abutment. The concrete pier, set between the two lanes of Altamont Pass Road, is the southern support for the second section of the bridge, a 68 foot long steel box girder with a northern reinforced concrete abutment. The vertical clearance of the truss section of the bridge is 32 feet. The vertical clearance decreases to 28 feet on the bridge's northern section. The date "1915" is stamped into the northern abutment. The through truss section is constructed of riveted Pratt Truss girders with top and bottom lateral bracing. The wooden railroad ties supporting the tracks are set on parallel steel stingers above the bottom lateral bracing. A wooden walkway flanks the sides of the track on the bridge decking.

Item B10. Continued

Incorporated in California in 1903, the Western Pacific Railway was founded to construct a new rail route from Oakland to Salt Lake City through the Feather River Canyon in an effort to break the monopoly of the Southern Pacific Railroad. Chief Engineer Arthur W. Kedde, made the basic line and location for the Western Pacific by 1905. The creation of the line included connecting the lengths of six railroad companies purchased and merged with the Western Pacific. Grading started in November, 1905 between Oakland and Oroville under contractor A.L. Stone. The construction began simultaneously under a different contractor for the Salt Lake City to Oroville section. The first spike for the rail line was driven in Oakland in January, 1906. The construction of the main line involved building 41 steel bridges and 43 tunnels. The line was to open in 1908, but the construction of four major tunnels created many delays. The two bridges in the Altamont Pass were likely constructed in 1908 or early 1909. In November, 1909, freight service began on the Western Pacific line, but passenger service not available until August, 1910.

Because of high operating costs and competition, the Western Pacific Railway filed for bankruptcy in 1915, and was reorganized as the Western Pacific Railroad in 1916. The railroad filed for reorganization again during the depression in 1935. The Western Pacific operated as a profitable company during the 1940s to the 1960s. As rail service declined in the 1970s, consolidation in the industry became increasingly common. In 1980, the Union Pacific Railroad purchased the Western Pacific for $25 million.

Although originally constructed in 1908, the Altamont Pass Road Underpass Bridge was extensively rebuilt in 1915 probably to carry heavier rail cars. A plaque on the bridge indicates it was constructed by the American Bridge Company. After its organization in 1900, the American Bridge Company became an important force in California bridge design. The company was originally organized by J.P. Morgan and Company, but most of its stock was purchased by U.S. Steel within a year. During its first year after incorporation, the American Bridge Company purchased 24 companies (all in the Northeastern and Midwestern United States) representing 50 per cent of the bridge fabricating capacity in the United States. In 1903, the company completed a huge plant in Ambridge, Pennsylvania (near Pittsburgh) which had the fabricating capacity of the five largest companies purchased by American Bridge. The company soon dominated truss bridge fabrication throughout the United States. According to the Caltrans Bridge Inventory, of the extant trusses in California for which a builder is known, American Bridge was responsible for 25 per cent of those built between 1900 and 1910, 37 per cent of those built between 1911 and 1920, and 45 percent of those built in the 1920s.

The Altamont Pass Road Underpass Bridge retains a good level of integrity with (according to Caltrans Inspection Reports) only minor corrosion evident in a top flange girder. The bridge is, however, a typical through truss railroad bridge still common in California, and thus it does not appear to eligible under Criterion C. The American Bridge Company constructed many bridges of this type in California during the early 20th century. The bridge is not a significant structure in the construction of the Western Pacific Railway line or in the history of the Livermore Valley, and thus does not appear to eligible under Criterion A. The bridge also is not associated with any persons of historic significance. In conclusion, the Altamont Pass Road Underpass Bridge does not appear to be eligible for the National Register because it is not significant under Criteria A, B or C.

Photo 1: Altamont Pass Road Underpass Bridge (view from southeast)

Photo 2: Altamont Pass Road Underpass Bridge (view from northwest)

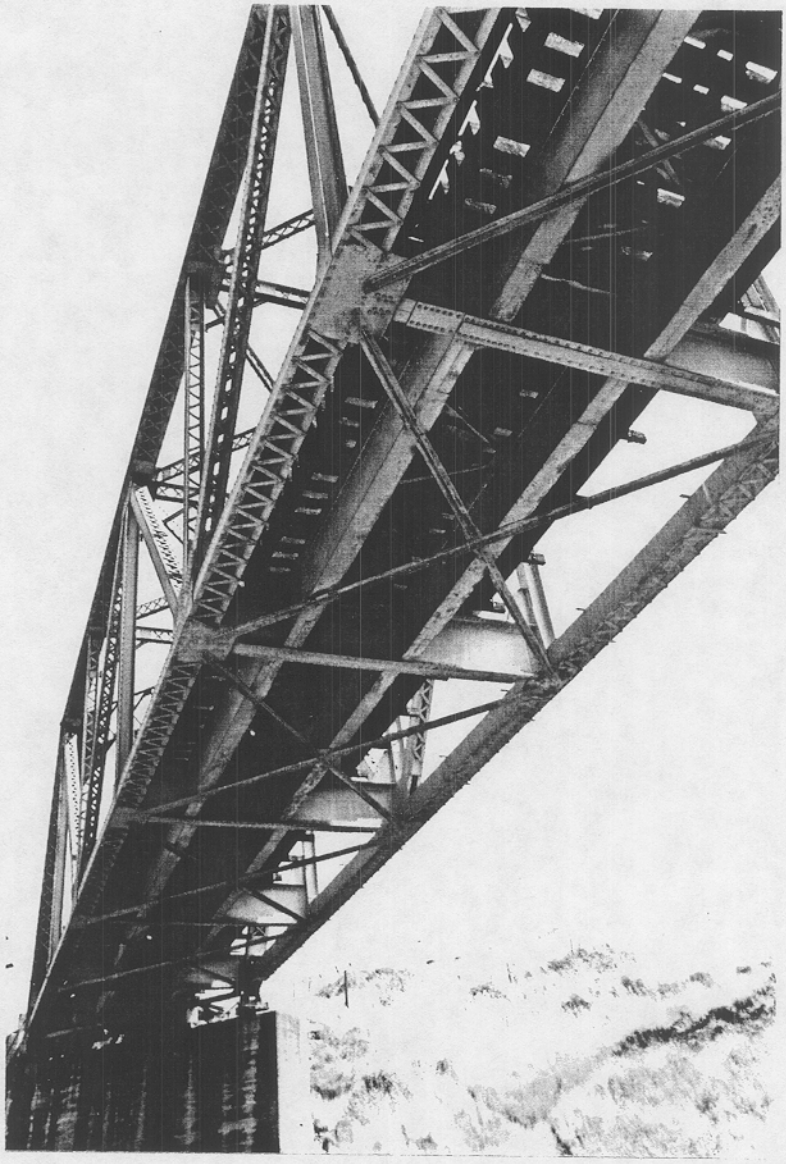


Photo 3: Altamont Pass Road Underpass Bridge (view of substructure)

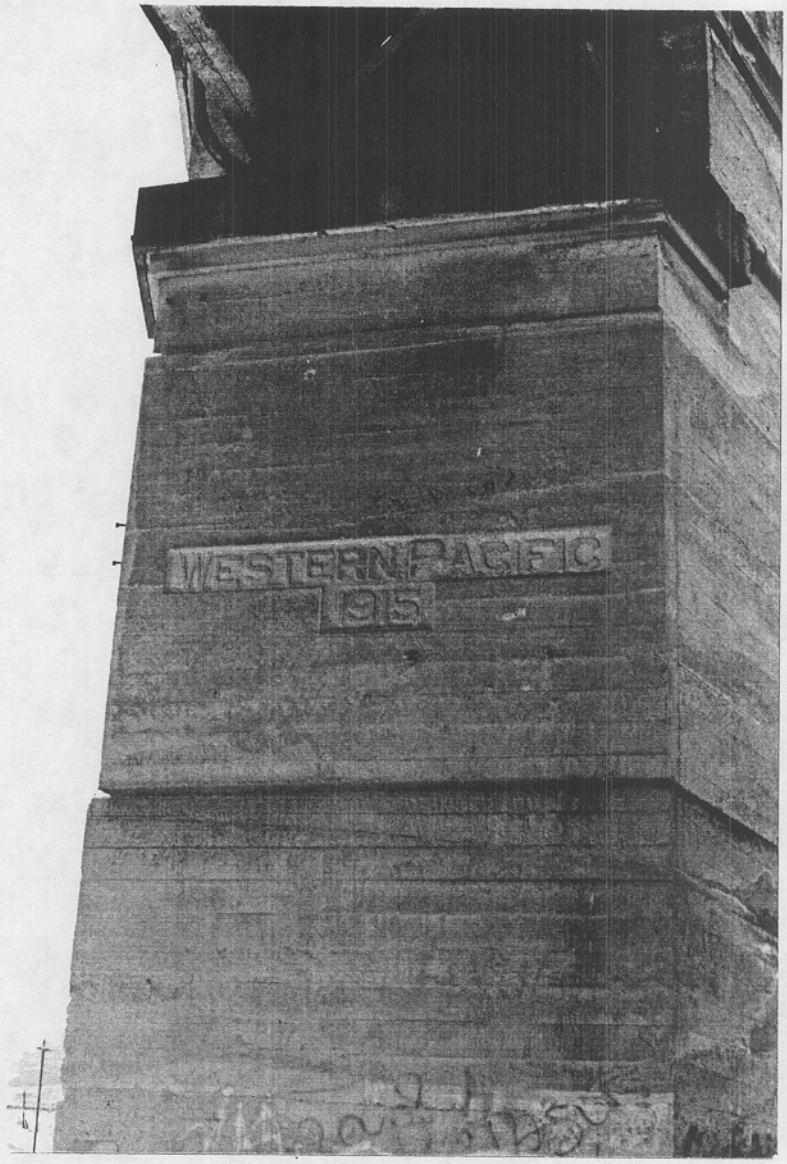


Photo 4: Altamont Pass Road Underpass Bridge (view of abutment)

Photo 5: Altamont Pass Road Underpass Bridge
(view of superstructure from southeast)

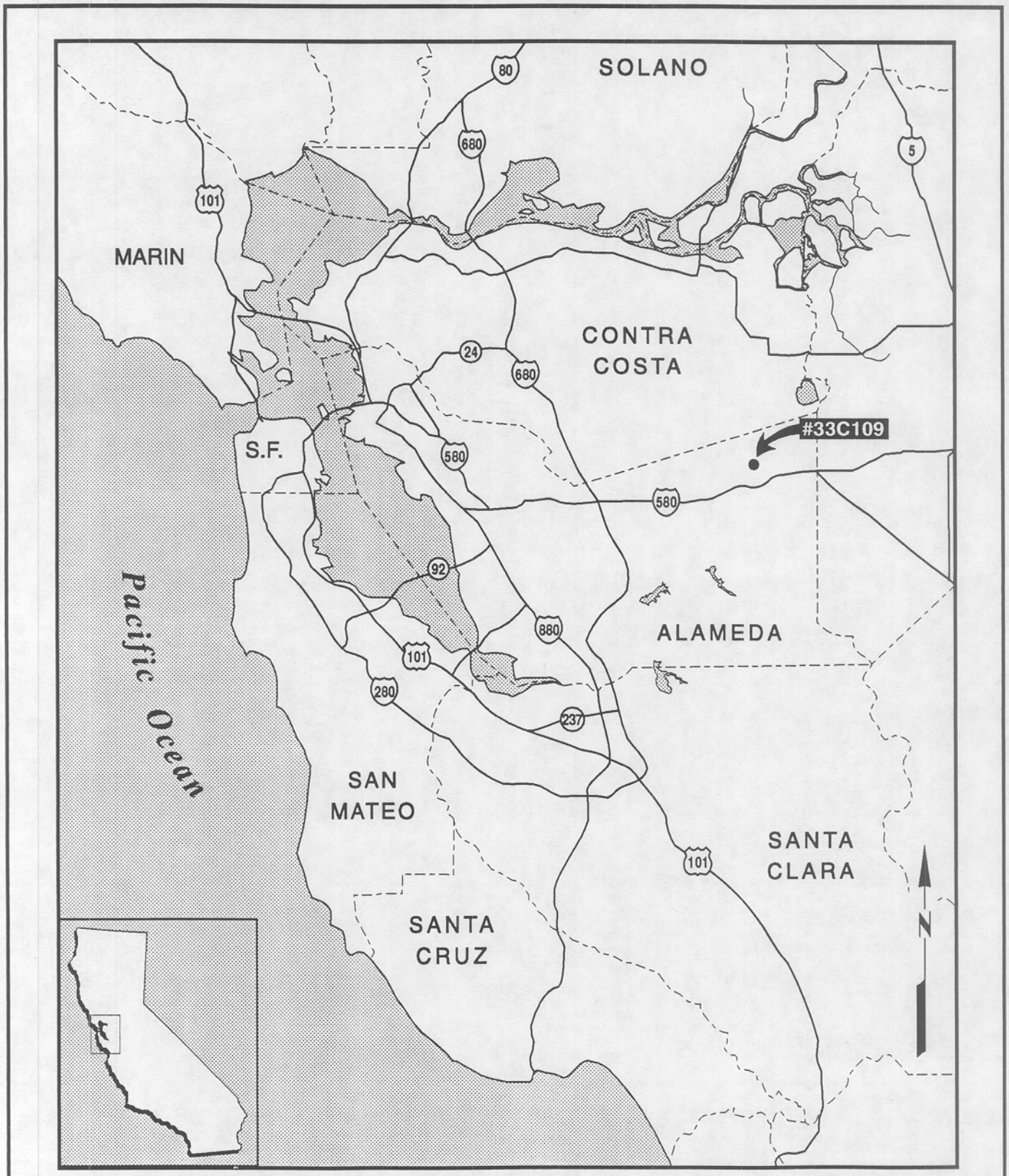


Figure 1: General Project Location

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #P-01-010671
HRI #
Trinomial

Page 10 of 10

*Resource Name or # (Assigned by recorder) Altamont Pass Road Underpass Bridge

*Map Name: Altamont

*Scale: 1:24,000

*Date of Map: 1981

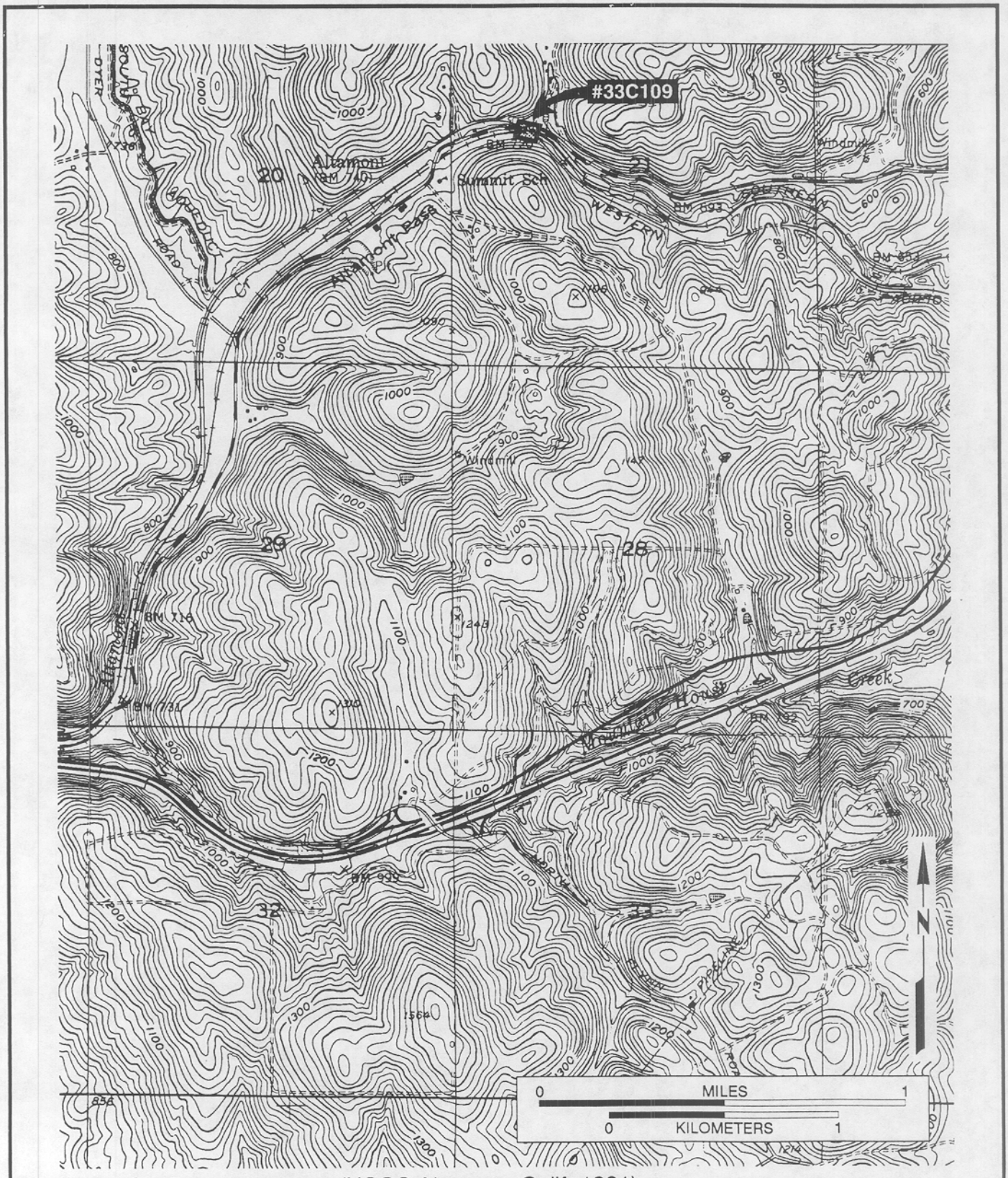


Figure 2: Project Location (USGS Altamont, Calif. 1981)

DPR 523J (1/95)

* Required information

a.

Previous recordations of

Union Pacific Railroad (UPRR) / Western Pacific Railroad (WPRR) / P-01-002190

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

UPDATE SHEET

Primary # 01-002190
HRI #
Trinomial CA-ALA-000582H
NRHP Status Code 3S, 3CS, 5S2 (WPRR between Niles Junction and Sunol; Short Segment of WPRR east of Livermore); 6Z (Bridge 33-0042; Greenville Road Bridge)

*** Resource Name or #:** (Assigned by recorder) Western Pacific Railroad
Map ID #: 19

☐ Continuation ☒ Update

P1. Other Identifier: Union Pacific Railroad

*** P2d. UTM:** (Give more than one for large and/or linear resources)

Zone 10

West Endpoint at Niles Junction:	590988**mE** / 4158793**mN**
Tunnel #1	593914**mE** / 4160981**mN**
Tunnel #2	594425**mE** / 4161434**mN**
Silver Springs Bridge	596828**mE** / 4161459**mN**
Bridge 33-0042:	598070**mE** / 4161262**mN**
East Endpoint at Sunol:	598108**mE** / 4161273**mN**
Greenville Road Bridge :	614864**mE** / 4173678**mN**
Short Segment East of Livermore:	616516**mE** / 4175921**mN**

*** P3a. Description:**

The approximately 6-mile-long section of the Western Pacific Railroad (WPRR) between Niles Junction and Sunol was constructed in1909 and 1910 as part of the 930-mile-long WPRR mainline from Salt Lake City, Utah, to Oakland, California. The WPRR was the second transcontinental railroad to enter Niles Canyon. The first transcontinental railroad, which is north of and roughly parallel to the 1909-1910 WPRR and designated the Niles Canyon Transcontinental Railroad Historic District, was constructed by an earlier and separate Western Pacific Railroad, which was formed in 1862 and purchased in bankruptcy by the Central Pacific Railroad. The second WPRR was constructed on the south side of Niles Canyon and therefore required extensive grading and tunnel work. In addition to the standard gauge steel single track, the recorded 6-mile-long segment includes two tunnels and one bridge, which were originally recorded by Caltrans in 1998 (McKee 1998).

*** P3b. Resource Attributes:** HP11 – Engineering Structure, HP19 - Bridge

P5a. Photograph:

Photograph 1. WPRR Northeast of Niles Junction, camera facing north, Google Image Capture July 2015

*** P8. Recorded by:** M. Mello and K. Johnson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

*** P9. Date Recorded:** AUGUST 2016

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

*** P3a. Description (continued):**

The Silver Springs Truss Bridge is at the east end of Niles Canyon at milepost 35.09 and was constructed in 1907 and reinforced in 1938. It is composed of two 65-foot and two 50-foot deck plate girders and two 125-foot through spans.

Tunnel #1 is south of Farwell and 4,321 feet long, and Tunnel #2, near Brightside, is 407 feet long. Both tunnels allow the railroad to pass beneath State Route (SR)-84. Tunnel #2 was re-recorded in 2006 as part of the 2005 Caltrans District 4 Rural Roads Inventory Project (Larson 2006). The 2006 record indicates that the tunnel appeared as described in the 1998 DPR forms and only the western portal was re-recorded. The entrance to the tunnel was described as a rectangular-shaped, board-formed concrete headwall with an irregularly shaped arched opening that had been modified since its original construction to allow larger trains within tunnel. A 1909 date stamp was observed above the tunnel opening and the arch was flanked by flared concrete wing walls (Larson 2006).

Bridge 33-0042 or the Silver Springs Underpass is on SR-84 at mile post 16.93. The California Division of Highways designed and constructed the single span, carbon steel plate girder bridge in 1941 to carry automobile traffic and the WPRR line across the state highway (then designated Highway 107) and into the community of Sunol. The bridge originally carried two tracks, but now only carries a single track. Bridge 33-0042 crosses SR-84 at an approximate 45-degree angle and curves gently as it follows its southwest-northeast alignment (Larson 2006).

The other recorded features of the WPRR that are the subject of this update form include the Greenville Road Bridge in Livermore and a short segment of the railroad east of Livermore. The Greenville Road Bridge was recorded in1994 as part of the Mojave Natural Gas Pipeline Northern Extension Project. When the bridge was recorded, it was a concrete railroad bridge that was 40 feet wide at the top and 30 feet wide at road level with a 14 foot, 2 inch clearance from the underside of the road to the underside of the span. The recorders identified a benchmark on the northwest concrete wing abutment dated 1944. A comparison of the 1994 site records and current field observations indicate that this bridge is no longer extant. Aerial photographs indicate that Greenville Road was widened and a new bridge installed circa 2005.

The short segment of the WPRR (now operated as the Union Pacific Railroad) and a parallel stretch of an abandoned utility route was recorded in 2009 (Martin 2009). The railroad segment and parallel utility route are just north of Interstate 580 in the Altamont Pass area adjacent to the north side of Altamont Pass Road east of Livermore. The grade has been improved and expanded and the modern ballast, concrete ties, and rails date to about 1986. At the time it was originally recorded, the adjacent utility route was represented by a continuous series of poles that lacked wire and were in poor condition (Martin 2009).

*** B10. Significance: Theme** railroad transportation **Area** San Francisco Bay Area / Alameda County
Period of Significance 1909-1910 **Property Type** railroad and associated structures
Applicable Criteria NRHP Criterion A, CRHR Criterion 1, FRHR Criterion A, Alameda County Criterion A

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

WPRR between Niles Junction and Sunol

Elizabeth McKee of Caltrans conducted the first inventory and evaluation of the 6-mile-long segment of the WPRR between Niles Junction and Sunol in 1998 for the report titled *Historic Property Survey Report for the Seismic Retrofit of Alameda Creek Bridge and Overhead (Bridge #330039), Alameda County*. McKee concluded that the 6-mile segment was eligible for the National Register of Historic Places (NRHP) under Criterion A for its influence on the history of Oakland. Tunnels #1 and #2, as well as the Silver Springs Truss Bridge, were identified as contributors to the WPRR segment's historical integrity. Tunnel #2 was re-recorded in 2006 as part of the 2005 Caltrans District 4 Rural Roads Inventory Project and it was found to retain its integrity (Larson 2006). Both the 1998 and 2006 forms are attached.

The prior survey did not include a formal evaluation of the property's eligibility for the California Register of Historical Resources (CRHR), Fremont Register of Historic Resources (FRHR), Alameda County Register, or as a California Environmental Quality Act (CEQA) historical resource. After review of the previous recordation and current field check and research, the present evaluation concludes that the WPRR between Niles Junction and Sunol appears to meet the criteria for listing in the NRHP, CRHR, and local registers and the property is considered an historical resource for the purposes of CEQA. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundaries for the historic properties/historical resources are the boundaries of the structures themselves. Further information regarding this evaluation is included below.

*** B10. Significance (continued):**

Historic Context

The first spike of the WPRR was driven at the west end in Oakland on January 2, 1906 and in Salt Lake City at the east end on May 5, 1906. There were 41 steel bridges and 43 tunnels constructed on the main line. Problems with four tunnels, including Tunnel #1 in Niles Canyon, delayed the completion of the line nearly one year. Freight service was begun on December 1, 1909, and passenger service on August 10, 1910. The WPRR was determined to compete with the Southern Pacific Railroad (SPRR) for the West, and the WPRR fought the SPRR in courts and laid tracks at night while protected by armed guards along the waterfront in 1906. When the WPRR rolled through Niles Canyon in 1910 it marked the completion of the last transcontinental railroad, but one that was a product of twentieth-century scale and technology (McKee 1998:4).

Whereas the Central Pacific Railroad (CPRR) was built largely as a military and strategic line to bind the Pacific Coast territory to the United States, the WPRR was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. The shipping terminus in Oakland was freed of SPRR control of the Port when the WPRR was completed. In concert with generally improved economic conditions of the period, the opening of the Panama Canal, and the shifting of some population and industry to the East bay after the 1906 earthquake, the WPRR enabled the dramatic growth of Oakland's port and industries. New corridors of development followed the new rail lines (which also included now the Santa Fe Railroad (McKee 1998:4).

Despite its initial success, the WPRR was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. The WPRR had inadequate connections to points of origin for shipping handicapped the company and the company was burdened by construction costs. The company expanded with more than a dozen branch or feeder lines in the following decade and first profited from the business generated by World War I but then faltered with the economic conditions of the Great Depression. Thus the company prepared a Plan of Reorganization in1936, which was delayed by government appropriation of the railroads in World War II, but later revised and implemented in 1945 (McKee 1998:4).

In the boom time of the postwar years, the company's prospects improved. During this period the WPRR replaced their rolling stock with diesel-powered equipment, passenger service on the *California Zephyr* was inaugurated, and passenger connections to San Francisco were changed from ferry to bus service. The company survived a buy-out threat by the SPRR in the 1960s, and in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate in other railroads joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980. Thus, in 1982 the WPRR s merged with the UPRR. In 1996 the UPRR and SPRR merged (McKee 1998:4).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the 6-mile-long segment of the WPRR and its associated structures appear to have significant association with important historic events. The railroad is significant for its influence on the development of city of Oakland because the WPRR terminus in Oakland eliminated the SPRR monopoly on the Oakland waterfront. The railroad segment also is representative of the last transcontinental railroad to be constructed in the United States. Therefore, the railroad segment and its three associated structures are eligible for the NRHP and CRHR under Criterion A and Criterion 1, respectively, as an individual resource and as contributors to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion B or CRHR Criterion 2, the railroad segment is not significant for any associations with the lives of persons important to history. The railroad does not appear to have been a prominent achievement of a specific individual, such as an engineer or major executive who worked for the railroad. Individuals that worked on the construction of the railroad segment and the associated bridge and tunnels have not been identified. Numerous people worked to construct the railroad segment and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad or were associated with the railroad during its period of significance had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resources or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion C or CRHR Criterion 3, the railroad segment is not significant because it is not an important example of a type, period, or method of construction. The railroad segment and associated structures are do not possess any unique or notable design characteristics or distinctive engineering that would merit listing in the NRHP or CRHR. There is no master architect or builder associated with railroad; therefore, it is not significant as the work of a master.

*** B10. Significance (continued):**

Under NRHP Criterion D or CRHR Criterion 4, the railroad segment is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project.

The 6-mile-long segment of the WPRR is partially within the City of Fremont and was evaluated for listing in the RHR. FRHR Criteria A through D are similar to NRHP Criteria A through D and CRHR Criteria 1 through 4. The FRHR has one extra criterion, Criterion E, which indicates a property is eligible for listing in the Fremont Register if the property's unique location or singular physical characteristic(s) represent an established or familiar visual feature or landmark of a neighborhood, settlement, or district, or the city. As stated above, the 6-mile segment of the WPRR is eligible under NRHP Criterion A and CRHR Criterion 1 and therefore also is eligible under FRHR Criterion A. The railroad segment is not eligible under Fremont Criterion B, C, or D, for the same reasons as stated above in the NRHP and CRHR evaluation. The portion of the railroad that is within the City of Fremont is in the northeastern part of the city. Alameda County Assessor's records and historic aerial photographs indicate that the extant buildings and structures within the area surrounding the railroad within the city limits were mostly developed after World War II. Because the railroad was constructed in the first decade of the twentieth century, it is not directly associated with surrounding development and does not appear to be landmark of that area. Therefore the segment of the WPRR is not eligible under FRHR Criterion E.

Because the 6-mile-long segment of the WPRR and the associated bridge and tunnels are all within Alameda County, they also were evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the railroad segment and associated structures are eligible under NRHP Criterion A and CRHR Criterion 1 and therefore also is eligible under Alameda County Criterion A.

Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that the WPRR segment and its associated structures are not eligible under NRHP Criterion C or CRHR Criterion 3. Therefore, the resource is not eligible under Alameda County Criteria C, D, or E.

Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The railroad segment has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. The locations of the WPRR segment and associated structures have remained the same and have not been moved since construction. The integrity of the property's location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. Because the railroad is currently in use, it has been upgraded and continuously maintained. Maintenance has resulted in new ballast and concrete ties, but the railroad has maintained its original design. The associated Silver Springs Truss Bridge was reinforced in 1938 and the tunnels have been altered to accommodate larger trains by lowering the floors and raising the ceilings, but overall the associated structures retain much of their original design. Therefore, the integrity of design of the railroad segment and its associated structures have been somewhat compromised, but overall they retain integrity of design.

Setting is the physical environment of a historic property. The historic setting of the resource has not changed substantially since its construction. The west end of the railroad is within the city limits of Fremont, and the area surrounding the railroad became more developed in the years following the construction of the railroad, but most of the 6-mile-long segment is within a rural, undeveloped setting in Alameda County. Overall the resource retains integrity of setting.

*** B10. Significance (continued):**

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, the railroad has lost some integrity of materials as the railroad has been upgraded and maintained, which resulted in new ballast and the replacement of the original wooden ties with concrete. The 1938 reinforcement of the Silver Springs Truss Bridge and the enlargement of the two tunnels have not substantially altered or removed the original materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Because the railroad is in use and regularly maintained, its original wooden ties have been replaced with concrete, which has compromised the appearance of the railroad as an early twentieth century structure. Therefore, some integrity of workmanship has been lost.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The present state of the railroad segment and its associated structures convey the resource's character and historic integrity of feeling as an early twentieth century railroad. The overall integrity of the property's feeling remains intact.

Association is the direct link between an important historic event or person and a historic property. The railroad segment and its associated structures are representative of an early twentieth century railroad and it continues to convey that historic theme. Therefore, resource retains its integrity of association.

In conclusion, the WPRR between Niles Junction and Sunol retains its historic integrity of location, design, setting, feeling, and association and is eligible for the NRHP under Criterion C, the CRHR under Criterion 3, the FRHR under Criterion C, and the Alameda County Register under Criterion A for its historical associations with the development of Oakland, California and as the last transcontinental railroad in the United States. The period of significance spans from 1909 through 1910 which includes its construction and completion.

The WPRR as a whole has the same historical associations and significance as the segment between Niles Junction and Sunol. Because the segment of the WPRR between Niles Junction and Sunol and the associated Silver Springs Truss Bridge and Tunnels #1 and #2 retain sufficient integrity they also are contributing properties to the larger WPRR resource.

Bridge 33-0042 or the Silver Springs Undercrossing

B. Larson of JRP Consulting inventoried Bridge 33-0042 or the Silver Springs Undercrossing in 2005 for the report titled *Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways* (Leach-Palm et.al. 2006). The prior survey did not include a formal evaluation of the property's eligibility for the NRHP, CRHR, Alameda County Register, or as a CEQA historical resource. After review of the previous recordation and current field check and research, the present evaluation concludes that the bridge does not appear to meet the criteria for listing in the NRHP, CRHR, or local register, and is not an historical resource for purposes of CEQA. The prior documentation of this resource is attached.

Historic Context

Bridge 33-0042 or the Silver Springs Undercrossing is a component of the WPRR between Salt Lake City, Utah, and Oakland, California. It is within the boundaries of the WPRR Niles Junction to Sunol segment and it was evaluated within the context of that segment and the WPRR as a whole. For additional historic context information, see the historic context section for the WPRR between Niles Junction and Sunol on pages 2 and 3 or the attached documentation.

Architecture

Bridge 33-0042 or the Silver Springs Undercrossing was constructed in 1941 and is a single span, carbon steel plate girder bridge that measures 76 feet long and 66 feet wide. It is supported on the north and south sides of SR-84 by U-shaped reinforced concrete abutments. The abutment walls that parallel the roadway have a flat face with rounded ends that curve into wing walls. The wing walls are built into the hillside and parallel the angle of the bridge deck. Located at the corners of each abutment is a cylindrical poured concrete pylon that rises to the top of the deck's sidewalls. An incised date stamp that reads "1941" is located on the west side of the south abutment. The deck's sidewalls consist of steel plates riveted into steel framework. They stand six feet in height and are topped with a metal pipe railing with ball-type fittings. The deck carries a single, eastbound automobile lane on the northeast half and the railroad bed on the southwest half. The railroad track is carried on a berm of gravel ballast and has concrete ties. The roadway and railroad and divided by a wood post railing (Larson 2006:2).

*** B10. Significance (continued):**

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, Bridge 33-0042 or the Silver Springs Undercrossing has no significant association with important historic events. The bridge was constructed in 1941 by the California Highway Department within the 6-mile-long section of the WPRR between Niles Junction and Sunol, which is eligible for the NRHP under Criterion A. However, the bridge was constructed more than 30 years after the railroad segment's period of significance and does not contribute to the railroad segment's historical integrity. The bridge is a common example of a 1940s combination highway and railroad bridge constructed by the state highway department and is not significant under Criterion A as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion B or CRHR Criterion 2, this bridge is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this bridge that made demonstrably important contributions to history at the local, state, or national level as an individual resources or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion C or CRHR Criterion 3, bridge is not significant because it is not an important example of a type, period, or method of construction. The single span carbon steel girder bridge is an example of a common type and lacks a distinctive design or engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this structure; therefore, it is not significant as the work of a master as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion D or CRHR Criterion 4, this bridge is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project.

Bridge 33-0042 is within Alameda County and also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the bridge does not appear to be associated with events that have made a significant contribution to the broad patterns of the history of Alameda County, the region, the state, or the nation, and it is not eligible under Alameda County Criterion A.

Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that Bridge 33-0042 is an example of a common type, lacks a distinctive design or engineering, and was not the work of a master. Therefore, the bridge is not eligible under Alameda County Criterion C, D, or E.

Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The bridge has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

In conclusion, though it retains its historical integrity, Bridge 33-0042 does not meet the criteria for listing in the NRHP, CRHR, or the local register. Bridge 33-0042 is within the WPRR Niles Junction to Sunol Segment, but it was constructed more than 30 years after the railroad segment's period of significance by the highway department and does not contribute to the railroad's historical integrity. Therefore the bridge also is not eligible as a contributor to the larger WPRR resource.

*** B10. Significance (continued):**

Greenville Road Bridge

The Greenville Road Bridge was inventoried as part of the Mojave Natural Gas Pipeline Northern Extension Project in 1994. The previous site form did not include a formal evaluation of the property's eligibility for the NRHP, CRHR, local register, or as a CEQA historical resource. A comparison of the 1994 site records and current field observations indicate that this bridge is no longer extant. Aerial photographs indicate that Greenville Road was widened and a new bridge installed circa 2005. After review of the previous recordation and current field check and research, the present evaluation concludes that the bridge does not appear to meet the criteria for listing in the NRHP, CRHR, or local register and is not an historical resource for purposes of CEQA. The prior documentation of this resource is attached.

Short Segment of WPRR East of Livermore

The short segment of the WPRR and a parallel stretch of an abandoned utility route was recorded in 2009 for the report titled *Cultural Resources Inventory Report for the San Joaquin Valley Right-of-Way Maintenance Environmental Assessment Project* prepared for the Western Area Power Administration (Garcia and Associates 2009; Martin 2009). The previous site form did not include a formal evaluation of the property's eligibility for the NRHP, CRHR, Alameda County Register, or as a CEQA historical resource. After review of the previous recordation and current field check and research, the present evaluation concludes that the resource appears to meet the criteria for listing in the NRHP, CRHR, and local register and appears to be an historical resource for purposes of CEQA. The resource generally retains integrity design, location, feeling, and association and meets Criterion A of the NRHP, Criterion 1 of the CRHR, and Criterion A of the Alameda County Register. The resource has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historical resource is the railroad right-of-way.

Historic Context

The segment of the WPRR east of Livermore is part of the original WPRR alignment constructed between 1909 and 1910 between Oakland, California, and Salt Lake City, Utah. For additional historic context information, see the historic context section for the WPRR between Niles Junction and Sunol on pages 2 and 3 or the attached documentation.

Architecture

This resource includes a short segment of the WPRR. The segment is an actively used, standard gauge railroad track that has been upgraded and maintained and is currently owned by the UPRR. The 2009 recording indicates its ties are manufactured pre-stressed concrete and its welded rails are stamped with Nippon Steel 1986 (Martin 2009:2).

The 2009 recording indicates that the pole route was marked mostly by dilapidated and leaning poles that were each approximately 25 to 30 feet tall and contained intact or short lengths of remnant uninsulated copper wire. The only representative pole on-site was a replacement that lacked a date nail but two wildfire-burned originals were observed nearby. The utility pole was 8 inches in diameter and contained two remaining wires, a guy wire, a horizontal cross arm that may have been original, and ten threaded wooden pints that were mounted with two types of four plastic insulators.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this resource appears to have significant association with important historic events. The railroad segment, constructed between 1909 and 1910, is significant for its influence on the development of Oakland and the completion of the last transcontinental railroad, both as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion B or CRHR Criterion 2, this resource is not significant for any associations with the lives of persons important to history. The railroad does not appear to have been a prominent achievement of a specific individual. Individuals that worked on the construction of the railroad segment and the associated bridge and tunnels have not been identified. Numerous people worked to construct the railroad segment and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad or were associated with the railroad during its period of significance had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion C or CRHR Criterion 3, this resource is not significant because it is not an important example of a type, period, or method of construction. The railroad is an example of a common standard gauge railroad located adjacent to a roadway and it lacks distinctive design or

*** B10. Significance (continued):**

engineering that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this resource; therefore, it is not significant as the work of a master. In addition, this segment of the railroad is active and in-use and has been upgraded and maintained and has lost some of its historical integrity of design, materials, and workmanship. Therefore, it is not significant for its design/construction as an individual resource or as a contributor to a larger historical resource (such as the entire WPRR, if such a resource is ever found to exist).

Under NRHP Criterion D or CRHR Criterion 4, this resource is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project.

Because the segment of the WPRR west of Livermore is all within Alameda County, it was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the railroad segment and associated structures are eligible under NRHP Criterion A and CRHR Criterion 1 and therefore also is eligible under Alameda County Criterion A.

Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that the WPRR segment is not eligible under NRHP Criterion C or CRHR Criterion 3. Therefore, the resource is not eligible under Alameda County Criteria C, D, or E.

Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The railroad segment has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. The location of the WPRR segment has remained the same and has not been moved since construction. The integrity of the property's location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. Because the railroad is currently in use, it has been upgraded and is continuously maintained. Maintenance has resulted in new ballast, concrete ties, and modern rails, but the railroad has maintained its original design. Therefore, the integrity of design of the railroad segment has been somewhat compromised and has affected its form, plan, space, and style.

Setting is the physical environment of a historic property. The historic setting of the resource has not changed substantially since its construction. The segment is within a rural, undeveloped setting in Alameda County. Overall the resource retains integrity of setting.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, the railroad has lost some integrity of materials as the railroad has been upgraded and maintained, which resulted in new ballast and the replacement of the original ties and rails.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Because the railroad is in use and regularly maintained, its original wooden ties have been replaced with concrete, which has compromised the appearance of the railroad has an early twentieth century structure. Therefore, some integrity of workmanship has been lost.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The present state of the railroad segment and its associated structures convey the resource's character and historic integrity of feeling as an early twentieth century railroad. The overall integrity of the property's feeling remains intact.

Association is the direct link between an important historic event or person and a historic property. The railroad segment is representative of an early twentieth century railroad and it continues to convey that historic theme. Therefore, resource retains its integrity of association.

*** B10. Significance (continued):**

In conclusion, the Short Segment of WPRR East of Livermore retains its historic integrity of location, design, setting, feeling, and association and is eligible for the NRHP under Criterion A, the CRHR under Criterion 1, and the Alameda County Register under Criterion A for its historical associations with the development of Oakland, California and as the last transcontinental railroad in the United States.

The WPRR as a whole has the same historical associations and significance as the segment east of Livermore. Because the segment retains sufficient integrity it also is contributing properties to the larger WPRR resource. The period of significance spans from 1909 through 1910 from when construction began to when it was completed.

No remnants of the associated pole route were observed from the public right-of-way and if any remnants do remain extant, the 2009 site record indicates that the integrity of those remnants have been diminished by abandonment and neglect, and the pole route does not contribute to the eligibility of the railroad segment.

*** B14. Evaluator:** K. Johnson, AECOM *** Date of Evaluation:** SEPTEMBER 2016

*** B12. References:**

Garcia and Associates
2009 *Cultural Resources Inventory Report for the San Joaquin Valley Right-of-Way Maintenance Environmental Assessment Project*. San Anselmo, California: Garcia and Associates.

Larson, B.
2006 P-01-002190/JA-003 Western Pacific Railroad State of California Department of Parks and Recreation Update Forms 523J and 523L. Davis, California: JRP Historical Consulting.

Leach-Palm, et.al.
2006 *Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways*. Davis, California: Far Western Anthropological Research Group.

Martin, T.
2009 P-01-002190 GANDA-509-15H State of California Department of Parks and Recreation Update Forms 523A, 523E, 523J, and 523L. San Anselmo, California: Garcia and Associates.

McKee, Elizabeth
1998 Western Pacific Railroad State of California Department of Parks and Recreation Forms 523A, 523B, 523E, 523J, and 523L. Oakland, California: Caltrans District 4.

P5a. Photographs (continued):

Photograph 2. Silver Springs Truss Bridge, camera facing southwest, Google Image Capture July 2015

Photograph 3. Tunnel #1, camera facing west, September 22, 2016 (Photo #836)

P5a. Photographs (continued):

Photograph 4. Tunnel #2, camera facing north, September 22, 2016 (Photo #857)

Photograph 5. Bridge 33-0042 / Silver Springs Underpass, camera facing west, September 22, 2016 (Photo #861)

P5a. Photographs (continued):

Photograph 6. Circa 2005 Greenville Road Bridge, camera facing south, September 22, 2016 (Photo #882)

Photograph 7. Short Segment of the WPRR East of Livermore, camera facing northwest, Google Image Capture August 2015

METADATA SHEET

P-01-002190

This resource is the Western Pacific Railroad (Western Pacific Railway)*;* it crosses county lines and has therefore been assigned Primary Numbers in each of those counties. A portion of the record can be found in the primary file for each county.

There are several disjointed resources associated with this railroad. All railroad segments, grades, trestles, culverts, and crossings that are associated with this railroad, have been, or will be, subsumed into the associated county Primary Number.

Any buildings, such as but not limited to, depots and stations, that have been assigned individual Primary Numbers and/or HRI numbers will retain their numbers but will reference these Primary Number files.

A Trinomial and Primary Number have been assigned for all counties and the resource records are filed in the Primary Number files according to each county.

Please see the following Primary Numbers:

P-01-002190
P-43-002654

Date: November 26, 2014
NWIC Staff: C. Mikulik

METADATA SHEET

P-01-002190

On November 26, 2014 NWIC staff noticed that the NWIC database (ICDB), the hardcopy file, and the PDF copy of this resource record did not accurately reflect one another. In particular, all of the recording events associated with this resource have been re-assigned letter designations.

There have been numerous resource updates and many Primary numbers have been subsumed/voided under P-01-002190. The recording events have been re-ordered chronologically because there is no indication as to the precise order these documents have been received and/or processed by NWIC staff.

A Resource Detail of the ICDB entry prior to this date has also been included to clarify any changes made. In addition, the district attribute has been removed as there is no indication as to why or when it was applied.

Date: November 25, 2014

NWIC Staff: C. Mikulik

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

PRIMARY RECORD

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582H
NRHP Status Code

Other Listings
Review Code Reviewer Date

 *Resource Name or #: GANDA-509-15H

P1. Other Identifier:

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Altamont **Date:** 1953; PR 1981 **T**2S; **R** 3E; SE 1/4 **of** SE 1/4 **of Sec** 30; M.D.**B.M.**

c. Address: 9526 Altamont Pass Road City: Livermore Zip: 94551

d. UTM: Zone: 10; *NAD 83*: 616471 mE/ 4175908 mN (G.P.S.) (center point)

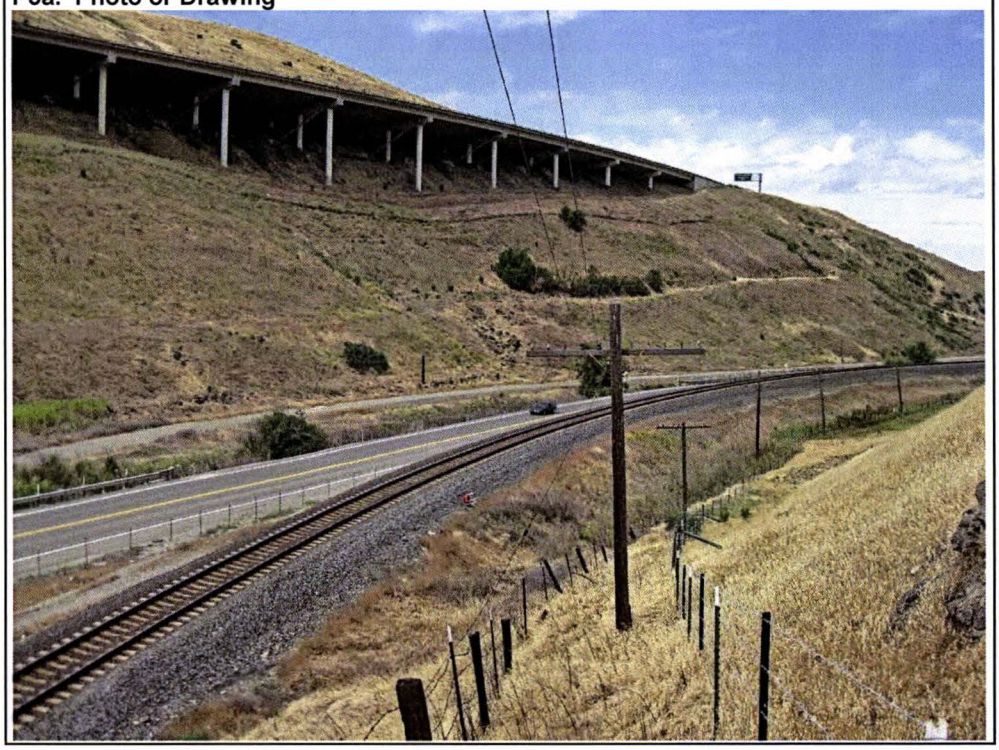
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 716' amsl. Just north of Interstate 580 in the Altamont Pass area and adjacent the north side of Altamont Pass Road, just west of its intersection with Carrol Road, in a narrow, steep-sided canyon that is spanned by the Western Area Power Administration's 230kV Tracy-Lawrence Livermore Lab transmission line 800 feet south of tower no. 9/5. This record encompasses only that part of the resource found within a 120-foot wide Western's right-of-way centered beneath the line.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This resource includes a short segment of the former Western Pacific railroad track, now owned and actively used by Union Pacific Railroad, and a parallel stretch of abandoned utility route. Together they wind their way through a canyon in the Altamont Hills where they border a stream and road on one side and a steep hill slope on the other. The grade has been improved and expanded and appears to be in excellent shape, with modern ballast, concrete ties, and rails that at this location date to about 1986. The adjacent utility route is represented by a continuous series of poles that now lack wires and is in poor condition. Across Altamont Pass Road to the south is GANDA-509-16H, the alignment of the former Southern Pacific's ca. 1869 now decommissioned railroad track.

***P3b. Resource Attributes:** HP11. Engineering structure (railroad); AH. 16. Other (power line).

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

P5a. Photo or Drawing



P5b. Description of Photo: View facing southwest. Taken 6-2-09.

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Union Pacific Railroad Company
1416 Dodge Street
Omaha, NE 68179

***P8. Recorded by:**
T. Martin, K. Frank
Garcia and Associates
1 Saunders Avenue
San Anselmo, CA 94960

***P9. Date Recorded:** 6-2-09

***P10. Survey Type:** (Describe)
Reconnaissance

***P11. Report Citation:** Cultural Resources Inventory Report for the San Joaquin Valley Right-of-Way Maintenance Environmental Assessment Project. Prepared for Western Area Power Administration, Folsom, California. Prepared by Garcia and Associates, San Anselmo, California. 2010.

***Attachments:** ☐NONE ☒Location Map ☒Sketch 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):

S-43685

9

LINEAR FEATURE RECORD

 Resource Name or #: GANDA-509-15H

L1. Historic and/or Common Name:

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment:

UTM: Zone 10; *NAD 83*: 616454 mE/ 4175893 mN (west end of segment)
UTM: Zone 10; *NAD 83*: 616490 mE/ 4175905 mN (east end of segment)

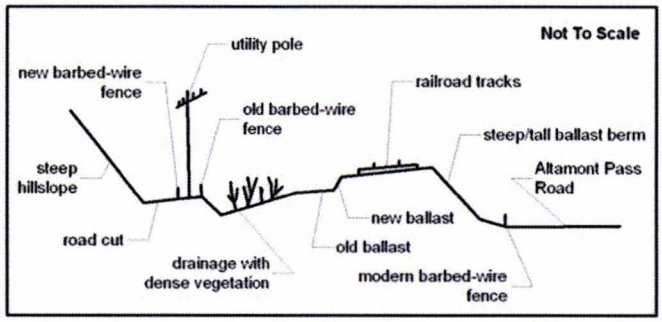
L3. Description: A short segment of actively used, standard-gauge railroad track and an adjacent abandoned power line that together wind their way through rolling hills in the Altamont Pass area. The track is substantial in this location and has been upgraded and maintained, and is under current ownership and use by Union Pacific Railroad. Its southern berm is prominent and steep, with older crushed stone and clinker ballast showing through newer deposits of superimposed granitic and basaltic ballast. Its ties are manufactured pre-stressed concrete and its welded rails are stamped Nippon Steel 1986.

The pole route is marked mostly by dilapidated and oft-leaning poles that are each approximately 25-30 feet tall and contain intact or short lengths of remnant uninsulated copper wire; most have been cut and removed. The only representative pole on-site, like its three nearest neighbors, is a replacement that lacks a date nail; two wildfire-burned originals are nearby. The utility pole is 8 inches in diameter and contains two remaining wires, a guy wire, a horizontal crossarm that may be original, and ten threaded wooden pins that are mounted with two types of four plastic insulators.

L4. Dimensions:

a. Top Width: 11 feet
b. Bottom Width: ~35 feet
c. Height or Depth: 6-8 feet (south side)
d. Length of Segment: 120 feet

L4e. Sketch of Cross-Section **Facing:** East

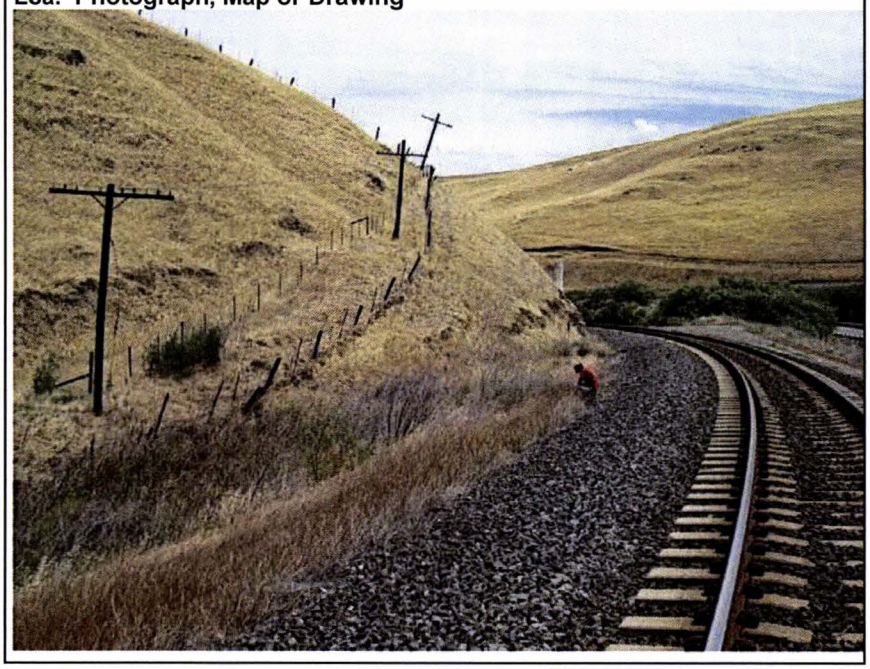


L5. Associated Resources: Utility pole from abandoned power line approximately 35 feet north with adjacent barbed-wire fences.

L6. Setting: Track wraps around and is cut into the foot of a steep grassy hill in a rural canyon just above a stream and secondary paved road; dense vegetation between grade and pole line where also there exists a minor artificial drainage or wet area. The pole route is within terminous of hillside roadcut.

L7. Integrity Considerations: The short segment of rail track under consideration here appears to be in excellent condition and is regularly used. While its integrity of location and setting appears largely intact, that of its historic-era workmanship and design seems compromised by additions or replacements with modern structural components. The overall integrity of the recorded utility pole and route has been compromised by refurbishment, disuse, abandonment, and neglect which have fostered dilapidated conditions. It does retain a certain sense of antiquity and feeling, however.

L8a. Photograph, Map or Drawing



L8b. Description of Photo:
Overview facing E-NE; fore- and mid-ground is site including pole at left. Taken 6-2-09.

L9. Remarks: The railroad track is used by Union Pacific for hauling freight and by the Altamont Commuter Express for hauling people.

L10. Form Prepared by:
Thomas Martin
Garcia and Associates
1 Saunders Avenue
San Anselmo, CA 94960

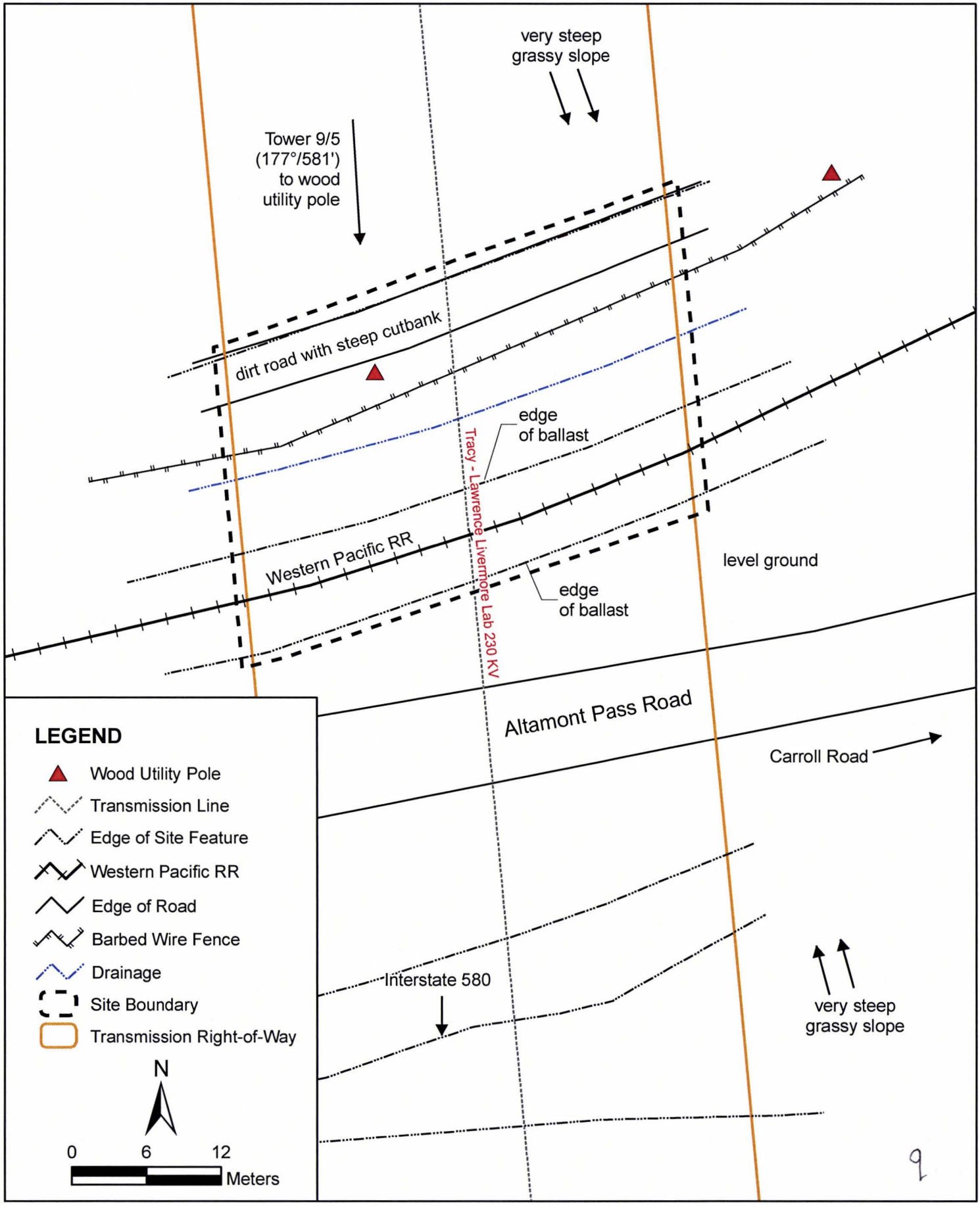
L11. Date: 8-29-09

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # P-01-002190
HRI #
Trinomial: CA-ALA-582H

Resource Name: GANDA-509-15H
Page 3 of 5

Drawn by: Ira Eisen
Date of Map: 9/11/09



9

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

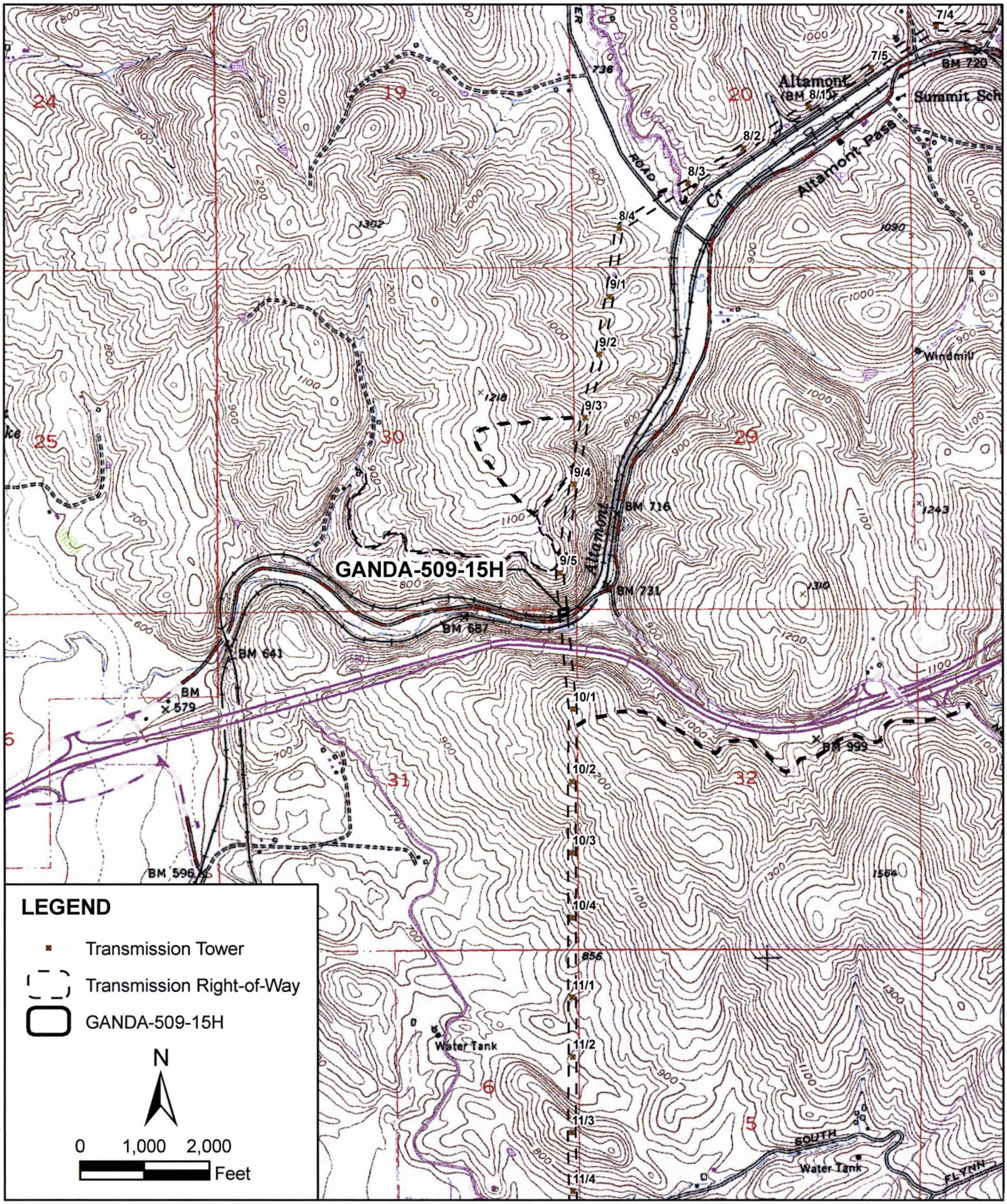
Primary # P-01-002190
HRI #
Trinomial: CA-ALA-582H

Resource Name or #: GANDA-509-15H

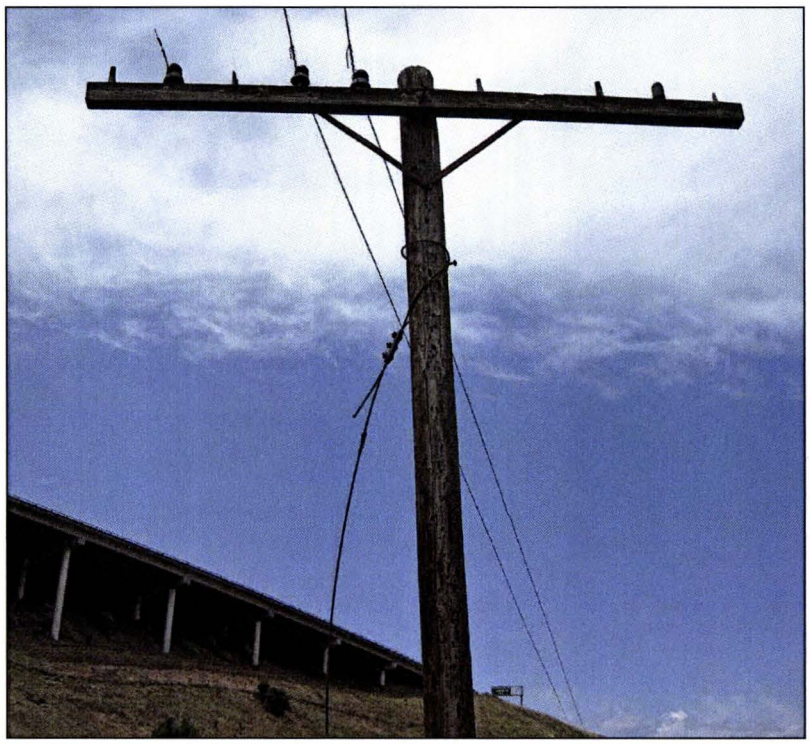
Map Name: Altamont 7.5 min Topographic Quadrangle

Scale: 1:24,000

Date of Map: 1981



Site overview facing N-NE from south side of Altamont Pass Road;
Western Area Power Administration tower no. 9/5 atop hill in distance.



Utility pole on site, facing southwest; Interstate 580 beyond.

P2e. Other Locational Data.:

Tunnel #2 is located along State Route (SR) 84 at post mile 14.40, on the southeast (right) side of the highway, about 15 meters from the edge-of-pavement. From the intersection of Interstate 680 and SR 84 at Scotts Corner, travel west on SR 84 for about 3.5 miles to Bridge 33-39, Alameda Creek Bridge. The tunnel is located about 300 feet from the east side of the bridge's northeast end. GPS coordinates for Tunnel #2 were not collected because the feature is situated on private property and access was restricted. The tunnel's location was verified and plotted on a current 7.5-minute quadrangle.

Bridge 33-0042 is located on State Route (SR) 84 at post mile 16.93. From the intersection of Interstate 680 and SR 84 at Scotts Corner travel west on SR 84 approximately one mile to Sunol where the bridge crosses over the highway. GPS coordinates were collected at each of the four corners of the bridge deck.

P3a. Description:

This update describes Tunnel #2 and Bridge 33-0042 (JA-003), two features of the former Western Pacific Railroad line (now the Union Pacific Railroad) through Niles Canyon between Niles and Sunol. The entire six-mile railroad segment recommended eligible for the National Register of Historic Places (McKee 1998). Tunnel #2 and Bridge 33-0042 exist within the 2005 Caltrans District 4 Rural Roads Inventory Project study area, which is restricted to the Caltrans right-of-way for SR 84.

Tunnel #2, located on the east side of SR 84 where the highway is carried over Alameda Creek on Bridge 33-39, appears as described on the 1998 form. Only the western portal was recorded for the current project (the eastern portal and the 407-foot long tunnel lie outside of the Caltrans right-of-way). The entrance, as shown in the attached photograph, is located about 50 feet east of the highway edge (near the midpoint of Bridge 33-39) and consists of a rectangular-shaped, board-formed concrete headwall with an irregularly-shaped arched opening. The irregularity of the opening is presumably the result of modifications to the tunnel to allow for the passage of larger trains. A "1909" date stamp is inscribed above the tunnel opening, and flared concrete wingwalls flank the arch. The railroad track at this location is characterized by modern steel rails, concrete ties, and built-up crushed granite ballast. A poured concrete retaining wall that supports an embankment and local access road extends along the southern side of the tracks. The wall is about 100 feet long and 18 to 20 feet tall (measurements were estimated visually).

P5. Photograph:
See next page.

Western Pacific Railroad Tunnel #2, view facing east from east edge of Bridge 33-0039 on State Route 84.

P3a. Description:

Bridge 33-0042, the Silver Springs Underpass, is located at post mile 16.93 on SR 84. The California Division of Highways designed and built the bridge in 1941 to carry automobile traffic and the Western Pacific Railroad line across the state highway (then designated Highway 107) and into the community of Sunol. The bridge originally carried two tracks, but now only carries a single track. Bridge 33-0042 crosses SR 84 at an approximate 45-degree angle and curves gently as it follows its southwest-northeast alignment. The bridge is a single span, carbon steel plate girder that measures 76 feet (23.2 meters) long and 66 feet (20.1 meters) wide. It is supported on the north and south sides of SR 84 by U-shaped reinforced concrete abutments. The abutments walls that parallel the roadway have a flat face with rounded ends that curve into wing walls. The wing walls are built into the hillside and parallel the angle of the bridge deck. Located at the corners of each abutment is a cylindrical poured concrete pylon that rises to the top of the deck's sidewalls. An incised date stamp that reads "1941" is located on the west end of the south abutment. The deck's sidewalls consist of steel plates riveted into a steel framework. They stand six feet in height and are topped with a metal pipe railing with ball-type fittings. The deck carries a single, eastbound automobile lane on the northeast half and the railroad track on the southwest half. The automobile lane is asphalted for most of its length, with the exception of a small segment of concrete paving near the center of the bridge. The railroad track is carried on a berm of gravel ballast and has concrete ties. The roadway and railroad line are divided by a wood post railing.

References:

Caltrans Log of Bridge on State Highways, January 2006

State of California, Department of Public Works, Division of Highways, "Plan and Profile of State Highway in Alameda County, between Silver Springs and Sunol," September 16, 1940. Construction plans for Bridge 33-0042 are included in this set of plans.

P5. Photograph:
See next page.

P 11. Citation:
Leach-Palm et al., 2006, Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways. Far Western Anthropological Research Group, Inc., Davis, California. Submitted to Caltrans, Oakland, California.

East side of Bridge 33-0042, camera facing west along SR 84.

Deck view of Bridge 33-0042, camera facing southwest along SR 84 offramp (wich carries eastbound traffic into Sunol).

Detailed view of deck underside.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

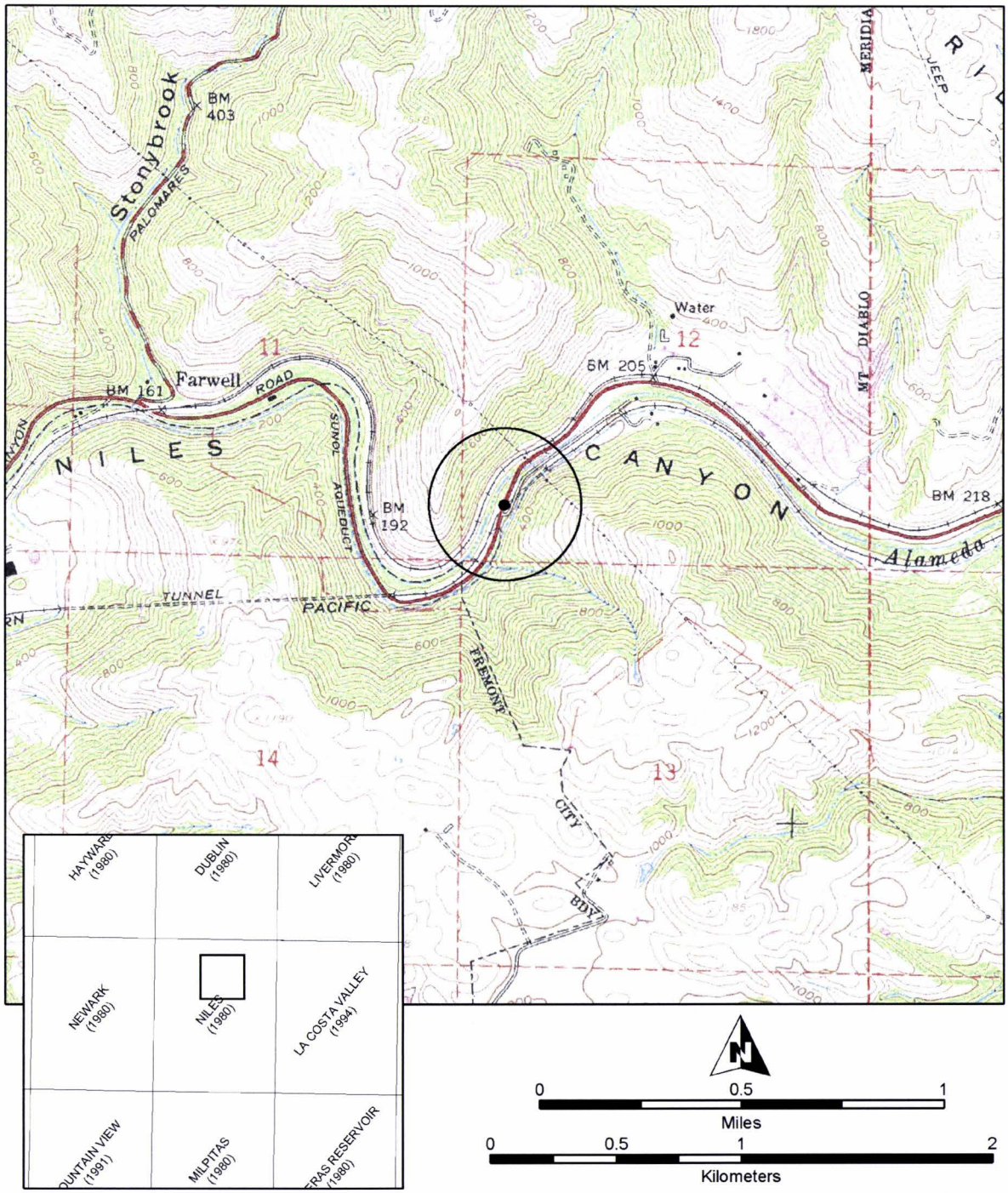
LOCATION MAP

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582H

***Resource Name or #:** Western Pacific Railroad (UPDATE)

***Map Name:** Niles

***Year:**



Key to USGS 7.5' quads depicted

SCALE 1:24,000

TUNNEL #2

***Required Information**

0

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

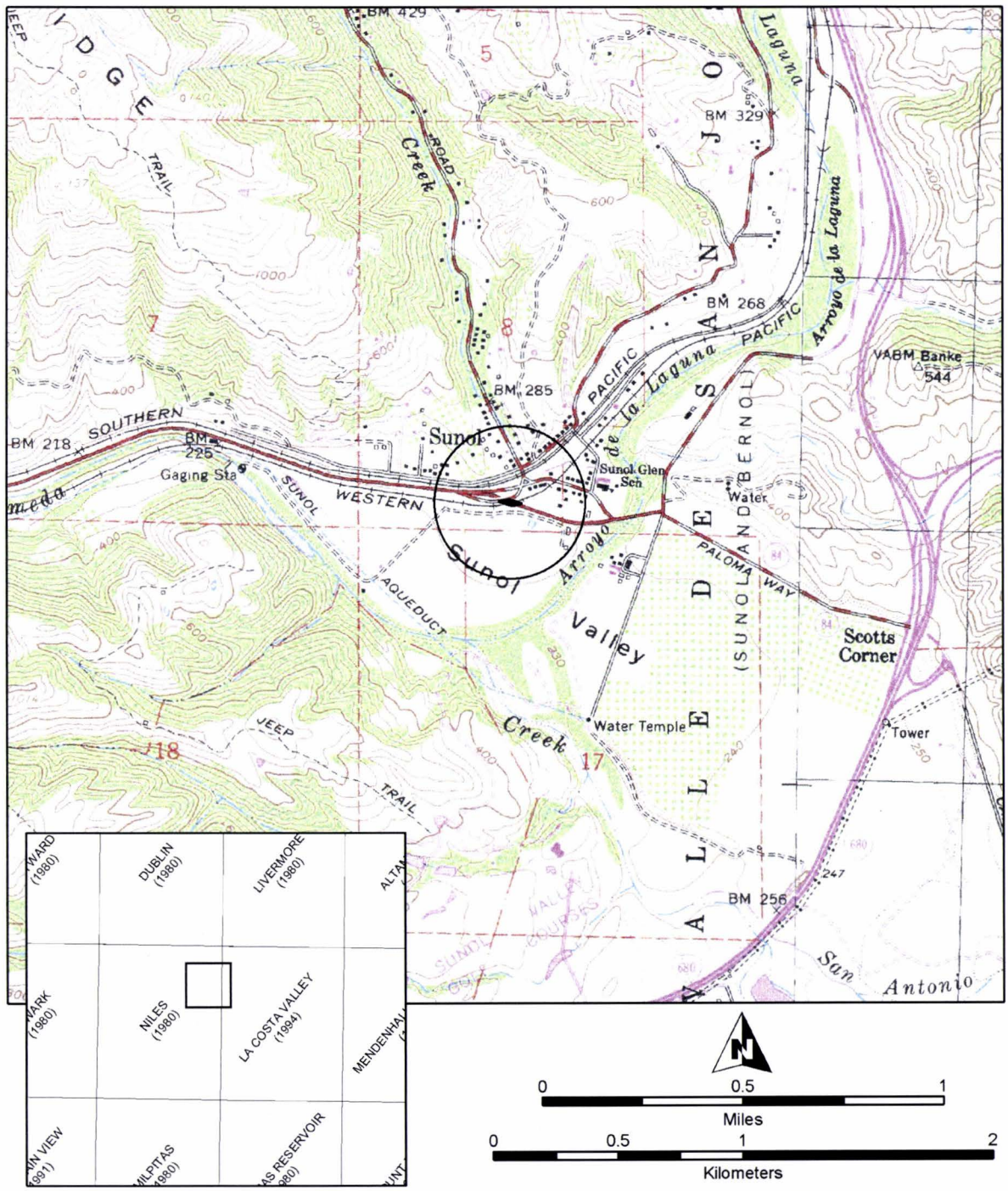
LOCATION MAP

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582H

***Resource Name or #:** Western Pacific Railroad (UPDATE)

***Map Name:** Niles, La Costa Valley

***Year:**



Key to USGS 7.5' quads depicted

SCALE 1:24,000

BRIDGE 33-0042

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582H
NRHP Status Code 7
Other Listings
Review Code Reviewer Date

 *Resource Name or # JA-003

P1. Other Identifier: Bridge 33-0042, Silver Springs Undercrossing

* P2. Location: ☑ Not for Publication ☐ Unrestricted *a. County: Alameda

* b. USGS Quad: Niles (1961; photorevised 1980); T04S R01E, Sec. 8; MDB&M

c. Address:

d. UTM: Zone 10; 598116 mE/ 4161082 mN NAD27 Southwest corner of bridge

e. Other Locational Data:

Bridge 33-0042 is located on State Route (SR) 84 at post mile 6.93.

From the intersection of Interstate 680 and SR 84 at Scotts Corner, travel west on SR 84 approximately one mile to Sunol where the bridge crosses over the highway.

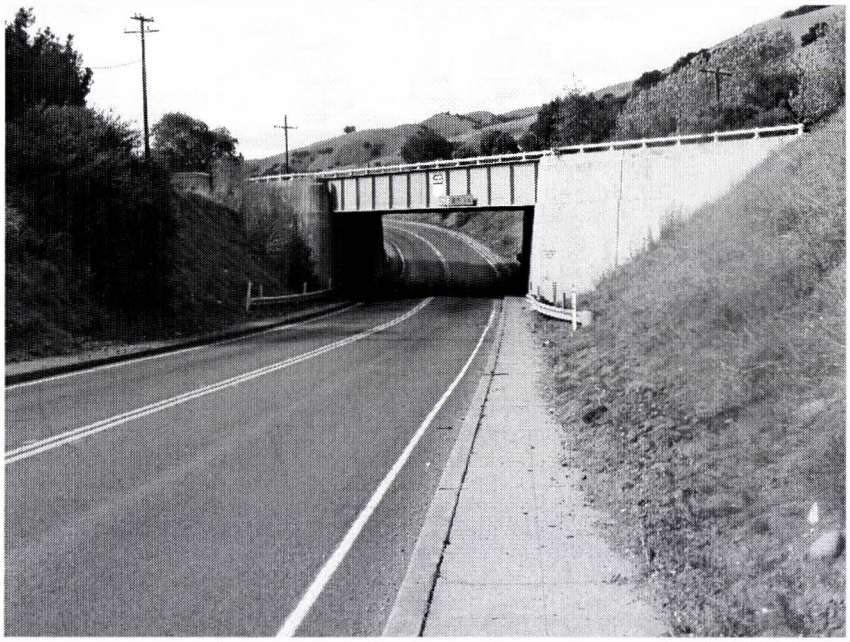
GPS coordinates collected at each of the four corners of the bridge deck.

* P3a. Description:

This form documents Bridge 33-0042, the Silver Springs Underpass, which is located at post mile 16.93 on SR 84. The resource was recorded as part of the Caltrans District 4 Rural Roads Inventory which was restricted to the highway right-of-way. The California Division of Highways designed and built the bridge in 1941 to carry automobile traffic and the Western Pacific Railroad line across the state highway (then designated Highway 107) and into the community of Sunol. The bridge originally carried two tracks, but now only carries a single track. (See Continuation Sheet)

* P3b. Resource Attributes: HP19. Bridge

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



*P5b. Description of Photo:
East side of Bridge 33-0042, camera facing west along SR 84.

*P6. Date Constructed/Age & Sources:
☑ Historic ☐ Prehistoric ☐ Both
1941

*P7. Owner and Address:
Caltrans District 4, P.O. Box 23660, Oakland, CA 94623

*P8. Recorded by:
B. Larson, JRP Historical Consulting, 1490 Drew Ave., Suite 110, Davis, CA 95616

*P9. Date Recorded: 10/28/2005

*P10. Survey Type:
Reconnaissance

* P11. Citation: Leach-Palm et al., 2006, Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways. Far Western Anthropological Research Group, Inc., Davis, California. Submitted to Caltrans, Oakland, California.

* Attachments: ☐ None ☑ Location Map ☐ Sketch 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: Photo Sheet

*Required Information

JUL 19 2006 n

P3a. Description (continued):

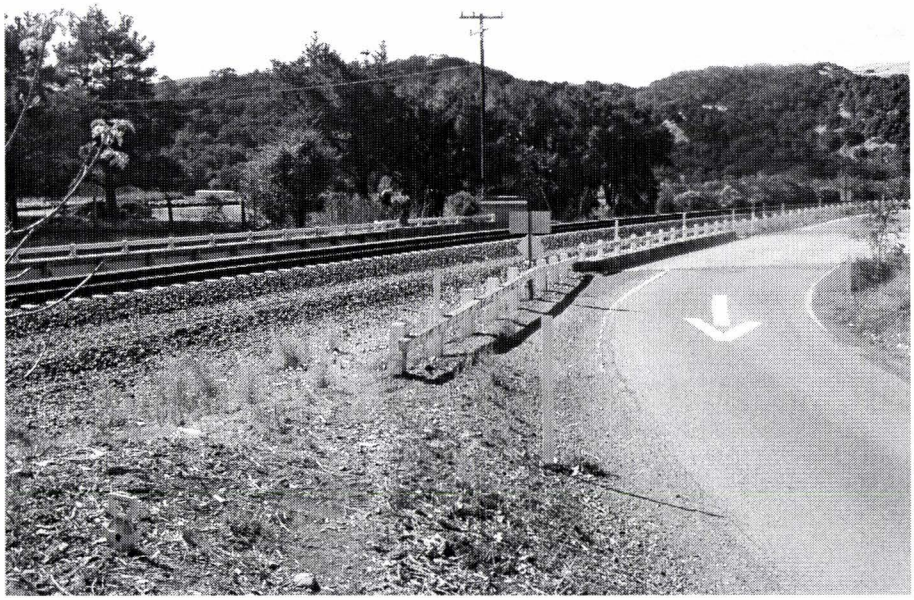
Bridge 33-0042 crosses SR 84 at an approximate 45-degree angle and curves gently as it follows its southwest-northeast alignment. The bridge is a single span, carbon steel plate girder that measures 76 feet (23.2 meters) long and 66 feet (20.1 meters) wide. It is supported on the north and south sides of SR 84 by U-shaped reinforced concrete abutments. The abutment walls that parallel the roadway have a flat face with rounded ends that curve into wing walls. The wing walls are built into the hillside and parallel the angle of the bridge deck. Located at the corners of each abutment is a cylindrical poured concrete pylon that rises to top of the deck's sidewalls. An incised date stamp that reads "1941" is located on the west end of the south abutment. The deck's sidewalls consist of steel plates riveted into a steel framework. They stand six feet in height and are topped with a metal pipe railing with ball-type fittings.

The deck carries a single, eastbound automobile lane on the northeast half and the railroad track on the southwest half. The automobile lane is asphalted for most of its length, with the exception of a small segment of concrete paving near the center of the bridge. The railroad track is carried on a berm of gravel ballast and has concrete ties. The roadway and railroad line are divided by a wood post railing.

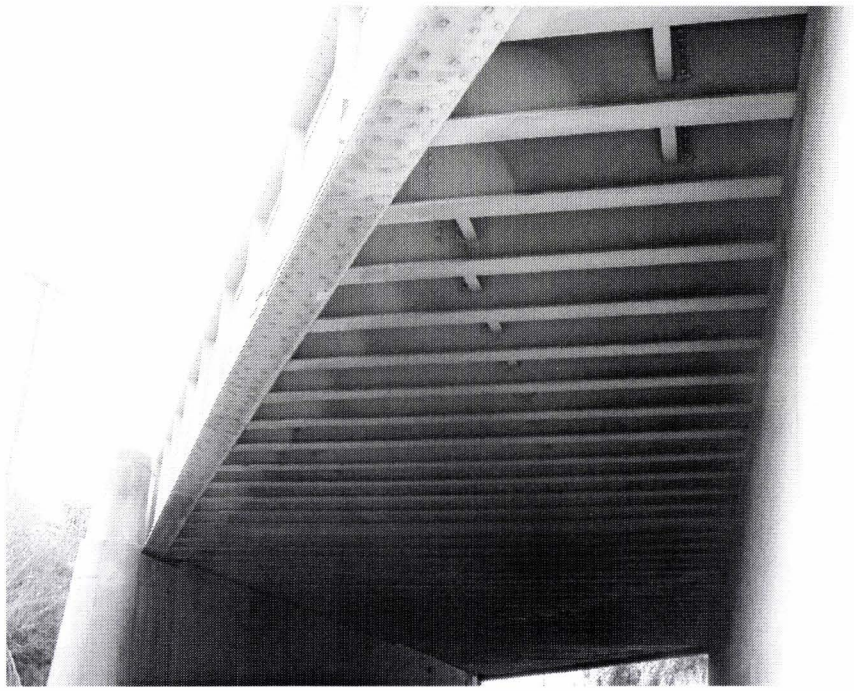
References:

Caltrans Log of Bridge on State Highways, January 2006.

State of California, Department of Public Works, Division of Highways, "Plan and Profile of State Highway in Alameda County, between Silver Springs and Sunol," September 16, 1940. Construction plans for Bridge 33-0042 are included in this set of plans.



Deck view of Bridge 33-0042, camera facing southwest along SR 84 offramp (which carries eastbound traffic into Sunol).



October 28, 2005; detail view of deck underside.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

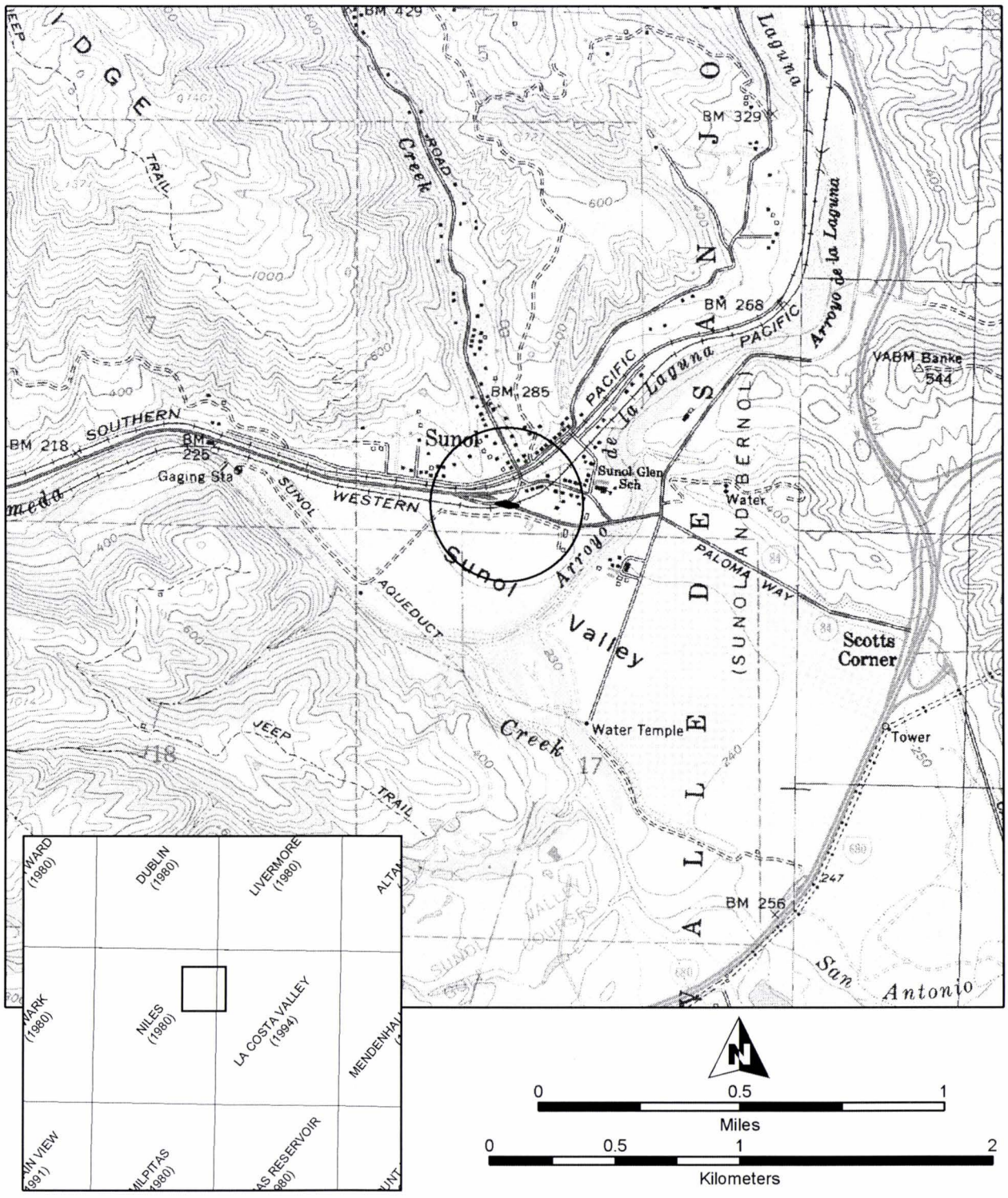
LOCATION MAP

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582H

*Resource Name or #: JA-003

*Map Name: Niles

*Year:



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required Information

n.

***Recorded By:** B. Larson, JRP Historical Consulting ***Date:** 10/28/2005 ☐ Continuation ☑ Update

P2e. Other Locational Data.:

This feature is located along State Route (SR) 84 at post mile 14.40, on the southeast (right) side of the highway, about 15 meters from the edge-of-pavement.

From the intersection of Interstate 680 and SR 84 at Scotts Corner, travel west on SR 84 for about 3.5 miles to Bridge 33-39, Alameda Creek Bridge. The tunnel is located about 300 feet from the east side of the bridge's northeast end.

GPS coordinates for Tunnel #2 were not collected because the feature is situated on private property and access was restricted. The tunnel's location was verified and plotted on a current 7.5-minute quadrangle.

P3a. Description:

This form documents "Tunnel #2," a feature of the former Western Pacific Railroad line (now the Union Pacific Railroad) through Niles Canyon between Niles and Sunol. The entire six-mile railroad segment was previously recorded on a DPR 523 form and recommended eligible for the National Register of Historic Places (McKee 1998). The current study specifically addresses Tunnel #2, the only feature that appears to exist within the 2005 Caltrans District 4 Rural Roads Inventory Project study area, which is restricted to the Caltrans right-of-way for SR 84.

Tunnel #2, located on the east side of SR 84 where the highway is carried over Alameda Creek on Bridge 33-39, appears as described on the 1998 form. Only the western portal was recorded for the current project (the eastern portal and the 407-foot long tunnel lie outside of the Caltrans right-of-way). The entrance, as shown in the attached photograph, is located about 50 feet east of the highway edge (near the midpoint of Bridge 33-39) and consists of a rectangular-shaped, board-formed concrete headwall with an irregularly-shaped arched opening. The irregularity of the opening is presumably the result of modifications to the tunnel to allow for the passage of larger trains. A "1909" date stamp is inscribed above the tunnel opening, and flared concrete wingwalls flank the arch. The railroad track at this location is characterized by modern steel rails, concrete ties, and built-up crushed granite ballast. A poured concrete retaining wall that supports an embankment and local access road extends along the southern side of the tracks. The wall is about 100 feet long and 18 to 20 feet tall (measurements were estimated visually).

P5. Photograph:
See next page.

P 11. Citation:
Leach-Palm et al., 2006, Cultural Resources Inventory of Caltrans District 4 Rural Conventional Highways. Far Western Anthropological Research Group, Inc., Davis, California. Submitted to Caltrans, Oakland, California.

M

Western Pacific Railroad Tunnel #2, view facing east from east edge of Bridge 33-0039 on State Route 84.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

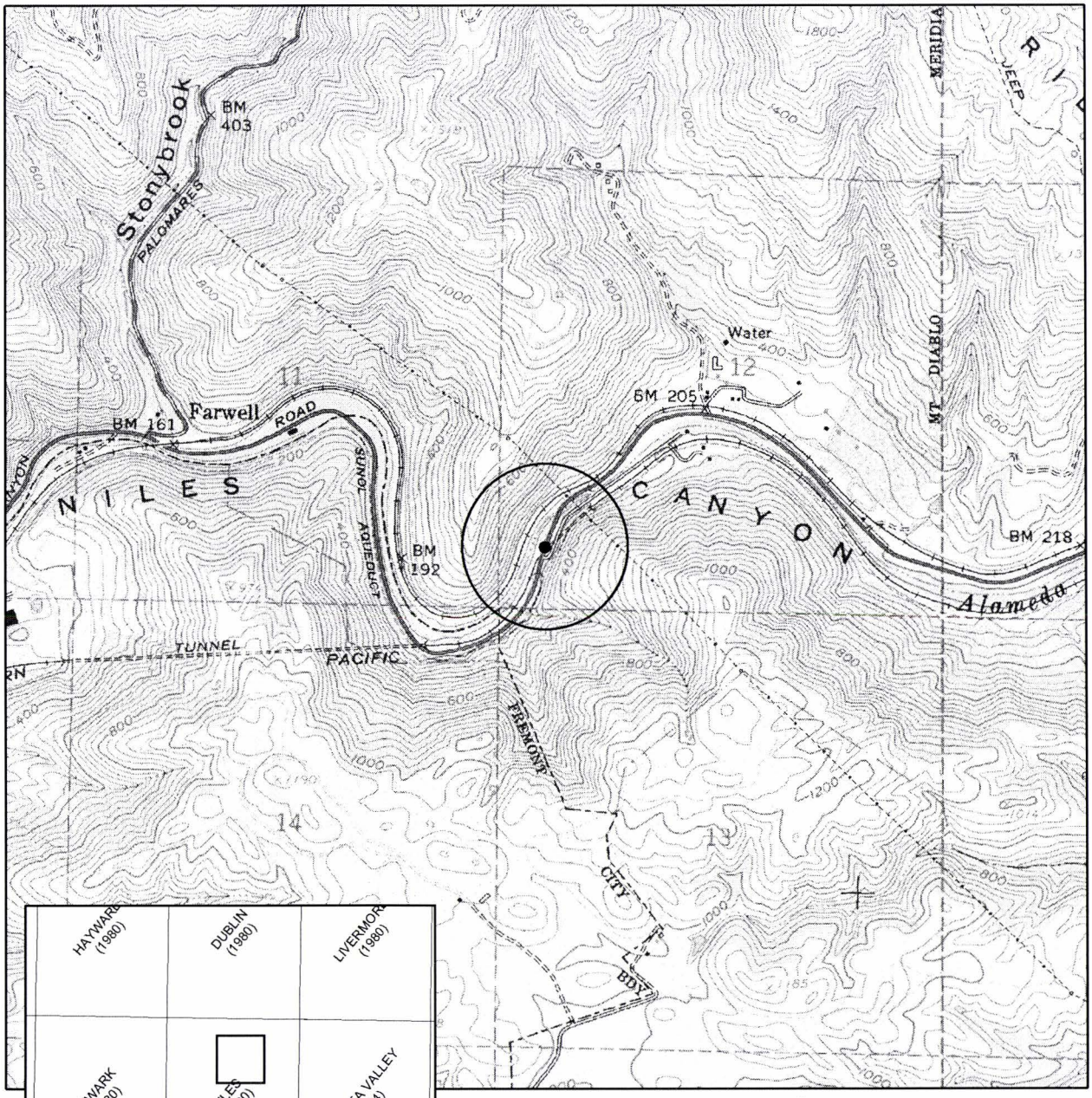
LOCATION MAP

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582 H

*Resource Name or #: Western Pacific Railroad, Tunnel #2 (UPDATE)

*Map Name: Niles

*Year:



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required Information

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582 H
NRHP Status Code 3S
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 12 *Resource Name or #: (Assigned by recorder) Western Pacific Railroad

P1. Other Identifier: Union Pacific Railroad (since 1983)
*P2. Location: __ Not for Publication x Unrestricted *a. County Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Niles (#4463) Date 1980 T _; R _; _ 1/4 of _ 1/4 of Sec. _; _ B. M.
c. Address _____ City _____ Zip _____
d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; 598230 mE/ 4161100 mN at Sunol
(591480mE) 591430 mE/ 4159070 mN at Niles
e. Other Location Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) (592760mE/4160720mN)
(598230mE/4161100mN)

Parallel to Route 84 in Niles Canyon

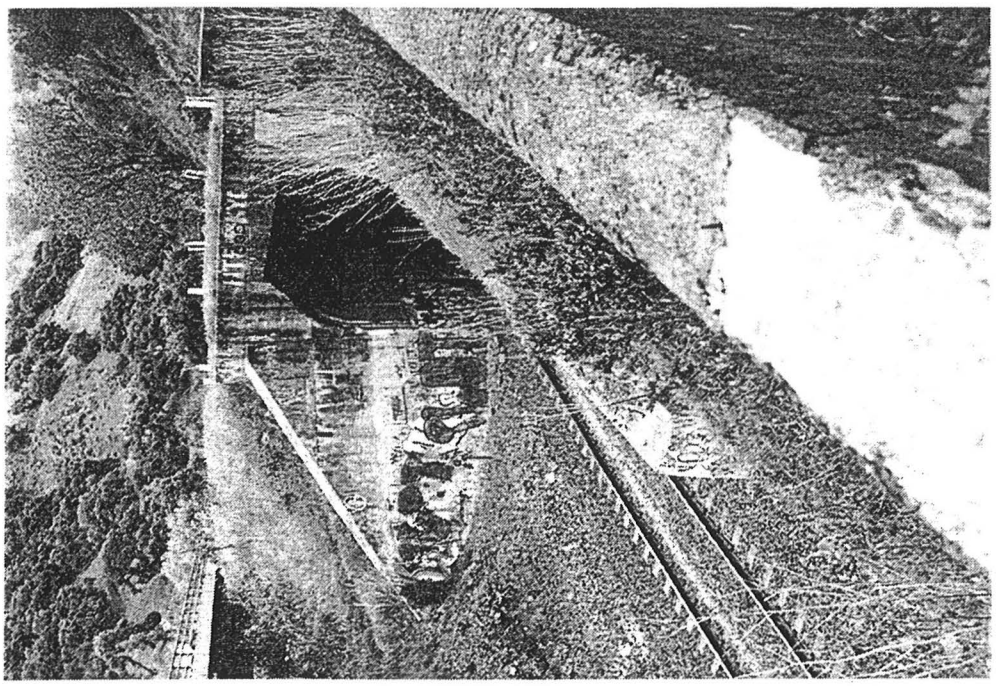
*P3a. Description (Describe the resource and its major elements. Include design, materials, condition, alterations, size, setting & boundaries):

The approximate 6 mile section of the Western Pacific Railroad (now owned by the Union Pacific) between Niles Junction and Sunol, was constructed in 1909 and 1910 as part of the 930 mile mainline from Salt Lake City to Oakland. Built on the south side of Niles Canyon, the railroad required extensive grading and tunnel work. The section within Niles Canyon consists of standard gauge steel single track, two tunnels, and a bridge.

The bridge at the east end of the canyon at M.P. 35.09 was built in 1907 and reinforced in1938. It is composed of two 65' and two 50' deck plate girders and two 125' thru spans. Tunnel #1, south of Farwell, is 4,321 feet long. Tunnel #2, near Brightside, is 407 feet long.

The usual maintenance has resulted in the new ballast, concrete ties and continuous rail upgrading the line in recent years. The tunnels were modified also, to create more headroom for the larger trains now in use.

*P3b. Resource Attributes: (List attributes and codes) AH7, Railroad
*P4. Resources present: __ Building x Structure __ Object __ Site __ District __ Element of District __ Other



P5b. Description of Photo: (View, Date, etc.) Looking east Tunnel #2, March 26, 1998

*P6. Date Constructed / Age and Sources: x Historic __ Prehistoric __ Both
1909-1910

*P7. Owner and Address:
Union Pacific Railroad
1416 Dodge Street #110
Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address) Elizabeth McKee
Caltrans District 4
Environmental Planning, South
Oakland, CA 94623

*P9. Date Recorded: June 26, 1998

*P10. Survey Type: (Describe) intensive

*P11. Report Citation (Cite survey report and other sources, or enter "none"): Historic Property Survey Report for the Seismic retrofit of Alameda Creek Bridge and Overhead (Bridge #330039), Alameda County.

*Attachments: __ NONE x Location Map __ Sketch Map x Continuation Sheet x Building, Structure & Object Record
__ Archaeological Record __ District Record x Linear Feature Record __ Milling Station Record __ Rock Art Record
__ Artifact Record x Photograph Record __ Other (List) _____

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LINEAR FEATURE RECORD

Primary # P-01-002190
HRI #
Trinomial

Page 2 of 12 **Resource Name or #:** (Assigned by recorder) Western Pacific Railraod

L1. **Historic and/or Common Name:** Western Pacific Railroad

L2a. **Portion Described:** __ Entire Resource x Segment __ Point Observation **Designation:**

b. **Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful location data. Show the area that has been field inspected on a Location Map.)
East Endpoint at Sunol: Easting 598230, Northing 4161100
West Endpoint at Niles Junction: Easting 591430, Northing 4159070

L3. **Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The approximate 6 mile section of the Western Pacific Railroad (now owned by the Union Pacific) between Niles Junction and Sunol, was constructed in 1909 and 1910 as part of the 930 mile mainline from Salt Lake City to Oakland. Built on the south side of Niles Canyon, the railroad required extensive grading and tunnel work. The section within Niles Canyon consists of standard gauge steel single track, two tunnels, and a bridge. The bridge at the east end of the canyon at M.P. 35.09 was built in 1909 and reinforced in 1938. It is composed of two 65' and two 50' deck plate girders and two 125' thru spans. Tunnel #1, south of Farwell, is 4,321 feet long. Tunnel #2, near Brightside, is 407 feet long. The usual maintenance has resulted in the new ballast, concrete ties and continuous rail upgrading the line in recent years. The tunnels were modified also, to create more headroom for the larger trains now in use.

L4. **Dimensions:** (In feet for historic features and meters for prehistoric features)
a. **Top Width**
b. **Bottom Width**
c. **Height or Depth**
d. **Length of Segment** approx. 6 miles

L4e. **Sketch of Cross-Section** (include scale) **Facing:**

L5. **Associated Resources:**

L6. **Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
Rugged canyon composed of marine sandstone and shale

L7. **Integrity Considerations:**
The resource retains integrity of design, location, feeling, and association. The highway was seriously altered in the Brightside area with the construction of the 1946-1948 bridge, for the majority of the length of Niles Canyon, the rail line retains integrity of setting. The tracks and ties have been upgraded, which is to be expected with an industrial resource. The tunnel and bridges have been slightly modified with upgrades. Therefore, the loss of integrity to workmanship and materials is not significant.

L8b. **Description of Photo, Map, or Drawing** (View, scale, etc.)
July 1998
tracks and Tunnel #2, looking south

L9. **Remarks:**

L10. **Form Prepared by:** (Name, affiliation, and address)

Elizabeth McKee
Caltrans District 4
Environmental Planning, South
Oakland, CA 94623

L11. **Date:** June 26, 1998

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-01-002190
HRI #
BUILDING, STRUCTURE AND OBJECT RECORD
CA-ALA-582 H

Page 3 of 12
*NRHP Status Code 3S
*Resource Name or # (Assigned by recorder) Western Pacific Railroad

B1. Historic Name: Western Pacific Railroad
B2. Common Name: Union Pacific Railroad
B3. Original Use: Rail transportation B4. Present Use: same
*B5. **Architectural Style:** industrial
*B6. **Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1909 and 1910, this six-mile section of the 930-mile mainline from Salt Lake City, Utah to Oakland, California includes two tunnels and one bridge. The bridge was reinforced in 1938, the tunnels were altered in recent decades by having the floor lowered and the ceiling raised about ten inches to accommodate larger trains. The rails have likely been upgraded regularly, and are now continuous rail. The ties are now concrete. These last two alterations probably occurred after the 1983 merger with the Union Pacific Railroad.

*B7. **Moved?** x No __ Yes __ Unknown Date: _____ Original Location: _____
*B8. **Related Features:**

B9a. Architect: n/a b. Builder: Western Pacific Railroad
*B10. **Significance: Theme:** railroad transportation **Area** San Francisco Bay area
Period of Significance 1905-1910 **Property Type** Railroad **Applicable Criteria** A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Niles Canyon segment of the Western Pacific Railroad has been identified as eligible for listing in the National Register of Historic Places under Criterion A at the local level of significance. By routing its line to a terminus in Oakland California, the Western Pacific Railroad broke the Southern Pacific Railroad monopoly on the Oakland waterfront. The Niles Canyon segment represents this achievement in a relatively unaltered setting. Moreover, the segment possesses components that demonstrate the railroad's technical achievements in building the last transcontinental railroad.

George J. Gould, the owner of the 11,000 mile Denver & Rio Grande rail empire, intended to extend the line to the Pacific Coast. He joined forces with the Stockton and Beckwourth Pass Railroad, which was also exploring a potential route over the Sierras. The resulting Western Pacific Railway Corporation, organized in 1903, advanced this goal with corporate slights of hand and secret survey parties to outwit the Southern Pacific's defensive tactics and construct a route that included a 1% grade through the nearly impassable terrain of the Feather River Canyon.

Grading of the route from Salt Lake City began in November 1905. The first spike was driven at the west end in Oakland on January 2, 1906 and in Salt Lake City at the east end on May 5, 1906. There were forty-one steel bridges and forty-three tunnels constructed on the main line. Problems with four tunnels, including Tunnel #1 in Niles Canyon, delayed the completion of the line nearly one year. Freight service was begun December 1, 1909, and passenger service, August 10, 1910.

(see Continuation Page)

B11. Additional Resource Attributes: (List attributes and codes) _____
*B12. **References:**
see Continuation page

B13. Remarks:

*B14. **Evaluator:** Elizabeth McKee
*Date of Evaluation:** June 26, 1998

(This space reserved for official comments.)

(Sketch Map, with north arrow required)

See Location Map

B10. Significance (continued from Page 3):

In 1908 Niles Canyon echoed with the sound of construction. The railroad construction crews were cutting grade, blasting tunnels and laying track for the newly-formed Western Pacific Railway. Determined to compete with the Southern Pacific Railroad for the West, the Western Pacific had fought the SP in courts and laid tracks at night while protected by armed guards along the waterfront in 1906. When the Western Pacific rolled through Niles Canyon in 1910 it marked the completion of the last transcontinental railroad, but one that was a product of twentieth-century scale and technology.

Whereas the Central Pacific was built largely as a military and strategic line to bind the Pacific Coast territory to the United States, Gould's Western Pacific was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. The maximum grades were 1%, a considerable accomplishment when that the Southern Pacific had taken the better natural route in places like Niles Canyon. The Western Pacific profile was designed to enable heavy trains to be handled. The sharpest curves were of 10 degrees. The track was laid with 85 pound rails.

The shipping terminus in Oakland was freed of the Southern Pacific control of the Port when the Western Pacific was completed. In concert with generally improved economic conditions of the period, the opening of the Panama Canal and a shifting of some population and industry to the East bay after the 1906 earthquake, the Western Pacific enabled the dramatic growth of Oakland's port and industries. New corridors of development followed the new rail lines (which also included now the Santa Fe Railroad). The physical manifestation of this can seen today in the masonry industrial buildings that form Oakland's linear industrial district, many of which grew into firms with a statewide or national market. Food processing, automobile and ship building industries transformed Oakland's landscape and workforce.

However formidable the Western Pacific technical accomplishments were, E.H. Harriman, the new president of the Southern Pacific Railroad, had directed the reconstruction and re-equipment of the Southern Pacific system in the same period. Harriman spent $127 million for upgrades and $114 million for line extensions in the decade following his promotion in 1901. The Western Pacific's inadequate connections to points of origin for shipping handicapped the company throughout its existence. Another problem was the tremendous burden of the construction costs. The company was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. Expanding with over a dozen branch or feeder lines in the following decade, the company at first profited from the business generated by World War I and then faltered with the economic conditions of the Depression. Thus the company prepared a Plan of Reorganization in 1936, delayed by government appropriation of the railroads during World War II, and revised and implemented in 1945.

In the boomtime of the postwar years the company's prospects improved. During this period the Western Pacific replaced their rolling stock with diesel-powered equipment, passenger service on the *California Zephyr* was inaugurated, and passenger connections to San Francisco were changed from ferry to bus service. The company survived a buy-out threat by the SP in the 1960s and, in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate with other railroads in joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980. Thus, in 1982 the WPRR was merged with the Union Pacific Railroad. In 1996 the Union Pacific and the Southern Pacific merged.

Integrity

The Niles Canyon segment of the Western Pacific Railroad retains integrity of location, design, feeling and association. It follows its original alignment in Niles Canyon. Despite changes to Alameda Creek by highway modifications over the years, the setting retains sufficient integrity to evoke important qualities of the rail line. The cultural elements of the setting still consist of the former Southern Pacific Railroad and the State highway. Though the Western Pacific tunnels have been modified to accommodate doublestack container trains and tri-level auto racks, the railing upgraded with continuous rail and the wooden ties replaced with concrete ties since the merger with the Union Pacific Railroad, the integrity of materials and workmanship is somewhat diminished, but not lost. This is because these alterations are minor and part of ongoing maintenance. Other materials, such as ballast, have been replaced in kind.

Boundaries

The boundaries for the segment that is the focus of this study extend from Niles Junction to Sunol (see Location Map, page 10). The Niles Canyon segment is composed of exemplary features of the entire line, and has benefited from the geographic constraints of the canyon. Beyond the canyon, to the west for example, the growth of Niles, highway grade separation projects, and railroad modernization projects have led to alterations of setting, and the destruction of contributors, such as the Western Pacific switching tower at Niles (further details are beyond the scope of this report).

P3a. Description (continued from Continuation Page 4):

However, it should be noted that selected individual components of the line have been evaluated previously in local surveys as eligible for inclusion on the National Register. These include the Western Pacific Railroad Depot in Oakland, the Western Pacific Depot (Old Spaghetti Factory) in Sacramento, the Western Pacific Depot in Marysville, and the Western Pacific Depot in Stockton.

Level of Significance

This segment of the railroad is representative of the whole railroad's significance for its association with important events in local history. The railroads' historical significance under Criterion A for its influence on the history of Oakland has been demonstrated and its values are known. This segment is also a good example of the engineering challenges that faced the Western Pacific Railway in construction. However, the Feather River Canyon segment of the WPRR would, by popular account, possess qualities more likely to meet Criterion C of the National Register. Still, though it appears likely that other parts of the line are eligible, conclusions about those segments are beyond the scope of this project.

Period of Significance

The railroad's period of significance is 1905 to 1910, the period of construction, the completion of which broke the Southern Pacific control of the western terminus at Oakland.

Contributors and Non-Contributors

The contributors include the 1907 Silver Springs truss bridge, Tunnels #1 and #2, and the railroad from Niles Junction to Sunol. The setting, Niles Canyon, though not a contributor, is an element of the property's integrity.

B12. Description (continued from Page 3):

Bagwell, Beth. *Oakland:The Story of a City*. Novato, Presidio Press, 1982.

Dunscomb, Guy L. and Fred A. Stindt, *Western Pacific Steam Locomotives, Passenger Trains and Cars: Feather River Edition*. Modesto, Guy Dunscomb and Fred Stindt, 1980.

Hees, Randy, "Niles Canyon and its Railroads: A History In Progress." N.d. author's notes.

Marvin, Betty. Historic Context: Unreinforced Masonry Buildings in Oakland, 1850-1948," Oakland Cultural Heritage Survey Completion Report, CLG Project #06-93-80101, (URM Citywide, 1994).

Oakland Cultural Heritage Survey," Industry in West Oakland, 1840-1945" Final Project Report: City of Oakland CLG (Northwest Oakland Survey) Federal Project #06-89-40107, 1989-1990.

Rattenne, Ken, *The Feather River Route*. Glendale, Interurban Press, 1989.

Staff, Virgil, *D-Day on the Western Pacific: A Railroad's Decision to Dieselize*. Special 81, Glendale, Interurban Press, 1982.

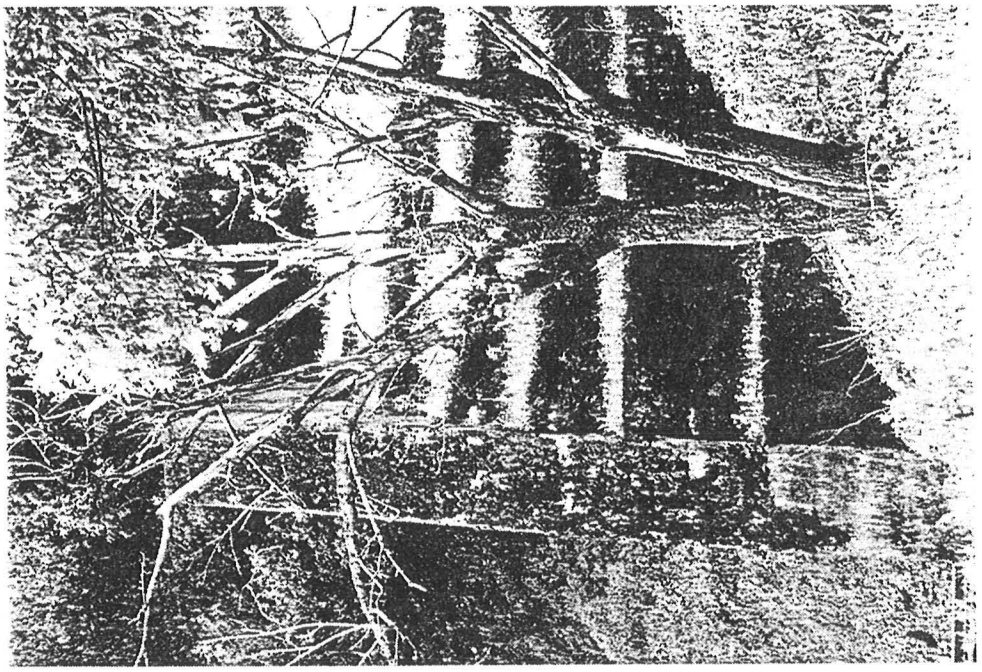
Western Pacific Railroad Company, "Bridge Inspection Report, 1936," , on file at the California State Archives.

Western Pacific Railroad Company, "Bridge Inspection Report, 1944," on file at the California State Archives.

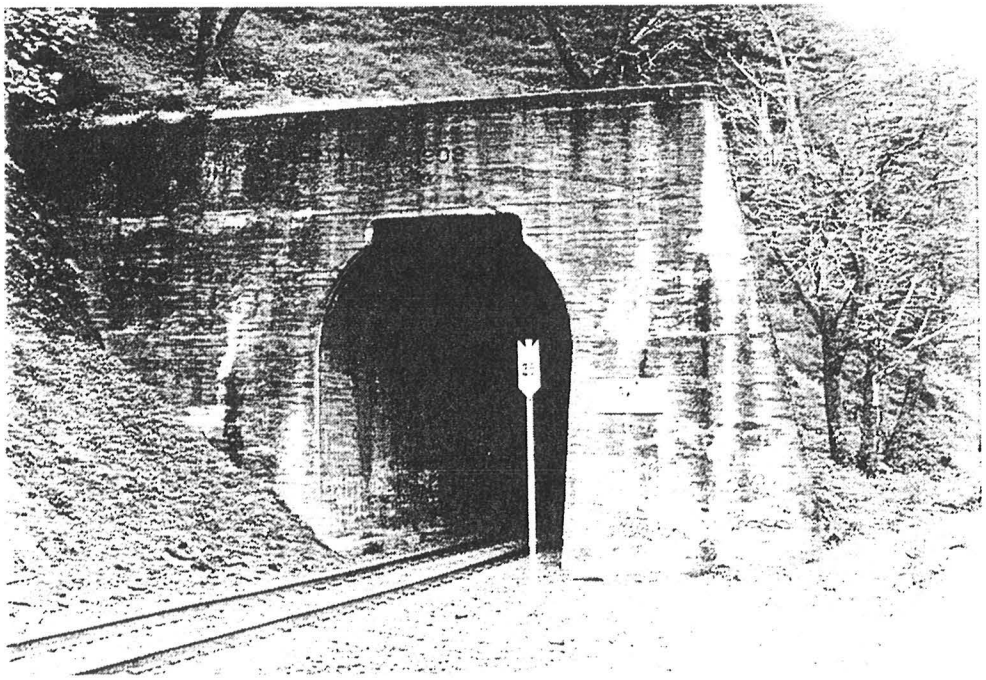
Western Pacific Railroad Historical Society, http://members.aol.com/wprrhs

Western Pacific Railway Company, "Right of Way Map, Halvern to Pleasanton," October 17, 1912, on file at the California State Archives.

"The Western Pacific Railway," *Engineering News*, (December 1, 1910) pp. 595-596.

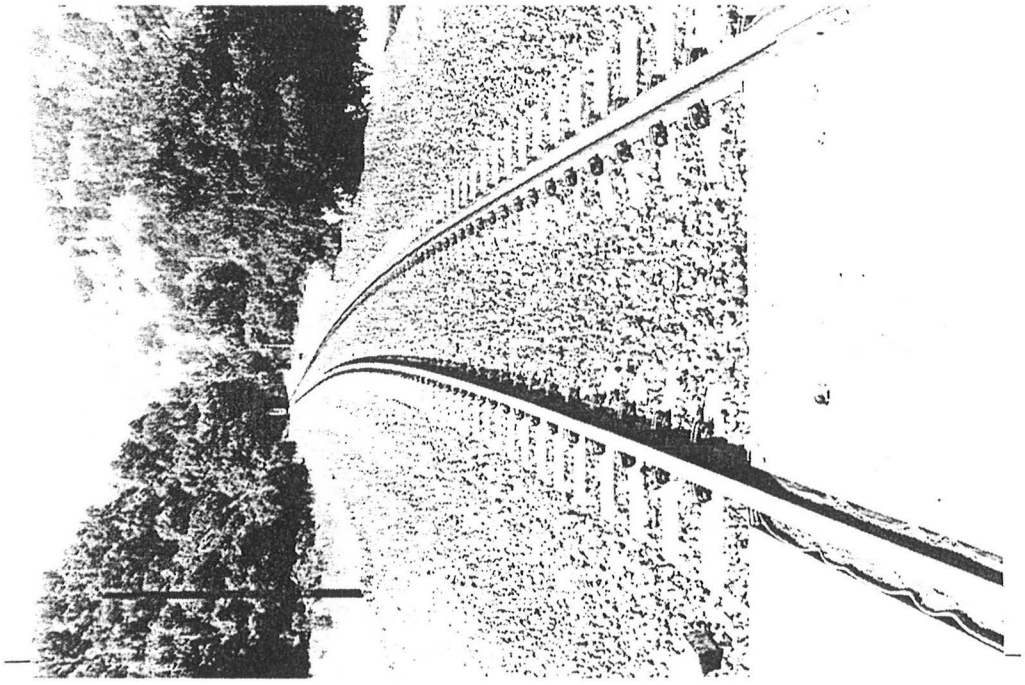


Tunnel #2, east portal, side view, looking south March 26, 1998

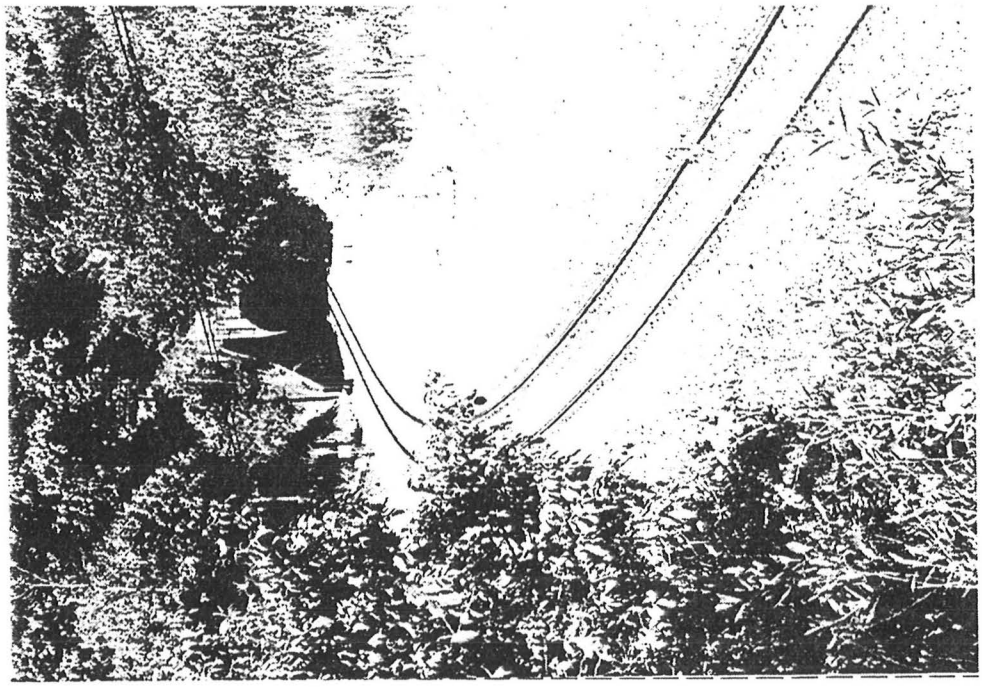


Tunnel #2, east portal, looking southwest, March 26, 1998

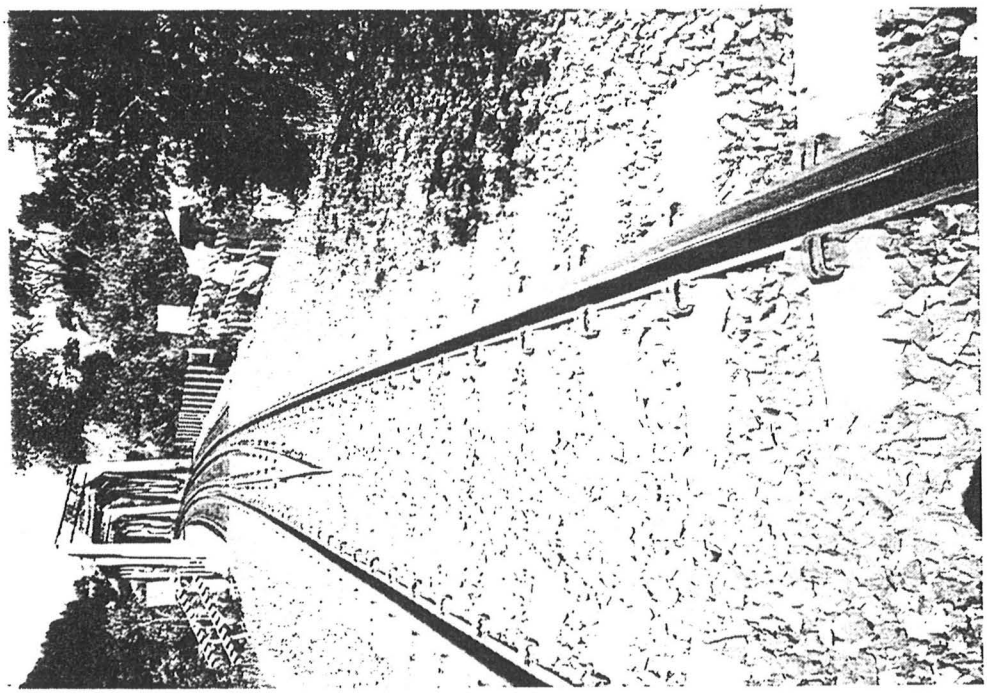
Section of old highway and tracks east of Tunnel #2, looking east March 26, 1998



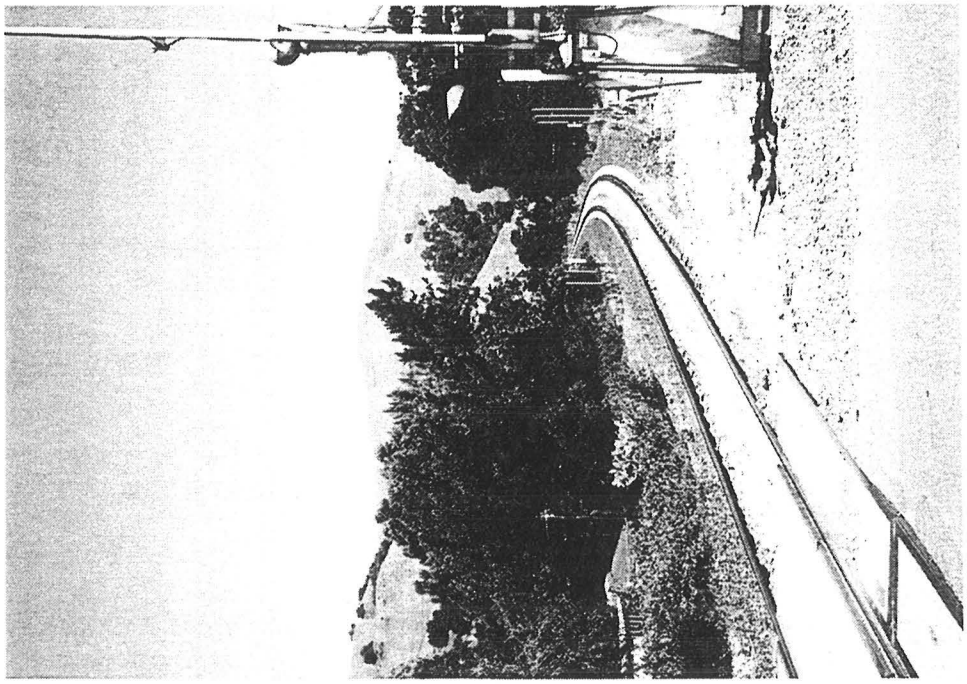
Tracks and east portal of Tunnel #2 in the distance, looking west, April 29, 1998



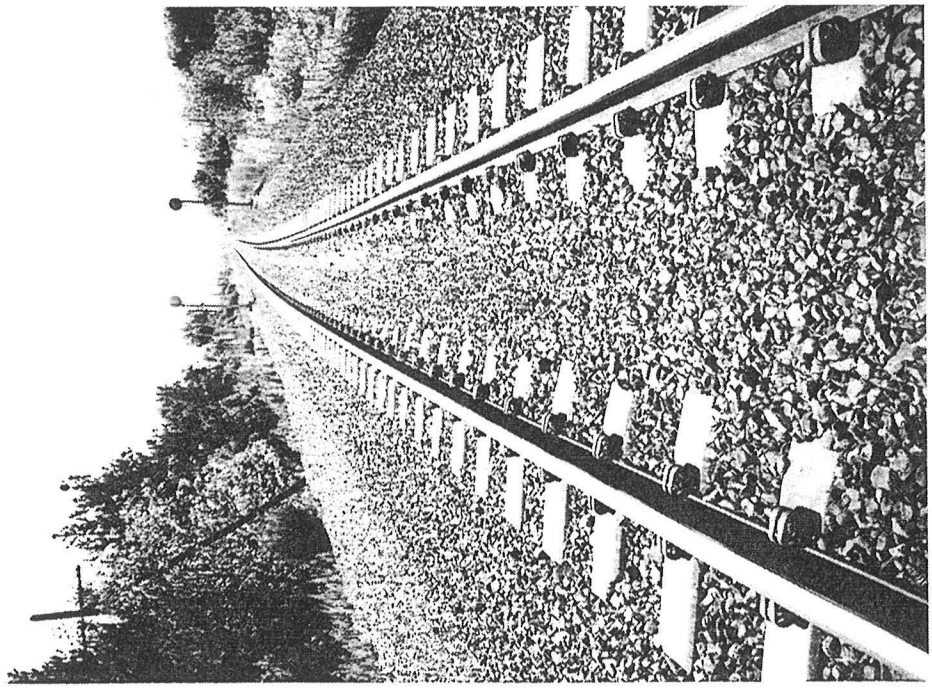
Tunnel #1, east portal, looking west June 17, 1998



Bridge at Milepost 35.09, looking west, June 17, 1998



Tracks and grade crossing at Clark Drive in Niles, looking northeast June 17, 1998



Tracks looking east towards Sunol near Mile Post 35.09, June 17, 1998

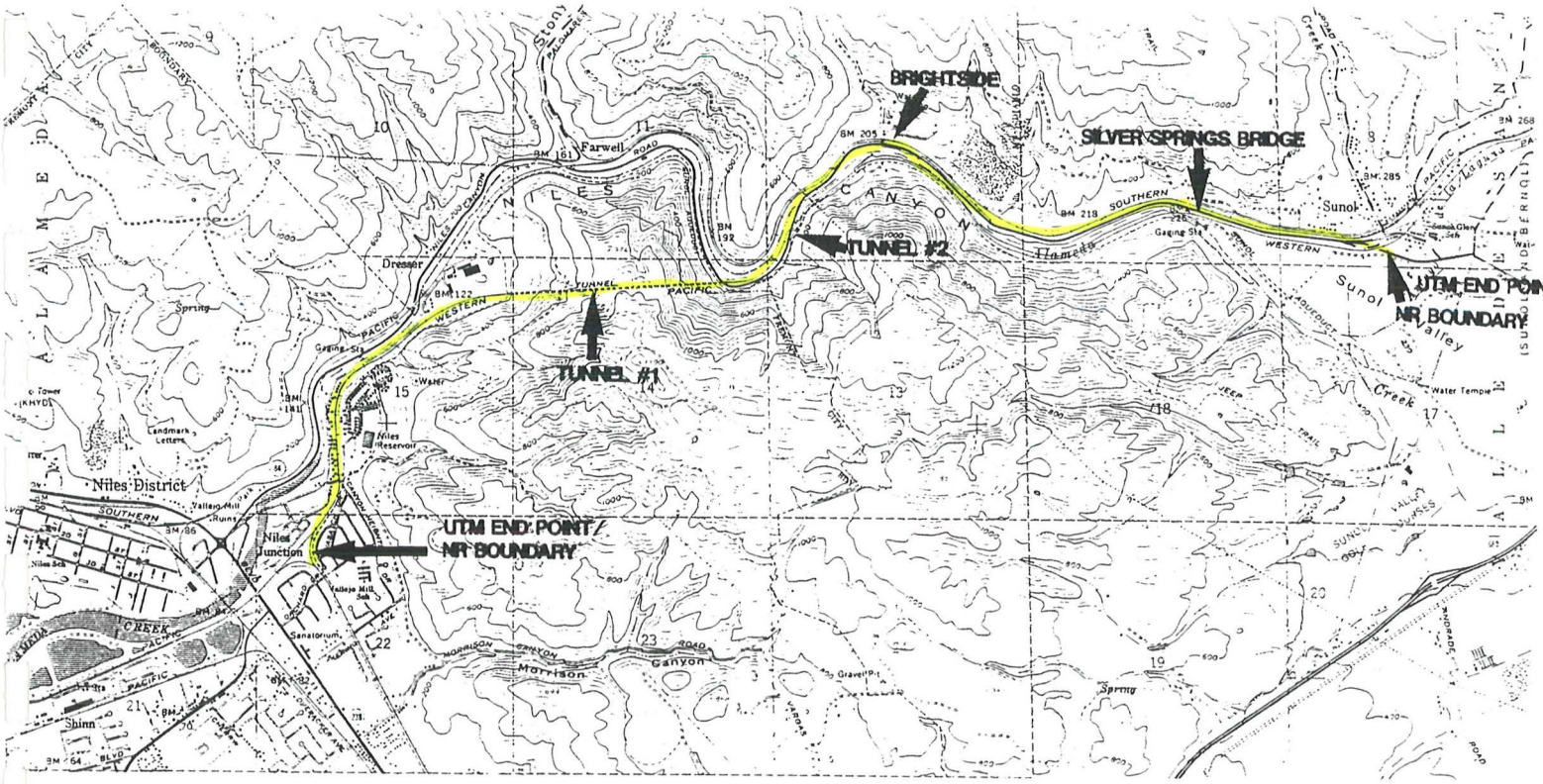
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-002190
HRI #
Trinomial CA-ALA-582 H

Page 11 of 12 *Resource Name or # (Assigned by recorder) Western Pacific Railroad

*Map Name: U.S.G.S. quad Niles, Calif (reduced 50%) *Scale: 1" = 4000' *Date of Map: 1961, rev.1980



CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS
NATIONAL GEODETIC VERTICAL DATUM OF 1929

QUADRANGLE LOCATION

UTM END POINTS:

Niles Junction
Easting 591430
Northing 4159070

Sunol
Easting 598230
Northing 4161100

DPR 523J (1/95)

*Required information

P-01-002190

RAILROAD FEATURE INVENTORY FORM

P-01-001773

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** WPW-6
MILEPOST: 1.2 Palo Alto Segment **PHOTO DATE:** April 17, 1994
QUAD NAME & NO.: Altamont (41)

1. **Name of Line:** Western Pacific Mainline

2. **Location of recordation:** This site is located where the railroad crosses over Greenville Road in the eastern Livermore Valley **(Photograph 1)**.

3. **Structures at or near this location:** There is a concrete railroad bridge over Greenville Road.

4. **Setting at this location:** Site WPW-6 is located west of the WPRR crossing of Greenville Road. The site is surrounded by open pasture land on rolling hills to the east, and warehouses and light industrial buildings to the west **(photograph 2)**.

5. **Integrity considerations for this feature:** The tracks at WPW-5, like WPW-3 and WPW-4 (south of Tracy), are part of the Western Pacific Mainline. The line sits on a massive berm, with modern, heavy duty welded rails, new ballast, regular shaping, and recently laid ties. The rails have dates of 1953 through 1958, and the ties carrying the rails date from 1977-1989. The line has the appearance of heavy and regular use. The concrete bridge that carries the tracks over Greenville Road is approximately 40' wide at the top, 30' wide at road level, with 14'2" clearance from the road to the underside of the span. There is about 5' of ballast and grading material on top of the bridge. The northwest concrete wing abutment of this bridge has a USC&GS benchmark dated 1944.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 86

   Top width (crown): 14' 6" across the top, secondary berm 26

   Height or Depth: 18-20

   Ballast Material: New shale ballast

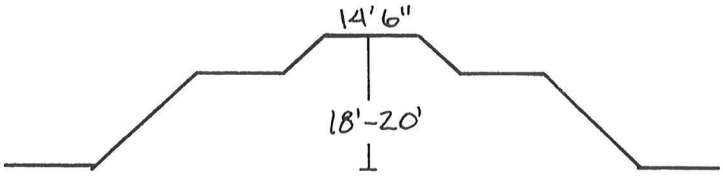
7. **Observed dates:**

   Rails: APE: 1953 North: 1957 South: 1958

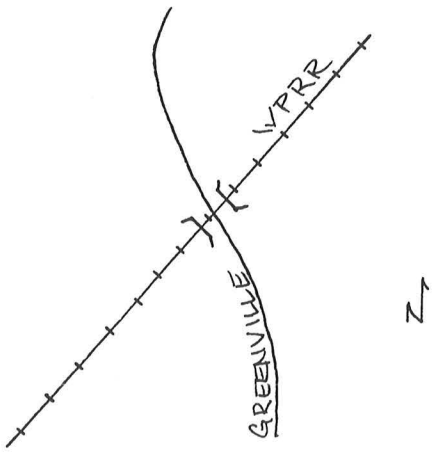
   Tieplates: CF&I pat. 1955, consistently along line

   Other: Ties stamped 1977, 1989

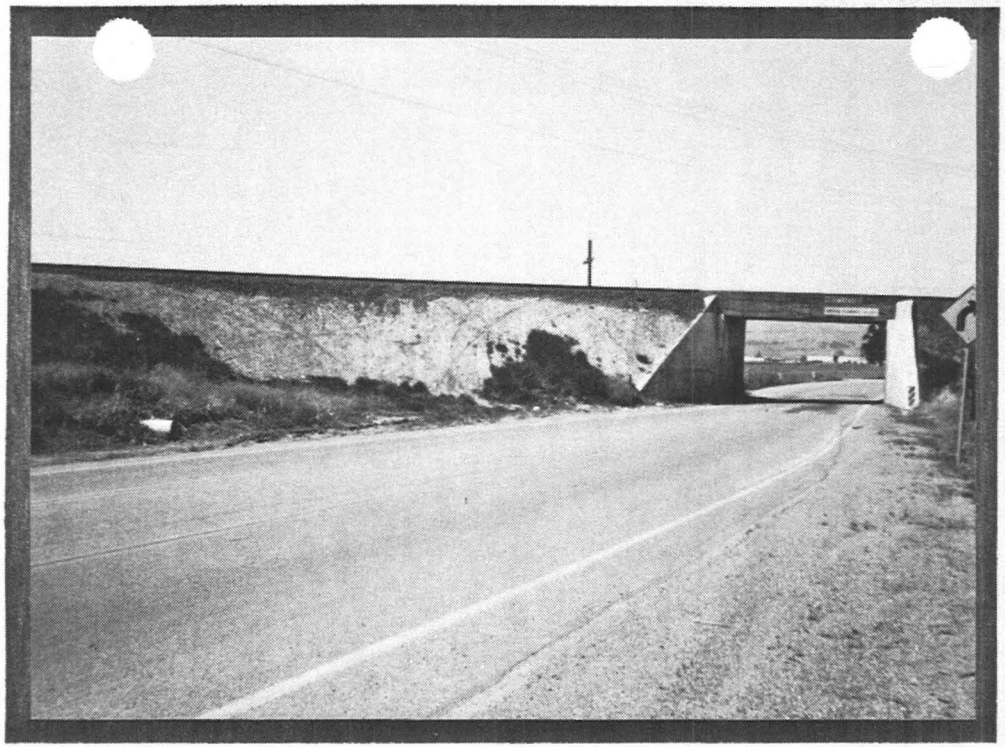
Sketch, in cross section: Looking southwest



Location Sketch:



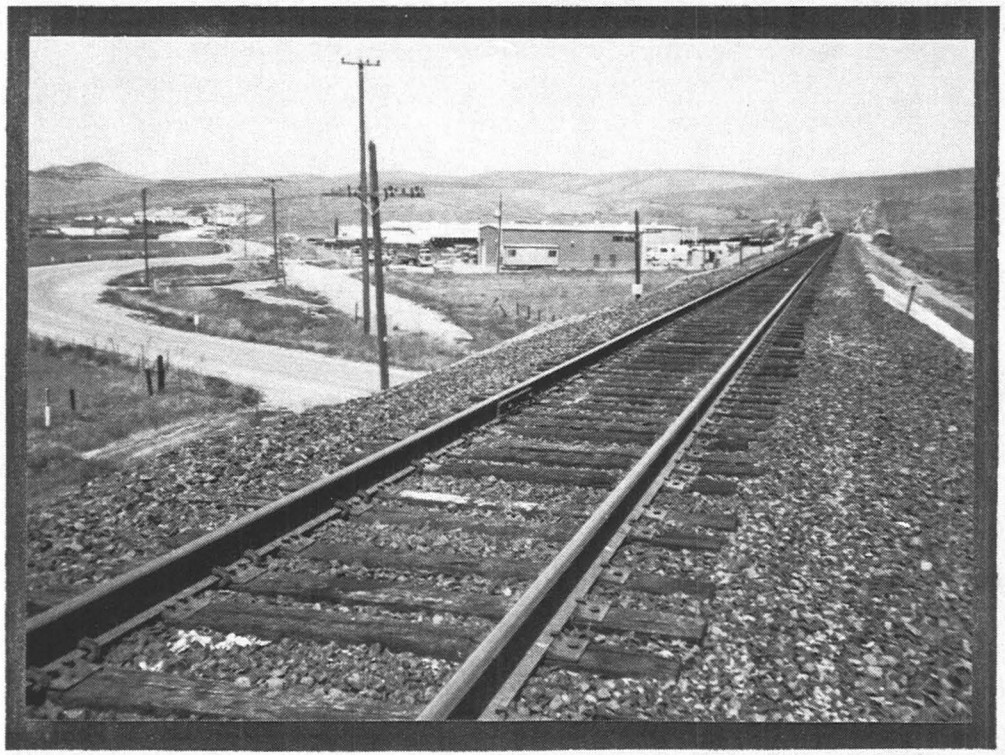
e.



1

Photograph Number: 1
Site Number: WPW-6
Common Name: Western Pacific Mainline

Photograph Number: 2
Site Number: WPW-6
Common Name: Western Pacific Mainline



2

P-01-002190

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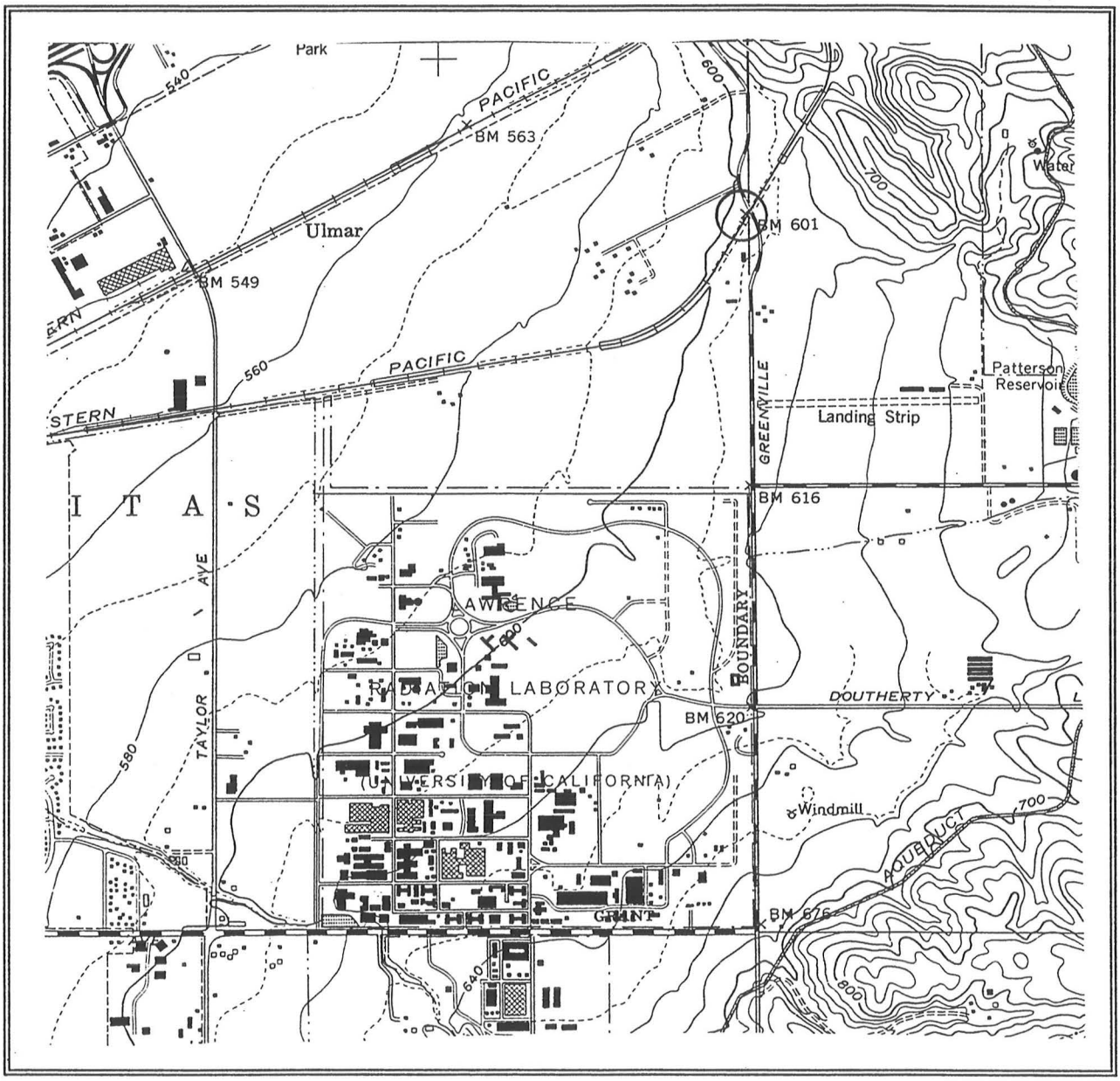

SITE NAME: Western Pacific Mainline, Alameda County
SITE NUMBER: WPW-6
QUAD SHEET: "Altamont Quadrangle," USGS: 1953, photorevised 1981
PIPELINE LOCATION: MP 1.2 Palo Alto Segment

P1. Other Identifier: Western Pacific Railroad Company (WPRC) / Central Pacific Railroad (CPRR) / Transcontinental Railroad (Livermore Pass)

***P2d. UTM:** (Give more than one for large and/or linear resources)

Culverts

Culvert 1: Zone 10 S, 626652 mE, 4175800 mN
Culvert 2: 10 S, 624788 mE, 4175926 mN
Culvert 3: 10S, 624509 mE, 4176147 mN
Culvert 4: 10S, 623851 mE, 4176183 mN
Culvert 5: 10S, 621140 mE, 4176958 mN
Culvert 6: 10S, 620915 mE, 4177007 mN
Culvert 7: 10S, 620693 mE, 4177658 mN (metal pipe); 10S, 620702 mE, 4177678 mN (sandstone)
Culvert 8: 10S, 617049 mE, 4177168 mN
Culvert 9: 10S, 616843 mE, 41767320 mN
Culvert 10: 10S, 616725 mE, 4176386 mN
Culvert 11: 10S, 616682 mE, 4176210 mN
Culvert 12: 10S, 616375 mE, 4175848 mN
Culvert 13: 10S, 614859 mE, 4175555 mN
Remnant Culvert 1: 10S, 623386 mE, 4176590 mN

Railroad Segments

Segment 1: 10S, 626214 mE, 4176356 mN
Segment 2: 10S, 623584 mE, 4176270 mN
Segment 3: 10S, 6230971 mE, 4177125 mN
Segment 4: 10S, 619130 mE, 4178161 mN
Segment 5: 10 S, 617069 mE, 4177336 mN
Segment 6: 10S, 616264 mE, 4175862 mN
Segment 7: 10S, 615418 mE, 4175853 mN

Signals

Signal 1: 10S, 623904 mE, 4176158 mN
Signal 2: 10S, 622683 mE, 4177082 mN
Signal 3: 10S, 621421 mE, 41746920 mN
Signal 4: 10S, 620676 mE, 4177494 mN
Signal 5: 10S, 619280 mE, 4178175 mN
Signal 6: 10S, 616264 mE, 4175862 mN

Tunnel

Tunnel: 10S, 620789 mE, 4177119 mN (south end); 10S, 620883 mE, 4177477 mN (north end)

***P3a. Description:** This form records an approximately 11.25-mile-long segment of the railroad grade of the Transcontinental Railroad connecting Sacramento to Oakland in the Livermore Pass region constructed in 1869. The segment includes a series of culverts, railroad signals, and a concrete lined tunnel. The segment was recorded east to west, beginning near Midway Road just west of the San Joaquin and Alameda county border. For recordation purposes, culverts, railroad segments, and signals were assigned numeric designations (increasing in number from east to west). See the Sketch Map for locations of recorded resources. This segment of the Transcontinental Railroad route in Alameda County was decommissioned and the rails and track removed circa 1984. The grade is currently owned by Alameda County and used as an access road. Descriptions of each recorded railroad segment, culvert, signals, and tunnel are presented with their corresponding photographs on following pages.

***P3b. Resource Attributes:** HP11 – Engineering Structure

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 2019 ***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019.

***B10. Significance: Theme** Railroad **Area** Alameda County
Period of Significance 1869 -1984 **Property Type** Railroad grade
Applicable Criteria National Register of Historic Places (NRHP) Criteria A and C; California Register of Historical Resources (CRHR) Criteria 1 and 3; and Alameda County Register Criteria A and C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Previous Recordations and Evaluations

The easternmost 2.25 miles of the recorded segment of the Southern Pacific Railroad (SPRR) grade was documented in 2003 by PAR Environmental Services, Inc. (PAR). PAR concluded that this segment of the former CPRR/SPRR was eligible under CRHR Criterion 1 for its importance in California's transportation history, its national historic importance as the first transcontinental railroad, and as the final link in the construction of the railroad that literally connected the Pacific and Atlantic coasts (PAR 2003). The segment was also found eligible under CRHR Criterion 3 as an example of early California railroad engineering design. PAR also concluded that the resource retained adequate historic integrity to project a feel of a railroad grade through integrity of setting and location. PAR noted that "While the alignment presently lacks ties and rails, and some landscape changes…have locally altered the ambiance, this is not necessarily a sufficient reason to conclude insufficient integrity for California Register of Historic Resources eligibility. The engineering design of the elevated grade is evident and still possess the feeling of a railroad with its elevated appearance, stone culverts, and linear alignment" (PAR 2003). This 2003 evaluation did not include a period of significance, character-defining features, or boundaries of the historical resource.

The culvert designated as "Culvert 1" in this form was previously recorded in 2001 as the "Central Pacific Railroad Culvert" for Tesla Power Project 01-AFC-21. The culvert was found to be potentially eligible for the NRHP/CRHR under Criteria C/3 "due to the remarkable integrity and distinctive characteristic of materials and workmanship" and under NRHP/CRHR Criteria A /1 "due to the importance of the Transcontinental Railroad," (Foster Wheeler Environmental 2001). The assigned period of significance for the culvert was from its construction in 1869 to 1980, which was the estimated date the rails were removed.

Garcia and Associates (2010) recorded a small segment of the SPRR grade in 2009 for the Cultural Resources Inventory Report for the San Joaquin Valley Right-of-Way Maintenance Environmental Assessment Project. This small segment within the Altamont Pass was recorded as GANDA-509-16H and overlaps with Railroad Segment 6 and Culvert 6 recorded in this form. Garcia and Associates did not evaluate the railroad segment for historic significance.

The 11-mile segment of the Transcontinental Railroad between Niles and Pleasanton in Alameda County has been formally listed in the NRHP as the Niles Canyon Transcontinental Railroad Historic District (NPS 2018).

Historic Context

The following historic context describes the construction of the segment of the Transcontinental Railroad (previously recorded as the SPRR grade) within the Livermore Pass that was constructed in 1869 as part of the larger route linking Sacramento to the San Francisco Bay at Oakland constructed.

The Central Pacific Railroad and Western Pacific Railroad Company and the Transcontinental Railroad

In 1862, the Pacific Railroad Act granted the CPRR the rights to construct a railroad from Sacramento to San Francisco. Later that year, the CPRR assigned its rights to build the line to a group of San Francisco capitalists operating as the Western Pacific Railroad Company (WPRC). The WPRC incorporated in 1862 and was constructing track from San Jose to Sacramento via Santa Clara, Contra Costa, San Joaquin, and Sacramento counties to connect with the CPRR and form an important link to the Transcontinental Railroad. The 120-mile-long San Jose-Sacramento line was to run south from Sacramento through Stockton over the Altamont Pass, across Livermore Valley eastward to Pleasanton, through Niles Canyon and then south to San Jose, where it would meet the San Francisco and San Jose Railroad (SF&SJRR).

The WPRC built twenty miles of track between San Jose and Alameda Canyon, southwest of the current segment under study, but in 1866 contractor and financier disagreements halted the work. In May 1869, the CPRR linked the Transcontinental Railroad between Promontory Point, Utah and Sacramento and a rush was underway to complete the rail route from Sacramento to Oakland, thus connecting the Transcontinental Route from the Atlantic to Pacific oceans. In 1869, the CPRR purchased the WPRC and commenced work to complete the link. Sacramento-based contractors Turton, Knox & Ryan were hired to construct the railroad south from Sacramento and westward to the

CPRR San Jose Junction at Niles. Turton, Knox & Ryan were well-known street and infrastructure contractors in Sacramento that took part in Sacramento street raising and also built segments of the Transcontinental Railroad north of Sacramento in the early 1860s (Downey 2007). Construction of the tunnel at the Livermore Pass was already underway in April 1869 and by July of that year, grading of the section south and west from the San Joaquin River to Livermore Pass was two-thirds complete. The Livermore Pass tunnel was the only tunnel along this route and manual excavation for the tunnel was slow going through hard material. The completion of this connecting route from Sacramento to Oakland hinged on the construction of the tunnel and up to 2,000 men were at work on this section of the line, mostly Chinese laborers (*Daily Alta California* 1869 Jul 25). The construction through the Livermore Pass in the summer of 1869 was reported in great detail in local newspapers, including the engineering feats required for this segment (*Russian River Flag* 1869 June 3):

> It would be difficult for a person who has never been through this Pass, to imagine the extent of the work which is being done. In addition to the tunnel, there are numerous cuts of great length and depth to be made, and vast chasms and ravines to be filled, which to the eye of a novice would seem insurmountable obstacles, but which methodical, engineering science regards as merely inconveniences, easily overcome.
>
> About midway on the railroad route through the Pass rises a hill one hundred and fifty feet through which is necessary to cut a way. The tunnel will be 1,162 feet in length and is now completed 331 ft. from each end, leaving 500 feet to be cut. On average a distance of twenty-four feet is cut per week from each end. The Superintendent engineer, Mr. Frank Hinckley, told us that he expected to have the tunnel completed by the first of August next. There is but one tunnel longer than this on the whole line of the Pacific Railroad, which is at the Summit of the Sierra Nevadas. It is 1,659 feet in length.
>
> About a mile from the eastern entrance of the tunnel the graders have encountered another obstruction, almost as formidable as the tunnel itself, which is called the "deep cut." It is 1,400 feet long and will be forty-two feet deep. The road bed is to be eighteen feet in width, and the side of the cut will slope at an angle of about thirty degrees. The cut is thro' sandstone, and originally contained upwards of 100,000 cubic yards, which is more material than is used along the entire grade between Stockton and Sacramento. There are about two hundred men employed in this cut. The rock is loosed and broken by blasting. Some of the blasts are perfectly terrific, and pieces of rock weighing two or three hundred pounds are thrown a distance of seven or eight hundred feet from the cut. his cut will not be finished before the first of August.
>
> The grading already finished in the Pass is thoroughly done. The culverts which, by the way, are numerous, are constructed of cut stone. The openings are wide and the culverts are not likely to be injured or washed out by the winter floods. The heaviest grade through the Pass is but fifty feet to the mile, and there are no short curves. The engineers say it is adapted to fast running. The grade is fourteen feet wide, which is considerably wider than usual.

Photographers Lawrence & Houseworth documented the construction of the railroad through the Livermore Pass in the late 1860s in a remarkable series of ten photographs in the Livermore Pass area. The series of photographs show the construction of the route through the "big cut," (see **Photograph 22**), the tunnel at Livermore Pass, and cut and fill north and south of the tunnel (see **Plate 1**). The timber-lined tunnel at Livermore Pass was finished by mid-August 1869 (See **Plate 2**) (*Sacramento Bee* 1869 Aug 18) and the route was completed in early September 1869 (*Daily Alta California* 1869 Sept 7). This tunnel was later re-lined with concrete in 1909.

As noted in the June 1869 newspaper account, there are numerous stone culverts located throughout this segment of the railroad grade. The cut stone was locally sourced from the naturally occurring sandstone in the Livermore Pass. Granite stone was also used for a large culvert located on the south side of the Livermore Pass tunnel (Culvert 6). The Livermore Pass tunnel (which passes north-south under the current alignment of Interstate 580) was constructed in 1869 with wood timbers. Over the decades the timbers began to fail and the original timbers were replaced with concrete starting at the east end. By 1909 the tunnel was entirely replaced by concrete and stamped "S.P. Co. A.D 1909" (*San Francisco Call* 1909 Nov 12). Other historic-age structures along the route include concrete culverts, metal pipe culverts, wood culvert bridge-like structures, remnant signals and utility boxes, and wood telegraph and utility poles.

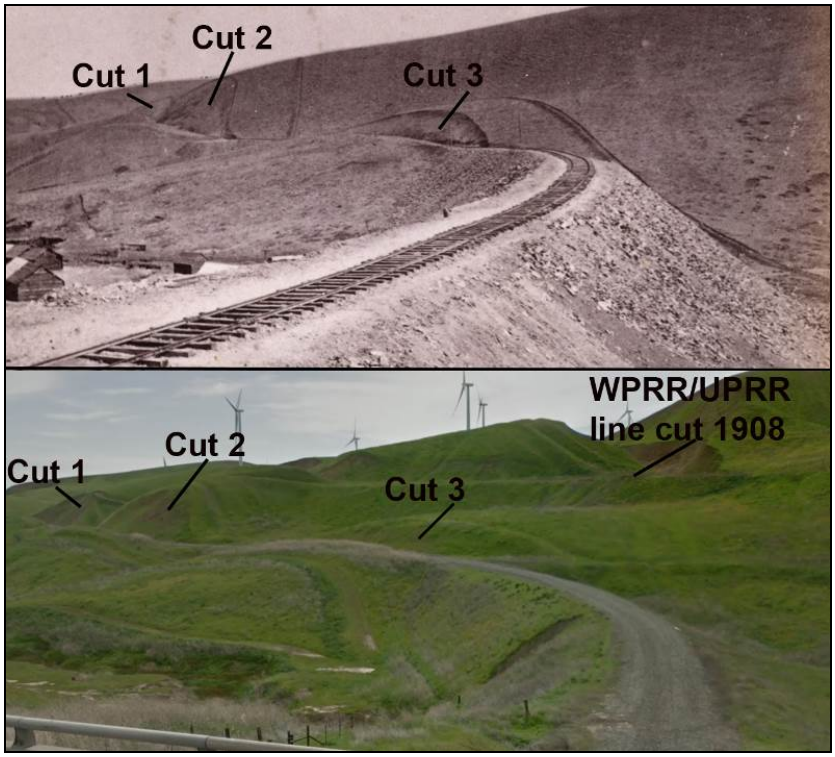

Plate 1. Circa 1869 view of fill and cuts of WPRC/CPRR grade south of tunnel (top), with comparative modern view of grade with 1908 Western Pacific Railroad/Union Pacific Railroad grade through Livermore Pass (bottom). Cuts 1 through 3 are still extant along the WPRC/CPRR grade (OAC 2019; Google Street View 2018)

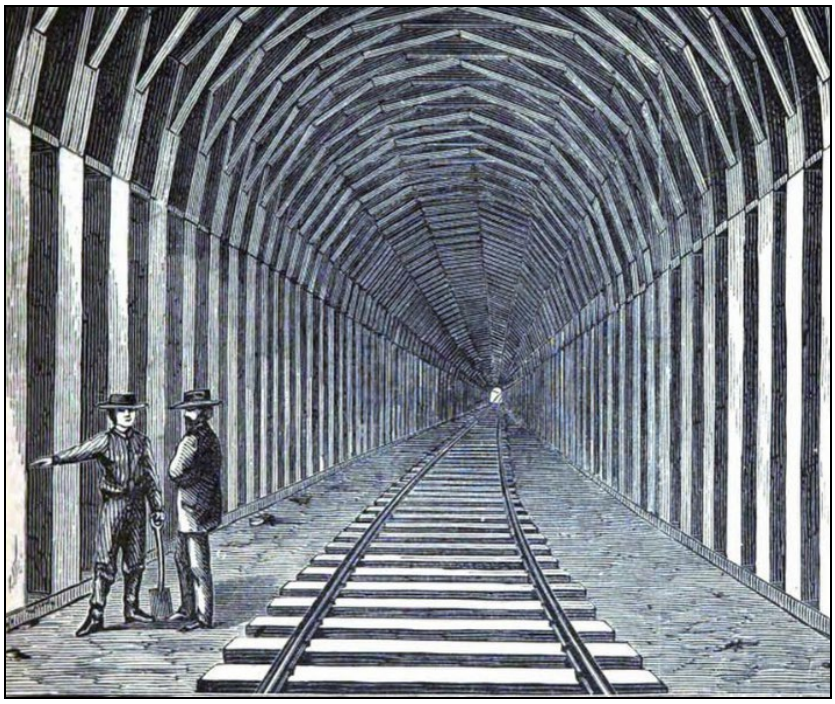

Plate 2. Engraving of original timber lining in Livermore Pass Tunnel. The 1,160-foot tunnel was dug with manual labor. The timber lining was replaced with concrete in 1909 (Crofutt 1879).

A second railroad was constructed circa 1908 roughly parallel to the 1869 route. The Western Pacific Railroad (WPRR) built their 930-mile-long main line from Salt Lake City, Utah, to Oakland, California via the Altamont and Livermore passes (**Plate 3**; see **Plate 1**). The WPRR route as designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. The WPRR merged with the Union Pacific Railroad (UPRR) in 1982. Shortly thereafter, the SPRR and UPRR agreed to joint use of the former WPRR tracks through the Altamont and Livermore pass, as the 1908 WPRR route was preferred because it had less curves than the 1869 Transcontinental Route. In 1984, Alameda County was deeded the SPRR right-of-way through the pass to the San Joaquin County border and this 11-mile section of the 1869Transcontinental Route was abandoned. The track, rails, and ballast were removed circa 1984 (McKee 1998:4; *Tracy Press* 2017).

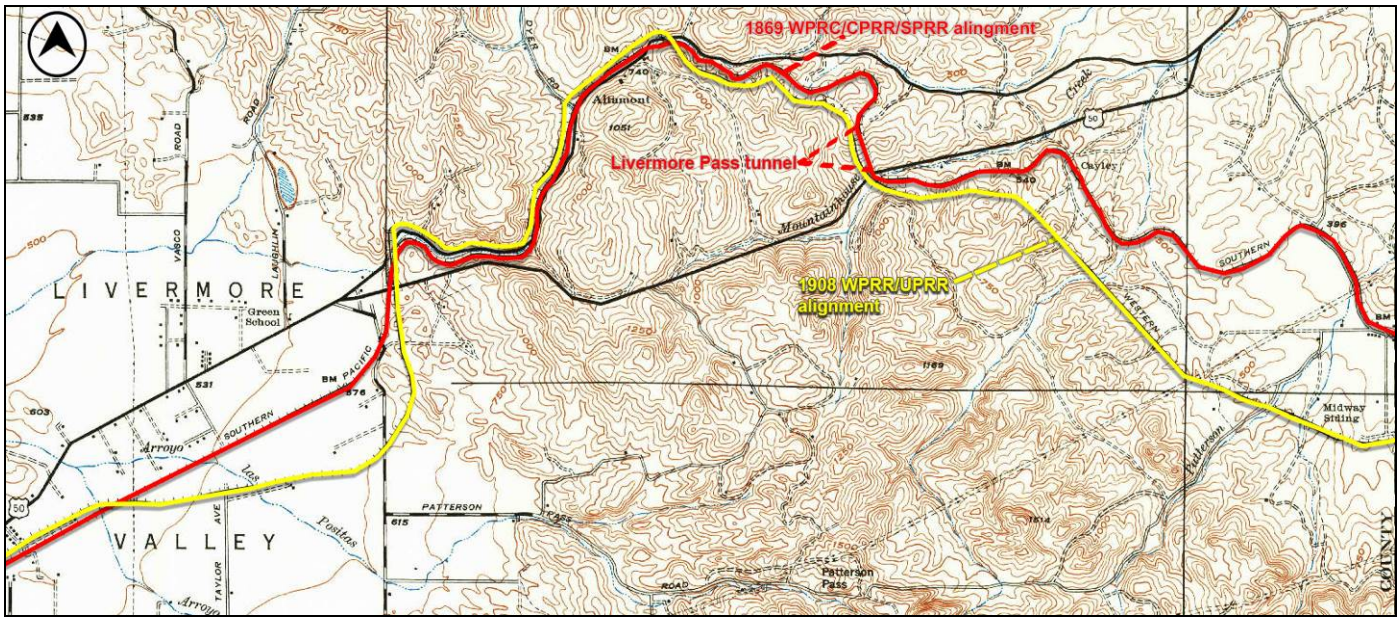

Plate 3. 1942 base map of 1869 WPRC/CPRR/SPRR alignment (red) and 1908 WPRR/UPRR alignment (yellow) in Alameda County. The 1938 alignment of the Old Lincoln Highway (in black) parallels the railroads through the Altamont Pass. Notes added by AECOM (Source: USGS, *Altamont, CA* 1942)

Evaluation

The 11-mile long segment of the SPRR Grade within the Livermore Pass in Alameda County is significant under NRHP Criterion A and CRHR Criterion 1 for its association with the construction of the railroad section between Sacramento and Oakland in August 1869 that truly completed the transcontinental railroad connecting the Atlantic and Pacific oceans. This segment through the Livermore Valley was the linchpin that completed the larger Sacramento-Oakland route in May 1869.

The 11-mile long segment of the SPRR Grade within the Livermore Pass in Alameda County is not associated with any individuals that made significant contributions to history. Thousands of individuals labored to construct this segment of the railroad and the construction of the segment cannot be attributed to any individuals and is not eligible NRHP Criterion B and CRHR Criterion 2.

The 11-mile long segment of the SPRR Grade within the Livermore Pass in Alameda County is significant under NRHP Criterion C and CRHR Criterion 3 for its engineering and method of construction. The various cuts and tunnel through the Livermore Pass were monumental engineering efforts utilizing thousands of workers to clear tons of earth and rock through blasting and hand tools. The cut stone culverts throughout the length of the grade are also significant as a distinctive type, period, and method of culvert construction dating from the late 1860s. The SPRR grade was designed by company engineers and the construction overseen by Sacramento-based contractors Turton, Knox & Ryan who were hired to construct the railroad south from Sacramento and westward to the CPRR San Jose Junction at Niles. Although contractors Turton, Knox & Ryan oversaw the construction, the construction company does not appear to have risen to the level of master contractors nor does the railroad grade possess high artistic values.

The 11-mile long segment of the SPRR Grade within the Livermore Pass in Alameda County is not a significant source (or likely source) of important information regarding history under NRHP Criterion D and CRHR Criterion 4. The railroad grade does not appear to have any likelihood of yielding any additional important information about historic construction materials or technologies not already part of the written

record. The property has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Alameda County Landmark Criteria

The 11-mile long segment of the SPRR Grade within the Livermore Pass in Alameda County was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the SPRR grade is significant for its association with railroad transportation as part of the transcontinental railroad and made a significant contribution to the broad patterns of the history of Alameda County, the region, the state, or the nation, and is eligible under Alameda County Criterion A.

Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The SPRR grade is significant for its engineering and method of construction. The various cuts and tunnel through the Livermore Pass were monumental efforts utilizing thousands of workers to clear tons of earth and rock. The cut stone culverts throughout the length of the grade are also significant under Alameda County Criteria C as a distinctive type, period, and method of culvert construction dating from the late 1860s. The SPRR grade was designed by company engineers does not appear to be the work of a master and is not eligible under County Criterion D. Although the SPRR grade is a significant for its engineering and the culverts are a distinctive type, period, or method of construction of culvert, the resources as a whole does not possess high artistic values, and is not eligible under County Criterion E.

Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The Southern Pacific Railroad Grade has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Integrity

Although the tracks and ties have been removed, the SPRR grade as a whole retains sufficient integrity of location, design, materials, workmanship, feeling, and association to physically convey its historic significance as a section of the 1869 transcontinental railroad through the Livermore Pass. The original 1869 timber tunnel was later lined with concrete in 1909, but these changes to the materials of the structure were necessary for the continued use of the tunnel. The alignment and shape of the original tunnel were retained, which, along with the board-formed concrete of the 1909 tunnel, are character-defining features of the resource within its period of significance (1869-1984). The setting has been somewhat impacted with the construction of the second rail line through the alignment (WPRR), the construction of at-grade road crossings over the original alignment, and the development of wind turbine generation facilities throughout the Altamont Pass and Livermore Pass regions.

The approximately 11-mile segment of SPRR Grade recorded within this form within Alameda County appears eligible for listing in the NRHP, CRHR, and Alameda County Register as an Alameda County Landmark for its national, state, and local significance in railroad transportation history (NRHP/CRHR/Alameda County Criteria A/1/A) and engineering (NRHP/CRHR/Alameda County Criteria C/3/C) and it retains sufficient integrity to convey its historic significance.

The property recorded within this form is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundaries of the resource are the 11-mile recorded alignment recorded on this form. The contributing elements of the SPRR grade property include the current alignment through the Livermore Pass, the sandstone masonry culverts, and the concrete lined tunnel. The extant concrete, wood, and metal culverts appear to be later additions or replacement and are not contributing elements of the property. The remnant signals and telegraph and utility wood poles within the railroad grade right-of-way are common and ubiquitous railroad infrastructure elements that do not contribute to the historic significance of the property for its importance in transportation history and engineering.

***B14. Evaluator:** C. Miller, AECOM ***Date of Evaluation:** February 2019

***B12. References:**

Crofutt, Georage A.
1879 *Crofutt's New Overland Toursust and Pacific Coast Guide.* Chicago, IL: The Overland Publishing Company.

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1869 "Western Pacific Railroad." Page 1, Columns 4-5. July 25.
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2001 Southern Pacific Railroad Grade DPR 523 forms. Prepared for the "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California."

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Online Archive of California (OAC)
2019 "1506. The Fill and Cut South of the Summit Tunnel. Livermore Pass -- Western Pacific Railroad." Lawrence & Houseworth. Available at: https://oac.cdlib.org/ark:/13030/kt738nc6c0/?brand=oac4. Accessed March 5, 2019.

Russian River Flag
1869 "Western Pacific Railroad." June 3.

Sacramento Bee
1869 Line item. Page 2, Column 2. August 18.

San Francisco Call
1909 "Timbers In Tunnel at Altamont Break." November 12.

Tracy Press
2017 "Making sense of possible ways through Altamont Pass." May 19. Available at: http://www.goldenstatenewspapers.com/tracy_press/our_town/making-sense-of-possible-ways-through-altamont-pass/article_f41e05d8-3c26-11e7-833a-57b65d7d478e.html. Accessed December 2018.

U.S. Geological Survey (USGS)
1942 *Altamont, CA.* Topographic map, scale 1:62500.

P3a. Descriptions and **P5a. Photographs (continued):**

See Sketch Map for locations.

Segment 1 is paved with gravel and is approximately 21 foot wide (**Photograph 1**).

Photograph 1. Former SPRR alignment (Segment 1), camera facing east, February 6, 2019.

Culvert 1 is constructed under the railroad grade and is approximately 100 feet long (**Photograph 2**). The culvert is made of cut sandstone with an arched opening 6 feet wide that is heavily silted. The 2001 recordation described this culvert as 8-courses tall above the bed of Patterson Run, a seasonal creek/wash. In February 2018 only 5-courses were visible. The individual stone blocks range from 2.5 to 5 feet in length and 1 to 3 feet in height.

Photograph 2. Culvert 1, camera facing northeast, February 6, 2018.

Culvert 2 is a cut stone culvert approximately 60 feet long with a rectangular opening approximately 24 inches wide and 16 inches tall that is heavily silted (**Photograph 3**). A dislodged capstone measures 30 inches x 28 inches x 9 inches. The top width is 183 inches and narrows to 97 inches at the base and the abutment is 4-courses tall with a height of 56 inches.

Photograph 3. Culvert 2, camera facing southwest, February 6, 2018.

Culvert 3 is a cut stone culvert approximately 55 feet long and has an 8-inch-tall rectangular culvert opening. The top width of the culvert abutment is 16 feet and the abutment is 58 inches tall (**Photograph 4**).

Photograph 4. Culvert 3, camera facing northeast, February 6, 2018.

Culvert 4 is a large closed spandrel masonry arch culvert with eroded wingwall on the north side (**Photograph 5**). The culvert is approximately 240 feet long. On the north side the arched opening is 60 inches wide and 86 inches tall and the full height of the abutment is 120 inches. Inside the arched opening, the cut stones measure approximately 24 inches by 18 inches by 28 inches. The bottom width of the abutment is 122 inches and the top width is 260 inches. A metal gate has been installed to prevent cattle entering the culvert.

Photograph 5. Culvert 4 (north side), camera facing south, February 6, 2018.

The south side of Culvert 4 has a shaped keystone and irregular-shaped voussoir for the arched opening (**Photograph 6**).

Photograph 6. Culvert 4 (south side) with keystone, camera facing north, February 6, 2018.

Remnant Culvert 1 includes scattered stones flanking both sides of the railroad grade along a seasonal drain. Along the south side of the grade is a triangular shape stone indicative of similarly shaped stones noted on culverts throughout the railroad grade (**Photograph 7**).

Photograph 7. Remnant culvert 1 (south side), note triangular shaped stone at center, camera facing north, February 6, 2018.

Culvert 5 is an approximately 40 foot long cut stone culvert with 30 inches of added concrete bag riprap/revetment above the sandstone abutment on the north side (**Photograph 8**). The full width of Culvert 5 on the north side is 142 inches. The culvert is heavily silted. The south side of the culvert is a replacement concrete bag culvert abutment.

Photograph 8. Culvert 5 (north side), camera facing south, February 6, 2018.

Culvert 6 is a large cut stone, closed spandrel arched opening culvert located south of the south end of the Livermore Pass tunnel. The culvert is approximately 140 feet long. A large sinkhole is located above the northeast side of the culvert just northeast of the railroad grade (**Photograph 9**). The northeast side abutment is 120 inches wall with a large arched opening with shaped sandstone voussoirs (**Photograph 10**). The interior of the arched culvert opening is 111 tall tall and 50 inches wide, and the barrel sides are approximately 5-courses tall (**Photograph 11**). The long cut stone wingwalls are approximately 30 feet and 9 inches long and have dry laid granite as capstones. The height of the wing walls tapers from approximately 120 inches at the abutment down to 12 inches.

Photograph 9. Culvert 6 (northeast side), camera facing southwest, February 6, 2018.

Photograph 10. Culvert 6 southeast sandstone wingwall with granite capstone detail, camera facing southwest, February 6, 2018.

Photograph 11. Culvert 6 view within tunnel of collapsed roof, camera facing southwest, February 6, 2018.

The southwest side of Culvert 6 is cut stone that has been skim coated with board-formed concrete on the abutment and wingwalls (**Photograph 12**). The full height of the abutment is 120 inches and the wingwalls are approximately 60 inches long. The arched opening in the tunnel has been skim coated with concrete approximately 70 inches along the barrel roof of the arch (**Photograph 13**).

Photograph 12. Culvert 6 southwest side with board-formed concrete skim coat added to headwall and wingwalls, camera facing east, February 6, 2018.

Photograph 13. Culvert 6 southwest side with board-formed concrete skim coat added to headwall and wingwalls, camera facing northeast, February 6, 2018.

Culvert 7 is comprised of a series of culverts located on the north side of the Livermore Tunnel and below the railroad grade. A metal pipe culvert that is 36 inches in diameter and approximately 155 feet long is located closest to the railroad grade (**Photograph 14**).

Photograph 14. Culvert 7 metal pipe at south side below railroad grade, camera facing north, February 6, 2018.

Below the metal pipe culvert down the sloping fill of the railroad grade is a cut stone culvert that has a maximum width of 16 feet along the top of the abutment. The culvert is in poor condition due to erosion. Below the cut stone culvert is a corrugated metal pipe measuring 30 inches in diameter (**Photograph 15**).

Photograph 15. Culvert 7 sandstone headwall below metal pipe with corrugated metal pipe below, camera facing north, February 6, 2018.

Culvert 8 is a concrete culvert with wood side railings. The top width of the culvert is approximately 18 feet and measures approximately 25 feet long. The side rails are pressure treated wood with posts measuring 3.5 inches by 5.5 inches and the rails are 1.5 inches by 0.75 inches. The wingwalls measure 34 inches at the top with a full length of 108 inches. The railroad grade is heavily graveled at this point.

Photograph 16. Culvert 8 concrete box culvert with wood side rails, camera facing northwest, February 6, 2018.
Culvert 9 is approximately 25 feet wood railroad tie decked bridge with side rails constructed with the removed railroad rails strung with metal

cables (**Photograph 17**). Based on historical aerial imaging and the use of reclaimed materials, the structure appears to be a replacement of an earlier structure and post-dates the removal of the railroad line circa 1984.

Photograph 17. Culvert 9 wood deck culvert with railroad track side rails, camera facing north, February 6, 2018.

Culvert 10 is approximately 15 feet long and 14 feet wide with poured concrete abutments and wingwalls. The deck is comprised of twelve 8-by-14 inch wood stringers with 3-by-12-inch wood board side rails bolted to the outer stringers (**Photograph 18**). The side rails at the top deck are at the height of the gravel road bed.

Photograph 18. Culvert 10 concrete culvert with wood deck, camera facing northwest, February 6, 2018.

Culvert 11 is a small cut sandstone culvert that is approximately 25 feet long underneath the railroad grade. The east side of the culvert above and at the water line is four courses tall and the opening underwater on the day of survey (**Photograph 19**). The west side of the culvert is obscured by water and erosion.

Photograph 19. Culvert 11, small sandstone, camera facing southeast, February 6, 2018.

Culvert 12 is approximately 25 feet long under the railroad grade. The south side has an 18-inch concrete pipe culvert with a board-formed concrete headwall with a total height of 40 inches. Concrete bag rip rap has been added for bank protection. A 24-inch diameter metal pipe culvert installed parallel to the railroad grade on the south side is silted (**Photograph 20**).

Photograph 20. Culvert 12 concrete headwall with concrete pipe and secondary corrugated metal culvert, concrete bag riprap, camera facing north, February 6, 2018.

Culvert 13 is a small cut sandstone culvert approximately 30 feet long underneath the railroad grade. Only the east side of the culvert was observed in the field. The culvert has been heavily silted and has a 12-inch-wide opening with a 3-inch clearance. The east side is three courses tall (**Photograph 21**).

Photograph 21. Culvert 13 (east side), camera facing north, February 6, 2018.

Railroad Segment 2 is located within the "Big Cut." The width of the railroad grade is 21 feet (**Photograph 22**) and is flanked by steeply sloped earthen cuts.

Photograph 22. Railroad Segment 2, "Big Cut" camera facing southeast, February 6, 2018.

Railroad Segment 3 is approximately 40 feet wide with a gravel base along a flat area currently used for cattle grazing (**Photograph 23**). This segment was the widest observed point along the recorded railroad grade route.

Photograph 23. Railroad Segment 3, camera facing southeast, February 6, 2018.

Railroad Segment 4 is located north of the tunnel and measures 21 feet wide and has a gravel base (**Photograph 24**).

Photograph 24. Railroad Segment 4 at center, WPRR/UPRR line along hill at left, Altamont Pass Road below at far right, camera facing west, February 6, 2018.

Railroad Segment 5 is located south of Dyer Road. The thickly graveled road bed measures 24 feet wide (**Photograph 25**).

Photograph 25. Railroad Segment 5, camera facing northeast, February 6, 2018.

Railroad Segment 6 is located between Altamont Pass Road to the north and Interstate 580 to the south. The graveled road bed measures 24 feet wide and has the remnants of a searchlight signal mounted on a concrete base (Signal 6) (**Photograph 26**).

Photograph 26. Railroad Segment 6 and Signal 6 at center, Altamont Road and WPRR/UPRR alignment to left, Interstate 580 at upper far right, camera facing east, February 6, 2018.

Railroad Segment 7 is the western-most recorded segment and is approximately 24 feet wide. Within the railroad grade right-of-way are remnant wood telegraph and utility poles (**Photograph 27**).

Photograph 27. Railroad Segment 7 with telegraph wood poles, camera facing north, February 6, 2018.

Signal 1 is a remnant signal footing that has been turned on its side (**Photograph 28**). It is the easternmost recorded signal along the recorded railroad grade route. This larger base is for searchlight signals with a ladder (see Signal 3).

Photograph 28. Signal 1, searchlight signal footing along former railroad alignment, camera facing north, February 6, 2019.

Signal 2 is comprised of a remnant concrete signal footing and two concrete battery boxes located within the railroad grade right-of-way (**Photograph 29**). The footing measures 18 inches by 18 inches by 8 inches. The concrete battery boxes measure 18 inches by 25 inches by 12 inches.

Photograph 29. Signal 2, battery boxes and footing, camera facing northeast, February 6, 2019.

Signal 3 is located within the Redmond Cut and is comprised of two signals flanking a metal cattle gate (**Photograph 30**). The remnant metal searchlight signal box on the west side of the railroad grade is approximately 8.5 feet tall atop a square concrete base. A more intact searchlight signal on the east side of the railroad grade is approximately 15 feet tall and retains the access ladder set into a larger concrete base, as was recorded at Signal 1.

Photograph 30. Signal 3, at Redmond Cut, camera facing southwest, February 6, 2019.

Signal 5 has a concrete base set within grade and a metal utility box mounted on a wood post (**Photograph 31**).

Photograph 31. Signal 5, utility box, and footing east of Altamont, camera facing southwest, February 6, 2019.

The existing single-track board-formed concrete tunnel was lined in 1909 to replace the original timber-lined tunnel constructed in 1869. The tunnel is 1,160 feet long, 16 feet wide, and has a maximum interior height of 22.5 feet at the half dome ceiling. The concrete headwall of the tunnel on both the south and north openings of the tunnel are stamped "S.P. CO. A.D. 1909" and has tall, sloped, full-height wing walls. The south end of the tunnel is heavily silted and closed off by a metal cattle gate and the interior of the tunnel along the railroad grade is covered with sediment (see **Photographs 32-34**).

Photograph 32. South side of tunnel, camera facing north, February 6, 2019.

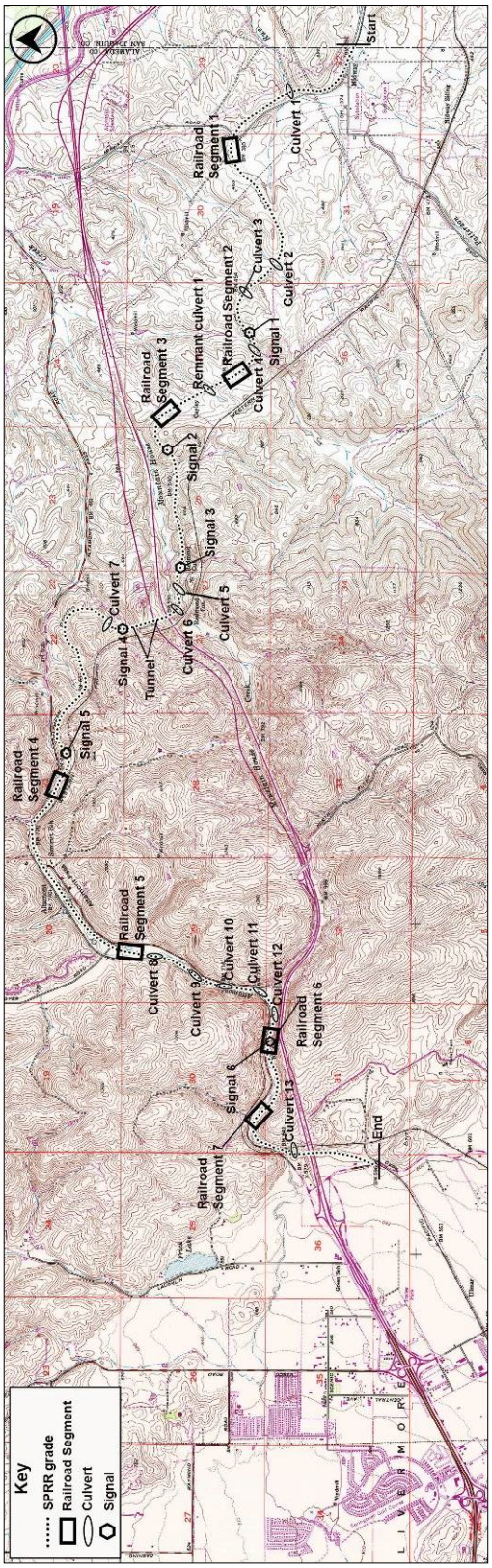
Photograph 33. Detail view of south side of tunnel, camera facing north, February 6, 2019.

Photograph 34. View of board formed concrete interior of tunnel from south side towards north end, camera facing north, February 6, 2019.

The north side of the tunnel has a search light signal (Signal 4) and metal barrels (**Photograph 35**). The north entrance also has a metal cattle gate installed (**Photograph 36**).

Photograph 35. North side of tunnel with Signal 4 and barrels at center, camera facing south, February 6, 2019.

Photograph 36. Detail view of north side of tunnel, camera facing south, February 6, 2019.



Sketch Map. SPRR grade recorded railroad segments, culverts, signals, and tunnel (Source: USGS *Altamont* 1981; USGS *Midway* 1980)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

P-01-001783

Primary # ~~P-01-010501~~
HRI#
Trinomial CA-ALA-623H
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Southern Pacific Railroad Grade

P1 Other identifer: N/A

*P2. Location: [x] Not for Publication [ ] Unrestricted

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

*b. USGS 7.5' Quad: Midway Date: 1953 T 2S; R 4E; Sections 25,29,30,31,32; Mt. Diablo B.M.

c. Address: N/A (#4451) City: Zip:

d. UTM (Give more than one for large and/or linear resources) Zone: 10; 623,587 mE/ 4,176,249 mN (624520/4176080)
624,980 mE/ 4,175,680 mN (626380/4176190)
626,102 mE/ 4,126,227 mN (627170/4174950)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 627,159 mE/ 4,174,943 mN
From Tracy, CA, take I-205 west and exit at *(See Continuation Sheet)*

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
An earthen embankment with gravel first constructed by the Central Pacific Railroad *(See Continuation Sheet)*

*P3b. Resource Attributes: (List relevant attributes and codes) AH7

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

SEE ATTACHED

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

*P6. Date Constructed/Age and Sources: [ ] Prehistoric [x] Historic [ ] Both 1876

*P7. Owner and Address:
Alameda County

*P8. Recorded by: (Name, affiliation, and address) K. Van Citters & K. Bisson; Van Citters: Historic Preservation LLC; 410 Amherst Drive SE, Albuquerque, NM 87106

*P9. Date Recorded: 11/06/01
Form Prepared by: J. Farrell

*P10. Survey Type: (Describe) [ ] Intensive [x] Reconnaissance [ ] Other:

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

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

DPR 523A (1/95) *Required Information

AUG - 7 2002

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~~P-01-010501~~

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

Primary # P-01-001783
Trinomial CA-ALA-623H

*NRHP Status Code

Page 2 of 7 *Resource Name or # (Assigned by recorder): Southern Pacific Railroad

B1. Historic Name: Central Pacific Railroad/Transcontinental Railroad

B2. Common Name: Southern Pacific Railroad

B3. Original Use: Railroad line. B4. Present Use: Rail line removed, fiber optic line uses rail ROW.

***B5. Architectural Style:** Built grade for railroad transportation.

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Constructed in 1869. Railroad ties along this segment were removed sometime between 1980-2002. Underground fiber optic line installed within Railroad right-of-way (ROW) during the 1990s.

***B7. Moved?** [x] No [ ] Yes [ ] Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:**
Earthen embankment topped with gravel.

B9a. Architect: Unknown b. Builder: Southern Pacific Railroad

***B10. Significance: Theme** Railroad **Area:** Tracy, CA

Period of Significance: 1876-1980's **Property Type:** Railroad grade **Applicable Criteria:** N/A

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

An earthen embankment with gravel first constructed by the Central Pacific Railroad for the Transcontinental Railroad in 1869. The tracks and ties have been removed. The original setting has been modified by the relocation of Midway Road during the 1940s over the original railroad grade, recent installation of a fiber-optic cable during the 1990s along the center of the railroad grade, construction of six electrical transmission lines over the railroad grade between the 1940s and 1980s, construction of wind generators during the 1980s within 0.5 miles of the railroad line, and construction of the Tesla Substation during the 1940s less than 0.5 miles to the southeast of the railroad grade. This segment of the Southern Pacific Railroad grade consists of an earthen embankment grade with gravel. Tracks and ties have been removed. Railroad grade runs through fairly flat grasslands of the project area and up minor slope at base of hills to east. The railroad grade is not eligible for the National Register of Historic Places (NRHP) or California Register of Historic Places (CRHP) due to the loss of materials and workmanship and the alteration of the resource's original historic setting.

B11. Additional Resource Attributes: (list attributes and codes) N/A

***B12. References:** www.trainweb.org "Southern Pacific History"; www.tracychamber.org "Tracy History"

B13. Remarks:

***B14. Evaluator:** _____

***Date of Evaluation:** _____

(This space reserved for official comments)

(Sketch Map with north arrow required)

See photos and USGS quadrangle map.

DPR 523B (1/95)

*Required Information

AUG - 7 2002

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~~P-01-010501~~

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

Primary # P-01-001783
Trinomial CA-ALA-623H

***NRHP Status Code**

Page 3 **of** 8 ***Resource Name or #** (Assigned by recorder): Central Pacific Railroad Culvert

B1. Historic Name: culvert

B2. Common Name: culvert

B3. Original Use: Bridge culvert for railroad crossing B4. Present Use: No longer in use

***B5. Architectural Style:** Stone cut masonry.

***B6. Construction History:** (Construction date, alterations, and date of alterations)
Most likely constructed in 1869 by the Central Pacific Railroad. Alterations include removal of the railroad ties sometime between 1980-2002, the installation of a fiber optic line within railroad grade (1990's), and recent graffiti inside the culvert (names carved in sandstone along the walls of the culvert).

***B7. Moved?** [x] No [ ] Yes [] Unknown **Date:** N/A **Original Location:** N/A

***B8. Related Features:** Railroad grade

B9a. Architect: unknown b. Builder: Central Pacific Railroad

***B10.** Significance: Theme Railroad **Area:** Midway, CA

Period of Significance: 1869-1980 **Property Type:** Stone culvert/bridge **Applicable Criteria:** C

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
This resource consists of a cut-sandstone railroad culvert, most likely constructed in 1869 by the Central Pacific Railroad for the Transcontinental Railroad. The culvert includes an arched tunnel approximately 100 feet long, extending under the railroad bed. The tunnel arch is approximately 6 feet wide and rises to 12 feet high in height. The streambed inside the tunnel is also paved with cut stone blocks. Cut stone abutment walls rise in eight courses to about 16 feet above the bed of Patterson Run. Individual stone blocks range form 2.5 to 5 feet in length and from 1 to 3 feet in height. The culvert's tunnel and abutment walls retain remarkable integrity in materials and workmanship relating to the original construction of the Transcontinental Railroad. The culvert may be eligible for the NRHP or CRHP under criteria C due to the remarkable integrity and distinctive characteristics of materials and workmanship and criteria A due to the importance of the Transcontinental Railroad.

B11. Additional Resource Attributes: (list attributes and codes) AH7-Railroad grade

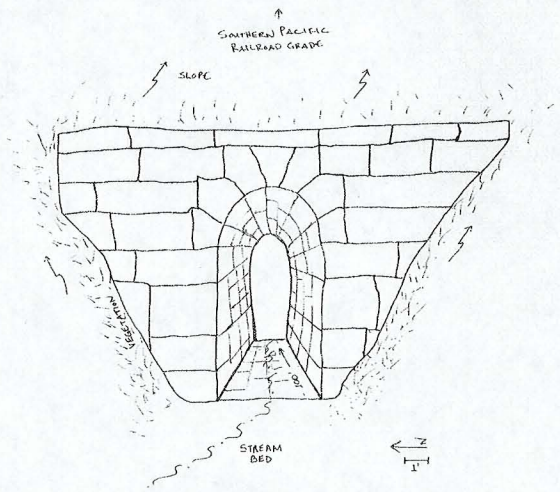
***B12. References:** www.trainweb.org "Southern Pacific History"; www.tracychamber.org "Tracy History Reeve, Stuart et. al. "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California" Foster Wheeler Environmental 2002. Tesla Power Project 01-AFC-21 2001 and 2002

B13. Remarks: N/A

***B14. Evaluator:**

***Date of Evaluation:**

(This space reserved for official comments)



DPR 523B (1/95)

*Required Information

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State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-01-001783
HRI #
Trinomial CA-ALA-623H

Page 4 of 8 *Resource Name or #: (Assigned by recorder) Southern Pacific Railroad

L1. Historic and/or Common Name: Central Pacific Railroad/Transcontinental Railroad

L2a. Portion Described: [ ] Entire Resource [x] Segment [ ]Point Observation Designation: See P2.

b. Location of Point or Segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map). Refer to P2.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
This segment of the Southern Pacific Railroad grade consists of an earthen embankment grade with gravel. Tracks and ties have been removed.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width Approx. 20' **b. Bottom Width** Approx. 20'
c. Height or Depth Approx. 5' **d. Length of Segment** Approx. 2 miles

L4e. Sketch of Cross Section: (include scale) See photo **Facing:** West

L5. Associated Resources: None

L6. Setting: (Describe natural features, landscapes characteristics, slope, etc., as appropriate)
Railroad grade runs through fairly flat grasslands of project area and up minor slope at base of foothills to the east.

L7. Integrity Considerations:
An earthen embankment with gravel first constructed by the Central Pacific Railroad for the Transcontinental Railroad in 1869. The tracks and ties have been removed. The original setting has been modified by the relocation of Midway Road during the 1940s over the original railroad grade, recent installation of a fiber-optic cable during the 1990s along the center of the railroad grade, construction of six electrical transmission lines over the railroad grade between the 1940s and 1980s, construction of wind generators during the 1980s within 0.5 miles of the railroad line, and construction of the Tesla Substation during the 1940s less than 0.5 miles to the southeast of the railroad grade.

L8. Description of Photo, Map, or Drawing: (View, scale, etc.) South /Central Pacific Railroad grade looking west.

L9. Remarks: None

L10. Form prepared by: (Name, affiliation, and address) Jenna Farrell
Foster Wheeler Environmental
3947 Lennane Drive, Suite 200
Sacramento, CA 95834

L11. Date: 04-01-02

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

Primary # P-01-001783
HRI #
Trinomial CA-ALA-623H

Page 5 of 8 *Resource Name or # (Assigned by recorder) Southern Pacific Railroad

Recorded by: K. Van Citters, et. al. Date: 11/06/01

[X] Continuation [ ] Update

*P2e. Mountain House Parkway (Patterson Pass Road). Turn left (south) and continue approximately 3.5 miles to the Midway Road intersection. From the vicinity of this intersection, this segment of the railroad grade parallels Midway Road approximately 1 mile north before veering to the west an additional 2 miles.

*P3a. for the Transcontinental Railroad in 1869. The tracks and ties have been removed. The original setting has been modified by the relocation of Midway Road during the 1940s over the original railroad grade, recent installation of a fiber-optic cable during the 1990s along the center of the railroad grade, construction of six electrical transmission lines over the railroad grade between the 1940s and 1980s, construction of wind generators during the 1980s within 0.5 miles of the railroad line, and construction of the Tesla Substation during the 1940s less than 0.5 miles to the southeast of the railroad grade. One feature, a cut-sandstone culvert, is identified within this segment of the railroad grade. This feature consists of a cut-sandstone masonry railroad culvert spanning over Patterson Pass, most likely constructed in 1869 by the Central Pacific Railroad for the Transcontinental Railroad. The culvert includes an arched tunnel approximately 100 feet long, extending under the railroad bed. The tunnel arch is approximately 6 feet wide and rises to 12 feet high in height. The streambed inside the tunnel is also paved with cut stone blocks. Cut stone abutment walls rise in eight courses to about 16 feet above the bed of Patterson Run. Individual stone blocks range form 2.5 to 5 feet in length and from 1 to 3 feet in height. The culvert's tunnel and abutment walls retain remarkable integrity in materials and workmanship relating to the original construction of the Transcontinental Railroad.

*P11

www.trainweb.org "Southern Pacific History"; www.tracychamber.org "Tracy History" and Reeve, Stuart et. al. "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California" Foster Wheeler Environmental 2002. Tesla Power Project 01-AFC-21 2001 and 2002

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State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPHIC RECORD

Primary # P-01-001783
HRI #
Trinomial CA-ALA-623H

Page 6 **of** 8 **Project Name:** Tesla/Midway **Year** 2001

Property or Project Name/Temporary No. Southern Pacific Railroad

Camera Format: 35mm **Lens Size:**

Film Type and Speed: 400 T-Max **Year:** 2001

Negatives Kept at: Foster Wheeler

Month	Day	Time	Exp./Frame	Subject/Description	View Toward		Accession No.
11	6		Roll 2: 3	Photo I.D.			
11	6		8	Southern Pacific Railroad Grade	West		
4	11	2.00	Digital file	Central Pacific Railroad Culvert	East		, #CPRC-01

DPR 523I (1/95)

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The South/Central Pacific Railroad grade looking west

Central Pacific Railroad Culvert, view facing east,

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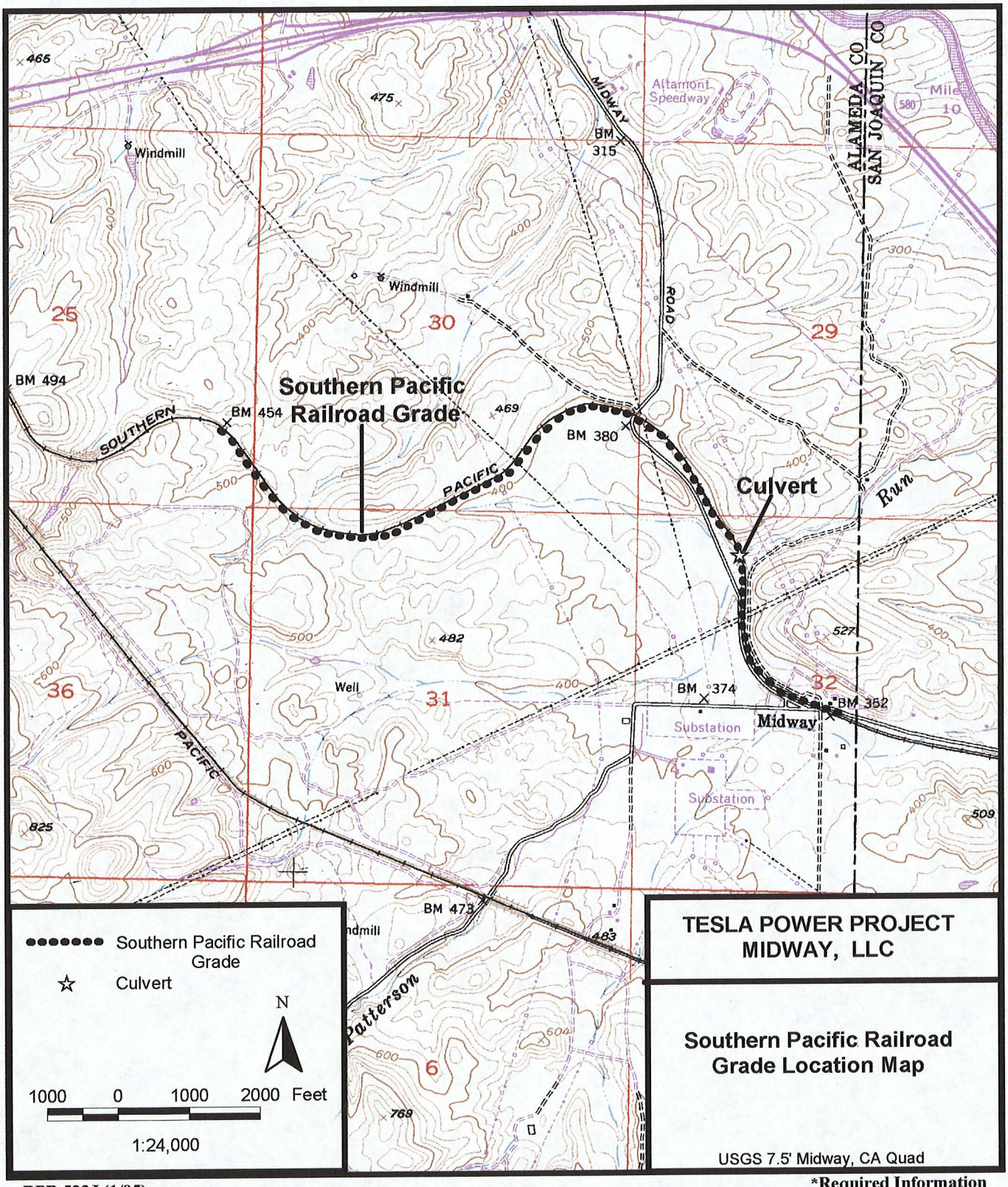
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #: P-01-001783
HRI #
Trinomial CA-ALA-623H

*Resource Name or #:(Assigned by recorder) Southern Pacific Railroad Grade

*Map Name: Midway *Scale: 1:24,000 *Date of Map: 1980



DPR 523J (1/95)

*Required Information

AUG - 7 2002

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P-01State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # ~~P-01-01050~~
HRI#
Trinomial CA-ALA-623H

Page L1 of L3 *Resource Name or #: (Assigned by recorder) TRWP - 28

L1. Historic and/or Common Name: Central Pacific Railroad/ Transcontinental Railroad, Niles-Sacramento line

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☒Point Observation Designation:

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

From the intersection of Tracy Boulevard and Highway 205 in Tracy, California, drive 8.6 miles west on Highway 205 and exit on Grant Line Road. Turn right (west) on Grant Line and drive 0.36 miles to Altamont Pass Road. Turn right (northwest) on Altamont Pass Road and drive 0.47 miles to Midway Road. Turn right (south) on Midway Road and drive 1.9 miles to where Midway Road crosses the grade. This segment of the grade is situated at 400 feet above mean sea level (amsl). Elevations were determined using a USGS topographic map.

Zone 10; 626187 mE/ 4176390 mN (NAD 83) Intersection of the grade with Midway Road
UTMs were determined using Toposcout and the NAD 83 datum.

The resource is located on the 1980 USGS Midway 7.5' quadrangle **T** 2 S, **R** 4 E; NE¼ **of** SE¼ **of Sec.** 30; MDM

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate

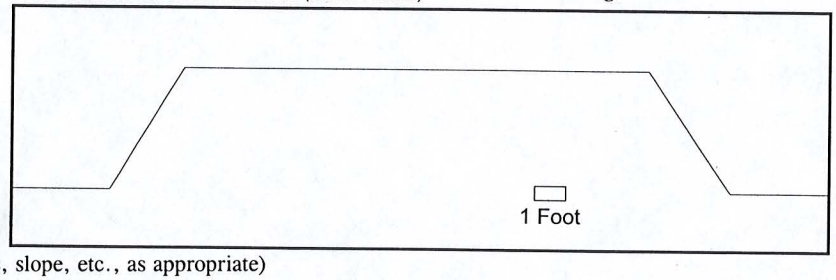
The purpose of this update is to record a segment of the Southern Pacific Railroad Grade where it crosses Midway Road. The segment is 100 feet long and is centered on Midway Road, the current project alignment. The tracks and ties have been removed, however, the grade is in excellent condition and retains its ballast rock. The grade to the west of Midway Road is approximately 0 to 4 feet tall and to the east of Midway Road it is a cut 0 to 4 feet deep

L4. Dimensions: (In feet for historic features and Meters for prehistoric features)

a. Top Width 15 to 20 feet
b. Bottom Width 15 to 20 feet
c. Height or Depth 0 to 4 feet
d. Length of Segment Point observation

L5. Associated Resources:

L4e. Sketch of Cross-Section (Include scale) Facing:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate)

The resource is situated among gently rolling hills in open grassland.

L7. Integrity Considerations:

This line is considered by the California Department of Parks and Recreation to be the last link in the Transcontinental Railroad. It was completed with the opening of the Mossdale Crossing Bridge over the San Joaquin River near Tracy and Lathrop in San Joaquin County, in September 1869, five months after the Golden Spike, completing the main Transcontinental Railroad, was driven at Promontory Point, Utah. The Mossdale Crossing location is now marked by a California State Historic Landmark, 780-7, while the Alameda Terminal of the First Transcontinental Railroad is marked by SHL 440 (California, State of, 1996).

The Niles – Sacramento line completed a railroad connection that extended from the Atlantic to the Pacific Ocean providing the last connection in the most ambitious engineering effort in US history up to that time. The project alignment encounters the Niles – Sacramento Line where Midway Road crosses the CPRR grade near the western end of the project. The CPRR later became a part of the Southern Pacific Railroad (SP) system. The segment of the historic grade between Tracy and Livermore has been abandoned by the SP. The alignment in the vicinity of the Tesla Power Project and Midway Road is now property of Alameda County. This route, part of the main line of the original CPRR is of national as well as state historic importance as the first transcontinental railroad and as the final link in the construction of the railroad that literally connected the Pacific and Atlantic coasts.

(continued)

~~b~~ — u

JUN 13 2003

P-01State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

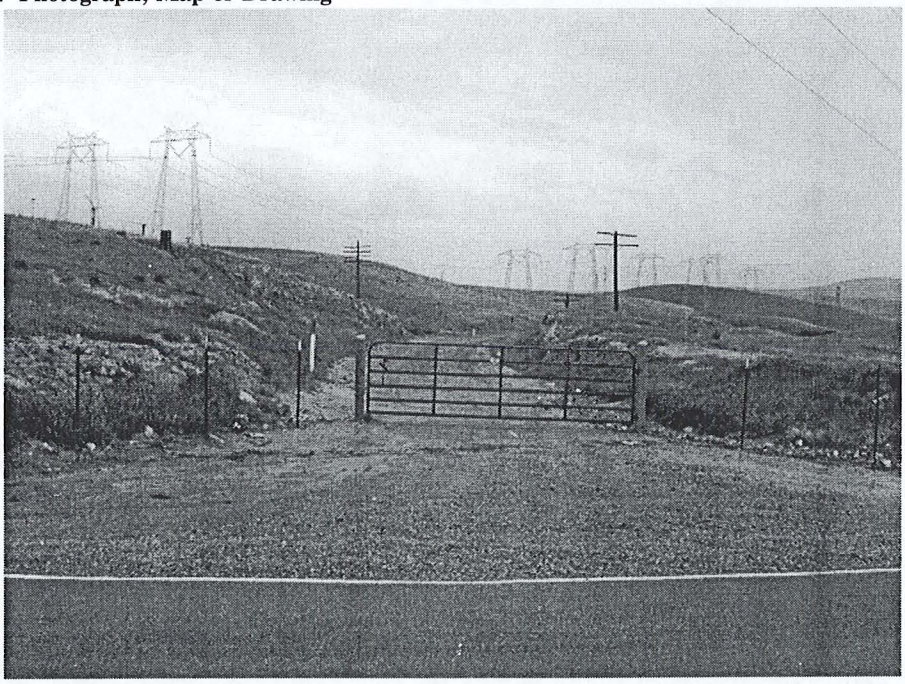
Primary # ~~P-01-001050~~
HRI#
Trinomial CA-ALA-623H

TRWP – 28
L2 of L3

L7. Integrity Considerations:

While the alignment presently lacks ties and rails, and some landscape changes such as the construction of the Tesla PG&E substation have locally altered the ambiance, as discussed by Hardesty and Little (2000:88), this is not necessarily a sufficient reason to conclude insufficient integrity for California Register of Historic Resources eligibility. The CPRR alignment retains integrity of setting and location. The engineering design of the elevated grade is evident and it still possesses the feeling of a railroad with its elevated appearance, stone culverts, and linear alignment. The removal of tracks and rails have comprised the integrity of materials, and the association with an operate railroad has not been retained. The CPRR alignment served as the main passenger and freight transportation corridor of the CPRR and later the Southern Pacific Railroad between California and the eastern United States for over a century since its construction in 1869. The segment currently under investigation served as a critical element in the linking of east and west, an event that changed transportation history in the United States. It appears to meet Criteria 1 of the California Register for its importance in California's transportation history and Criterion 3 as an example of early California railroad engineering design and retains adequate integrity to project a feel of a railroad grade. As such, the CPRR is considered an historical resource for the purposes of CEQA.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map or Drawing (View, scale, etc.)
View: E, Date: 4/14/2003,
File #: DSCN0532,
Accession #: 01-949-DIG-1

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
M. Schmidt and J. Dougherty
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95814

L11. Date 4/14/2003

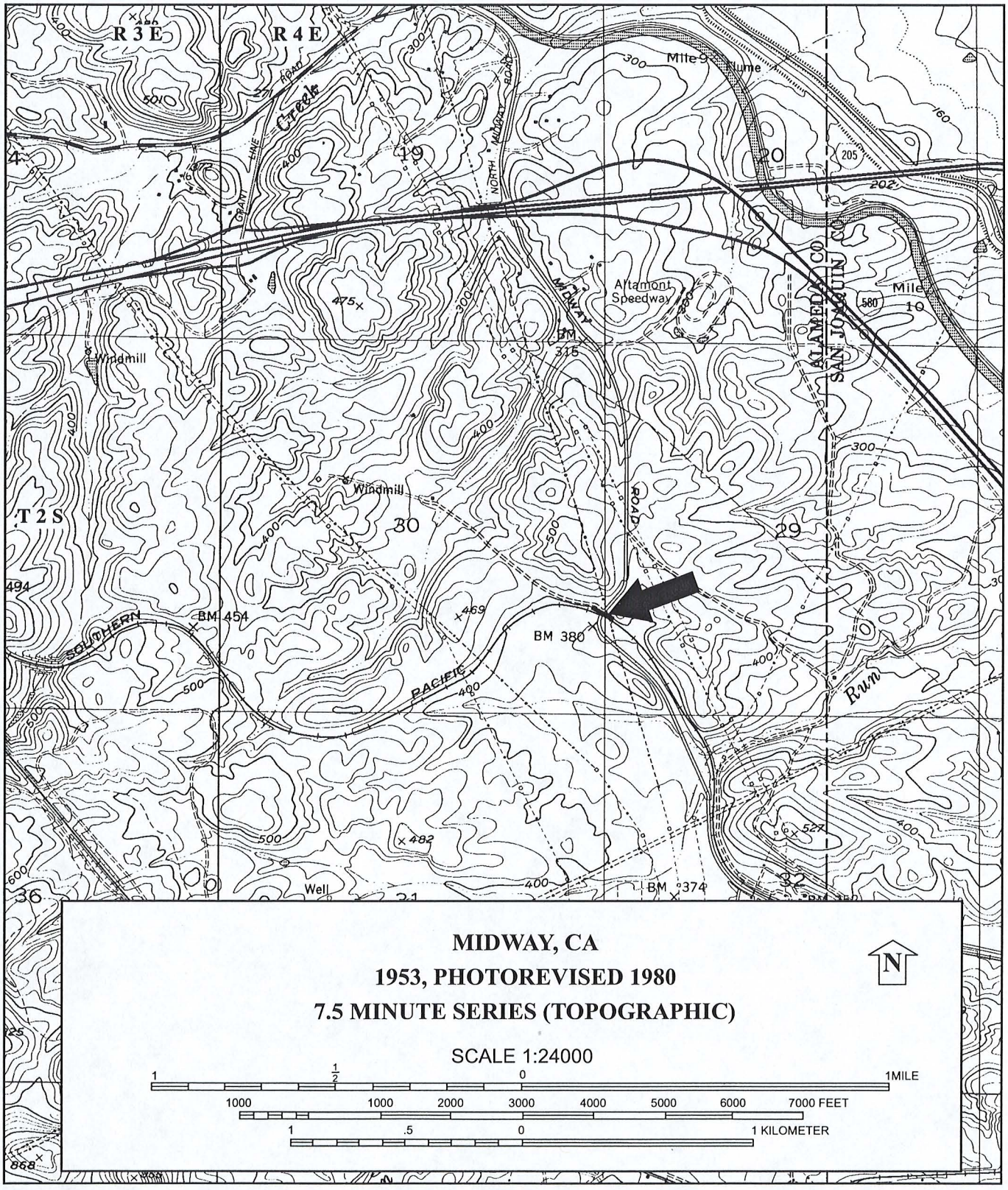
DPR 523E (1/95)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # ~~P-01-010581~~ P-01-001783
HRI #
Trinomial CA-ALA-623H

Page L3 of L3 * Resource Name or # (Assigned by recorder) TRWP - 28
*Map Name: 7.5 Minute Clifton Court Forebay, CA USGS quadrangle *Scale 1:24,000 * Date of map: 1978



DPR 523K (1/95) * Required Information

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

PRIMARY RECORD

Primary # P-01-001783
HRI #
Trinomial CA-ALA-623H
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

 *Resource Name or #: GANDA-509-16H

P1. Other Identifier: Southern Pacific Railroad

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County:** Alameda

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Altamont **Date:** 1981 **T** 2S; **R** 3E; SE 1/4 **of** SE 1/4 **of Sec** 30**;** M.D.**B.M.**

c. Address: 9526 area of Altamont Pass Road City: Livermore Zip: 94551

d. UTM: Zone: 10; *NAD 83*: 616475 mE/ 4175863 mN (G.P.S.) (site center)
616457 mE/ 4175858 mN (G.P.S.) (west end of railroad grade)
616493 mE/ 4175870 mN (G.P.S.) (east end of railroad grade)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 702‘ amsl. Appears as a nondescript gravel road along the south side of Altamont Pass Road and Altamont Creek in the Altamont Hills, north and downslope of Interstate 580 and west of the road’s intersection with Carroll Road. The east end of this railroad segment crosses the creek and is crossed by Altamont Pass Road. This record encompasses only that part of the resource found within a 120-foot wide right-of-way centered beneath the Western Area Power Administration’s 230kV Tracy-Lawrence Livermore Transmission Line 1000 feet south of tower no. 9/5.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This resource includes a short segment of former Southern Pacific railroad grade and an adjacent stretch of abandoned utility route. The track has been decommissioned and contains no bed of ballast or remaining ties and rails; it is now a gated road of gravel that runs through a canyon along the margins of a stream. The grade corresponds to published references dating the local SP line to 1869 and the original Western Pacific Railroad Company, and its decommissioning and apparent transferring out of SP title as late as 1984. Other features south of the gravel grade include a rock alignment and a rubble pile that includes concrete foundation pieces and a wood railroad tie dated to 1931.

The abandoned utility route is marked by a single standing wood pole with wire and insulators at the edge of tall willows that form a riparian corridor along Altamont Creek, just south of the grade’s crossing of the creek. The stream on the northern side of the grade has been channelized and there is a terrace between the drainage and the grade. The grade’s crossing of the stream is marked with an older stacked-stone culvert and a more recent one of formed concrete.

***P3b. Resource Attributes:** AH7. Roads/trails/railroad grades; AH. 16. Other (power line).

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

P5a. Photo or Drawing.

***P5b. Description of Photo:**
View facing NE with railroad grade in foreground, Alt. Pass Rd. and Western Pacific grade (GANDA-509-15H) beyond; note creek crossing. Taken 6-2-09.

***P6. Date Constructed/Age and Sources:**
☒Historic ☐Prehistoric ☐Both

***P7. Owner and Address:** N/A

***P8. Recorded by:**
T. Martin, K. Frank
Garcia and Associates
1 Saunders Avenue
San Anselmo, CA 94960

***P9. Date Recorded:** 6-2-09

***P10. Survey Type:** (Describe)
Reconnaissance

***P11.Report Citation:** Cultural Resources Inventory Report for the San Joaquin Valley Right-of-Way Maintenance Environmental Assessment Project. Prepared for Western Area Power Administration, Folsom, California. Prepared by Garcia and Associates, San Anselmo, California. 2010.

***A1. Dimensions: a. Length:** 133 ft. **(**E-W**) × b. Width:** 80 ft. **(**N-S**)**
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ Other: GPS
Method of Determination: ☐ Artifacts ☒ Features ☐ Soil ☒ Vegetation ☒ Topography
☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☒ Other (Explain): approximate project boundary on east and west, slope break on the south, vegetated/modified creek channel on the north.
Reliability of Determination: ☒ High ☐ Medium ☐ Low Explain: topography and distance to north and south unlikely to correspond to site function; grade and pole route continue to east and west.
Limitations: ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined
☐ Disturbances ☐ Vegetation ☐ Other (Explain):

A2. Depth: ☐ None ☒ Unknown Method of Determination: Not determined but possible due to terrace and debris feature.

***A3. Human Remains:** ☐ Present ☐ Absent ☐ Possible ☒ Unknown (Explain):

***A4. Features**: 1) Railroad grade: decommissioned track (rails, ties removed) that bisects north and south halves of site; alignment only, no raised bed of ballast. Now a clean, smooth 20'-wide gravel road gated to prevent public vehicular travel.

2) Stone culvert: well formed, stacked-rock, facilitates grade's crossing of Altamont Creek near eastern site edge; stones are hand-shaped sandstone blocks dry-laid as arch with no apparent metal piping (flowing water prevented fuller examination) with both ends thinly covered with eroding veneer of stabilizing mortar; nearby modern culvert is piped and forms a separate channel running beneath railroad grade from upstream.

North end: 12x5.5' with 18"-tall opening, 4 courses, abutted and superseded by modern culvert on east side.
South end: ~13x5', 4 courses, modern rip-rap on southeast side, partially overgrown with willows.

3) Rock alignment: 8-10' wide, 2' tall, formed of large sandstone boulders, largely obscured by tall, dense growths of anise; forms southern boundary but may continue beyond site, not thoroughly examined and specific function unknown

4) Debris pile: unmeasured accumulation of concrete foundation fragments on shoulder of grade just west of Western Area Power Administration right-of-way, partially overgrown and not fully examined; includes partially upright treated-wood railroad tie with wire and 1931 date nail on underside and remnant of other tie.

5) Utility pole: original but no date nail, wood, ~40' tall, 12" diameter.; has guy wire and dangling and wrapped heavy-gauge wire, unburned/creosote coated, crossarm has 10 wood pins and 4 insulators (2 plastic, 1 aqua glass, 1 clear glass); ~20 feet S of gravel RR grade.

***A5. Cultural Constituents**: Except for a loose, small-diameter iron pipe next to the culvert's north end, no individual artifacts were observed.

***A6. Were Specimens Collected?** ☒ No ☐ Yes

***A7. Site Condition:** ☒ Good ☐ Fair ☐ Poor (Describe disturbances.): All visible features appear to be intact and stable.

***A8. Nearest Water:** The west-flowing Altamont Creek forms the northern site boundary and is crossed by the grade near the east end of the recorded site. Its heavily vegetated channel appears to be unmodified east of the site but has been modified and probably realigned on the north side of the site, with Altamont Pass Road and a rip-rapped bank on the north and what appears to be an artificial terrace, considered part of the site, on the south.

***A9. Elevation:** 702' amsl

A10. Environmental Setting: Interface of patchy riparian corridor and grassy, treeless slopes of non-native vegetation in fairly narrow canyon of west slopes of dry, rainshadow-affected hills.

A11. Historical Information: Central Pacific subsidiary Western Pacific Railroad (dissimilar from the later Western Pacific associated with the nearby Union Pacific track, site GANDA-509-15H) reportedly completed its line through the area by September, 1869.

***A12. Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☐ 1848-1880 ☐ 1880-1914 ☐ 1914-1945 ☐ Post 1945 ☒ Undetermined Describe position in regional prehistoric chronology or factual historic dates if known:

A13. Interpretations:

A14. Remarks: Southern Pacific reportedly stopped using its Niles/Livermore/Altamont route in 1979 after it acquired rights to the nearby Western Pacific line (GANDA-509-15H) before that line's takeover by Union Pacific was finalized in 1983. It reportedly pulled up its tracks and deeded most of its Livermore Valley and other local land to Alameda County in 1984, suggesting that the same change of ownership occurred at the site location. West of the site is a burned, standing shaft of a second utility pole; its snapped-off distal end with crossarm and no insulators is obscured in grass at the base of the pole.

A15. References: http://www.elivermore.com/photos/Hist_lvr_railroad1.htm,
http://en.wikipedia.org/wiki/Central_Pacific_Railroad
http://en.wikipedia.org/wiki/Western_Pacific_Railroad_(1862-1870)

A16. Photographs: Original Media/Negatives Kept at: **:** Garcia and Associates

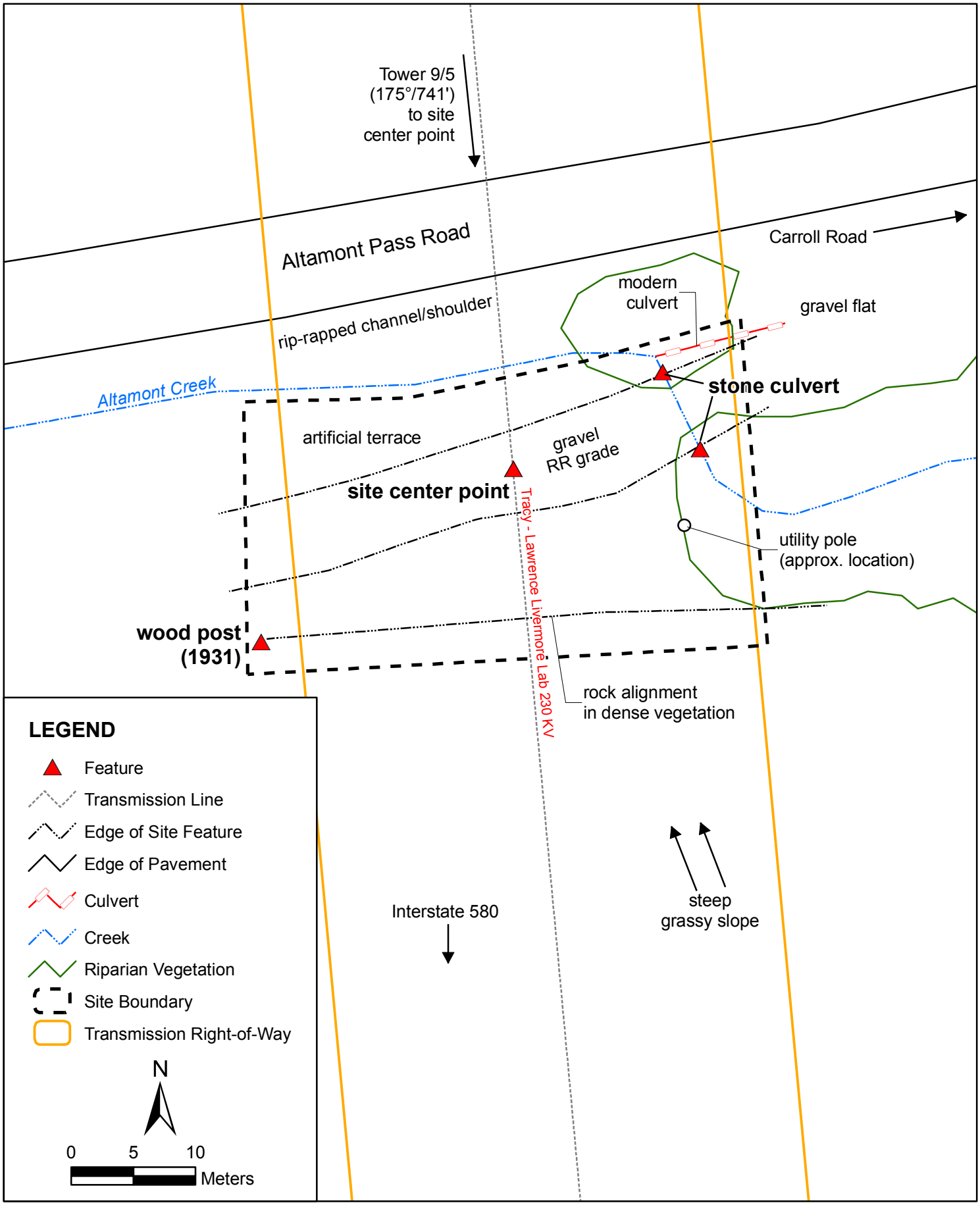
***A17. Form Prepared by:** T. Martin **Date:** 9-2-09
Affiliation and Address: Garcia and Associates, 1 Saunders Avenue, San Anselmo, Calif. 94960

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # **P-01-001783**
HRI #
Trinomial: **CA-ALA-623H**

Resource Name: GANDA-509-16H
Page 3 of 8

Drawn by: Ira Eisen
Date of Map: 9/11/09



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

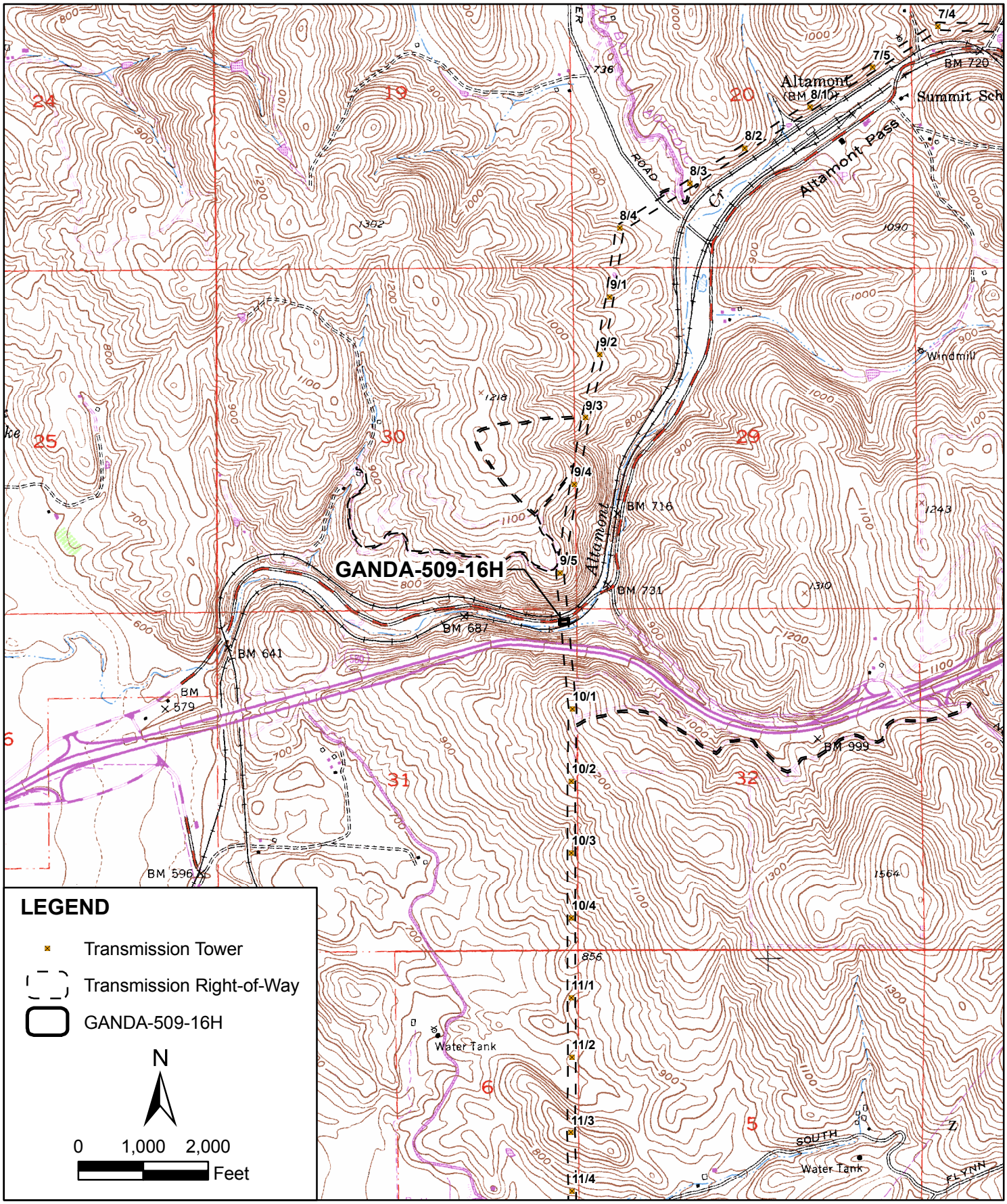
Primary # **P-01-001783**
HRI #
Trinomial: **CA-ALA-623H**

Resource Name or #: GANDA-509-16H

Map Name: Altamont 7.5 min Topographic Quadrangle

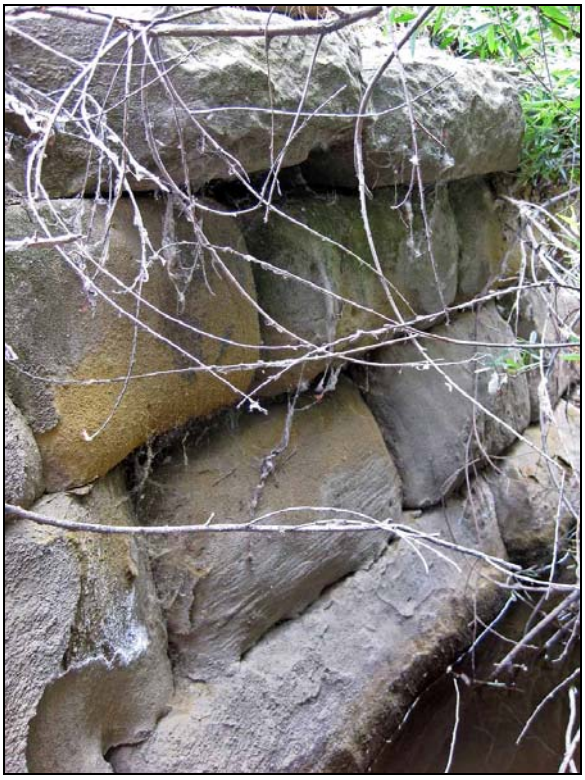
Scale: 1:24,000

Date of Map: 1981



Site overview facing E-NE with truck on Altamont Pass Road; uitilty pole barely visible in trees.

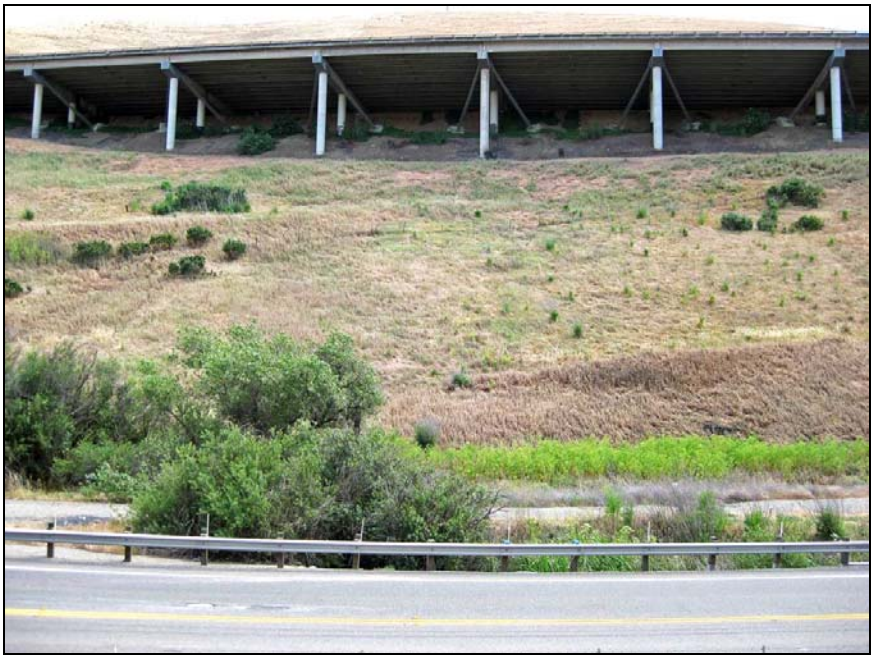
View facing west with Altamont Pass Road and GANDA-509-15H at right, Interstate 580 in upper left.



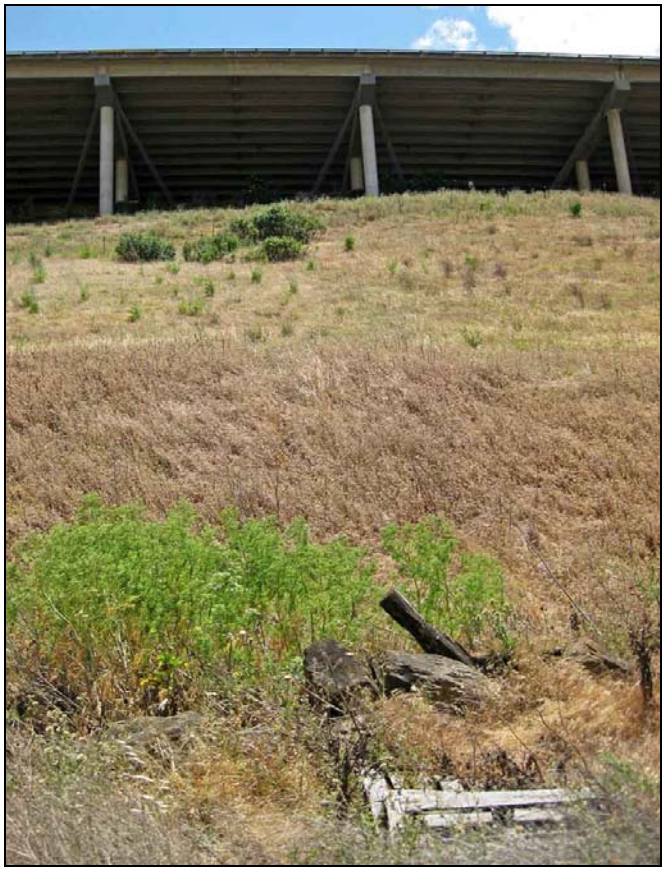
North end of culvert.

South end of culvert.

Railroad grade with north side of culvert just beyond modern culvert concrete, facing southwest.



Site overview facing south with Altamont Pass Rd. in foreground, Interstate 580 in rear.



Debris pile with 1931 railroad tie and vegetated rock alignment, facing south; Interstate 580 beyond.

Utility pole near Altamont Creek, facing east.

Close-up of right half of utility pole crossarm showing remaining insulators.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) Altamont
Map ID #: 06

P1. Other Identifier: Altamont
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Alameda
***b. USGS 7.5' Quad** Altamont **T** 2S; **R** 3E; __ ¼ **of** __ ¼ **of Sec** 20; M.D.**B.M.**
c. Address Altamont Pass Road **City** Livermore **Zip** 94550
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) Assessor's Parcel Number (APN): 99B-6051-17

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

This long, roughly rectangular parcel encompasses much of the former settlement of Altamont. The only extant built environment features remaining on the parcel include an elevated water tank, a large warehouse, and the remnant of a railroad turntable (**Photograph 1**). The parcel is bisected by the former alignment of the Western Pacific Railroad Company (WPRC)/Central Pacific Railroad (CPRR)/Southern Pacific Railroad (SPRR) that is now used as an access road into the parcel. The active route of the Western Pacific Railroad (WPRR)/Union Pacific Railroad (UPRR) parallels the northern parcel boundary (see **Site Map).**

The elevated water tank is sited north of the access road, adjacent and south of the WPRR/UPRR tracks (**Photograph 1**). The wood base is approximately eight-feet tall with cross-bracing. A wood platform supports a metal water tank with a conical metal lid.

The large warehouse is approximately 560-feet southwest from the elevated water tank (**Photograph 1**). The building has a rectangular plan and measures 70-feet wide and 100-feet long (**Photograph 2**). A low-pitched, side-gable roof tops the building and lacks overhang. Corrugated metal sheets cover the exterior and the roof. Access is gained through tall, sliding doors hung on external metal tracks on the east and west elevations. A ghost sign is partially visible on the south elevation of the building that reads "Hay & Grain, [illegible] Warehouse Co., Office – Livermore – Public Scale" (**Photograph 3**). (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building; HP11 – Engineering Structure
***P4. Resources Present:** ☒Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Elevated water tank on far right, warehouse at center, palm tree at far left, camera facing southwest, February 6, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
Turntable: 1869 (Meeker 2001); Warehouse: 1933 (*Oakland Tribune* 1933 Jul 30); Elevated water tank: ca. 1949 (HistoricAerials.com 1949)

***P7. Owner and Address:**
County of Alameda
1221 Oak Street
Oakland, CA 94612

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 6, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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): Site Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Altamont
Map ID #: 06

B1. Historic Name: Altamont
B2. Common Name: none
B3. Original Use: small settlement with CPRR railroad depot
B4. Present Use: storage
***B5. Architectural Style:** utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Turntable built in 1869 (Meeker 2001), rails removed at some point between 1950 and 1965 (UCSB 1950, 1965). Warehouse built in 1933 (*Oakland Tribune* 1933 Jul 30). Elevated water tank erected circa 1949 (HistoricAerials.com 1949).
***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** WPRC/CPRR/SPRR; WPRR/UPRR

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** CPRR settlement **Area** Alameda County
Period of Significance 1868-1958 **Property Type** Townsite
Applicable Criteria N/A

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

This parcel which encompasses much of the former settlement of Altamont does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the Alameda County Register, nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

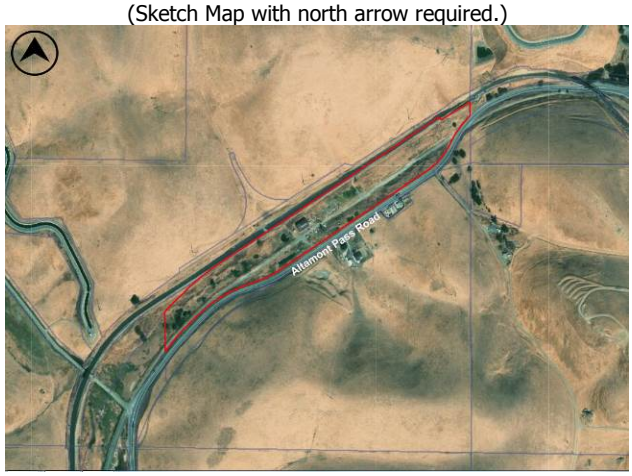
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** March 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

Sited west from the warehouse is the remnant of a railroad turntable (see **Site Map**). The turntable is approximately 80 feet in diameter and has a poured concrete base. The rails into the turntable have been removed, as well as the bridge deck rails and the perimeter pit rail.

Southeast from the warehouse, on the south side of the former WPRC/CPRR/SPRR alignment is a single palm tree, near the location of the 1870 train depot building that is no longer extant (**Photographs 1** and **2**).

***B10. Significance (continued):**

Historic Context

The Central Pacific Railroad and Western Pacific Railroad Company and the Transcontinental Railroad

In 1862, the Pacific Railroad Act granted the CPRR the rights to construct a railroad from Sacramento to San Francisco. Later that year, the CPRR assigned its rights to build the line to a group of San Francisco capitalists operating as the (WPRC). The WPRC incorporated in 1862 and was constructing track from San Jose to Sacramento via Santa Clara, Contra Costa, San Joaquin, and Sacramento counties to connect with the CPRR and create an important link to the Transcontinental Railroad. The 120-mile-long San Jose-Sacramento line was to run south from Sacramento through Stockton over the Altamont Pass, across Livermore Valley eastward to Pleasanton, through Niles Canyon and then south to San Jose, where it would meet the San Francisco and San Jose Railroad (SF&SJRR).

The WPRC built twenty miles of track between San Jose and Alameda Canyon, southwest of the current segment under study, but in 1866 contractor and financier disagreements halted the work. In May 1869, CPRR linked the Transcontinental Railroad between Promontory Point, Utah, and Sacramento and a rush was underway to complete the rail route from Sacramento to Oakland, thus connecting the Transcontinental Route from the Atlantic to Pacific oceans. In 1869, the CPRR purchased the WPRC and commenced work to complete the link. Sacramento-based contractors Turton, Knox & Ryan were hired to construct the railroad south from Sacramento and westward to the CPRR San Jose Junction at Niles. Turton, Knox & Ryan were well-known street and infrastructure contractors in Sacramento that took part in Sacramento street raising and also built segments of the Transcontinental Railroad north of Sacramento in the early 1860s (Downey 2007). Construction of the tunnel at the Livermore Pass was already underway in April 1869 and by July of that year, grading of the section south and west of the San Joaquin River to Livermore Pass was two-thirds complete. The Livermore Pass tunnel was the only tunnel along this route and manual excavation for the tunnel was slow-going through hard material. The completion of this connecting route from Sacramento to Oakland hinged on the construction of the tunnel, and up to 2,000 men were at work on this section of the line, mostly Chinese laborers (*Daily Alta California* 1869 Jul 25). The construction through the Livermore Pass in the summer of 1869 was reported in great detail in local newspapers, including the engineering feats required for this segment (*Russian River Flag* 1869 June 3):

> It would be difficult for a person who has never been through this Pass, to imagine the extent of the work which is being done. In addition to the tunnel, there are numerous cuts of great length and depth to be made, and vast chasms and ravines to be filled, which to the eye of a novice would seem insurmountable obstacles, but which methodical, engineering science regards as merely inconveniences, easily overcome.
>
> About midway on the railroad route through the Pass rises a hill one hundred and fifty feet through which is necessary to cut a way. The tunnel will be 1,162 feet in length and is now completed 331 ft. from each end, leaving 500 feet to be cut. On average a distance of twenty-four feet is cut per week from each end. The Superintendent engineer, Mr. Frank Hinckley, told us that he expected to have the tunnel completed by the first of August next. There is but one tunnel longer than this on the whole line of the Pacific Railroad, which is at the Summit of the Sierra Nevadas. It is 1,659 feet in length.
>
> About a mile from the eastern entrance of the tunnel the graders have encountered another obstruction, almost as formidable as the tunnel itself, which is called the "deep cut." It is 1,400 feet long and will be forty-two feet deep. The road bed is to be eighteen feet in width, and the side of the cut will slope at an angle of about thirty degrees. The cut is thro' sandstone, and originally contained upwards of 100,000 cubic yards, which is more material than is used along the entire grade between Stockton and Sacramento. There are about two hundred men employed in this cut. The rock is loosed and broken by blasting. Some of the blasts are perfectly terrific, and pieces of rock weighing two or three hundred pounds are thrown a distance of seven or eight hundred feet from the cut. This cut will not be finished before the first of August.

> The grading already finished in the Pass is thoroughly done. The culverts which, by the way, are numerous, are constructed of cut stone. The openings are wide and the culverts are not likely to be injured or washed out by the winter floods. The heaviest grade through the Pass is but fifty feet to the mile, and there are no short curves. The engineers say it is adapted to fast running. The grade is fourteen feet wide, which is considerably wider than usual.

Photographers Lawrence & Houseworth documented the construction of the railroad through the Livermore Pass in the late 1860s in a remarkable series of ten photographs in the Livermore Pass area. The series of photographs show the construction of the route through the "big cut," the tunnel at Livermore Pass, and cut and fill north and south of the tunnel (OAC 2019). The timber-lined tunnel at Livermore Pass was complete by mid-August 1869 (*Sacramento Bee* 1869 Aug 18) and the route was completed in early September 1869 (*Daily Alta California* 1869 Sept 7).

A second railroad was constructed circa 1908 roughly parallel to the 1869 route. The WPRR built their 930-mile-long mainline from Salt Lake City, Utah, to Oakland, California via the Altamont and Livermore passes (see **Plate 1**). The WPRR route as designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. The WPRR merged with the UPRR in 1982. Shortly thereafter, the SPRR and UPRR agreed to joint use of the former WPRR tracks through the Altamont and Livermore pass, as the 1908 WPRR route was preferred because it had less curves than the 1869 Transcontinental Route. In 1984, Alameda County was deeded the SPRR right-of-way through the pass to the San Joaquin County border, and this 11-mile section of the 1869-Transcontinental Route was abandoned. The track, rails, and ballast were removed in 1984 (McKee 1998:4; *Tracy Press* 2017).

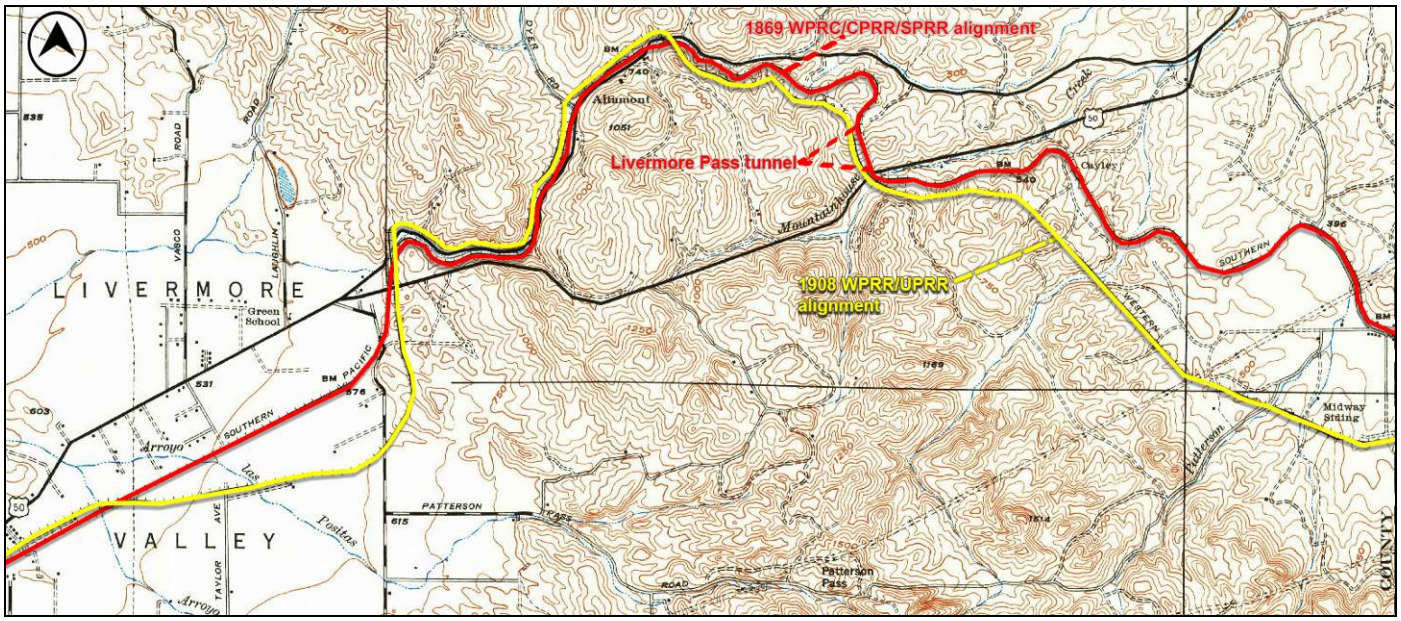


Plate 1: 1942 base map of 1869 WPRC/CPRR/SPRR alignment (red) and 1908 WPRR/UPRR alignment (yellow) in Alameda County. The 1938 alignment of the Old Lincoln Highway (in black) parallels the railroads through the Altamont Pass. Notes added by AECOM (Source: USGS, *Altamont, CA* 1942)

Altamont

Settlement of the area that would become Altamont began in 1868 when Edward Hobler constructed the Summit Hotel near the transcontinental WRCP/CPRR tracks that were then under construction. Altamont, which means "high mount" in Spanish, was selected because the location was the highest point on the Livermore Pass at 741 feet above sea level. The steep pass required helper engines, which moved trains up and down the pass and were able to change direction using the Altamont turntable, located just west of the extant metal warehouse. Two years after the hotel was constructed, a two-story depot called Altamont Station was constructed that also provided housing for the station agent and his family (**Plate 2**). A school called Summit School was also built in 1870 and two years after that William H. Wright built a store that also served as the post office. By 1878, in addition to the hotel, school, and store, the tiny community also contained a dozen residences and a saloon

(Bartlett 1878: 15; Meeker 2001; Woods 1883: 458, 467; Devnich 1988 Apr: 10; *Oakland Tribune* 1959 Jul 5).

Initially, the settlement's hilly surroundings were used for sheep and cattle grazing and were eventually cultivated by locals for crops and hay. Hay production and cattle raising soon became the primary economic driver for the community and by 1880, two grain warehouses were constructed across the way from the Altamont depot as depicted on an 1895 map (**Plate 3**). Of the two warehouses on the 1895 map, only one was standing in 1933. That warehouse burned in 1933 and the current warehouse was constructed in its place. The new warehouse was projected to hold 700 tons of hay, which was produced by local farmers and was able to be shipped on both the CPRR and WPRR lines. Locals also worked in a stone quarry located northeast of the settlement that provided sandstone used for headstones and building purposes, with most of the material being sent to San Francisco (Sanborn Map Company 1885) (*Livermore Herald* 1897 Oct 2; Bartlett 1878: 15; Woods 1883: 458; Meeker 2001; *Oakland Tribune* 1933 Jul 30).

In addition to the two railroads, the Lincoln Highway also passed through Altamont. The Summit Garage, located south of this parcel boundary at 10605 Altamont Pass Road, was constructed around 1935 to serve automobile traffic through the settlement, but its usefulness to the masses was short-lived. Completion of the Altamont Bypass in 1938 shortened the route between Greenville and Mountain House by a mile and reduced the number of curves from 60 down to 15. This new alignment, which is currently signed as Interstate 580, bypassed the small town one-and-a-half miles to the south. The section of the old Lincoln Highway alignment was then renamed "Altamont Pass Road." The diversion of traffic through the settlement signaled its slow decline into obscurity (NPS 2004 May: Appendix D; California Highways and Public Works 1938 Sept: 8).

By 1940 the total population of the community was 68 and fell to only 20 by the summer of 1959. Passenger service ended at the depot in 1941, Summit School closed in 1954 when enrollment dropped below the county minimum of five students, the Summit Hotel and the post office closed in 1955, and the depot building was demolished in 1958 (**Plate 4-6**) (Browning 2006: 75; Meeker 2001; *Oakland Tribune* 1953 Dec 27; *Oakland Tribune* 1959 Jul 5; Devnich 1988 Apr: 10).

Between 1959 and 1965, most buildings in the settlement were demolished (compare **Plate 6** and**Plate 7**) and by 1981 the landscape looked much like it does today (**Plate 8**). At this time, the last remaining building from the early days of settlement was the 1870 Summit School, but was it was burned down by vandals in 1983 (*Oakland Tribune* 1959 Jul 5; UCSB 1965; Schrader 2005 Aug 19).

Plate 2: 1941 postcard of the Altamont Depot, camera facing northeast (Wikimedia Commons 1941). The station agent and his family lived in the depot building.

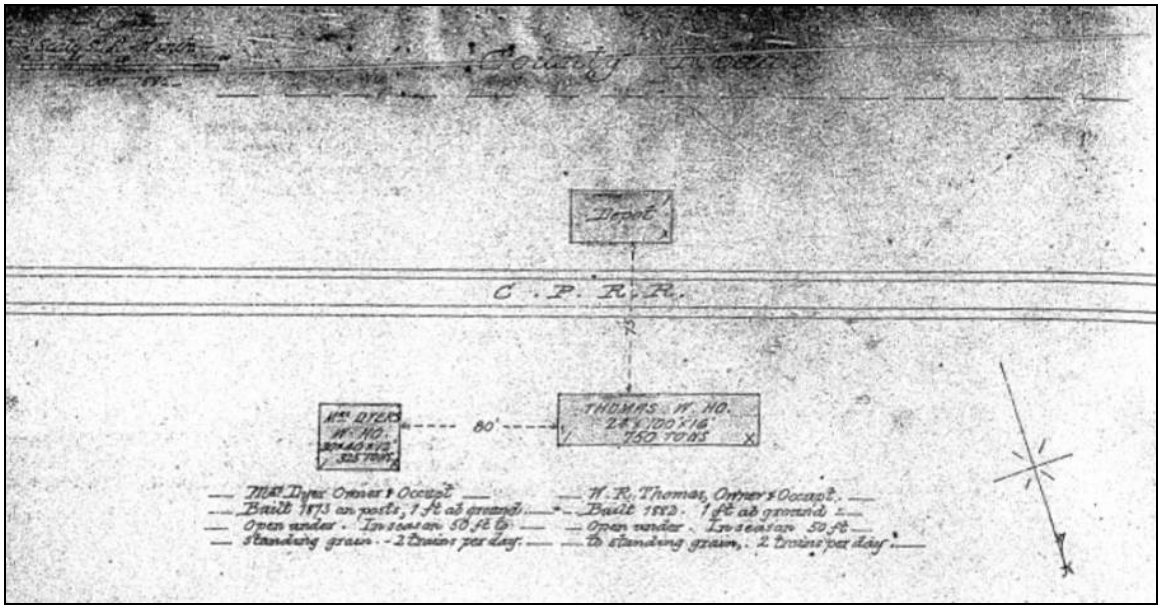


Plate 3: 1895 map showing the depot building on the south side of the CPRR tracks and two warehouses on the north side. None of these buildings are extant (Dakin Publishing Co. 1895).

Plate 4: 1940 aerial photograph of Altamont. The extant warehouse is near the center of the photograph and two palm trees (only one is extant) and the no-longer extant depot building southeast of the warehouse. Note the turntable on the west side of the warehouse and the other buildings located between the CPRR/SPRR and the WPRR tracks east of the warehouse. Summit School is at the far right with the vegetated fence line. The lines in the hills illustrate the hay harvest (UCSB 1940).

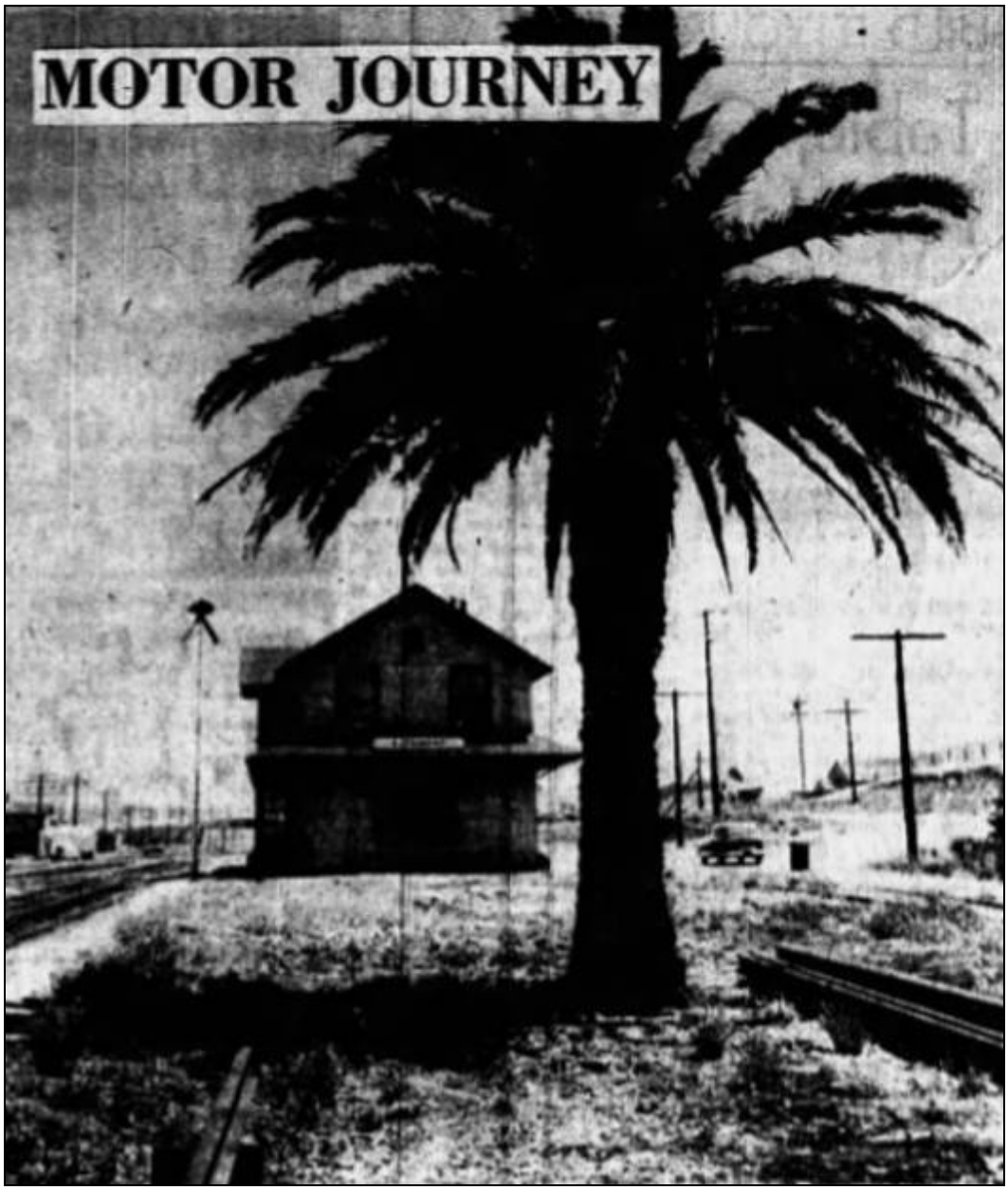


Plate 5: 1953 photograph published in the *Oakland Tribune* showing the west side of the depot and the extant palm tree. The depot would be demolished five years later (*Oakland Tribune* 1959 Jul 5).

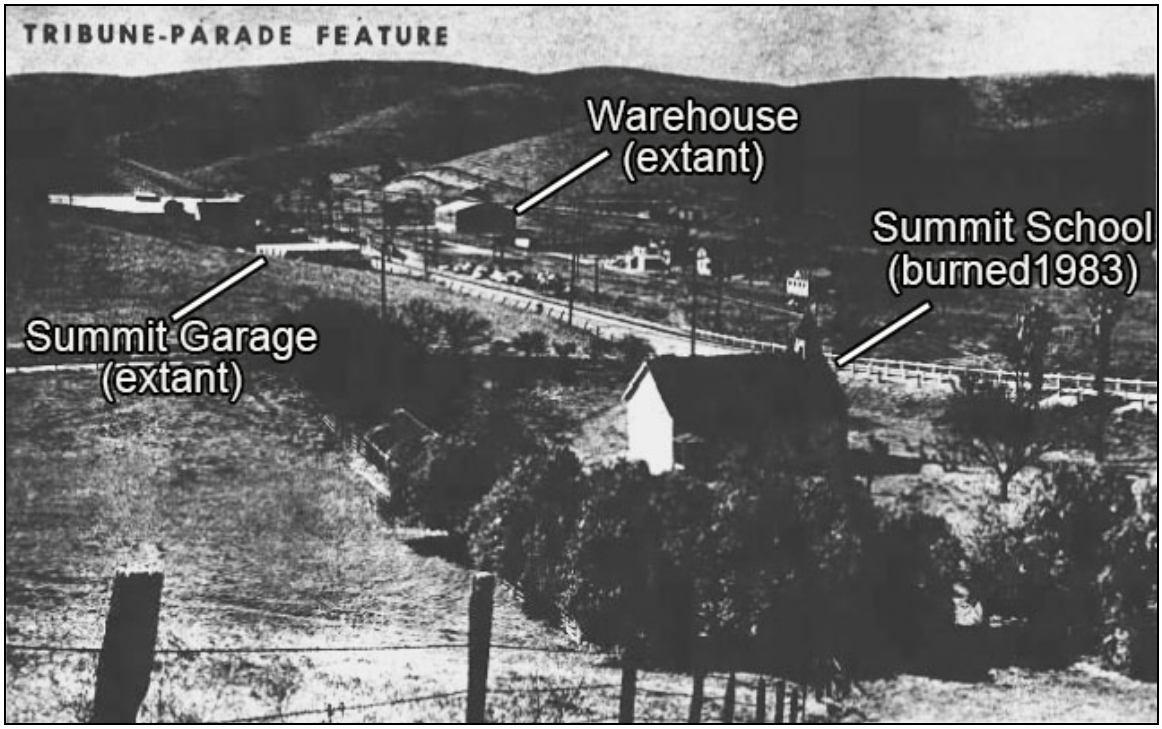


Plate 6: 1959 photograph published in the *Oakland Tribune* showing Altamont. The only extant buildings from this photograph are the warehouse and Summit Garage (*Oakland Tribune* 1959 Jul 5).

Plate 7: 1965 aerial photograph of Altamont. Note all of the buildings east of the extant warehouse in the photograph above have been demolished (UCBS 1965).

Plate 8: 1981 aerial photograph showing what remained of Altamont (UCSB 1981).

Evaluations

The former settlement of Altamont has been previously inventoried, but its eligibility for listing the NRHP, the CRHR, or the Alameda County Register has never been evaluated. In 1993 this site was inventoried for the "Preliminary Inventory of Historical Resources: Eastern Alameda County" prepared by Chris Bazar for the Alameda County Planning Department. The property was recorded as two separate sites, #10 and #72 as a site of station with palm tree, water tank, ruins of a turnaround [turntable], and warehouse. It was not evaluated for historic significance at that time. In 2005, the site was inventoried by Architectural Historian Michael R. Corbett for the report titled "Historical and Cultural Resource Survey East Alameda County" prepared for Alameda County Community Development Agency. Corbett's survey assigned the property as a multiple building railroad-related property with a preliminary level of significance assigned as Q for "*Question:* Has visual interest, but required research to assess individual significance it its context and/or integrity" (Alameda County 2005:33-35, 39). The settlement was not added to the Alameda County's Parks, Recreation and Historical Commission's (PRHC) master list of Alameda County Landmarks & Contributing Buildings Identified in Previous Historic Surveys (PRHC nd:*passim*).

The eligibility criteria for designating historic properties under federal and state criteria are essentially the same. The criteria for listing properties in the NRHP are codified in 36 CFR 60 and expanded upon in numerous guidelines published by the National Park Service. Buildings, structures, objects, sites, and districts listed in, eligible for listing in, or that appear eligible for listing in the NRHP are considered historic properties under the regulations for Section 106 of the National Historic Preservation Act (NHPA). Eligibility for listing buildings, structures, objects, sites, and districts (i.e., resources) in the NRHP rests on twin factors of historic significance and integrity. A resource must have both significance and integrity to be considered eligible. Loss of integrity, if sufficiently great, will overwhelm the historic significance a resource may possess and render it ineligible. Likewise, a resource can have complete integrity, but if it lacks significance, it must also be considered ineligible. Historic significance is judged by applying the NRHP criteria, identified as Criteria A through D (NPS 1997: 2).

Integrity is determined through applying seven factors to the historic resource: location, design, setting, workmanship, materials, feeling, and association. These seven can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship, as they apply to historic buildings, relate to construction methods and architectural details. Feeling and association are the least objective of the seven criteria and pertain to the overall ability of the property to convey a sense of the historical time and place in which it was constructed.

CEQA requires consideration of the possible impacts to and the evaluation of resources using the criteria set forth by the CRHR. In order to be determined eligible and considered a historical resource for the purpose of CEQA, each resource must be determined to be significant under

the local, state, or national level under one of four criteria (Criteria 1 through 4) and retain historic integrity. The CRHR criteria closely parallel those for the NRHP (Criteria A through D) (California Code of Regulations 1993).

This recordation will evaluate Altamont as a collective townsite and the individual extant built resources (warehouse, the turntable, and the elevated water tank) for NRHP, CRHR, and Alameda County Register eligibility.

Altamont as a townsite

Under NRHP Criterion A and CRHR Criterion 1, the former settlement of Altamont is not significant within the context of the CPRR in the late 1860s. The small settlement that eventually formed around the rail line and the depot never developed into a full-fledged town and does not have significant historical associations that would make it eligible for listing in the NRHP or the CRHR under this criterion. Additionally, a series of building demolitions in the settlement, beginning with the depot in 1958, as well as the removal of the CPRR tracks in the mid-1980s, has affected the site's integrity of setting, design, workmanship, materials, feeling, and association. Although the site retains integrity of location, it no longer conveys the appearance of a railroad community of any time period and does not meet the criteria for listing in the NRHP or CRHR. Because the former settlement of Altamont is within Alameda County, it also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the former settlement of Altamont does not have sufficient significance or integrity to be considered eligible under NRHP Criterion A or CRHR Criterion 1, and therefore also does not appear to be eligible under Alameda County Criterion A.

Under NRHP Criterion B or CRHR Criterion 2, the former settlement of Altamont does not have any significant associations with the lives of persons important to history. Edward Hobler constructed the Summit Hotel in 1868 and the CPRR constructed the two-story depot in 1870, but the townsite as a whole is not associated with a single person or corporate entity. Additionally, as discussed above, all buildings constructed during the settlement's early development have been demolished which has diminished the site's integrity of setting, design, workmanship, materials, feeling, and association. Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations of the former settlement of Altamont with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Under NRHP Criterion C or CRHR Criterion 3, the former settlement of Altamont is not significant because it does not represent important examples of a type, period, or method of construction. The remaining building and structures on this parcel do not constitute as a good representation of Altamont during its period of significance, which is defined as 1868-1958. While the turntable, warehouse, and elevated water tank were all constructed during this time period, they are all utilitarian in design and function and do not represent a cohesively designed rail stop community. Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that the former settlement of Altamont is not eligible under NRHP Criterion C or CRHR Criterion 3 and therefore it is not eligible under Alameda County Criteria C, D, or E.

Under NRHP Criterion D and CRHR Criterion 4, the former settlement of Altamont is not a significant source (or likely source) of important information regarding history. NRHP Criterion D is most often applied to archaeological resources, but built environment resources can also be eligible for information potential. NRHP Criterion D also has two requirements and both must be met for a property to be eligible for listing: it must have, or have has, information to contribute to our understanding of human history or prehistory *and* the information must be considered important (NPS 1997: 21). As discussed above, all buildings constructed during Altamont's early development have been demolished. Based on research, including historic mapping, photographs, and aerial photography, there is little reason that any archaeological features associated with these early buildings or residents would provide important information regarding history. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The former settlement of Altamont has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

Extant built environment

Under NRHP Criterion A and CRHR Criterion 1, the turntable is not significant within the context of the CPRR in the late 1860s. The turntable is one of the many pieces of infrastructure required for the function of a rail line and is not individually significant under this criterion. Additionally, the associated rails and bridge have been removed, which has diminished the turntable's integrity of design workmanship, materials, feeling, and association. Demolition of most of the buildings in Altamont has also affected the turntable's integrity of setting. While the turntable retains integrity of location, it lacks historical and engineering significance and does not meet the criteria for listing in the NRHP or CRHR. Because this

parcel is within Alameda County, it also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, turntable does not have sufficient significance or integrity to be considered eligible under NRHP Criterion A or CRHR Criterion 1, and therefore also does not appear to be eligible under Alameda County Criterion A.

Under NRHP Criterion A and CRHR Criterion 1, the warehouse and elevated water tank are not individually significant within the context of the CPRR in the late 1860s, because they were both constructed in the twentieth century. The warehouse is also not significant within the context of pre-World War II agricultural warehouses and the elevated water tank is not significant within the context of pre-World War II railroad infrastructure. Because the parcel is within Alameda County, it also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the warehouse and elevated water tank do not have sufficient individual significance to be considered eligible under NRHP Criterion A or CRHR Criterion 1, and therefore also do not appear to be eligible under Alameda County Criterion A.

Under NRHP Criterion B or CRHR Criterion 2, the turntable, warehouse, and elevated water tank are not individually significant for associations with the lives of persons important to history. Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations of the turntable, warehouse, or elevated water tank with persons significant to the history of the county and they are not individually eligible under Alameda County Criterion B.

Under NRHP Criterion C or CRHR Criterion 3, the turntable, warehouse, and elevated water tank are not individually significant because the building and structures do not represent important examples of a type, period, or method of construction. The turntable, warehouse, and the elevated water tank are utilitarian in design and function and were constructed using common construction methods and are not significant under this criterion and do not appear to be significant examples of the work of a master architect or engineer. Additionally, as discussed above, the rails into the turntable were removed in the mid-1980s which have affected the turntable's integrity of design workmanship, materials, feeling, and association and demolition of most of the buildings in Altamont have also affected the turntable's integrity of setting.

Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that the turntable, warehouse, and elevated water tank are not individually eligible under NRHP Criterion C or CRHR Criterion 3 and therefore they are not eligible under Alameda County Criteria C, D, or E.

Under NRHP Criterion D and CRHR Criterion 4, turntable, warehouse, and elevated water tank are not individually significant as sources (or likely sources) of important information regarding history. The building and structures do not appear to have any likelihood of yielding important information about historic construction materials or technologies. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The turntable, warehouse, and elevated water tank have not yielded and are unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

The warehouse and elevated water tank individually retain integrity of location, design, workmanship, materials, feeling, and association. The turntable has lost integrity of design, materials, and feeling with the removal of the rails. The remaining resources have lost integrity of setting due to the series of building demolitions in the settlement of Altamont that began with the demolition of the depot building in 1958, through the mid-1980s with the removal of the CPRR tracks. Regardless of integrity, the warehouse and elevated water tank do not meet any of the significance criteria necessary for eligibility for listing in the NRHP, the CRHR, or the Alameda County Register.

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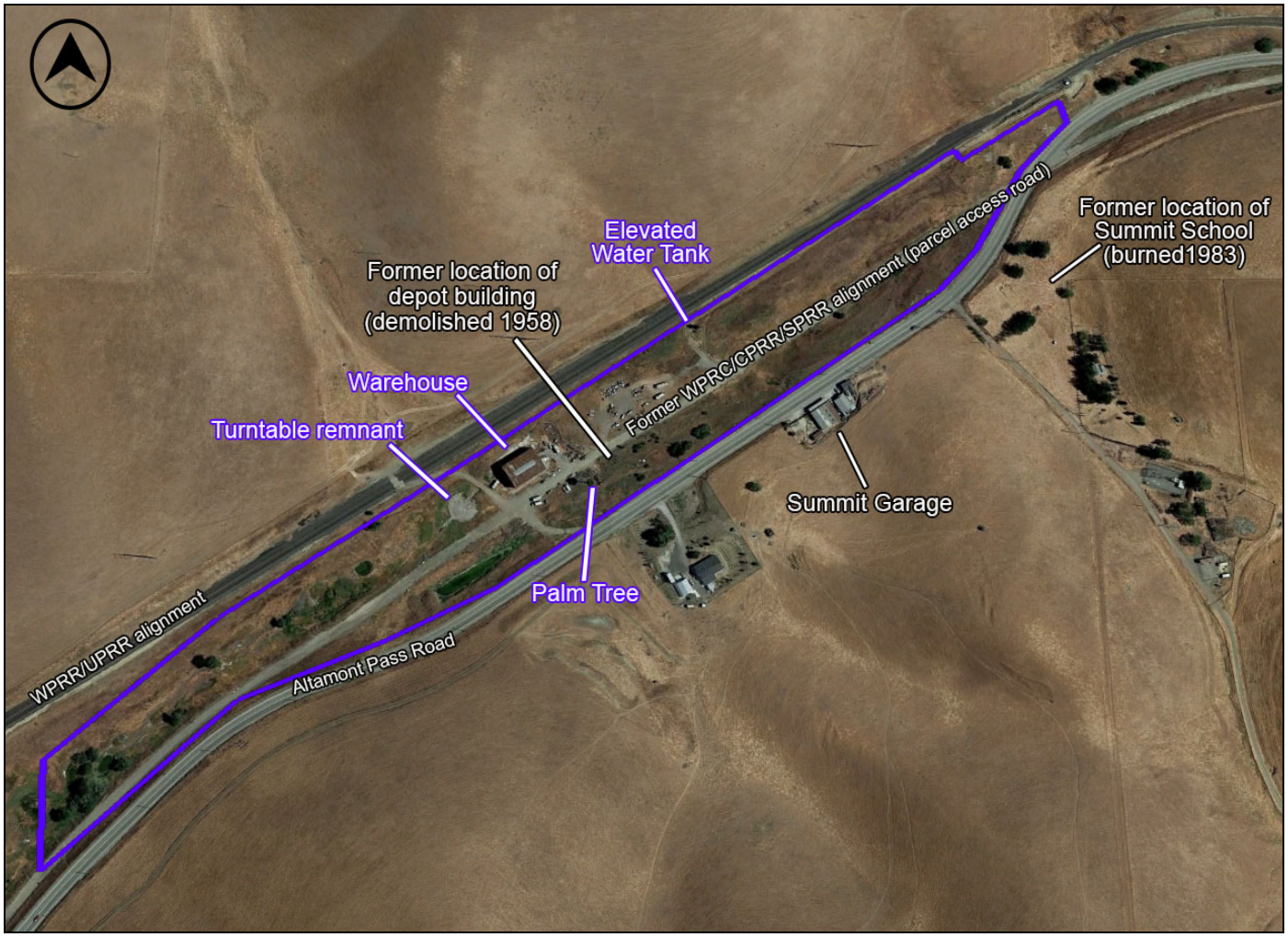
P5a. Photographs (continued):

Photograph 2. East and south sides of warehouse, and palm tree. The depot building was sited just east of the palm tree. Camera facing southwest, February 6, 2019.

Photograph 3. Detail of East and south sides of warehouse, showing ghost sign on south side, camera facing northwest, February 6, 2019.

Photograph 4. Detail of west and south sides of warehouse, showing ghost sign on south side, camera facing northeast, February 6, 2019.

Site Map:



Parcel boundary shown in purple and labels of extant resources recorded on this form shown in purple text, notes added by AECOM (Source: Google Earth Pro 2019).

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

UPDATE SHEET

Primary# P-39-000090
HRI #
Trinomial
NRHP Status Code 2S2

***Resource Name or #:** (Assigned by recorder) California Aqueduct
Map ID #:07

☐ Continuation ☒ Update

P1. Other Identifier: California Aqueduct

***P2e. Other Locational Data:** Southwest of Tracy, San Joaquin County, CA; south of W. Schulte Road; south of the Delta-Mendota Canal

***P3a. Description:** The section of the California Aqueduct within the Valley Link California Environmental Quality Act (CEQA) study area intersects the Union Pacific Railroad (UPRR) (**Photographs 1 and 2**). The California Aqueduct was constructed between 1960 and 1974 as part of the State Water Project (SWP). It is a 444-mile-long water conveyance system that extends from the Sacramento-San Joaquin Delta in the north to Riverside County in the south. The aqueduct consists of a Main Line, Coastal Branch, and West Branch, is divided into five divisions, and spans 14 counties. Each division contains bridges, culverts, siphons, and drains. The California Aqueduct has been recorded in three counties and has been assigned three Primary Numbers: P-39-000090 (San Joaquin County), P-24-001931 (Alameda County), and P-50-001903 (Stanislaus County). The aqueduct within the CEQA study area is lined with concrete and is approximately 125-feet wide.

***P3b. Resource Attributes:** HP20 – Canal / aqueduct

P5a. Photograph:

Photograph 1. Aerial photograph, Google Earth Pro, June 28, 2018. Red box denotes section of Aqueduct in project APE. (Notes by AECOM).

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***B10. Significance: Theme** Transportation and Water Conveyance **Area** California
Period of Significance 1960-1974 **Property Type** Aqueduct
Applicable Criteria National Register of Historic Places (NRHP) Criteria A & C, California Register of Historical Resources (CRHR) Criteria 1 & 3

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

The California Aqueduct has been recorded a number of times (see attached forms). In 2012, the California Department of Transportation (Caltrans) recorded the California Aqueduct and found it eligible for listing in the NRHP under Criterion A "as the largest and most significant water conveyance system developed as part of the State Water Project" and under Criterion C "for its complex design necessary to redistribute water through the state of California on such a massive scale" (State Historic Preservation Officer [SHPO] 2012 Jul 3).[1] At the time of Caltrans' 2012 recordation (and all prior documentations completed by other firms), the California Aqueduct was less than 45 years old, but was evaluated under Criterion Consideration G for its exceptional importance as a "planned comprehensive water redistribution system that helped shape the development of much of California following the mid-20th century" (SHPO 2012 Jul 3). The SHPO agreed with the Caltrans finding and concurred that the California Aqueduct is eligible for the NRHP under Criteria A and C, and rises to the threshold of exceptional significance of Criterion Consideration G (SHPO 2012 Jul 3). Because the aqueduct has been determined NRHP-eligible through the Section 106 progress, it is automatically listed in the CRHR. The California Aqueduct is considered a historical resource for the purposes of CEQA.

***B14. Evaluator:** H. Miller, AECOM ***Date of Evaluation:** March 2019

P5a. Photograph (continued):

Photograph 2. View of California Aqueduct from I-580 with UPRR bridge, camera facing northeast, February 7, 2019.

***B12. References:**

State Historic Preservation Officer (SHPO)
2012 SHPO to Kelly Hobbs, Environmental Branch Chief, Central Region Environmental Division, Caltrans RE: Determinations of Eligibility for the 17 Proposed Seismic Retrofit Projects in Merced, Fresno and Kings Counties. July 3.

[1] A copy of the SHPO concurrence letter is included in the previous recordation package.

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

July 03, 2012 Reply To: FHWA120615A

Kelly Hobbs, Environmental Branch Chief
Central Region Environmental Division
855 M Street, Suite 200
Fresno, CA 93721

Re: Determinations of Eligibility for the 17 Proposed Seismic Retrofit Projects in Merced, Fresno and Kings Counties

Dear Mr. Hobbs:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the following properties are eligible for the National Register of Historic Places (NRHP) for the following reasons:

- **California Aqueduct** – The California Aqueduct is eligible for the NRHP at the state level of significance under Criterion A as the largest and most significant of the water conveyance systems developed as part of the State Water Project (SWP). The California Aqueduct comprised of 444 miles of the 701 miles of aqueducts, canals and pipelines that make up the SWP. The California Aqueduct is also eligible under Criterion C for its complex design necessary to redistribute water throughout the state of California on such a massive level. The period of significance for the resource is 1960-1974, the years of construction.

  Since the completion of the aqueduct is less than 45 years old Caltrans also evaluated the resource under Criterion Consideration G for properties less than 50 years of age. The California Aqueduct was a planned comprehensive water redistribution system that helped shape the development of much of California following the mid-20th century. The American Society of Civil Engineers lists the California Aqueduct as one of only 10 internationally ranked "Monuments of the Millennium" for its remarkable engineering aspects, as well as for the positive impact it had on regional economic trade and development.

- **Quail Avenue Bridge (45C0125), 30th Avenue Bridge (45C0124), Plymouth Avenue Bridge (45C0123), Avenal Cutoff Bridge (45C0071), Jayne Avenue Bridge (42C0156), Gale Avenue Bridge (42C0425), El Dorado Bridge (42C0371), Mt. Whitney Avenue Bridge (42C0159), Clarkson Avenue Bridge (42C0370), Manning Avenue Bridge (42C0173), Panoche Road Bridge (42C0245), Russell Avenue Bridge (42C0141), Shields Avenue Bridge (42C0140), Nees Avenue Bridge (42C0143), Mervel Avenue Bridge (39C0314), McCabe Road Bridge (39C0250), Butts Road Bridge (39C0252)** – These 17 bridge are eligible for the NRHP as contributors to the California Aqueduct. Under Criterion A the bridges facilitate planned regional transportation and agricultural business in areas along the linear system that bisects much of the Central Valley and other

regions of California. Under Criterion C the bridges are united historically by both plan and physical development to the California Aqueduct and contribute to the common engineering objective of the aqueduct. These bridges are therefore considered to be character defining features of the aqueduct.

Based on review of the submitted documentation, I concur that the California Aqueduct is eligible under Criteria A and C and meets the criterion for exceptional significance. My only question is whether the Aqueduct should be considered eligible at only the State level of significance or if perhaps the National level of significance might be more appropriate?

With regards to the 17 bridges, I concur that they are eligible for the NRHP as contributors to the California Aqueduct.

Please note that my comments on the Finding of Effect for these projects will follow in separate correspondence.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

*P-50-001903
P-24-001931

Primary # P-39-000090
HRI #
Trinomial
NRHP Status Code 3
Other Listings
Review Code Reviewer Date

*Resource Name or # (Assigned by recorder) California Aqueduct

1/2015

P1. Other Identifier: Map Reference No. 18
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County See Continuation Sheet
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad See Continuation Sheet Date See Continuation Sheet T __; R __; ___ ¼ of Sec __; _____ B.M.
c. Address _____ City _____ Zip _____
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)

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

The main line of the California Aqueduct is divided into five divisions: North San Joaquin, San Luis, South San Joaquin, Tehachapi, and the East Branch (previously the Mojave and Santa Ana Divisions) that are oriented in a general north to south direction. The aqueduct also features two main branches: the Coastal, which generally extends southwest from the main line at Milepost 184.63, 16 miles south of Kettleman City and terminates in San Luis Obispo and Santa Barbara Counties, and West which extends southwest from the Tehachapi Afterbay in Kern County to Castaic Lake, north of Santa Clarita in Los Angeles County. The entire main line of the aqueduct is 444 miles long. It begins in the Sacramento-San Joaquin Delta in the North San Joaquin Division, and terminates at the southern end of the state at Lake Perris, Riverside County, in the East Branch Division. Each division contains such features as bridges, siphons, culverts, and canal drains. The combination of these features and the canal itself forms a unified water conveyance system. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) HP20. Canal/Aqueduct
*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) California Aqueduct, MP 117.5, October 21, 2011

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
1960-1974 / Dept. of Water Resources

*P7. Owner and Address:
California Department of Water Resources
1416 9th Street
Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, address)
Patricia Ambacher
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

*P9. Date Recorded: October 21, 2011

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: *Historical Resources Evaluation Report: 17 Bridges Seismic Retrofit Project,* AECOM 2012
*Attachments: NONE ☒ Location Map ☐ Sketch 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) _____

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # _____
HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3

*Resource Name or # (Assigned by recorder) California Aqueduct

B1. Historic Name: California Aqueduct
B2. Common Name: California Aqueduct
B3. Original Use: Aqueduct B4. Present Use: Aqueduct
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations) 1960-1974
*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: _____ Original Location: _____
*B8. Related Features: Bridges that cross the aqueduct, control facilities, canals, siphons, drains

B9. Architect: Unknown b. Builder: Unknown
*B10. Significance: Theme Transportation and Water Conveyance Area California
Period of Significance 1960-1974 Property Type Aqueduct Applicable Criteria A,C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

By the mid-1950s, the California Department of Water Resources (DWR) identified the primary water issue in California as one of maldistribution. According to the DWR, too much water was wasted in northern California, and too little rain fell in southern California (DWR 1957:10–11). Plans to rectify this maldistribution began in earnest after World War II during a period when California experienced a population surge and dramatic development throughout much of the state. Local governments and water officials quickly realized that their water supplies could not meet the growing demand of their communities. Farmers were also draining regional groundwater basins to irrigate their crops (DWR 2011). To rectify this issue, state engineer, Arthur D. Edmonston, published a proposal that suggested building a multipurpose dam, reservoir, and power plant on the Feather River, northeast of the small town of Oroville in the northern Sacramento Valley; an aqueduct to transport water from the Sacramento-San Joaquin Delta to Santa Clara and Alameda Counties; and a second aqueduct to serve the San Joaquin Valley and southern California (DWR 2011). The storage of water would reduce flooding hazards, and the stored water could be released into the Sacramento River at planned intervals and then deposited into the Sacramento–San Joaquin Delta. Here it would be able to check the flow of salt water from the San Francisco Bay, which during droughts had seeped as far inland as Sacramento. The project would be paid for in part by the electricity generated at the dam's power plant in Oroville. (See Continuation Sheet)

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

*B12. References: See Continuation Sheet

B13. Remarks:

*B14. Evaluator: Patricia Ambacher

*Date of Evaluation: April 12, 2012

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See Location Map

*Required Information

County (cont)

Counties Listed From North to South

Aqueduct's Main Line	*Coastal Branch*	*West Branch*
Alameda County	Kern County	Los Angeles County
San Joaquin County	San Luis Obispo County	
Stanislaus County	Santa Barbara County	
Merced County		
Fresno County		
Kings County		
Kern County		
Los Angeles County		
San Bernardino County		
Riverside County		

USGS 7.5' Quad (cont)

Quads Listed from North to South

Aqueduct's Main Line

Clifton Court Forebay 1978
Midway 1953 (R 1980)
Tracy 1954 (R 1981)
Vernalis 1991
Solyo 1991
Westley 1991
Patterson 1953 (R 1971)
Crows Landing 1952 (R 1980)
Newman 1952 (R 1971)
Howard Ranch 1953 (R 1971)
San Luis Dam 1969 (R 1978)
Volta 1960 (R 1971)
Ortigalita Peak NW 1969 (R 1984)
Charleston School 1956 (R 1971)
Laguna Seca Ranch 1956 (R 1971)
Hammonds Ranch 1956 (R 1984)
Chounet Ranch 1956 (R 1971)
Chaney Ranch 1955 (R 1971)
Monocline Ridge 1955 (R 1971)
Levis 1956 (R 1984)
Cantua Creek 1956 (R 1984)
West Camp 1954 (R 1973)
Tres Picos Farms 1956 (R 1971)
Domengine Ranch 1956 (R 1979)
Harris Ranch 1956 (R 1971)
Calflax 1956 (R 1971)
Huron 1956 (R 1971)
La Cima 1963 (R 1971)
Kettleman City 1963 (R 1981)
Los Viejos 1954 (R 1981)
Avenal Gap 1954 (R 1973)
Antelope Plain 1954 (R 1982)
Los Hills NW 1954 (R 1973)
Los Hills 1953 (R 1973)
Belridge 1953 (R 1973)
Lokern 1954 (R 1973)
West Elk Hills 1954 (R 1973)
East Elk Hills 1954 (R 1973)
Tupman 1954 (R 1968 and 1973)
Mouth of Kern 1950 (R 1968 and 1973)
Maricopa 1950 (R 1973)
Pentland 1953 (R 1968 and 1973)
Conner SW 1955 (R 1968 and 1973)
Coal Oil Canyon 1955 (R 1968 and 1973)
Mettler 1955 (R 1968 and 1973)
Grapevine 1991
Pastoria Creek 1991
La Liebre Ranch 1965 (R 1974)
Neenach School 1965 (R 1974)
Fairmont Butte 1965 (1974)
Lake Hughes 1957 (R 1974)
Del Sur 1958 (R 1974)
Lancaster West 1958 (R 1974)
Ritter Ridge 1958 (R 1974)
Palm Dale 1958 (R 1974)
Littlerock 1957 (R 1974)
Juniper Hills 1959 (R 1988)
Valyermo 1958 (R 1988)
Mescal Creek 1956 (R 1988)
Phelan 1956 (R 1988)
Baldy Mesa 1956 (R 1988)
Hesperia 1956 (R 1980)
Silverwood Lake 1956 (R 1988)
San Bernardino North 1967 (R 1988)
San Bernardino South 1967 (R 1980)
Riverside East 1967 (R 1980)
Sunnymead 1967 (R 1980)
Perris 1967 (R 1979)

Coastal Branch

Avenal Gap 1954 (R 1973)
Emigrant Hill 1953 (R 1973)
Sawtooth Ridge 1961 (R 1994)
Orchard Peak 1961 (R 1993)
Cholame 1961 (R 1993)
Camatta Canyon 1961 (R 1976)
Shedd Canyon 1961 (R 1993)
Wilson Corner 1966 (R 1976)
Santa Margarita 1965 (R 1993)
San Luis Obispo 1965 (R 1994)
Lopez Mountain 1965 (R 1993)
Arroyo Grande NE 1965 (R 1993)
Oceano 1965 (R 1979)
Nipomo 1965

West Branch

La Liebre Ranch 1965 (R 1974)
Lebec 1991
Black Mountain 1991
Liebre Mountain 1958 (R 1988)
Whitaker Peak 1958 (R 1988)
Warm Springs Mountain 1958 (R 1988)
Newhall 1952 (R 1988)

Description (cont)

The California Aqueduct is trapezoidal and lined with un-reinforced concrete. The depth, bottom width, and surface width of the canal vary slightly in each division. In the North San Joaquin Division, the aqueduct is approximately 33 feet deep and 40 feet wide at the bottom. This section of the canal is approximately 63 miles long with side slopes of 1½:1. In the San Luis Unit, the canal's depth and bottom width ranges between approximately 25 and 37 feet deep and 50 to 110 feet wide. The 103-mile-long canal has side slopes of 2:1. In the South San Joaquin Division, the aqueduct is 121 miles long and its depth ranges between approximately 21 and 26 feet. Its bottom width varies between 24 and 32 feet with a 2:1 and 2½:1 slope. The aqueduct is 24.5 feet deep with a bottom width of 10 feet in the Tehachapi Division. The side slopes are 2:1. In the East Branch, the aqueduct has an average depth of 20 feet, with a bottom width of between 12 and 16 feet. The East Branch's 98 mile-long segment has side slopes that vary between 2:1 and 3:1. The average surface width for the California Aqueduct is between 90 and 110 feet. The widest bottom width is 50 feet and the deepest section is approximately 33 feet (DWR 2010).

Significance (cont)

Edmonston also proposed constructing a giant aqueduct fed by massive, custom-designed pumps that would force the water from the Delta southward, where it could be used to water the dry southern valley and the cities of southern California after pumps moved it over the Tehachapi Mountains at the southern end of the San Joaquin Valley (DWR 1974:7). These planning efforts eventually came to fruition as the State Water Project (SWP). Financing for the SWP was approved by the voters of California in 1960 as a result of the Burns-Porter Act (DWR 2010). When brought to the voters as a referendum, the public which was divided along northern and southern California ideologies (both having concerns regarding loss of water), approved the bond measure by a narrow margin of 173,944 votes.

A key component of the SWP is the California Aqueduct, the primary delivery system of the SWP. It is the longest water conveyance feature of the SWP and its primary purpose is to transport water from the Delta to the San Joaquin Valley and Southern California. Branches of the aqueduct move water to the San Francisco Bay Area and Santa Barbara and San Luis Obispo counties. Construction on the California Aqueduct began in 1960 and the main line was completed in 1973 (Autobee 2011:8; Golze 1965:8).

Early in the planning and design phase for the California Aqueduct, the engineers decided that a lined canal would be more efficient than a compacted earthen lined canal. An earthen lined canal, while less expensive to build, would create a loss of water from seepage, higher head loss because of friction, and increased maintenance. The advantages of a lined canal included less seepage and maintenance, lower head loss, and greater reliability overall. Unreinforced concrete was selected for the lining because it would not be under stress that would necessitate reinforced concrete. The lining was intended to be a minimum of two inches thick, 3.5 inches for side slopes between 15 and 30 feet, and for longer slopes the thickness increased to four inches. A horizontal lip of 12 inches was placed at the top of the lining to help prevent seepage behind the lining (DWR 1974:8).

Engineers designed roads on each side of the California Aqueduct in sections where the area exceeded 36 feet between the inside edge of the roadway to the bottom of the far canal side. The roads were designed to drain away from the canal and be between two and four feet above the canal's lining. The primary road was planned for future use as an operating road for patrolling, canal maintenance, and through-traveling. These primary operating roads received better paving. At points subject to flooding, bridges were constructed on the primary operating roads if an alternative public bridge was not usable. On average, engineers constructed operational bridges or other vehicular crossings of the canal at four mile intervals (DWR 1974:11).

The San Luis Unit, which includes the San Luis Reservoir, located about 15 miles west of Los Banos, adjacent to State Route 152, was an outgrowth of the Bureau of Reclamation's 1949 Central Valley plan that called for additional storage capacity to alleviate record groundwater drawdowns (Autobee 2011:7; DWR 1974:49, 52). The San Luis Unit portion of the California Aqueduct is unique in that it is a joint project between the federal (Reclamation) and the state (DWR) governments, with the federal government responsible for 45% of the funds and California responsible for 55% (San Luis Unit Central Valley Project 1963:1, 4). The O'Neill Pumping Plant draws water from the San Luis Reservoir and pumps it south. The San Luis Unit extends from the O'Neill Forebay (created with the construction of the dam) nearly 100 miles to Kettleman City. DWR was responsible for constructing the segment from the Delta inlet to the San Luis Reservoir in Merced County. BOR constructed the next 102 miles of the aqueduct, which is identified as the San Luis Canal. The extended conveyance structure is again identified as the California Aqueduct after it passes the Westlands Water District to the south in Fresno and Kings counties (Garone 2011:209).

Today, the SWP provides drinking water for 25 million people; irrigates approximately 750,000 acres of crops; and features 34 storage facilities, 20 pumping plants, four pumping-generating plants, five hydroelectric power plants, and 700 miles of open canals and pipelines.

The California Aqueduct appears to meet the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) at the state level of significance under NRHP/CRHR Criterion A/1 representing a comprehensively planned and publicly sanctioned water conveyance public works project to facilitate development throughout the state. It also appears to meet the criteria under NRHP/CRHR C/3 for its complex design necessary to redistribute water throughout the state of California on such a massive level. The period of significance for the resource is 1960-1974, the years of construction.

The California Aqueduct was the largest and most significant of the water conveyances systems developed as part of the SWP California. The SWP includes 701 miles of aqueducts, canals and pipelines and the California Aqueduct comprises 444 miles of the system. The aqueduct was a critical component of the SWP and was an essential feature in the development of California. The water serves users in the San Joaquin Valley where the aqueduct allowed thousands of acres of new land to be cultivated, thereby dramatically increasing California's agricultural efforts in the region and propelling the state to the top in nationwide in agricultural production. In Southern California, the aqueduct serves municipal users by supplying drinking water. The aqueduct represents one of the most bold and successful public works projects ever initiated by a state government. The California Aqueduct profoundly altered the distribution of water resources across California. Without its construction, the maldistribution of water in California would likely have continued because Northern California still receives more rain than any other region in California. Without the SWP and the aqueduct, precious runoff would have drained into to the ocean unused. The forecasted population increases, particularly for Southern California and the San Francisco Bay Area necessitated a system of water redistribution. The aqueduct facilitated the agricultural development the San Joaquin Valley and Southern California. Therefore, it appears to meet NRHP/CRHR Criterion A/1.

The California Aqueduct is associated with many individuals who contributed to the planning and implementation of the project. Within certain contexts those individuals could be considered significant under NRHP/CRHR Criterion B/2. One notable person associated with the aqueduct is Governor Edmund G. "Pat" Brown. Brown was instrumental in spurring political and public support for the construction of the SWP, including the California Aqueduct, and its completion was one of his most significant accomplishments as governor. The aqueduct was one of several significant achievements of Brown's governorship. Brown was also responsible for the Fair Housing Act, Fair Unemployment Act, the master plan for higher education in California and the expansion of the state highway system. Each of these is also important for their association with Governor Brown. According to *National Register Bulletin 32: Guidelines for Evaluating and Documenting Properties Associated with Significant Persons*, an eligible property must be directly associated with the significant individual and be the

best property to represent the person's significance. The aqueduct does not appear significant under NRHP/CRHR Criterion B/2 for its association with Governor Brown because it is not the best representation of Brown's significance. His significance can be better tied to other properties, including places such as his former office or home. Those are the properties where Brown conducted his work, including the planning and drafting of critical legislation that brought the aqueduct to fruition. The aqueduct does symbolize Brown's dedication to California's development, but the symbolic value is not a substitute for direct association. Nor is it the best representation or only surviving property that can convey Brown's significance as governor.

As an engineering structure, the California Aqueduct appears to meet NRHP/CRHR Criterion C/3. The California Aqueduct introduced design innovations in the construction of the system. Within the context of water conveyance it is a significant and distinguishable engineering entity significant for its type, period and method of construction and is the largest water conveyance structure in California. The trapezoidal design and the concrete lining of the aqueduct allowed it to carry more water and reduce the loss of head water and seepage and made the aqueduct more efficient. Because the SWP operates on a controlled volume concept, the design for the aqueduct required more check structures that could accommodate change in flows during peak flows with a minimal surface fluctuation. The California Aqueduct was built as a utility system with the capacity for performance and a tremendous amount of structural integrity. The aqueduct is also distinguishable in its use of a high depth-width ratio which allowed for the reduction of adverse effects of alignment curvature on the flow.

Under NRHP/CRHR Criterion D/4 the California Aqueduct is not likely to yield information important to history because as a water conveyance system it is not the principal source of important information. Therefore, the aqueduct is not a contributor under this criterion.

Because completion of the aqueduct is less than 45 years old it is also evaluated under NRHP Criterion Consideration G and the CRHR special consideration for properties less than 50 years old. The California was a planned comprehensive water redistribution system that helped shape the development of much of California following the mid-20th century. Water development is an important and ongoing historic theme within the history of the west. Added to this is the magnitude of planned change to the California landscape brought about by this single engineered public works project and the ability for the California Aqueduct to meet the definition of "exceptional importance" at the statewide level is clear. The general understanding of the exceptional importance of this system is evidenced in the ASCE listing it as one of only 10 internationally ranked "Monuments of the Millennium" for its remarkable engineering aspects, as well as for the positive impact it had on regional economic trade and development.

In addition to being significant, the California Aqueduct also retains sufficient integrity to convey its significance. The aqueduct retains integrity of location because it exists in its original alignment and has not been redirected. Integrity of design is maintained and the aqueduct continues to reflect the historic functions as a water conveyance structure and its scale, proportion and relationship to other features of the SWP is maintained. The integrity of materials is also retained. The aqueduct has undergone routine maintenance, but its primary material of unreinforced concrete has not changed. The California Aqueduct continues to display integrity of workmanship and the construction techniques used on the aqueduct are still visible. Although the setting around the aqueduct is altered in places, the setting for the overall 444 miles is intact. The aqueduct was designed to blend into the landscape, which remains largely rural and agricultural. Thus, the California Aqueduct retains integrity of setting and expresses the basic physical conditions under which it was constructed. Lastly, the California Aqueduct retains integrity of feeling and association. The proximity to agricultural lands and Interstate 5 provides a sense of time and place for the aqueduct. The aqueduct's integrity of feeling and association is enhanced when combined with the control facilities, the maintenance roads, and the bridges that cross the aqueduct. The retention of integrity allows the aqueduct to express its significance as a water conveyance feature.

In summary, the California Aqueduct appears to meet the criteria for listing in the NRHP and the CRHR for its representation as a comprehensively planned and publicly sanctioned water conveyance public works project to facilitate development throughout the state and its complex design necessary to redistribute water throughout the state of California on such a massive level. The aqueduct also retains the aspects of integrity required to convey its significance.

References (cont)

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2011 *San Luis Unit: West San Joaquin Division, Central Valley Project*. U.S. Bureau of Reclamation. Electronic document, http://www.usbr.gov/projects//ImageServer?imgName=Doc_1303396586494.pdf, accessed October 20, 2011.

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1965 Status of Construction of the State Water Project. Presented before the California State Chamber of Commerce, Los Angeles, California.

San Luis Unit Central Valley Project
1963 Pamphlet. Ralph L. Milliken Collection at the Ralph Milliken Museum, Los Banos, California.

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # _____
HRI # _____
Trinomial _____

*Map Name California Aqueduct

*Resource Name or # (Assigned by recorder) California Aqueduct

*Scale 1 inch = 40 miles

*Date of Map 2011

*Required Information

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-39-000090
HRI #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 4 *Resource Name or #: (Assigned by recorder) California Aqueduct

P1. Other Identifier:

*P2. Location: __ Not for Publication ✓ Unrestricted 01/09

*a. County ~~Stanislaus~~ San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad ~~Vernalis~~ Date T3S; R6E; __ of SE¼ of Sec 31; MD B.M.

c. Address Solyo City Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 10, 645805 mE/ 4165225 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Crosses the San Joaquin Pipelines around MP 93.20.

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

The California Aqueduct is a 444-mile water-conveying canal that runs from the Sacramento-San Joaquin Delta in the north to Riverside County in the south. Its channel capacity is 10,300 cubic feet per second (cfs) at its start, eventually reaching a maximum capacity of 13,100 cfs to the south. The aqueduct is a trapezoidal, concrete-lined canal that measures approximately 140 feet across, with depth varying from 24 to 40 feet. The aqueduct crosses the existing pipelines at approximately MP 93.20.

*P3b. Resource Attributes: (List attributes and codes) HP20 -- canal/aqueduct

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

P5b. Description of Photo: (view, date, accession #) SJPL crossing CA Aqueduct, looking east, 7/26/06

*P6. Date Constructed/Age and Source: __ Historic __ Prehistoric __ Both
1961-1972, JRP Historical Consulting Services

*P7. Owner and Address:
CA Dept. of Water Resources
1416 Ninth Street
Sacramento, CA 95814

*P8. Recorded by: (Name, affiliation, and address)
Carey & Co.
460 Bush Street
San Francisco, CA. 94108

*P9. Date Recorded:
8/13/2007

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
San Francisco Public Utilities Commission, San Joaquin Pipeline Existing Conditions Report, 2007.

*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):

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-39-000090
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S

Page 2 of 4 *Resource Name or # (Assigned by recorder) California Aqueduct

B1. Historic Name: California Aqueduct

B2. Common Name: California Aqueduct

B3. Original Use: Water Conveyance B4. Present Use: Water Conveyance

*B5. Architectural Style: N/A

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

Constructed between 1961-1972.

01/09

*B7. Moved? ✓No _Yes _Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: California Dept. of Water Resources

*B10. Significance: Theme State Water Project Area Central California

Period of Significance 1961-1972 Property Type Canal Applicable Criteria A, C

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

The California Aqueduct was constructed between 1961 and 1972 by the Department of Water Resources as part of the State Water Project, "the largest state-built multipurpose water project in the United States" (Carle, 2004). The North San Joaquin Division of the aqueduct was constructed between 1965 and 1967 (Hatoff et al., 1995). The aqueduct carries water from the Sacramento-San Joaquin Delta to Riverside County, but delivers some water to the San Joaquin Valley. It first supplied the San Joaquin Valley in 1968 (Hatoff et al., 1995).

The California Aqueduct has significance in relation to large-scale developments in transporting water throughout California and supplying such resources to arid regions to influence the growth of farming and agricultural development starting in 1968. Hatoff et al., when evaluating this property in 1995 stated that "[i]n the absence of the 50-year exclusion, the California Aqueduct would seem to be an obvious candidate for National Register listing, on the basis of its bold engineering solutions

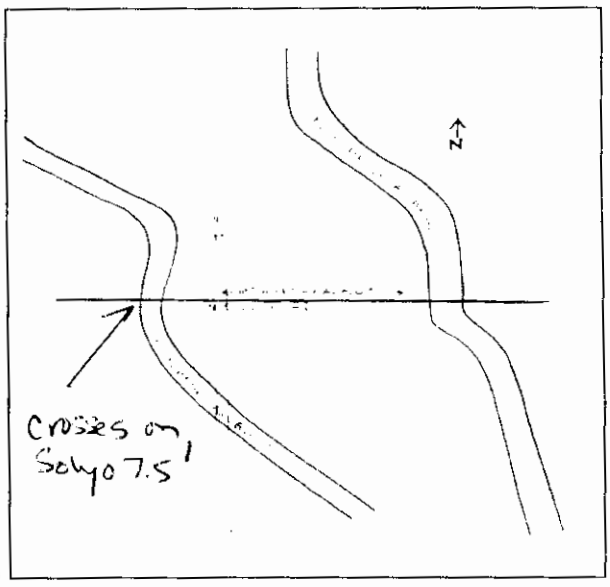
(See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP20 -- canal/aqueduct

*B12. References:

(See continuation sheet.)

B13. Remarks:



*B14. Evaluator: E. Schultz & A. Vanderslice, Carey & Co.

*Date of Evaluation: 8/13/2007

(This space reserved for official comments.)

*Required information

*Recorded by: Carey & Co. Inc. *Date: 8/13/2007 ☒ Continuation ☐ Update

01/09

B10. Significance (continued)

and its role in the state's economy and society" (Carle, 2004). However, the aqueduct was mainly constructed in the late 1960s and 1970s, and therefore, does not meet the 50-year age restriction required for listing on the NRHP and CRHR (or the 45-year cutoff otherwise used in this report). Because of this, consideration needs to be given to whether the Aqueduct has exceptional importance that would make it eligible to be listed in the NRHP under Criteria Consideration G or in the CRHR under special consideration.

According to NRHP materials, "a resource whose construction began over fifty years ago, but the completion overlaps the fifty year period by a few years or less" does not need to meet the "exceptional importance" threshold in order to be deemed eligible for listing (NPS, 1997). Given that construction of the California Aqueduct began in 1961, it will soon be of sufficient age and will no longer be subject to Criteria Consideration G.

Regardless, the California Aqueduct appears to satisfy Criteria Consideration G. The aqueduct is part of the State Water Project, which "represents one of the most ambitious public works projects undertaken by the State of California" (JRP, 2000). The state Water Project provides water to more than two-thirds of the state's population (Carle, 2004). Since the Aqueduct is "by far the largest and most vital element" of the State Water Project (JRP, 2000), we feel it is of sufficiently exceptional importance to be eligible for listing in the NRHP under Criteria Consideration G.

The California Aqueduct appears to be significant under NRHP Criteria A and CRHR Criteria 1 at the state level. It is important for its association with the State of California's State Water Project. The aqueduct was the central component in the project and was integral to its operation. The State Water Project is a massive state-funded public works project that is significant for moving approximately four million acre-feet of water from the Delta southwards for commercial, industrial and residential use in the San Joaquin Valley and Southern California, thereby influencing the rapid growth of those areas over the second half of the twentieth century.

The California Aqueduct also appears to be significant under NRHP Criteria C and CRHR Criteria 3 at the state level. The California Aqueduct, as the lynchpin of the State Water Project, represents a significant engineering accomplishment. The aqueduct transported water from the Sacramento River as far south as Riverside County, rerouting major portions of the water flow from the Sacramento and San Joaquin Rivers to irrigate arid land in the San Joaquin Valley and provide municipal and industrial water to growing Southern California cities. To reach Southern California, the Edmondson Pumping Plant pumped water two thousand feet over the Tehachapi Mountains. Moving the water over the mountains was a massive effort, making the Edmondson facility the largest single user of energy in the state (Carle, 2004).

The California Aqueduct does not appear to be eligible for listing in the NRHP/CRHR under Criteria B/2 or D/4. It does not appear to be directly associated with persons that have had a broad-reaching impact on the community at the local, state, or national level. Additionally, it does not appear that the aqueduct has the potential to yield information important to the prehistory or history of the local area, state, or the nation.

The California Aqueduct's period of significance extends from 1961, when construction on the aqueduct began, through 1972, when the aqueduct extended over the Tehachapi Mountains and was completed. The aqueduct's character-defining features include its open, trapezoidal shape and concrete lining.

The California Aqueduct retains a high level of integrity, having undergone little physical alteration since its creation. It retains integrity of location and setting, as its immediate surroundings have changed little over the past 30 years. Additionally, it retains integrity of design, workmanship, and materials, in that its basic form (open, trapezoidal, concrete-lined) has not been altered. Finally, the aqueduct continues to convey its historic significance as one of the most important water conveyance structures in the state, and therefore retains integrity of feeling and association. The California Aqueduct appears to meet the criteria of the NRHP and the CRHR.

*Recorded by: Carey & Co. Inc. *Date: 8/13/2007 ☒ Continuation ☐ Update

01/09

B12. References

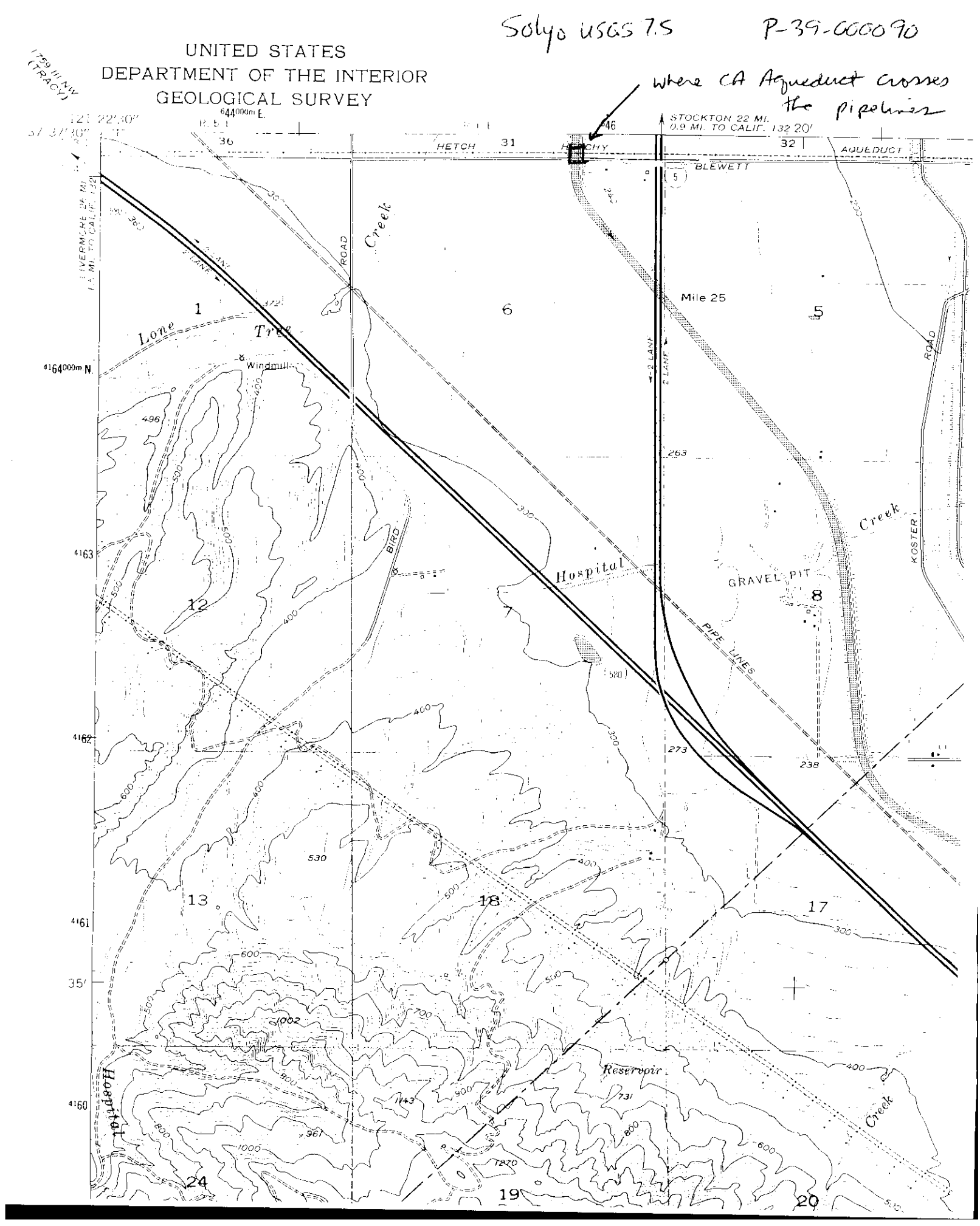
Carle, David. *Introduction to Water in California*. Berkeley, CA: University of California Press, 2004.

Hatoff, Brian, Barbara Voss, Sharon Waechter and Steven Wee. *Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project*. Prepared for the Mojave Pipeline Company. On file at the CCIC, File # 2759, 1995.

JRP Historical Consulting Services, LLC and CalTrans. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*, 2000.

National Park Service (NPS). *How to Apply the National Register Criteria for Evaluation, National Register Bulletin 15*. Washington, DC: United States Department of the Interior, 1997.

Solyo USGS 7.5 P-39-000090



update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000090
HRI #
Trinomial
NRHP Status Code
Other
Review Code ____ Reviewer ____ Date 7/2002

Page 1 of 2 **Resource Name or #:** (Assigned by recorder) P-39-000090 (Update)

P1. **Other Identifier:** California Aqueduct
*P2. **Location:** ☒ **Not for Publication** ☐ **Unrestricted** *a. **County** San Joaquin County
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. **USGS 7.5' Quad** Midway **Date** 1953 (photorevised 1980) **T** 3S; **R** 4E ; NW¼ **of** NE ¼ **of Sec** 2 ; MD **B.M.**
c. Address ____ City ____ Zip ____
d. UTM: (Give more than one for large and/or linear resources) Zone 10, 632,077 mE/ 4,174,106 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Travelling south on Highway 580, exit onto Patterson Pass. Turn left at stop sign, then right onto Shulte Road. Drive 1.1 miles and turn right (south) onto Hansen Road. Drive for 0.8 miles and park at aqueduct. Walk southest along aqueduct for approximately 0.6 miles to reach the recorded segment.

*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) In 1995, JRP recorded and evaluated the California Aqueduct as appearing ineligible for listing in the National Register of Historic Places (Hatoff 1995). P-39-000090 has been updated to include a previously unrecorded portion of the California Aqueduct within 1 mile of the segments previously recorded by JRP. This newly recorded segment is consistent in materials, selling, design, workmanship, feeling and association with the segments previously recorded by JRP (See original Site Record).

*P3b. **Resource Attributes:** (List attributes and codes) HP20; Canal/aqueduct

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

(See original Site Record)

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

*P6. **Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

*P7. **Owner and Address:**
Department of Water Resources – address unknown

*P8. **Recorded by:** (Name, affiliation, and address) R.Egherman
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

*P9. **Date Recorded:** 6/8/01

*P10. **Survey Type:** (Describe)
Intensive Pedestrian Survey

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Hatoff 1995 Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project; URS Corp., 2001. Technical Report: GWF Tracy Peaker Project: Appendix C of Application for Certification.

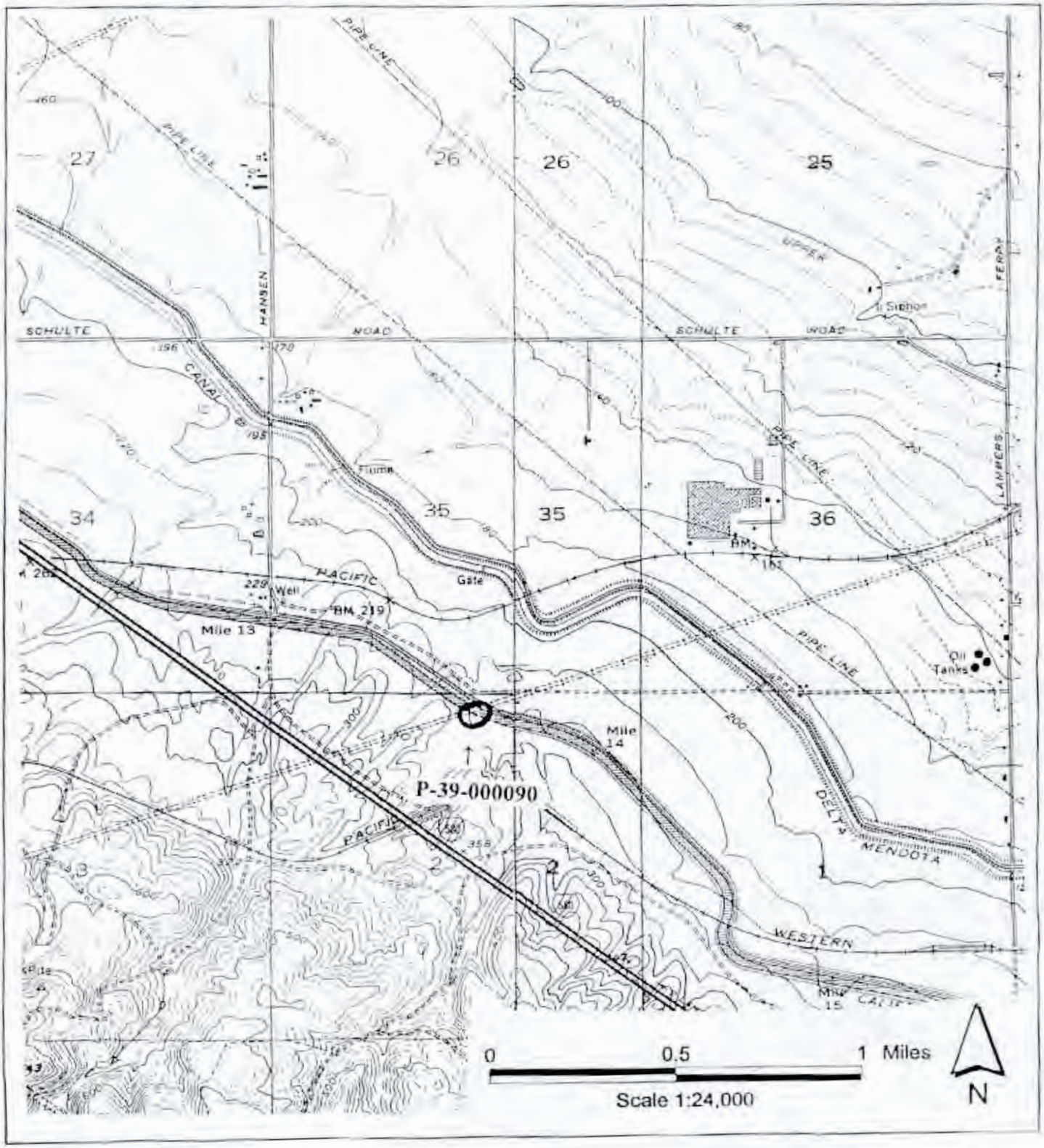
***Attachments:** ☐NONE ☒Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record
☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record
☐Artifact Record ☐Photograph Record ☐Other (List): ____

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

LOCATION MAP

Primary # P-39-000090
HRI#
Trinomial

Page 2 of 2 *Resource Name or # (Assigned by recorder) P-39-000090
*Map Name: Midway *Scale: 1:24,000 *Date of map: 1953 (photorevised 1980)



DPR 523J (1/95)

*Required information

K-34-000090

(Parent Record)

4/96

SITE NAME: California Aqueduct, San Joaquin County
SITE NUMBER: KT-48
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, revised 1981
PIPELINE LOCATION: Milepost 234.3, Mainline

No map for comparison pt. KT-48(n) (on Tracy Quad)

Description of Feature

The California Aqueduct is a part of the State Water Project [SWP] system (for a history of this system see Section 2.2 above). JRP recorded two points along the California Aqueduct, KT-48 and KT-48(n). KT-48 is the site where the proposed pipeline alignment crosses the aqueduct along with the Western Pacific Railroad [WPRR] line; this is the only recordation point within the APE **(Photographs 1 and 2)**. For purposes of comparison JRP also surveyed the aqueduct about 1 1/2 miles northwest of KT-49 where it crosses under Hansen Road [KT-49(n)] **(Photograph 3)**. The California Aqueduct alignment runs from the Delta Pumping Plant (only two miles from the Central Valley Project's Tracy Pumping Plant) south along the western edge of the San Joaquin Valley. After climbing over the Tehachapis, the 444 mile long conduit ends at Perris Reservoir in Riverside County. The portion of the aqueduct that we are concerned with here is paralleled to the east by the Central Valley Project's [CVP] Delta-Mendota Canal and to the west by State Route 580. Pumps along the entire route of the aqueduct lift the water from sea level at the Sacramento-San Joaquin Delta to a maximum of 3,480 feet in the Tehachapis (Hillman 1985:74, DWR [1966]: pamphlet).

Access to the canal is limited for reasons of public safety so JRP conducted its field surveys from the county road right-of-way. However, the construction methods for this feature are uniform and well-documented. Recordation site KT-48 (at the WPRR crossing of the canal) is about 4 1/2 miles southwest of Tracy and the comparison site KT-48(n) is located at the county highway bridge on Hansen Road about 1 1/2 miles northwest of KT-48. The approximate measurements of the aqueduct for the recordation points are as follows: bottom width, 40 feet; top width, 140 feet; depth, 32.5 feet including freeboard; a side slope ratio of 1.5:1; and 4" thick concrete lining (Golze 1965:12).

History of Feature

The first phase of work on the SWP, including construction of the California Aqueduct, took place from 1961 to 1972. Various private contractors to the Department of Water Resources [DWR] built the North San Joaquin Division of the aqueduct (in which lie both recordation points) between 1965 and the end of 1967. This 62 mile long division, and the San Luis Division (101 miles long) directly to the south, delivered water to southern San Joaquin Valley farmland for the first time in 1968. As with the CVP's Delta-Mendota Canal, the SWP contractors used immense machinery for excavating the canal. However, instead of lining both sides and the bottom of the aqueduct simultaneously with a lining slip form as had the builders of the Delta-Mendota, the builders of the California Aqueduct used a series of "paving jumbos" to line the sides of the canal one at a time with 4 inches

JRP, 1994, for Woodward-Clyde Consultants

P-39-000090

of concrete (Golze 1965:11-12; DWR 1965b: 16-17; DWR 1968:24; DWR 1969:10). By 1968, even though the entire length of the aqueduct was not yet complete, the SWP delivered over 50,000 acre-feet of water for municipal and industrial use and over 240,000 acre-feet for irrigation (DWR 1969:11).

Evaluation of Feature

The California Aqueduct does not appear to be eligible for listing in the National Register of Historic Places. Although it is a conduit of considerable importance to the economy and society of California, the Aqueduct is far less than 50 years old. Applying National Register guidelines to this property, it appears that the California Aqueduct is simply too young to warrant National Register listing.

As discussed in Section 2.2, the California Aqueduct represents one of the most ambitious public works projects undertaken by the State of California and rivals the CVP in its role in the state's water delivery system. [In raw numbers -- acre-feet stored and delivered, miles of canals, numbers of reservoirs, acres served, and so forth -- the CVP is a much larger system. The Aqueduct serves a somewhat different purpose, supplying municipal-industrial users as well as agricultural users.] In the absence of the 50-year exclusion, the California Aqueduct would seem to be an obvious candidate for National Register listing, on the basis of its bold engineering solutions and its role in the state's economy and society. In evaluating significance for the California Aqueduct, however, it must be recognized that the canal is not only less than 50 years old, it is scarcely 20 years old. With a property so young, the 50-years exclusion becomes a major consideration in assessing eligibility.

In addressing the 50 year exclusion, two considerations must be taken into account. First, National Register guidelines permit listing properties that have achieved significance within the last 50 years, provided these properties are "exceptionally" significant. Second, the same guidelines and regulations make a common sense distinction between properties which are nearly 50 years old and those which are much younger. The guidelines observe:

> Correspondingly, the more recently a property has achieved significance, the more justification will be required to demonstrate its value as an exceptionally important historic resource in the field architecture, history, archeology, or culture. A property listed 10 or 15 years after it has achieved significance requires clear, widespread recognition of its importance while a property that has been significant for almost 50 years can more easily be justified as exceptionally significant in a more limited context. (Keeper of the National Register, 1979: 3)

It is somewhat difficult to establish a date of construction for the California Aqueduct, as with any large-scale construction project, simply because the construction dragged on for years. Some minimal construction began on the State Water Project immediately after passage of the law in 1960 but the bulk of the work took place in the late 1960s and early 1970s. The main Aqueduct -- the canal extending from the Delta to Southern

P-39-000901

California -- was built in stages and was partially operable by 1968. It could not be fully operational, however, until Oroville Dam was completed in the early 1970s. The system, then, began working some time between 20 and 25 years ago.

In applying the National Register guidelines to this property, one must ultimately balance significance against age, recognizing that an increasingly higher degree of significance must be established that is inversely proportional to the property's age. Unfortunately, National Register guidelines offer no clear formulae for striking this balance. The only clear guidance is that quoted earlier, stating the requirement that very young properties must be shown to possess a very high degree of significance.

In the absence of other guidance, one must conclude that the Keeper of the National Register intended to list very few properties that achieved significance in very recent years. Certainly, a few properties from the 1960s and 1970s have been so listed. These properties tend to be National Historic Landmarks, associated with events or trends of national significance. Several sites associated with the Man in Space program have been so listed as have a few of the works of the masters of the International Style of commercial and residential design. The guidelines and practices of the Keeper indicate, however, that very young properties should be listed sparingly.

Recognizing the language of the guidelines and the practices mentioned earlier, it would appear that the California Aqueduct does not meet the eligibility criteria for listing in the National Register. The property should nonetheless be regarded as a sensitive resource, recognizing that there is no obvious point at which it may quality for National Register listing. The canal would meet the criteria, for example, if it were 50 years old and probably if it were 40 years old. At some point in the not too distant future, the Aqueduct will meet the criteria.

P-39-000090

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 234.3, Mainline

LOCATION NO: KT-48
PHOTO DATE: May 26 & 27, 1993

Tracy Quad

1. **Name of Feature:** California Aqueduct.

2. **Location of recordation:** At the Western Pacific Railroad crossing of aqueduct (in SW1/4 Section 1, T3S/R4E).

3. **Other locations for recording this feature:** KT-48(n)

4. **Structures at or near this location:** The only features at this recordation point are the railroad crossing of the canal and its embankment on either side of the canal. State route 580 is about .25 mile southwest of the crossing and roughly parallels the aqueduct through this area.

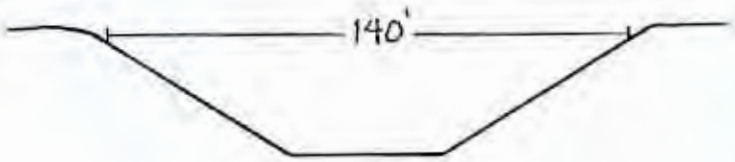
5. **Setting at this location:** On the northeast side of the crossing is an orchard and there is open grass land to the southeast. On the western side of the canal are steep, rolling grass-covered hills.

6. **Integrity considerations for this feature:** Excellent.

7. **Attributes at this location (measurements in feet):**

   Top width: approx. 140'
   Bottom width: 40
   Height or Depth: 32.5 including freeboard.
   Material: Concrete lining 4" thick.

8. **Sketch, in cross section:**



P 39-000091

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: N/A

LOCATION NO: KT-48(n)
PHOTO DATE: May 27, 1993

Midway Quad
T2S/R4E S-34, 35

1. **Name of Feature:** California Aqueduct.

2. **Location of recordation:** At the Hansen Road crossing of the aqueduct, about 1.5 miles northwest of the APE.

3. **Other locations for recording this feature:** KT-48

4. **Structures at or near this location:** The county road bridge over the canal is lined with chain link fencing along each side. The fencing also continues to chain link gates on the 25' wide dirt access roads on either side of the canal.

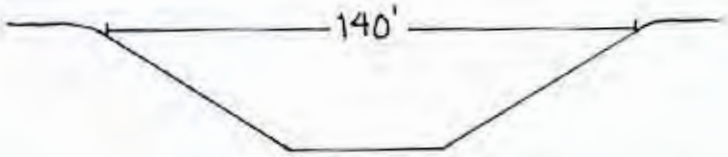
5. **Setting at this location:** The canal is bordered by open grassy areas to the east and west.

6. **Integrity considerations for this feature:** Excellent.

7. **Attributes at this location (measurements in feet):**

   Top width: approx. 140'
   Bottom width: 40'
   Height or Depth: 32.5' including freeboard.
   Material: Concrete lining 4" thick.

8. **Sketch, in cross section:**



Photograph Number: 1
Site Number: KT-48
Common Name: California Aqueduct
Camera Facing: Southeast

Photograph Number: 2
Site Number: KT-48
Common Name: California Aqueduct
Camera Facing: East

Photograph Number: 3
Site Number: KT-48(n)
Common Name: California Aqueduct
Camera Facing: East

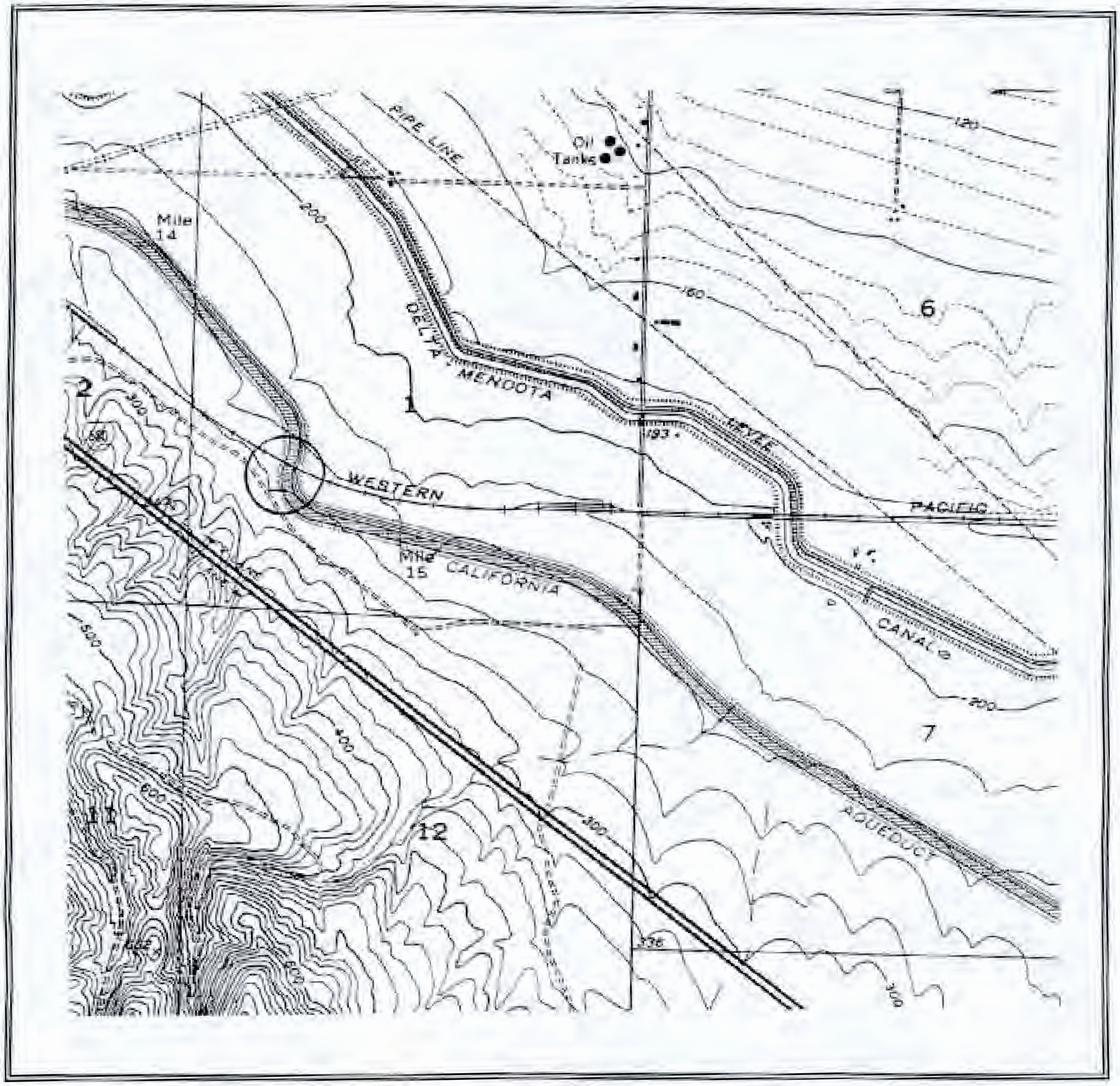
1

2

3

F-39-000090

P-39 000070



SITE NAME: California Aqueduct, San Joaquin County
SITE NUMBER: KT-48
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, revised 1981
PIPELINE LOCATION: Milepost 234.3, Mainline

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 26603 Hansen Road
Map ID #: 08

P1. Other Identifier: 26603 Hansen Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Midway **T** 2S; **R** 4E; ___ ¼ **of** SE ¼ **of Sec** 34; M.D.**B.M.**
c. Address 26603 Hansen Road **City** Tracy **Zip** 95377
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)
Assessor's Parcel Number (APN): 209-110-04

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

This 2.53-acre property is located near the western boundary between San Joaquin and Alameda counties, sited between Union Pacific Railroad tracks to the north and the California Aqueduct to the south. The parcel includes a modified Ranch-style residence with an attached garage, a detached studio, a detached storage building, a large pre-fabricated storage building, a small shed, and a patio cover structure. The residence was constructed in 1973, fronts South Hansen Road, and has an irregular-shaped plan (**Photograph 1**). The living area and the formerly detached garage both have low-pitched side-gable roofs that lack overhang and are connected by a steeply-pitched front-gable building addition (**Photographs 1 and 2**). A shed roof porch extension is located along the façade that is supported on square wood posts and plain wood railing. The exterior is covered with widely spaced board-and batten siding. Entry into the residence is gained through a metal security door on the façade. Windows in the original section of the residence generally consist of two- and three-part metal frame windows, with three-part vinyl frame windows in the recent building addition. The garage is accessed by two overhead garage doors on the façade.

A wood-framed patio cover structure and a small, pre-fabricated shed are sited immediately west of the garage (**Photograph 1**). (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of 26603 Hansen Road, camera facing southwest, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1973 (San Joaquin County Assessor 2019); 2013-2018 (see B6 on Continuation Sheet)

***P7. Owner and Address:**
Arron Fountain
26603 Hansen Road
Tracy, CA 95377

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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 6Z

***Resource Name or #** (Assigned by recorder) 26603 Hansen Road
Map ID #: 08

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Modified Ranch; utilitarian

***B6. Construction History:** (Construction date, alterations, and date of alterations) Rectangular residence and detached garage constructed in 1973 (San Joaquin County Assessor); residence and garage connected with building addition and shed roof porch extension built along façade between 2013 and 2014 (Google Earth Pro 2013 Jun, 2014 Apr). Detached storage building constructed between 2013 and 2014 (Google Earth Pro 2013 Jun, 2014 Apr). Small pre-fabricated shed erected between 2013 and 2014 (Google Earth Pro 2013 Jun, 2014 Apr).Large pre-fabricated storage building erected between 2015 and 2017 (Google Earth Pro 2015 Oct, 2017 Mar). Detached studio constructed between 2015 and 2017 (Google Earth Pro 2015 Oct, 2017 Mar). Patio cover structure added between 2017 and 2018 (Google Earth Pro 2017 Aug, 2018 Apr).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** Detached studio, two detached storage buildings, patio cover structure

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance 1973 **Property Type** Single-Family Residence
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 26603 Hansen Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***P3a. Description (continued):**

A small, wood framed, detached studio is sited west of the residence, within the bounds of the backyard (**Photograph 2**). The building is rectangular in plan, with a primary shed roof and a full-width shed roof porch along the façade. The only wall openings appear to be two identical doors and windows on the façade.

A detached storage building is sited west of the detached studio. The building is outside the boundary of the backyard and is difficult to view from the public right-of-way (**Photograph 2**). The building is rectangular in plan and is topped with a low-pitched front-gable roof that lacks overhang.

A large, pre-fabricated metal storage building is sited on the west end of the parcel (**Photograph 1**). This metal frame building is rectangular in plan, topped with a low-pitched front-gable roof that lacks overhang, and the walls and roof are covered with raised-seam metal panels. Access into the building is gained through full-height overhead garage doors on the east and west sides.

***B10. Significance (continued):**

This property is located southwest from the City of Tracy, near the border between Alameda and San Joaquin counties. The area has historically been undeveloped, rural land with large dry-crop fields that centered on the Delta-Mendota Canal after its completion through the area in 1951 (UCDB 1937, 1963; SL&DMWA 2019). In the early 1990s, this area began its transformation from a primarily rural agricultural area into a major warehouse distribution hub for the San Francisco Bay Area. Immediately north from this property is the 610-acre Patterson Pass Business Park, which was first developed in 1991. The first occupant within in the park was Safeway, Inc., which built a 1.8-million square foot distribution center. Costco subsequently purchased the remainder of the space in the business park and also built a distribution center as well as a meat processing facility (USDOJ 1998: 3-52). A 1,800-acre distribution warehouse business park called Cordes Ranch was zoned along the northern boundary of Patterson Pass Business Park in 2013. Since then a number of distribution centers have been built, including an Amazon Fulfillment Center (*The Record* 2014 Nov 6; Google Earth Pro 2015 Oct, 2018 Apr).

Property History

This property was initially developed in the 1960s, but the oldest extant building is from 1973 (HistoricAerials.com 1967, 1968, 1993; San Joaquin County Assessor 2019). The new residence was constructed for Owens-Illinois plant foreman William Harper and his wife Nera in 1973 who appear to have been living on the property in a no longer extant residence by 1970 (San Joaquin County Assessor 2019; R.L. Polk & Co. 1967, 1970, 1972). William died in 1992, but Nera retained ownership of the property until 2003 (Social Security Death Index 1992; San Joaquin County Recorder 2003 Aug 15). The current owner purchased the property from a family member in 2015 (San Joaquin County Recorder 2012 May 9, 2015 Feb 20).

Ranch Architecture

This residence was initially built in 1973 in the Ranch style. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by an elongated, one-story plan with horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. While sprawling, high-style custom Ranch houses were popular during the 1950s and 1960s, most Ranch houses were mass produced in post-war housing tracts and were unassuming in both size and design (McAlester 2013: 596-604).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. This residence was originally constructed in 1973 in a rural area outside the Tracy City Limits and is not associated with Tracy's founding. Research revealed no important association between this property and the context of residential or agricultural development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not reveal that William Harper, Nera Harper, Tracy Rosemont, or members of the Fountain family made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is expresses aspects of the Ranch style through the elongated, one-story plan, and low-pitched gable roofs, but it is a modest and modified example of the type. In addition, the property is not an important work of a master designer, nor does it embody the high artistic value that would merit listing in a national or state register under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence and the other buildings on the property were constructed using typical materials of the time, and do not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the property's lack of significance, the residence has lost integrity of design, workmanship, and materials with the construction of the steeply-pitched building connector between the residence and the detached garage, construction of the shed roof porch extension built along façade, as well as the installation of the wide board-and-batten replacement siding. The property's integrity of setting has been affected by the construction of the large trucking distribution centers to the immediate west and north. While the property retains integrity of location, feeling, and association, the property lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

Google Earth Pro
2013 26603 Hansen Road, CA, 95377. June.
2014 26603 Hansen Road, CA, 95377. April.
2015 26603 Hansen Road, CA, 95377. October.
2017 26603 Hansen Road, CA, 95377. March
2017 26603 Hansen Road, CA, 95377. August.
2018 26603 Hansen Road, CA, 95377. April.

HistoricAerials.com
1967 26603 Hansen Road, CA, 95377. Historical photography.
1968 26603 Hansen Road, CA, 95377. Historical photography.
1993 26603 Hansen Road, CA, 95377. Historical photography.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Alfred A. Knopf.

The Record
2014 "Huge Distribution Center Kicks Off Tracy Industrial Park." Available at https://www.recordnet.com/article/20141106/news/141109685 (Accessed February 219). November 6.

R.L. Polk & Co.
1967 *Polk's Tracy City Directory 1967*. Monterey Park, CA: R. L. Polk & Co.
1970 *Polk's Tracy City Directory 1970*. Monterey Park, CA: R. L. Polk & Co.
1972 *Polk's Tracy City Directory 1972*. Monterey Park, CA: R. L. Polk & Co.

San Joaquin County Assessor
2019 Parcel Number 209-110-04.

San Joaquin County Recorder
2003 Nera G. Harper to Tracy Rosemont. Deed. Record Number 2003-1841989. August 15.
2012 Tracy Rosemont to Kenneth Robert Fountain. Deed. Record Number 2012-057947. May 9.
2015 Kenneth R Fountain and Arron Fountain to Arron Fountain. Deed. Record Number 2015-018687. February 20.

San Luis & Delta-Mendota Water Authority (SL&DMWA)
2019 Delta-Mendota Canal. Available at http://sldmwa.org/about-sldmwa-facilities/about-the-delta-mendota-canal/ (Accessed February 2019).

Social Security Death Index

1992 William H. Harper. Available at Ancestry.com (Accessed February 2019).

United States Department of Justice (USDOJ)
1998 *Northern California Service Processing Center, Volume 1: Supplemental Environmental Impact Statement.* December.

University of California Santa Barbara (UCSB) Library
1937 Aerial photography collection. Flight ID ABD_1937, Frame 33-50. August 12.
1963 Aerial photography collection. Flight ID ABD_1993, Frame 1CC-73. June 1.

P5a. Photographs (continued):

Photograph 2. Residence in foreground, detached studio and detached storage building in background at left, camera facing west, February 7, 2019.

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

UPDATE SHEET

Primary# P-39-000089
HRI #
Trinomial
NRHP Status Code 3B; 3CB

***Resource Name or #:** (Assigned by recorder) Delta-Mendota Canal
Map ID #:09

☐ Continuation ☒ Update

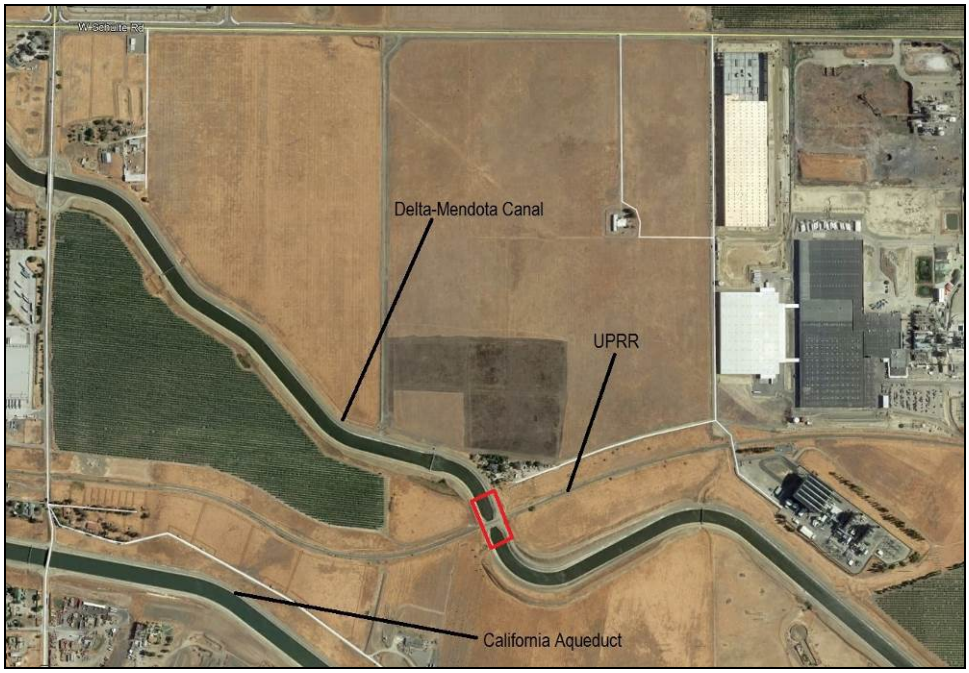
P1. Other Identifier: Delta-Mendota Canal

***P2e. Other Locational Data:** Southwest of Tracy, San Joaquin County, CA; south of W. Schulte Road; north of the California Aqueduct

***P3a. Description:** The section of the Delta-Mendota Canal within the Valley Link California Environmental Quality Act (CEQA) study area flows under a Union Pacific Railroad (UPRR) bridge (**Photograph 1**) and is not accessible from the public right-of-way. The canal was constructed in 1952 as part of the Delta Division of the California Central Valley Project (CVP) which is a large-scale, federal reclamation project that includes 35 California counties and is 500 miles long. The CVP consists of a series of dams, canals, reservoirs, tunnels, and power plants that moves domestic, industrial, recreation, navigation, and wetland waters from the Cascade Range in the north to the semi-arid Tehachapi Mountains in the southern part of the state. The entire canal is approximately 116 miles long and extends one mile south from the Tracy Pumping Plant (C.W. "Bill" Jones Pumping Plant) to Mendota Pool. The canal is located in two counties and has been assigned two Primary Numbers P-39-000089 (San Joaquin County) and P-24-001703 (Alameda County). The recorded segment of the canal is lined with concrete and is approximately 100-feet wide.

***P3b. Resource Attributes:** HP20 – Canal / aqueduct

P5a. Photograph:



Photograph 1. Aerial photograph with red box that denotes section of canal in CEQA study area. Notes by AECOM (Source: Google Earth Pro 2018)

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***B10. Significance: Theme** Irrigation and Agriculture Development **Area** California
Period of Significance 1952 **Property Type** Canal
Applicable Criteria National Register of Historic Places (NRHP) Criterion A

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

Numerous sections of the Delta-Mendota Canal have been recorded and evaluated since its first recordation in 1993 (see attached forms) by JRP Historical Consulting Services (see attached forms). The 1993 evaluation, and subsequent evaluations by Historic Preservation LLC in 2001, PAR Environmental Services, Inc. in 2001, and Carey & Co. in 2007, have all concluded that the Delta-Mendota Canal appears to be eligible for listing in the NRHP under Criteria A and C, at a state level of significance, and an exceptional significance founded in the role of the canal as a key component in the original CVP. Additionally, in 2006, the U.S. Bureau of Reclamation (USBR) drafted a NRHP Multiple Property Listing for the CVP that was updated in 2009, titled *California's Central Valley Project: Historic Engineering Features to 1956: A Multiple Property Documentation Form* (see attached Report Detail sheet from the Central California Information Center). USBR considers the Delta-Mendota Canal as a contributing property to the CVP, which is eligible for listing in the NRHP under Criterion A for its association with the development of irrigation and agriculture in California (USBR 2015:17-18). This Multiple Property Listing nomination is still in draft form and has yet to receive concurrence from the Keeper of the Register.

After review of the previous recordations and aerial photography, the present evaluation concludes that the Delta-Mendota Canal retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation and it appears to meet the criteria for listing in the NRHR and the CRHR. The canal is considered a historical resource for the purposes of CEQA.

***B14. Evaluator:** H. Miller, AECOM ***Date of Evaluation:** March 2019

***B12. References:**

Google Earth Pro
2018 Tracy, San Joaquin County, California. June 18 satellite imagery.

US Bureau of Reclamation (USBR)
2015 *Finding of No Significant Impact: San Luis & Delta-Mendota Water Authority 2015 Delta-Mendota Canal Reverse Flow Project, FONSI-15-20.* Fresno, CA: US Department of the Interior, USBR, South-Central California Area Office.

Report Detail: SJ-07779

Identifiers

Report No.: SJ-07779
Other IDs:
Cross-refs: Extends into another county as CA-07779
Extends into another county as ME-07779
Extends into another county as ST-07779
Extends into another county as TO-07779

Citation information

Author(s): Bailey, J., Ph.D. and Palmer, Lex
Year: 2009 (Apr)
Title: California's Central Valley Project: Historic Engineering Features to 1956: A Multiple Property Documentation Form, April 2009 (National Register of Historic Places Nomination).
Affliliation: Bureau of Reclamation
No. pages: 352
No. maps:
Attributes: Evaluation, Management/planning, Other research
Inventory size:
Disclosure: Unrestricted
Collections: No

Sub-desig.: A
Author(s): Bailey, Jim, Ph.D.
Year: 2009 (Apr)
Title: Reclamation, Managing Water in the West: California's Central Valley Project: Historic Engineering Features to 1956
Affiliation: Bureau of Reclamation
Report type(s): Architectural/Historical, Evaluation, Management/planning
Inventory size:
No. pages: 201
Disclosure: Unrestricted
Collections: No
PDF Pages: 46-246

Sub-desig.: B
Author(s): Palmer, L.
Year: 2018
Title: Central Valley Project (CVP), National Register of Historic Places Determinations of Eligibility, Multiple Counties, California. Bureau of Reclamation, Mid-Pacific Region Division of Environmental Affairs, Cultural Resources Branch, Sacramento.
Affiliation: Bureau of Reclamation
Report type(s): Architectural/Historical, Evaluation
Inventory size:
No. pages: 45
Disclosure: Not for publication
Collections: No
PDF Pages: 1-45

General notes

Includes numerous other resources not formally recorded as of 12/10/2013. NOTE: This is a draft which has been superseded by other draft versions also not yet submitted to the Keeper of the NR as of 4/2015. Please contact BOR for more information.

Associated resources

Primary No.	*Trinomial*	*Name*
P-24-001703		Delta-Mendota Canal
P-24-001848		San Luis Wasteway
P-39-000089		Delta Mendota Canal

Report Detail: SJ-07779

P-50-001904 Delta-Mendota Canal

No. resources: 4

Has informals: No

Location information

County(ies): San Joaquin

USGS quad(s): Midway, Patterson, Solyo, Tracy, Vernalis

Address:

PLSS:

Database record metadata

	Date	*User*
Entered:	10/23/2013	anthro
Last modified:	1/10/2019	rhards

IC actions:	*Date*	*User*	*Action taken*
	1/2/2018	EGreathouse	eg
	3/14/2018	EGreathouse	eg

Record status:

update/new segment

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000089
HRI#
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Delta-Mendota Canal 8/2002

P1. Other Identifier: N/A

*P2. Location: [x] Not for Publication [ ] Unrestricted

*a. County: San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.) (SE¼ of SW¼ S. 21; NW¼ of NE¼ S. 28)

*b. USGS 7.5' Quad: Midway Date: 1953 T 2S; R 4E; Sec. 21 and 28; Mt. Diablo B.M.

c. Address: N/A City: Zip:

d. UTM (Give more than one for large and/or linear resources) Zone: 10; 628,413 mE/ 4,177,621 mN
629,072 mE/ 4,177,106 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From Tracy, CA, take I-205 and exit at Mountain House Parkway (Patterson Pass Rd.). Turn left (south) and drive 0.8 miles to the Delta-Mendota Canal. ***(See Continuation Sheet).***

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This form represents an additional segment or the previously recorded Delta-Mendota Canal (P-39-000089). The Delta-Mendota Canal extends from the Tracy Pumping Plant near Tracy, southeast 113 miles to a point about 30 miles west of Fresno. ***(See Continuation Sheet).***

*P3b Resource Attributes: (List relevant attributes and codes) HP20 Canal

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

SEE ATTACHED

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

*P6. Date Constructed/Age and Sources: [ ] Prehistoric [x] Historic [ ] Both 1946-1952

*P7. Owner and Address: U.S. Bureau of Reclamation

*P8. Recorded by: (Name, affiliation, and address) K. Van Citters & K. Bisson; Van Citters: Historic Preservation LLC; 410 Amherst Drive SE, Albuquerque, NM 87106

*P9. Date Recorded: 11/06/01
Form Prepared by: J. Farrell

*P10. Survey Type: (Describe) [ ] Intensive [x] Reconnaissance [ ] Other:

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

*Attachments: [ ] NONE [x] Location Map [ ] Sketch Map [x] Continuation Sheet [x] Building, Structure, and Object Record
[ ] Archaeological Record [ ] District Record [x] Linear Feature Record [ ] Milling Station Record [ ] Rock Art Record
[ ] Artifact Record [x] Photograph Record [x] Other (List) Photographs, previously recorded P-39-000089 form for the Tracy segment

DPR 523A (1/95) *Required Information

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

Primary # P-39-000089
Trinomial

*NRHP Status Code

Page 2 of 7 *Resource Name or # (Assigned by recorder): Delta-Mendota Canal

B1. Historic Name: Delta-Mendota Canal
B2. Common Name: Delta-Mendota Canal
B3. Original Use: Water Canal B4. Present Use: Water Canal
*B5. **Architectural Style:** Concrete lined canal
*B6. **Construction History:** (Construction date, alterations, and date of alterations)
Construction of the concrete-lined Delta-Mendota began in 1946, ending in 1952. No alterations within segment recorded.

*B7. **Moved?** [x] No [ ] Yes [ ] Unknown **Date:** **Original Location:**
*B8. **Related Features:**
The Delta-Mendota Canal is concrete-lined with gravel embankments. The embankments include an access road and galvanized pipes occasionally cross the canal.

B9a. Architect: Unknown b. Builder: US Bureau of Reclamation
*B10. **Significance: Theme** Canal **Area:**
Period of Significance: 1946-1952 **Property Type:** Canal **Applicable Criteria:** A and C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The Delta-Mendota Canal extends from the Tracy Pumping Plant near Tracy, southeast 113 miles to a point about 30 miles west of Fresno. The canal's alignment skirts the eastern foothills of the Coast Range with the California Aqueduct running in a basically parallel alignment to the west of the canal. The canal is 179.24 feet above sea level at its northernmost point, downstream from the Tracy Pumping Plant discharge conduits. The canal is lined with concrete and the embankments topped with gravel. An access road runs along the embankment.
Construction of the concrete-lined Delta-Mendota began in 1946, ending in 1952. Various private contractors built the canal for the U.S. Bureau of Reclamation, including Morris-Knudsen Co. Inc.
The Delta-Mendota was one of the first and most important elements of the California-designed Central Valley Project (CVP) to be planned and built. Approved by Congress in the mid 1930s, the CVP was responsible for rerouting a significant portion of the Sacramento and San Joaquin rivers south for irrigation. The system is considered a great achievement in hydraulic engineering. The Delta-Mendota Canal is one of the four essential units of the CVP which brought water from the Sacramento River to the San Joaquin Valley in 1952. This was one of the first civil engineering projects to transfer water on such a large scale and as such, the Delta-Mendota Canal is recommended as NRHP eligible under Criteria A and C.

B11. Additional Resource Attributes: (list attributes and codes)
*B12. **References:** Central California Information Center
B13. Remarks:
*B14. **Evaluator:** K. Van Citters
***Date of Evaluation:** 11/06/01

(Sketch Map with north arrow required.)

See photos and USGS quadrangle map.

(This space reserved for official comments)

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000089
HRI #
Trinomial

Page 3 of 7 *Resource Name or #: (Assigned by recorder) Delta-Mendota Canal

L1. **Historic and/or Common Name:** Delta Mendota Canal

L2a. **Portion Described:** [ ] Entire Resource [x] Segment [ ]Point Observation Designation: See P2.

b. **Location of Point or Segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map). Refer to P2.

L3. **Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
The Delta-Mendota Canal extends from the Tracy Pumping Plant near Tracy, southeast 113 miles to a point about 30 miles west of Fresno. The canal's alignment skirts the eastern foothills of the Coast Range with the California Aqueduct running in a basically parallel alignment to the west of the canal. The canal is 179.24 feet above sea level at its northernmost point, downstream from the Tracy Pumping Plant discharge conduits. The canal is lined with concrete and the embankments topped with gravel. An access road runs along the embankment.

L4. **Dimensions:** (In feet for historic features and meters for prehistoric features)
a. **Top Width** 100' b. **Bottom Width** 48'
c. **Height or Depth** 16' d. **Length of Segment** .5 miles

L4e. **Sketch of Cross Section:** (include scale) See photo **Facing:** North

L5. **Associated Resources:** None.

L6. **Setting:** (Describe natural features, landscapes characteristics, slope, etc., as appropriate)
The canal is bordered by open grasslands and runs through rural and semi-rural environs.

L7. **Integrity Considerations:** The canal has retained its overall integrity.

L8. **Description of Photo, Map, or Drawing:** (View, scale, etc.) 2 photos of canal facing north

L9. **Remarks:** None

L10. **Form prepared by:** (Name, affiliation, and address) Jenna Farrell
Foster Wheeler Environmental
3947 Lennane Drive, Suite 200
Sacramento, CA 95834

L11. **Date:** 04-01-02

*P2e. Turn right onto the access road that parallels the canal and travel 0.4 miles to the southern extremity of the canal segment that this record documents.

*P3a. This record documents only a segment of the resource. The canal's alignment skirts the eastern foothills of the Coast Range with the California Aqueduct running in a basically parallel alignment to the west of the canal. The canal is 179.24 feet above sea level at its northernmost point, downstream from the Tracy Pumping Plant discharge conduits. The canal is lined with concrete and the embankments topped with gravel. An access road runs along the embankment.

*P11. Reeve, Stuart et. al. "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California" Foster Wheeler Environmental 2002. Tesla Power Project 01-AFC-21 2001 and 2002 previous form on file with Central California Information Center.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPHIC RECORD

Primary # P-39-000089
HRI #
Trinomial

Page 5 of 7 **Project Name:** Tesla/Midway **Year** 2001

Property or Project Name/Temporary No. Delta-Mendota Canal

Camera Format: 35mm **Lens Size:**

Film Type and Speed: 400 T-Max **Year:** 2001

Negatives Kept at: Foster Wheeler

Month	Day	Time	Exp./Frame	Subject/Description	View Toward		Accession No.
11	6		Roll 2: 3	Photo I.D.			
11	6		19	Delta-Mendota Canal	North		
11	6		20	Delta-Mendota Canal	North		

Two views of the Delta-Mendota Canal looking north.

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

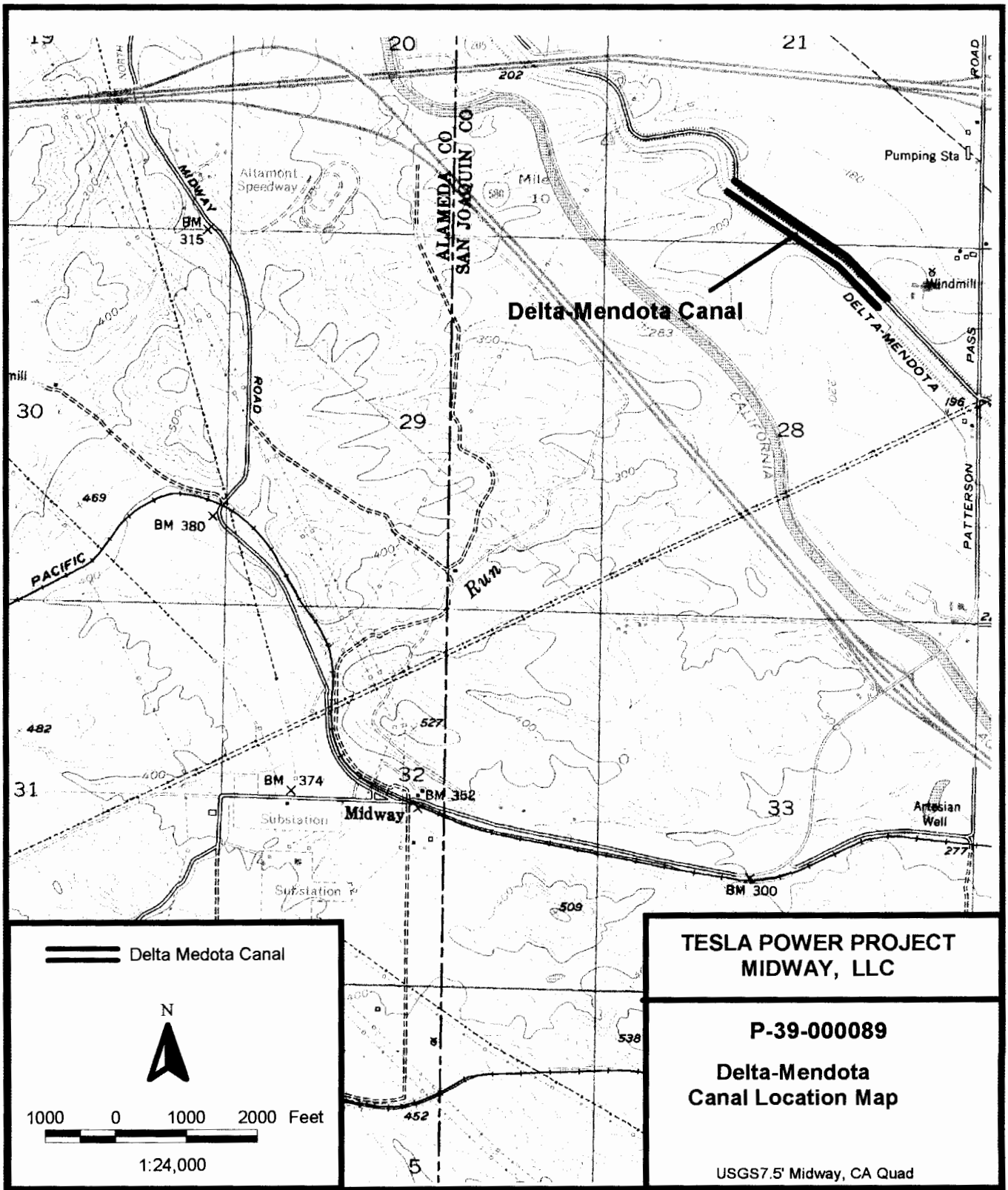
LOCATION MAP

Primary #: P-39-000089
HRI #
Trinomial

Page 7 of 7

*Resource Name or # (Assingned by Recorder) Delta-Mendota Canal

*Map Name: Midway *Scale: 1:24,000 *Date of Map: 1980



DPR 523J (1/95)

*required information

update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000089
HRI #
Trinomial
NRHP Status Code
Other
Review Code ____ Reviewer ____ Date 2/2002

Page 1 of 2 **Resource Name or #:** (Assigned by recorder) P-39-000089 (Update)

P1. Other Identifier: Delta-Mendota Canal

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County** San Joaquin County

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

***b. USGS 7.5' Quad** Tracy **Date** 1954 (photorevised 1981) **T** 2S; **R** 4E; NW, SW, SE ¼ **of** SW ¼ **of Sec** 36; **MD B.M.**

c. Address ____ City ____ Zip ____

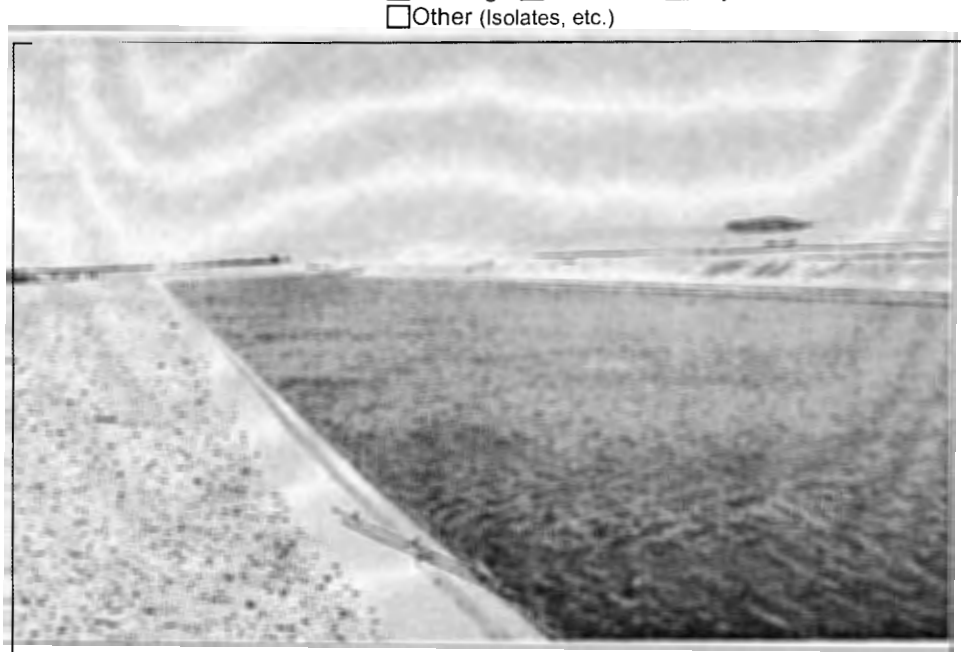
d. UTM: (Give more than one for large and/or linear resources) Zone 10, 633,050 mE/ 4,174,434 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Travelling south on Highway 580, exit on Patterson Pass. Turn left at stop sign, then turn right onto Schulte Road. Travel 2.1 miles east on Schulte Road and turn right onto unnamed dirt road. Drive 0.6 miles and park. Walk south over the railroad tracks for 0.1 mile to reach the canal. Walk southeast for 0.25 miles to reach the recorded segment.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) In 1994 JRP Historical Consulting Services recorded and evaluated two points along this historic feature. P-39-00089 has been updated to include an unrecorded section along the Delta-Mendota Canal within 1 mile of the segments previously recorded by JRP. This newly recorded segment is consistent in materials, setting, design, workmanship, feeling and association with the segments previously recorded by JRP. JRP evaluated the canal as appearing to be eligible for listing in the National Register of Historic Places under Criteria A and C, at a state level of significance, with a period of significance of 1946-1952 (See Original Site Record).

***P3b. Resource Attributes:** (List attributes and codes) HP20; Canal/aqueduct

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



P5b. Description of Photo: (view, date, accession #) Overview of the Delta-Mendota Canal; view to the south

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

***P7. Owner and Address:** Bureau of Reclamation-Mid-Pacific Region, 2800 Cottage Way, Sacramento, CA

***P8. Recorded by:** (Name, affiliation, and address)
R.Egherman
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

***P9. Date Recorded:** 6/8/01

***P10. Survey Type:** (Describe) Intensive Pedestrian Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") 1995 JRP Consulting Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project; URS Corp., 2001. Technical Report: GWF Tracy Peaker Project: Appendix C of Application for Certification.

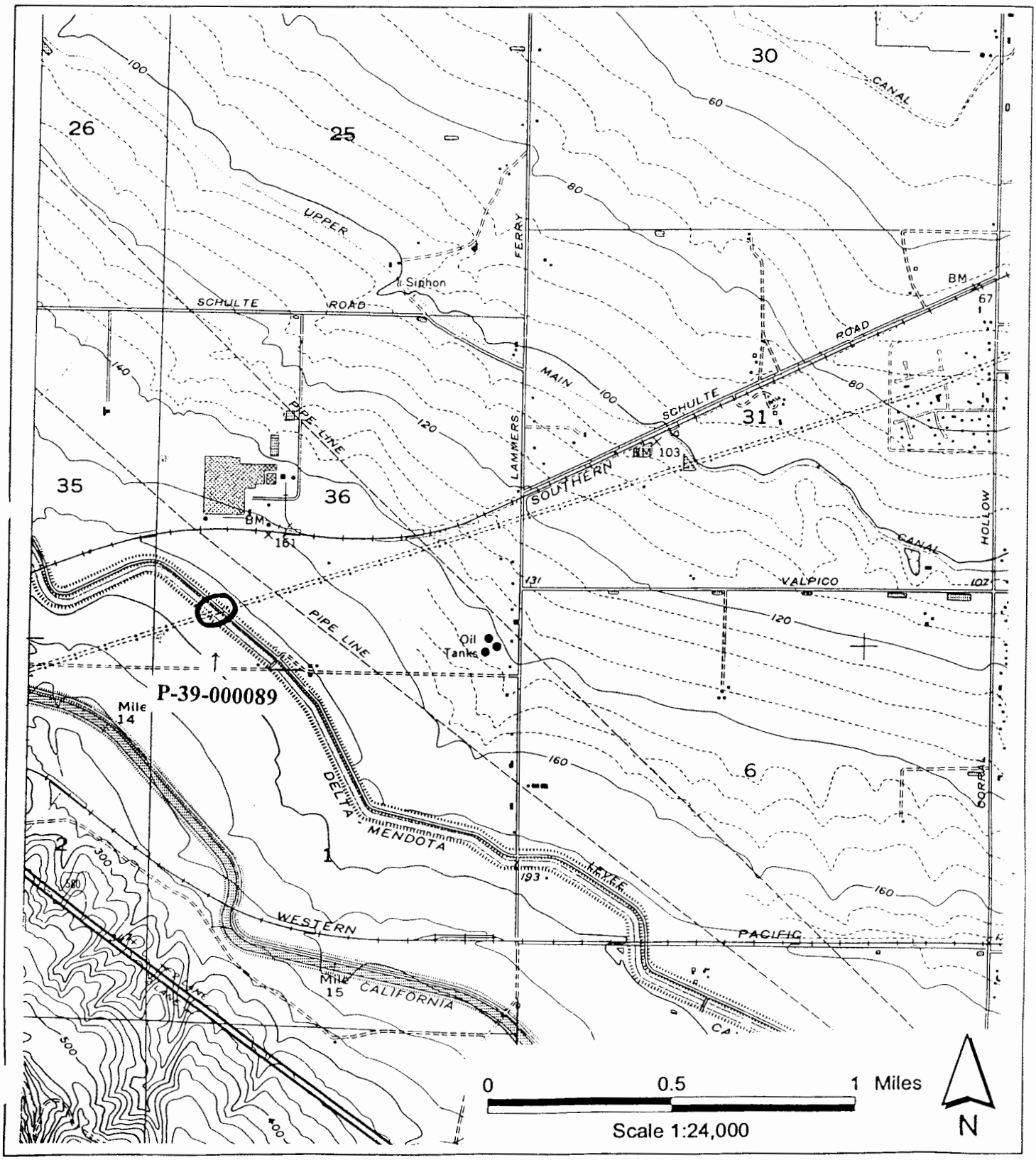
***Attachments:** ☐NONE ☒Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐Other (List):

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

LOCATION MAP

Primary # P-39-000089
HRI#
Trinomial

Page 2 of 2 *Resource Name or # (Assigned by recorder) P-39-000089
*Map Name: Tracy *Scale: 1:24,000 *Date of map: 1954 (photorevised 1981)



DPR 523J (1/95)

*Required information

P-39-000089

4/96

SITE NAME: Delta-Mendota Canal, Central Valley Project, San Joaquin County
SITE NUMBER: KT-49
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, revised 1981
PIPELINE LOCATION: Milepost 233.2, Mainline

8 pages

Description of Feature

Site KT-49 is the point at which the APE for the proposed Mojave Pipeline Northward Expansion Project crosses the Delta-Mendota Canal, a concrete lined conduit operated by the U. S. Bureau of Reclamation as part of the Central Valley Project system (for a history of this system see Section 2.2 above). JRP recorded two points along the Delta-Mendota Canal, KT-49 and KT-49(n). KT-49 is the site where the proposed pipeline alignment crosses the canal along with the Western Pacific Railroad [WPRR] line; this is the only recordation point within the APE **(Photographs 1 and 2)**. For purposes of comparison JRP also surveyed the canal about 2 3/4 miles northwest of KT-49 where it crosses under Hansen Road [KT-49(n)] **(Photograph 3)**. The Delta-Mendota Canal extends from the Tracy Pumping Plant near Tracy, southeast 113 miles to a point about 30 miles west of Fresno. The canal's alignment skirts the eastern foothills of the Coast Range with the California Aqueduct running in a basically parallel alignment to the west of the canal. State Route 580, which to the south becomes Interstate 5, parallels both canals further to the west. The USBR stated that this portion of the canal ". . .was laid in the recent alluvium of the valley and no detailed geologic record is available." The elevation of the Delta-Mendota Canal is 179.24' above sea level at its northernmost point, downstream from the Tracy Pumping Plant discharge conduits. The canal has a very gradual fall, excepting various culverts and siphons, and terminates at the Mendota Pool with an elevation of 146.81' (USBR 1959:7, 23-52).

Access to the canal is limited for reasons of public safety so JRP conducted its field surveys from the county road and State Route 580 right-of-ways. However, the construction methods for this feature are uniform and well-documented. Recordation site KT-49 is located at the WPRR crossing of the canal at Station L-774+06 and the comparison site KT-49(n) is located at the county highway bridge at Station L-613+29. The measurements of the canal at both recordation points KT-49 and KT-49(n) are approximately as follows: top width, 100 feet; bottom width, 48 feet; a side slope ratio of 1.5:1; water depth, 16'; and 4 inch thick concrete lining (USBR 1959:front fact sheet, 15-16). The contractors who worked on the various sections of the canal built railroad crossings to certain specifications: "concrete siphons were constructed to pass the Delta-Mendota Canal under . . .railroads" with a hydrostatic head of zero in multiple rectangular siphon barrels (USBR 1959:59-60).

History of Feature

Various private contractors to the USBR built the Delta-Mendota Canal between the fall of 1946 and the spring of 1952 (USBR 1959:5). Morrison-Knudsen Co., Inc., and M. H.

Hasler, of Los Angles, won the contract for Specifications No. 2197, Contract No. 12r-18023, "covering earthwork, concrete lining, and structures for portions of the Delta-Mendota Canal ... [including] ... schedule No. 1, station L-774+00 to station L-908+85," on June 30, 1948 (USBR 1959:103). The recordation points for this feature lie within this portion of the canal. "The notice to proceed was acknowledged by the contractor on August 11, 1948 ... [and] ... the work was completed and accepted by the Government on October 12, 1949" (USBR 1959:103). Morrison-Knudsen, et al. did the major excavation for this part of the canal using a 13 cubic yard walking dragline. The contractor then used a massive lining slip form for lining most of the canal, however, some sections were hand placed (USBR 1959:110, 133-4).

According to the USBR, the purpose of the Delta-Mendota Canal within the CVP was to:

> ... function with the Tracy Pumping Plant in transferring excess water from the Sacramento River for supplemental irrigation of approximately 1,000,000 acres of agricultural land in the San Joaquin River Valley. Water from Sacramento River flows through the Delta Cross Channel into Old River slough, whence it is diverted through Delta-Mendota Intake Canal to Tracy Pumping Plant which lifts it about 200 feet and discharges it through three discharge pipes about 4,820 feet long, into Delta-Mendota Canal, which conveys it into the San Joaquin River Valley (USBR 1959: front fact sheet).

The CVP's initial features, including the Delta-Mendota Canal, made their first deliveries of Sacramento River water to the San Joaquin Valley in 1952. By 1961 annual deliveries were more than three million acre-feet of water (Cooper 1968:13, 152-3).

Evaluation of Feature

The Delta-Mendota Canal appears to be eligible for listing in the National Register of Historic Places under Criteria A and C, at a state level of significance, with a period of significance of 1946-1952, and an exceptional significance founded in the role of the canal as a key component in the original Central Valley Project.

As discussed in Section 2.2, the CVP is one of the great achievements in hydraulic engineering, facilitating water transfers on a scale seldom envisioned prior to its completion. As it exists today, the CVP consists of dozens of dams, canals, pumps, and other facilities scattered throughout the state. As it was first planned in the 1930s, however, the CVP comprised a much smaller number of units: Shasta Dam, Friant Dam, the Delta-Mendota Canal, the Friant-Kern Canal, and the Contra Costa Canal. These units represented the core of the original CVP. Among these various units, the Contra Costa Canal was an aberration, its operation unrelated to the essential mission of the project, which was to transfer water from the Sacramento River basin, which had a surplus, to the San Joaquin Valley, which had a deficit. Among the early units, the four essential units -- Shasta Dam, Delta-Mendota Canal, Friant Dam, and Friant-Kern Canal -- were designed to operate as two groups of linked reservoir canal systems, operating altogether to bring Sacramento River water to the San Joaquin Valley. Shasta Dam and the Delta-Mendota Canal served to bring Sacramento River water as far south as Fresno County,

while the Friant Dam and Friant-Kern Canal could take water from Fresno County south to Kern County. The four worked together in the sense that the Delta-Mendota Canal replaced water supplies that were taken from Fresno County to be shipped south to Kern County.

As discussed in Section 2.2, the CVP as a system was designed by the State of California during the late 1920s and early 1930s. The CVP was adopted as a Federal project in 1937. Actual working plans were developed by Federal engineers in the years just before and during World War II. Construction on Friant and Shasta Dams began before the war and continued through the war years. Construction on the canals was delayed until just after World War II. The Delta-Mendota Canal was fully designed during the war but construction did not begin until 1946.

In time, the CVP would grow well beyond the limits set upon it when it was approved by Congress during the mid-1930s. Post-1945 dams such as Folsom, New Melones, and others, enlarged the CVP to a degree that it affects nearly every major watershed in the Sacramento and San Joaquin basins.

In evaluating significance for the Friant-Kern Canal, two facts must be taken into account. First, the canal is part of a much larger system and must be evaluated in terms of its relationship to that system. Second, neither the Delta-Mendota Canal nor the CVP generally is 50 years old. In the absence of a showing of exceptional significance, both the Delta-Mendota Canal and the CVP would be categorically excluded from National Register listing under the eligibility criteria for the program.

In addressing the relationship between the Delta-Mendota Canal and the larger CVP system, a distinction should be made between early and later elements of the CVP. As noted, the early system was built around the coordinated operation of four units: Shasta, Delta-Mendota, Friant, and Friant-Kern. These represent the key accomplishments of the USBR in the 1930s and 1940s and are arguably what is significant about the system. Other early units, including the Contra Costa Canal, were peripheral to the core system, as are most of the later units as well.

In addressing the 50 year exclusion, two considerations must be taken into account. First, National Register guidelines permit listing properties that have achieved significance within the last 50 years, provided these properties are "exceptionally" significant. Second, the same guidelines and regulations make a common sense distinction between properties which are nearly 50 years old and those which are much younger. The guidelines observe:

> Correspondingly, the more recently a property has achieved significance, the more justification will be required to demonstrate its value as an exceptionally important historic resource in the field architecture, history, archeology, or culture. A property listed 10 or 15 years after it has achieved significance requires clear, widespread recognition of its importance while a property that has been significant for almost 50 years can more easily be justified as exceptionally significant in a more limited context (Keeper of the National Register 1979: 3).

Recognizing the National Register guidelines for exceptional significance and the changing nature of the CVP, the most convincing case for exceptional significance can be made for four resources: Shasta Dam, the Delta-Mendota Canal, Friant Dam, and the Friant-Kern Canal. [The present evaluation concerns only the Delta-Mendota Canal; comments about potential eligibility for the other three units are designed to establish the context for measuring exceptional significance.] These four elements of the CVP have two important commonalities. First, they were approved during the 1930s and built during the 1940s. Chronologically, the four are very nearly 50 years old. Construction of the Delta-Mendota Canal, in particular, began in 1946 and was completed in 1952. Thus, depending upon which date is used, the canal is either 47 or 41 years old. Significance for this feature is two-fold: for its bold engineering and for its role in the irrigation history of the valley. The latter significance was not realized until the system was fully operational. The engineering significance, however, relates to its design and construction. In its engineering aspects, the canal is very nearly 50 years old. Thus, the burden of proof for exceptional significance is eased for this canal by the fact that it is nearly 50 years old.

Second, the Delta-Mendota and Friant-Kern Canals, along with Shasta and Friant Dams are best able to support the finding of exceptional significance because they were the first and most crucial elements of the CVP to be planned and built. These four units together accomplished that for which the CVP is famous: re-routing a major part of the flows of the Sacramento and San Joaquin rivers, causing them to flow far south and irrigate vast acreage that was otherwise not largely arable. Other units augmented the capacity of the system to accomplish this goal but these four units paved the way and made it possible.

To summarize these two considerations, the initial four big units of the CVP appear to be exceptionally significant because they are nearly 50 years old and played the most pivotal roles in the history of the system. The Delta-Mendota Canal, one of these four units, appears to meet National Register eligibility on this basis.

In terms of integrity, it can be said that the Delta-Mendota Canal retains integrity of design, materials, and workmanship within the areas surveyed by JRP in relation to the Mojave pipelines project. Every visible element of the canal at the two recordation points is original to the canal's construction. This includes the canal, a highway bridge at Hansen Road and a railroad bridge at the Western Pacific crossing. Integrity in this regard is extraordinarily high, at least within the APE. It should be noted, however, that the canal was not inspected beyond these two recordation points. It is possible, although not likely, that major sections of the canal have been rebuilt in other areas. The overall integrity for the canal was not established as part of this evaluation.

In summary, it is concluded that the Delta-Mendota Canal meets the National Register criteria as an exceptionally significant property and retains integrity to its original construction within and near the APE for this project.

P-39-000089

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 233.2, Mainline

LOCATION NO: KT-49
PHOTO DATE: May 26, 1993

1. **Name of Feature:** Delta Mendota Canal.

2. **Location of recordation:** At Western Pacific Railroad crossing of canal (just north of the section line in S1/2 SW1/4 Section 6, T3S/R5E).

3. **Other locations for recording this feature:** KT-49(n).

4. **Structures at or near this location:** The railroad crossing and embankment are the only structures at this recordation point. The crossing is about 50' wide and each side is lined with chain link fencing which continues along the banks of the canal for approximately 20'. About 200 yards southeast of the crossing there is a small farm complex (one residence, various small outbuildings).

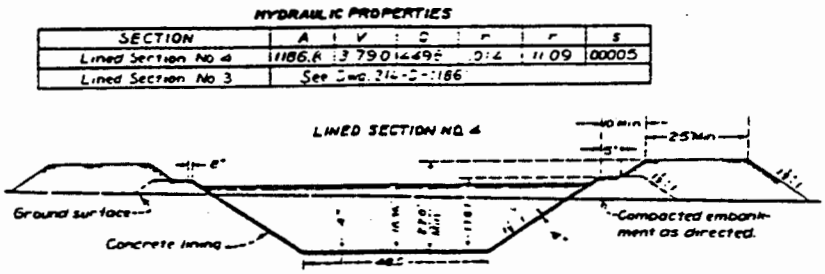
5. **Setting at this location:** The area to the south of the crossing is open grass land. West of the canal, there are open grasslands at a higher elevation than to the east. There are field crops to the northwest and an orchard to the northeast.

6. **Integrity considerations for this feature:** The canal and the WPRR crossing appear to be original.

7. **Attributes at this location (measurements in feet):**

   Top width: approx. 100'
   Bottom width: 48'
   Height or Depth: 16' (water depth)
   Material: Concrete lined.

8. **Sketch, in cross section:**



P-39-000099

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: N/A

LOCATION NO: KT-49(n)
PHOTO DATE: May 27, 1993

1. **Name of Feature:** Delta Mendota Canal.

2. **Location of recordation:** At the Hansen Road crossing of the canal.

3. **Other locations for recording this feature:** KT-49

4. **Structures at or near this location:** The county road bridge over the canal is lined with chain link fencing along each side. The fencing also continues along to the chain link gates on the 25' wide dirt access roads on either side of the canal.

5. **Setting at this location:** The canal is bordered by open grasslands to the east and west.

6. **Integrity considerations for this feature:** The canal and the county road bridge appear to be original.

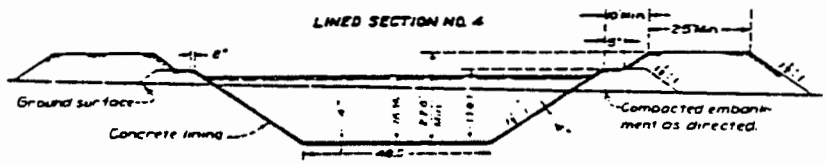
7. **Attributes at this location (measurements in feet):**

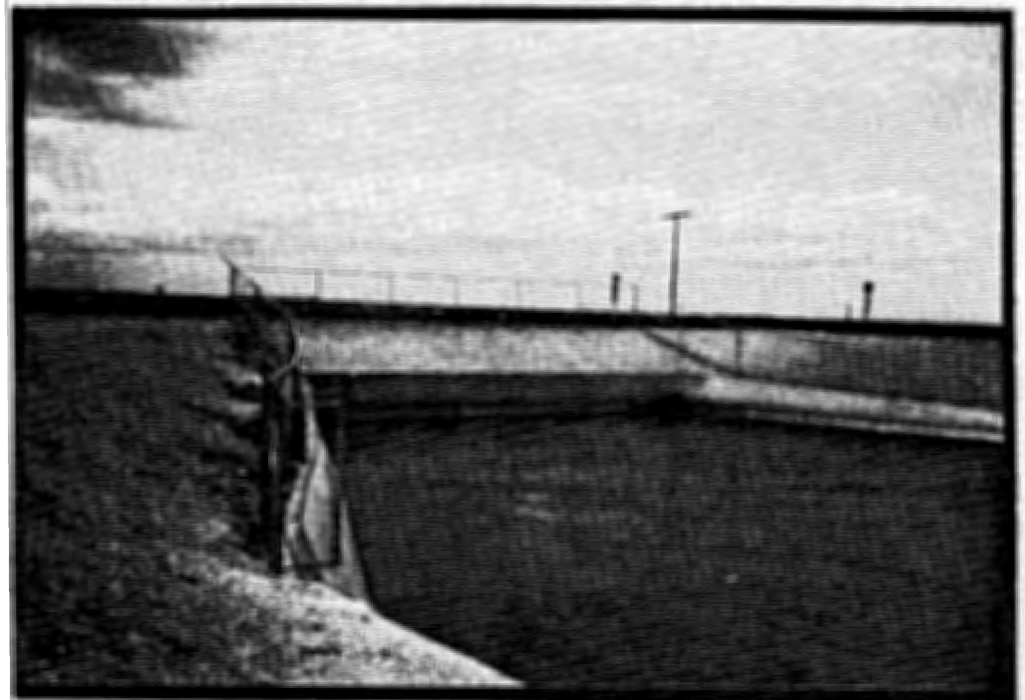
   Top width: approx. 100'
   Bottom width: 48'
   Height or Depth: 16' (water depth)
   Material: Concrete lined.

8. **Sketch, in cross section:**

HYDRAULIC PROPERTIES

SECTION	A	V	Q	r	r	s
Lined Section No 4	1186.8	13.79	16495	0:4	11.09	00005
Lined Section No 3	See Spec. 214-5-1186					





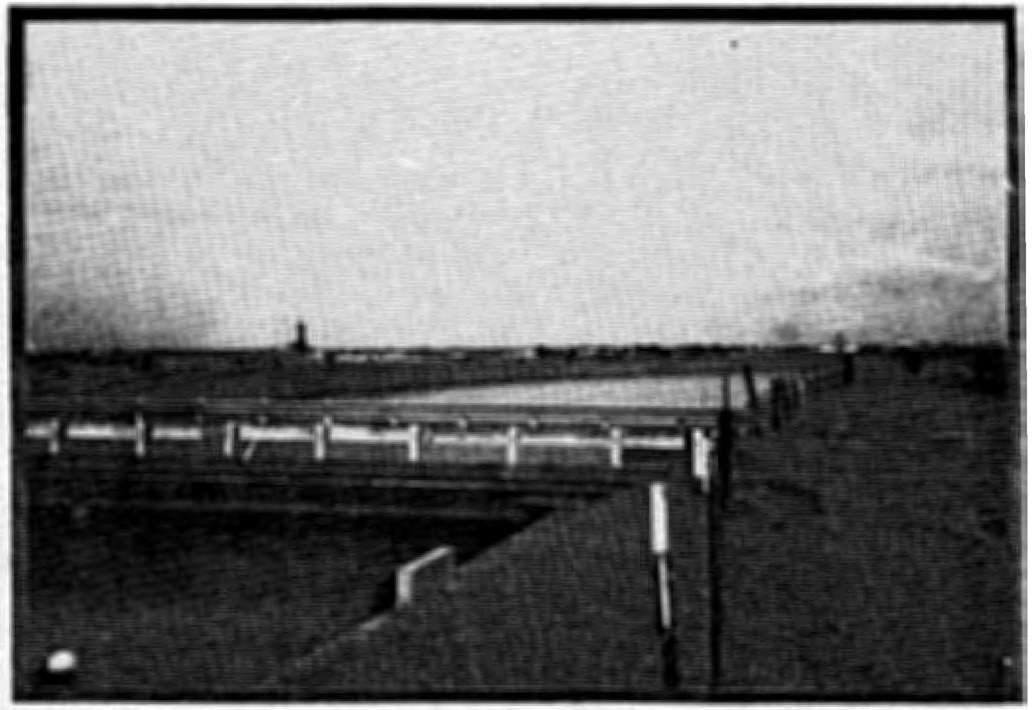
1

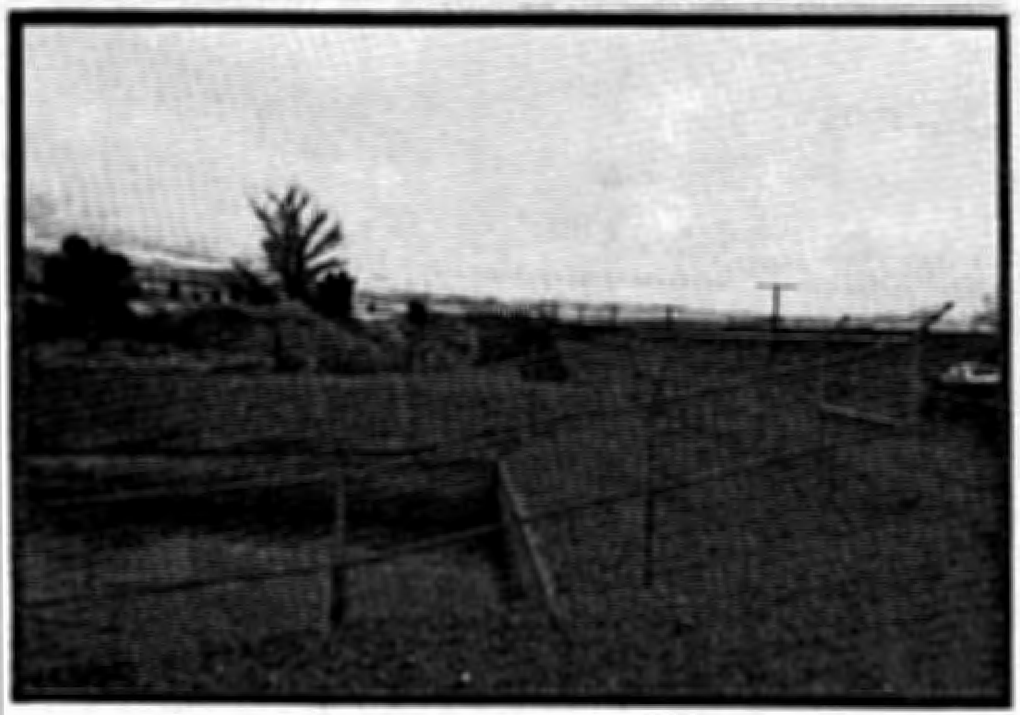
Photograph Number: 1
Site Number: KT-49
Common Name: Delta Mendota Canal
Camera Facing: Northeast

Photograph Number: 2
Site Number: KT-49
Common Name: Delta Mendota Canal
Camera Facing: West

Photograph Number: 3
Site Number: KT-49(H)
Common Name: Delta Mendota Canal
Camera Facing: East

3

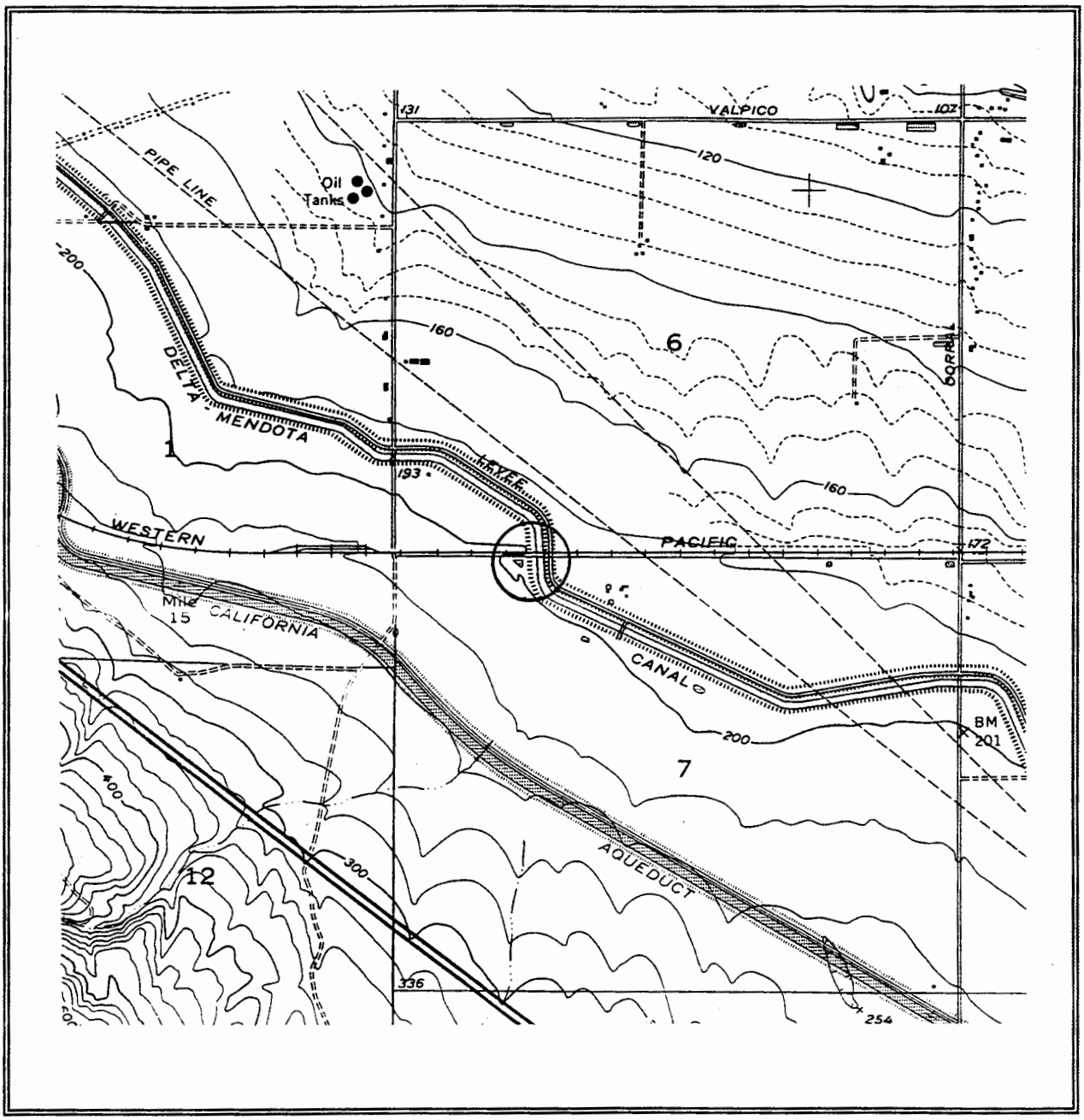




2

P-39-000[illegible]

P-39-000089



SITE NAME: Delta-Mendota Canal, Central Valley Project, San Joaquin County
SITE NUMBER: KT-49
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, revised 1981
PIPELINE LOCATION: Milepost 233.2, Mainline

new seg

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-39-000089
HRI #
Trinomial
NRHP Status Code 7
Other Listings
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: Delta-Mendota Canal; JJ-3

P1. Other Identifier:

* P2. Location: ☑ Not for Publication ☐ Unrestricted *a. County: San Joaquin

4/2004

* b. USGS Quad: Vernalis (1991; photorevised 1980, photoinspected 1991); T3S R6E, ; MDBM

c. Address:

d. UTM: Zone 10; 645826 mE/ 4166937 mN NAD27 NW end; 645976 mE/ 4166937 mN at the SE end.

e. Other Locational Data:

This segment is located within the S 1/2 of the SE 1/4 of Section 30 and in the N 1/2 of the NE 1/4 of Section 31 MDBM. The canal crosses the highway at the boundary between Sections 30 and 31.
Highway 132, post mile 2.95, both (north and south) sides; Bridge #29-204 carries Highway 132 over the canal.
From the intersection of Interstate 5 and Highway 132 near the town of Tracy, travel approximately 0.35 miles west on Highway 132 to Bridge #29-204.
GPS data were collected for a point on the canal segment (restricted access prevented further collection of GPS data).

* P3a. Description:

This resource, a portion of the Delta-Mendota Canal, was recorded during the Caltrans District 10 Rural Roads Inventory in 2003 during which only the Caltrans right-of-way was examined.
The canal segment is described in detail on the attached Linear Feature Record. The US Bureau of Reclamation (USBR) built the Delta-Mendota Canal between 1946 and 1952. The canal was one of the original components of the Central Valley Project, a massive, federally-funded public works project designed to ensure adequate and reliable water supply throughout the State of California. The canal begins at the Tracy Pumping Plant in San Joaquin County and extends 113 miles to a point about 30 miles west of Fresno. Its purpose is to deliver Sacramento River water to the San Joaquin Valley.

See Continuation Sheet.

* P3b. Resource Attributes: HP20. Canal/aqueduct

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

P5a. Photo or Drawing: none

*P5b. Description of Photo:
See Linear Feature Record.

*P6. Date Constructed/Age & Sources:
☑ Historic ☐ Prehistoric ☐ Both
1946 to 1952; USBR records

*P7. Owner and Address:
US Bureau of Reclamation, 1849 C Street, NW Washington DC, 20240

*P8. Recorded by:
B. Larson, E. Johnson, JRP Historical Consulting Services, 1490 Drew Ave., Suite 110, Davis, CA 95616

*P9. Date Recorded: 2/27/2003

*P10. Survey Type:
Reconnaissance survey

* P11. Citation: Leach-Palm, L. et al. 2004. Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California.

* Attachments: ☐ None ☑ Location Map ☑ Sketch 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:

*Required Information

References:

Hatoff, Brian. "Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project." Woodward-Clyde Consultants, 1995 (Draft).

U.S. Bureau of Reclamation. Technical Record of Design and Construction: Delta-Mendota Canal. U.S. Department of the Interior, Bureau of Reclamation. Denver, Colorado, 1959.

U.S. Bureau of Reclamation. Central Valley Project: Its Historical Background and Economic Impacts. By L.B. Christinsen. U.S. Department of the Interior, Bureau of Reclamation, Mid-Pacific Region, Sacramento, California, 1981.

USGS 7.5-minute quadrangles, Vernalis, California, 1952, 1969, 1980 (photorevised 1991).

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000089
HRI #
Trinomial

***Resource Name or #:** Delta-Mendota Canal; JJ-3

L1. Historic and/or Common Name: Delta-Mendota Canal

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☑ Point Observation **Designation:** JJ-3

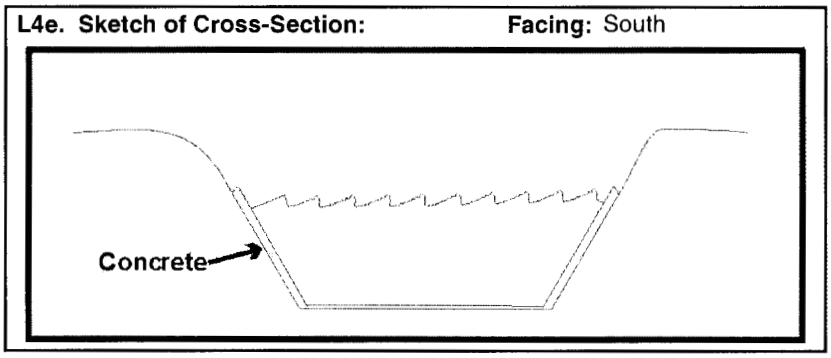
L2b. Location of Point or Segment:
Highway 132, post mile 2.95, both (north and south) sides; Bridge #29-204 carries Highway 132 over the canal. From the intersection of Interstate 5 and Highway 132 near the town of Tracy, travel approximately 0.35 miles west on Highway 132 to Bridge #29-204.
GPS data were collected for point on the canal segment. Restricted access prevented further collection of GPS data.

L3. Description:
This form records the point on the Delta-Mendota Canal where it passes beneath Highway 132 along a roughly north-south course; the Caltrans right-of-way appears to be restricted to the width of the bridge. The channel at this location has concrete panel lining, sloped at an approximate angle of 45 degrees. Well-tended gravel berms rise about five feet above the top of the concrete lining and carry dirt and gravel access roads. Because the canal was carrying water near capacity at the time of recordation, its depth and bottom width could not be measured. Based on historic photographs taken during the construction of the canal at other locations, it is assumed that the bottom at this location is flat.

L4. Dimensions:
- **a. Top Width:** 150 feet
- **b. Bottom Width:** Unknown
- **c. Height or Depth:** Unknown
- **d. Length of Segment:** n/a

L5. Associated Resources:
none

L4e. Sketch of Cross-Section: **Facing:** South



L6. Setting:
Open fields surrounding the canal with residences to the northwest.

L7. Integrity Considerations:
High; appears the same as when it was constructed.

L8b. Description of Photo, Map, or Drawing
Facing southeast, Highway 132 on bridge over canal.

L9. Remarks:

L10. Form Prepared By:
B. Larson, E. Johnson, JRP Historical Consulting Services, 1490 Drew Avenue, Suite 110, Davis, CA 95616

L11. Date: 2/27/2003

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP

Primary # P-39-000089
HRI #
Trinomial

***Resource Name or #:** Delta Mendota Canal; JJ-3

***Drawn by:** J. Collins

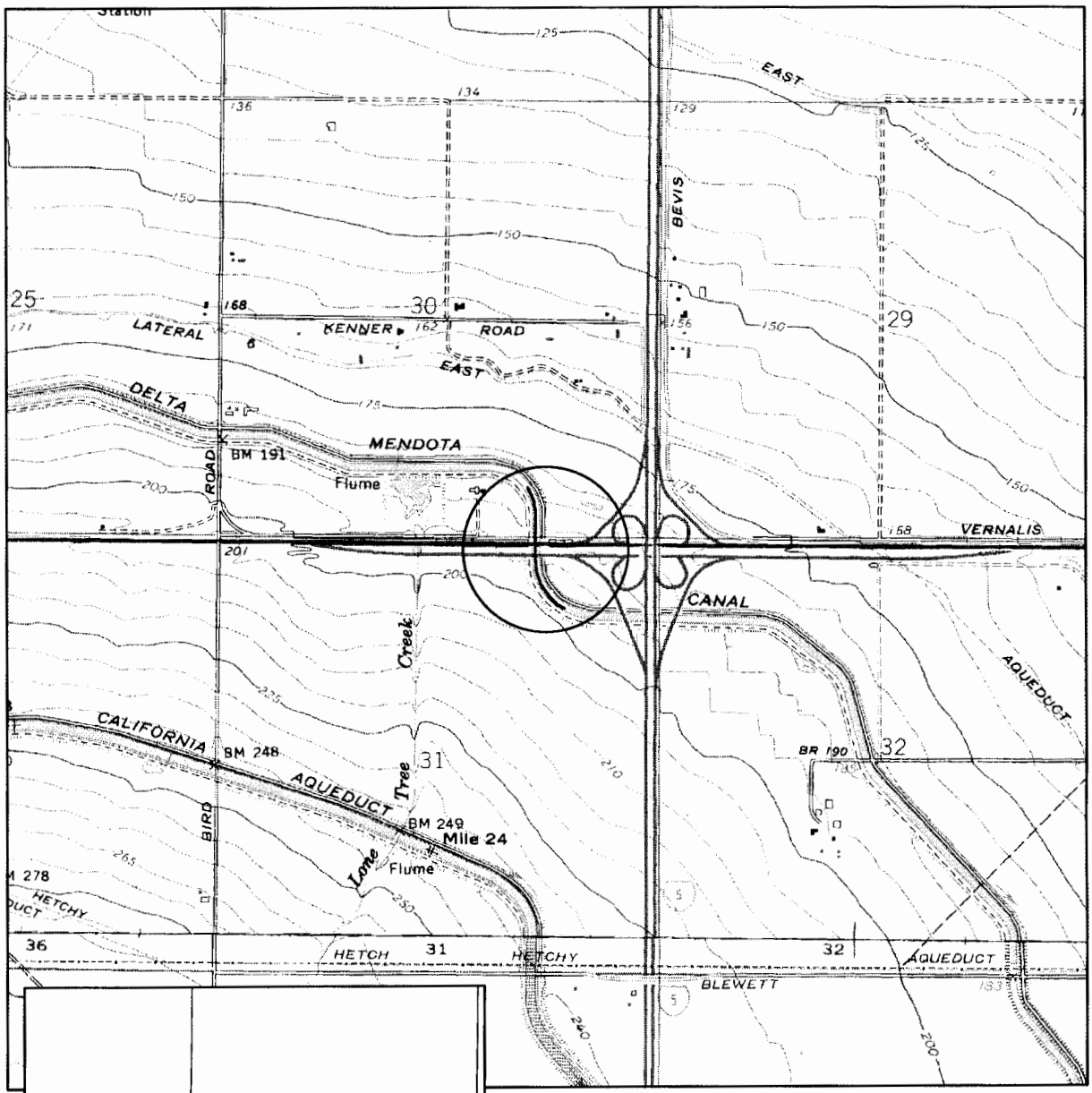
***Date:** 2/27/2003

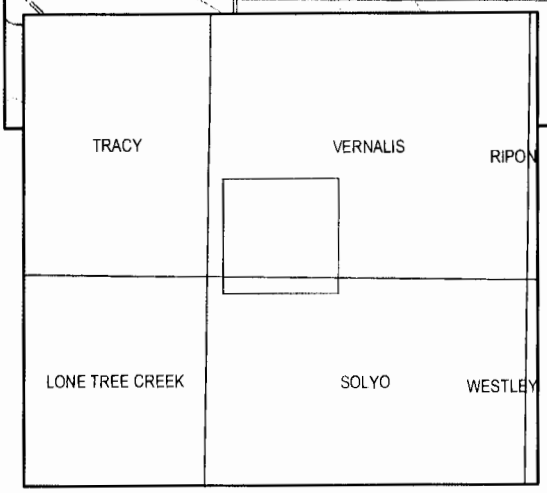
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000089
HRI #
Trinomial

*Resource Name or #: Delta Mendota Canal; JJ-3





Key to USGS 7.5' quads depicted

0 0.5 1
Miles

0 0.5 1 2
Kilometers

SCALE 1:24,000

DPR523J (1/95)

*Required Information

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-39-000089
HRI #
Trinomial
NRHP Status Code 3S
Other Listings
Review Code Reviewer Date

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Delta-Mendota Canal

P1. Other Identifier: P-39-000089 (as identified in a DPR 523 form dated June 2001)

*P2. Location: __ Not for Publication ✓ Unrestricted

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

*b. USGS 7.5' Quad ~~Vernalis~~ Solyo Date T __; R __; __ of __ of Sec __; B.M. 01/09

c. Address City Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 10 , 647675 mE/ 4165216 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Crosses the San Joaquin Pipelines around MP 92.00.

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

The Delta-Mendota Canal is an open, concrete-lined canal that conveys water and runs roughly north-south for 113 miles, from the Tracy Pumping Plant in San Joaquin County to the Mendota Pool, 30 miles west of Fresno. It delivers water from the Sacramento-San Joaquin Delta to the San Joaquin River near the town of Mendota, 30 miles west of Fresno. The canal is 150 feet wide with sides sloped at a 45 degree angle and a flat bottom. The initial diversion capacity is 4,600 cubic feet per second, which is gradually decreased to 3,211 cubic feet per second at the terminus. The canal's original purpose was to provide supplemental irrigation to approximately one million acres of agricultural land in the San Joaquin River Valley (Hatoff et al., 1995). (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP20 -- canal/aqueduct

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

P5b. Description of Photo: (view, date, accession #) Delta-Mendota Canal, looking south, July 26, 2006

*P6. Date Constructed/Age and Source: ✓ Historic __ Prehistoric __ Both
1946-1952, URS

*P7. Owner and Address:
Bureau of Reclamation, Mid-Pacific Region, 2800 Cottage Wy. Sacramento, CA

*P8. Recorded by: (Name, affiliation, and address)
Carey & Co.
460 Bush Street
San Francisco, CA. 94108

*P9. Date Recorded:
8/13/2007

*P10. Survey Type: (Describe)
Intensive Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
San Francisco Public Utilities Commission, San Joaquin Pipeline Existing Conditions Report, 2007.

*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):

State of California The Resources Agency Primary # P-39-000089
DEPARTMENT OF PARKS AND RECREATION HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 3S 01/07

Page 2 of 3 *Resource Name or # (Assigned by recorder) Delta-Mendota Canal

B1. Historic Name: Delta-Mendota Canal
B2. Common Name: Delta-Mendota Canal
B3. Original Use: Water Conveyance B4. Present Use: Water Conveyance
*B5. Architectural Style: N/A
*B6. Construction History: (Construction date, alterations, and date of alterations)

Constructed between 1946-1952.

*B7. Moved? ✓No Yes Unknown Date: Original Location:
*B8. Related Features:

B9a. Architect: Unknown b. Builder: U.S. Bureau of Reclamation
*B10. Significance: Theme Central Valley Irrigation Systems Area Northern California

Period of Significance 1946-1952 Property Type Canal Applicable Criteria A, C

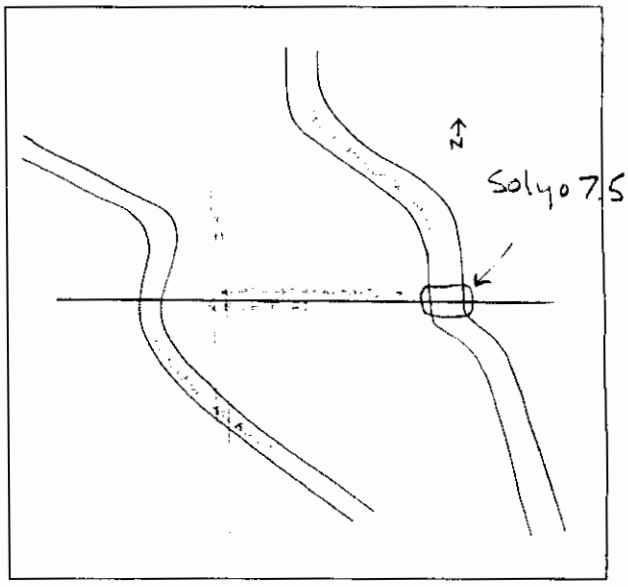
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Delta-Mendota Canal appears to be significant under National Register Criteria A and C and CRHR Criteria 1 and 3. Its character-defining features include its open, trapezoidal shape and its concrete lining. The canal was previously found to be eligible to the National Register under Criteria A and C with a period of significance between 1946 and 1952 (Hatoff et al., 1995). It is important for its association with the U.S. Bureau of Reclamation's CVP. It was one of the four key components in the project and was integral to the function of the system. The CVP was a massive federally funded public works project significant for providing adequate and reliable water supply throughout the State of California. Locally the project supplied water to otherwise arid land and influenced growth and agricultural production in the San Joaquin Valley. The CVP was a feat of hydraulic engineering which succeeded in rerouting major portions of the water flow from the Sacramento and San Joaquin Rivers to irrigate vast expanses of arid land in the Central Valley. (See continuation sheet.)

B11. Additional Resource Attributes: (List attributes and codes) HP20 -- canal/aqueduct
*B12. References:

See continuation sheet.

B13. Remarks:



*B14. Evaluator: E. Schultz & A. Vanderslice, Carey & Co.
*Date of Evaluation: 8/13/2007

(This space reserved for official comments.)

01/09

Continuation of P3a. Description:

The U.S. Bureau of Reclamation constructed the Delta-Mendota Canal between 1946 and 1952. The canal was one of the four original elements of the Central Valley Project (CVP), which was a federally funded public works project intended to secure a reliable water supply throughout the state. It transports water from the Sacramento River to the San Joaquin Valley (URS, 2001). The canal runs in concrete siphons beneath railroad tracks and the SJPLs (JRP and Caltrans, 2000).

Continuation of B10. Significance:

According to JRP and Caltrans (2000), the canals of the CVP, including the Delta-Mendota, were "radically different in design from any of their predecessors in California, being built to carry enormous amounts of water and built to last." The Delta-Mendota Canal is therefore also significant for its engineering. Research has not found the Delta-Mendota Canal to have any significant associations with any person of historic significance. Additionally, it does not appear that the facility has the potential to yield information important to the prehistory or history of the local area, state, or the nation. Previous studies of portions of the Delta-Mendota Canal state that the canal retains its integrity of materials, setting, design, workmanship, feeling and association (Hatoff et al., 1995 and URS, 2001). Therefore, the Delta-Mendota Canal appears to meet the criteria for listing in the National Register and the CRHR.

Continuation of B12. References:

Hatoff, Brian, Barbara Voss, Sharon Waechter and Steven Wee
1995 Cultural Resources Inventory Report for the Proposed Majove Northward Expansion Project. Prepared for the Mojave Pipeline Company. On file at the CCIC, File # 2759.

JRP Historical Consulting Services, LLC (JRP)
2003 California Department of Parks and Recreation 523 Forms: Southern Pacific Railroad–Tracy Branch, Delta-Mendota Canal, and Lateral 4 North.

JRP Historical Consulting Services, LLC and Caltrans
2000 Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures.

URS Corporation
2001 California Department of Parks and Recreation 523 Forms: Delta-Mendota Canal.

P-39-000089

Solyo 7.5' usgs

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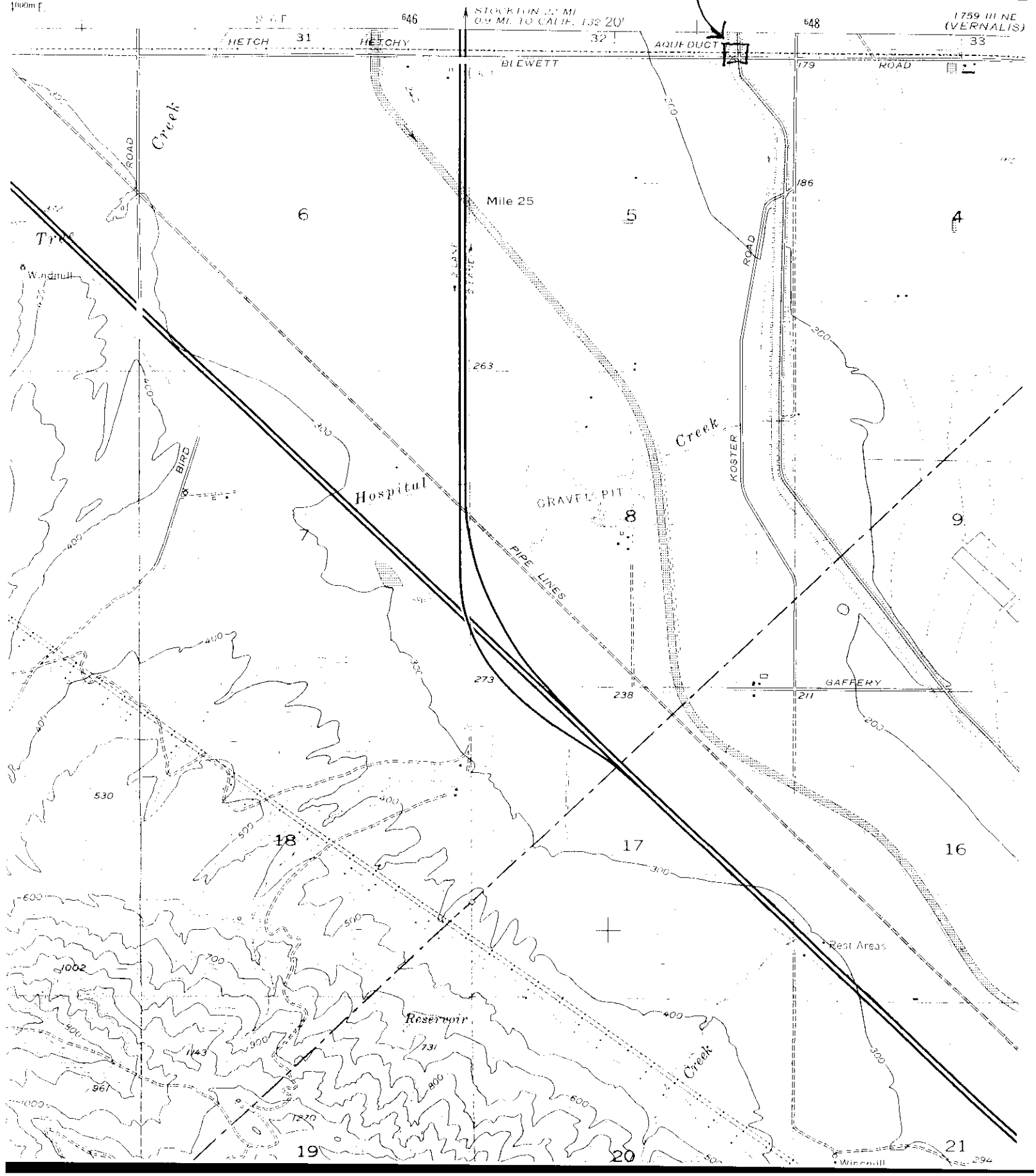


State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-01-010435 / P-07-002558
HRI# P-39-000089 SJO Co.
Trinomial
NRHP Status Code 3D
Other Listings
Review Code Reviewer Date

Page P1 of P3 *Resource Name or #: (Assigned by recorder) Segment of the Delta Mendota Canal and Intake Channel (No. 27)

P1. Other Identifier: None

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

*b. USGS 7.5' Quad Clifton Court Forebay Date 1978 T1S, R4E; unsectioned; MDM

c. Address N/A City Byron Area Zip N/A

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; See Continuation Sheet

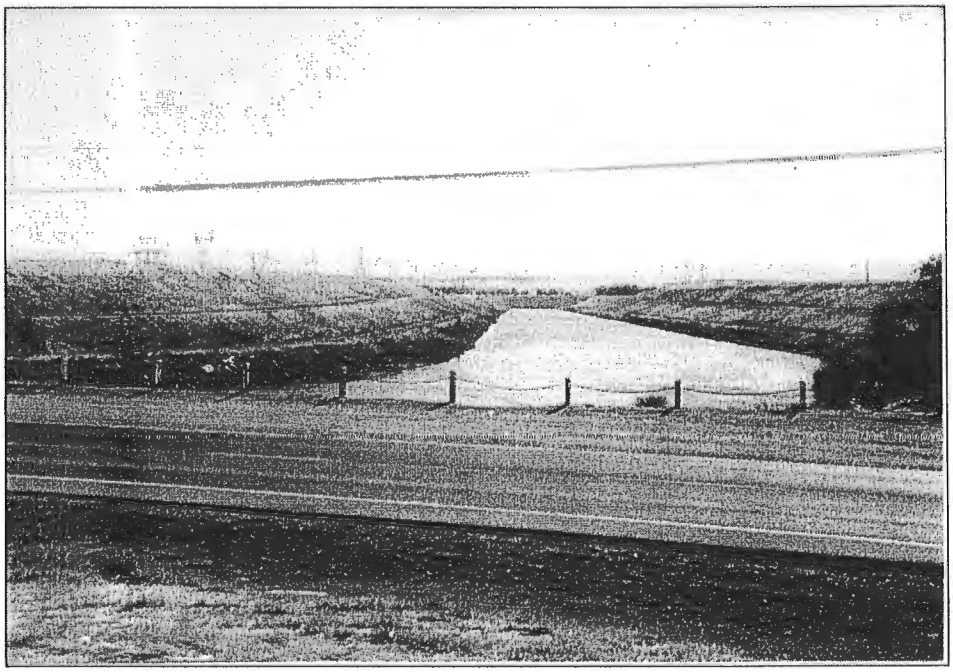
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From Tracy, proceed west on Highway 280. Take Mountain House Parkway exit and proceed north to Byron Bethany Road. Turn left on Byron Bethany Road and proceed roughly two miles. Road crosses canal at the intake channel.

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)
The Delta Mendota Canal (DMC) is part of the Central Valley Project constructed between 1946 and 1952. The Intake Channel takes water from the Sacramento River to the Tracy Pumping Plant, where it is lifted using massive pumps into the DMC. From the plant, the DMC runs 116.6 miles to the Mendota Pool, 30 miles west of Fresno. The channel is trapezoidal in cross-section and concrete-lined. It is 75 feet wide at the water line and 84 feet wide at the top. It has an average depth of 16 feet. The segment of channel described in this form runs through undeveloped farmland.

*P3b. Resource Attributes: (List attributes and codes) HP20. Canal/aqueduct

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

P5a. Photo or Drawing (Photo required for buildings, structures and objects.)



P5b. Description of Photo: (View, date, accession #) Canal viewed from Byron Bethany Rd., View SW, 9/21/01, frame 25, Accession #01-944-BW-1

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1946-1952

*P7. Owner and Address:
San Luis Delta Mendota Water Authority, Route 1, Box 35F
Byron, CA 94514

*P8. Recorded by: (Name, affiliation and address)
Cindy Baker
PAR Environmental Services, Inc.
1906 21st Street, Sacramento

*P9. Date Recorded: 10-04-01

*P10. Survey Type: (Describe)
Inventory and evaluation

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

*Attachments: ☐NONE ☒ Location Map ☐ Sketch 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)

DPR 523A (1/95)

P2d.

A. 0626733 mE, 4186148 mN
B. 0625541 mE, 4186180 mN
C. 0625129 mE, 4185645 mN
D. 0624624 mE, 4184047 mN

P3a.

Most of the canal (95 miles) is lined with concrete while the remaining 18 miles at the southern end is earthen. The entire canal was engineered with a standard trapezoidal cross-section design. Concrete sections are roughly 15 feet deep and 48 feet wide at the bottom with sides sloping at a rate of one-and-a-half feet of height to one foot of width. Earthen sections are wider at the base with less steeply sloping sides and less depth (JRP 2000:77). This segment of the canal is concrete-lined and includes a section that runs beneath Byron-Bethany Road and the adjacent alignment of the Southern Pacific Railroad.

Reference:

JRP Historic Consulting Services
2000 *Water Conveyance Systems in California.* California Department of Transportation, Environment Program, Cultural Studies Office, Sacramento.

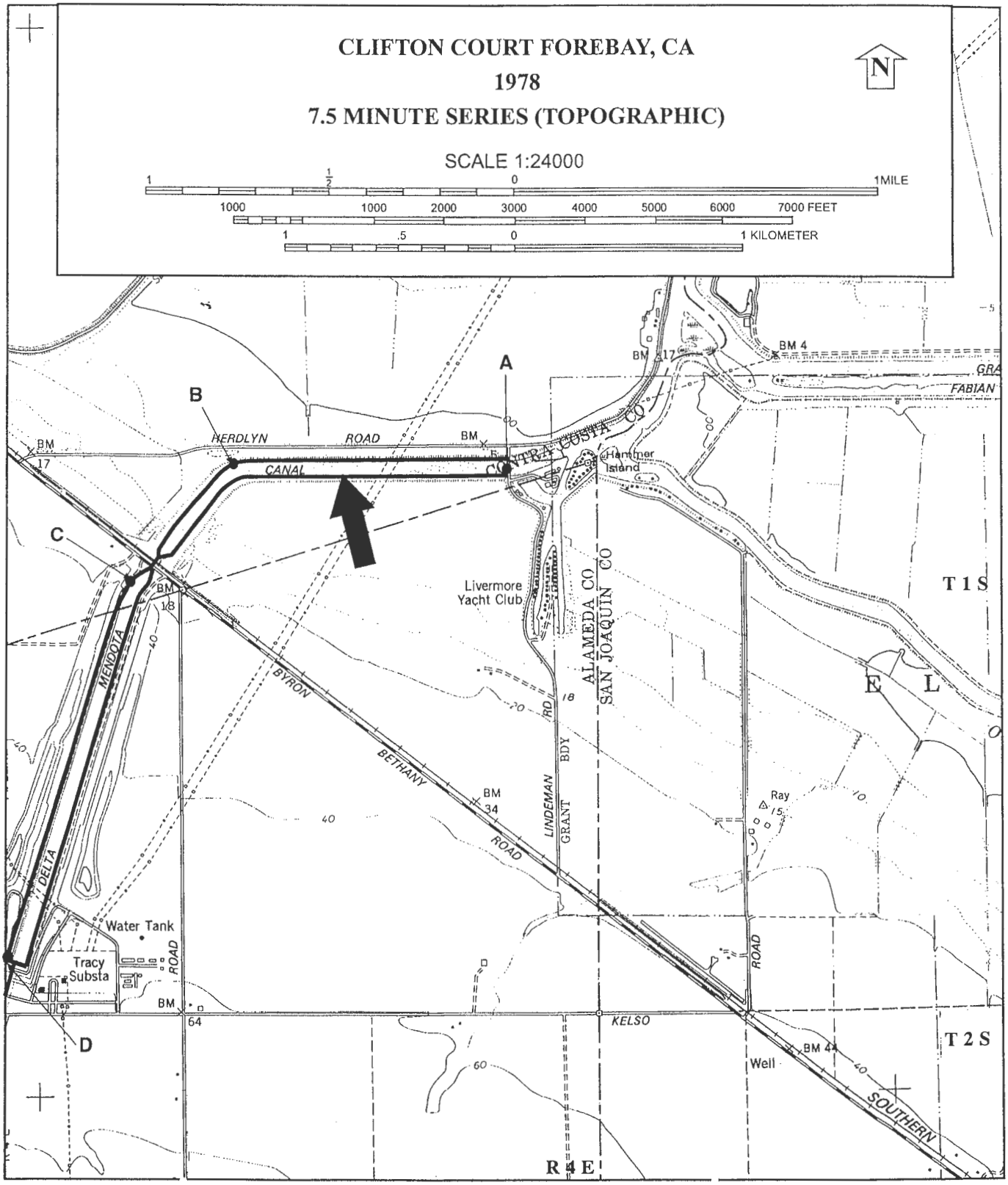
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI #
Trinomial

Page P3 of P3 * Resource Name or # (Assigned by recorder) Segment of Delta Mendota Canal and Intake Channel (No. 27)

*Map Name: Clifton Court Forebay, CA 7.5 Minute USGS quadrangle *Scale 1:24,000 * Date of map: 1978



* Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # _____
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 3D

Page B1 of B3 ***Resource Name or #:** (Assigned by recorder) Segment of the Delta Mendota Canal and Intake Channel (No. 27)

B1. Historic Name: Delta Mendota Canal and Intake Channel

B2. Common Name: Delta Mendota Canal and Intake Channel

B3. Original Use: Irrigation Canal B4. Present Use: Irrigation Canal

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alterations, and date of alterations)
The Delta Mendota Canal was constructed between 1946 and 1952. This segment was completed in April, 1951.

***B7. Moved?** ☒No ☐Yes ☐Unknown **Date:** _____ **Original Location:** _____

***B8. Related Features:**
Tracy Pumping Station, Tracy Switch Station

B9a. Architect: Bureau of Reclamation b. Builder Morrison-Knudsen Co., Inc., and M. H. Hasler Construction Company of Los Angeles

***B10. Significance: Theme** Central Valley Project Water Control **Area** California
Period of Significance 1946-1952 **Property Type** Canal system **Applicable Criteria** A, C
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity).

In the post-World War II prosperity of the 1940s, more far-reaching developments began to impact Tracy's agricultural economy. The Bureau of Reclamation began the Central Valley Project (CVP) in 1946, considered among the most massive human water developments ever attempted. The CVP is a major water conservation and management project extending from the Cascade Range to the Kern River. The first developments of the project were intended to balance the state's year-round water supply to buffer drought and flood conditions to better serve irrigation demands in California's growing agricultural economic base.

The CVP initially consisted of two developments each containing a dam and a conduit. For Tracy and much of the western San Joaquin Valley, water that previously came from the San Joaquin River was dammed by the new Friant Dam. To replace this water, Shasta Dam was constructed to impound water in the southern Cascade Range, which was then delivered to the area by the Sacramento River. The intake channel was constructed from the river to the Tracy Pumping Plant. The pumping plant, completed in 1951, lifted water from the river 197 feet into the Delta Mendota Canal. The canal then carried the water 116.5 miles along the western San Joaquin Valley for irrigation (United States Department of the Interior [USDI] 1981:014-015).

Work on the canal lasted from 1946 to 1952. Workers used walking draglines to excavate the canal. Four construction companies received the bids to install the concrete linings. Still in operation, the Delta Mendota Canal was heralded as the first integrated operation of CVP, meaning joint state and federal cooperative operation. The canal terminates at the Mendota Pool 30 miles west of Fresno. The canal's initial diversion is 4,600 cubic feet per second (cfs). It delivers 3,211 cfs to pool (San Luis and Delta Mendota Water Authority 2001).

The DMC is a key feature of the CVP. The CVP has allowed irrigated farming to develop on the million acres of land that were previously restricted to dry-land farming, at best. Numerous irrigation districts on the DMC were established after completion of the canal, receiving water from no other source. The CVP has been called the "most ambitious public works project ever built" and turned on the "Golden Faucet" (Hattersley-Drayton 2000).

According to recent intensive survey and evaluation, "the Delta-Mendota Canal is virtually unchanged from its period of construction with minor exceptions: approximately three additional miles were added to the northern terminus around 1964. The concrete lining has also been extended with 2-5 feet of side slopes added to compensate for ground settling. The canal is regularly maintained and structural features are replaced as needed according to standard plans and spaces developed when the canal was designed and built. Due to its construction – state of the art in the early 1950s – the integrity of design, materials and workmanship remains high" (Hattersley-Drayton 2000).

(continued)

***B10.**

Historical resources can be eligible for the National Register if they are associated with events that have made a significant contribution to the broad patterns of our history (Criterion A), with persons important in the past (Criterion B), with manmade expressions of culture or technology (Criterion C), or are likely to yield important information about prehistory or history (Criterion D).

The Delta Mendota Canal is associated with the development of the Central Valley Project (CVP), California's statewide water control project that made a significant contribution to the development of agricultural operations and communities throughout California's inland valleys. As an integral part of the CVP, the Delta Mendota Canal appears to be eligible for the National Register under Criterion A. The Delta Mendota Canal is not associated with any individual person, since it was designed by the United States Department of the Interior, Bureau of Reclamation. As such, it does not appear eligible for the National Register under Criterion B. While the canal's basic function does not represent a technological breakthrough, it was unique in scale. As such, the Delta Mendota Canal does appear eligible under Criterion C. The canal does not have any archaeological resources and plans of its construction are on file with the Bureau of Reclamation. As such, the canal does not have the ability to yield important information about prehistory or history and, therefore, does not appear eligible under Criterion D. Its period of significance would be 1952, the year the project was completed.

The canal has a high degree of all seven types of integrity including setting, materials, location, feeling, association, workmanship, and design. In this light, the Delta Mendota Canal appears eligible for the National Register under criteria A and C with a period of significance of 1952, the year it was completed.

In recent years, numerous cultural resource specialists have addressed the historical significance of the CVP. All have determined the CVP to be of great historic importance as one of the first civil engineering projects designed for the control and delivery water on a massive scale (Hattersley-Drayton 2000; JRP Historic Consulting Services 2000; San Luis and Delta Mendota Water Authority 2001). In this light, the current form has been prepared with the assumption that the CVP is eligible for the National Register and could potentially be recorded in the future as an historic district. As an integral component of the CVP, the Delta Mendota Canal would today apparently be a contributor to the CVP historic district.

B11. Additional Resource Attributes: (List attributes and codes) N/A

***B12. References:**

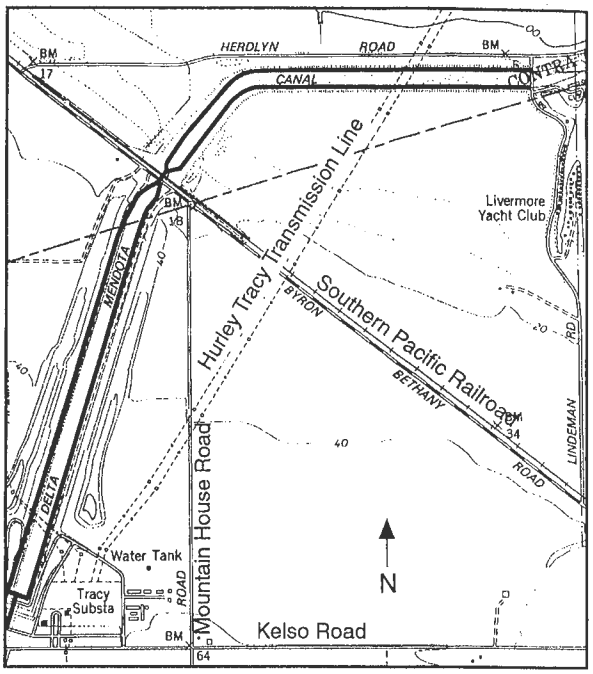
Hattersley-Drayton, Karana
2000 *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation State Route 165, Merced County*. California Department of Transportation, District 6.

JRP Historic Consulting Services
2000 *Water Conveyance Systems in California*. California Department of Transportation, Environment Program, Cultural Studies Office, Sacramento.

San Luis and Delta Mendota Water Authority
2001 *The Delta Mendota Canal*. http:/sldmwa.org/delta-mendota_canal.

United States Department of the Interior
1981 *Water and Power Resources Service, Project Data*. United States Department of the Interior, Water and Power Resources Service, Mid-Pacific Region. On file, Mid-Pacific Region Library, U.S. Bureau of Reclamation, Sacramento, California.

B13. Remarks: None.



***B14. Evaluator:** Cindy Baker
PAR Environmental Services, Inc.
Date of Evaluation: 10/15/01

(This space reserved for official comments.)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

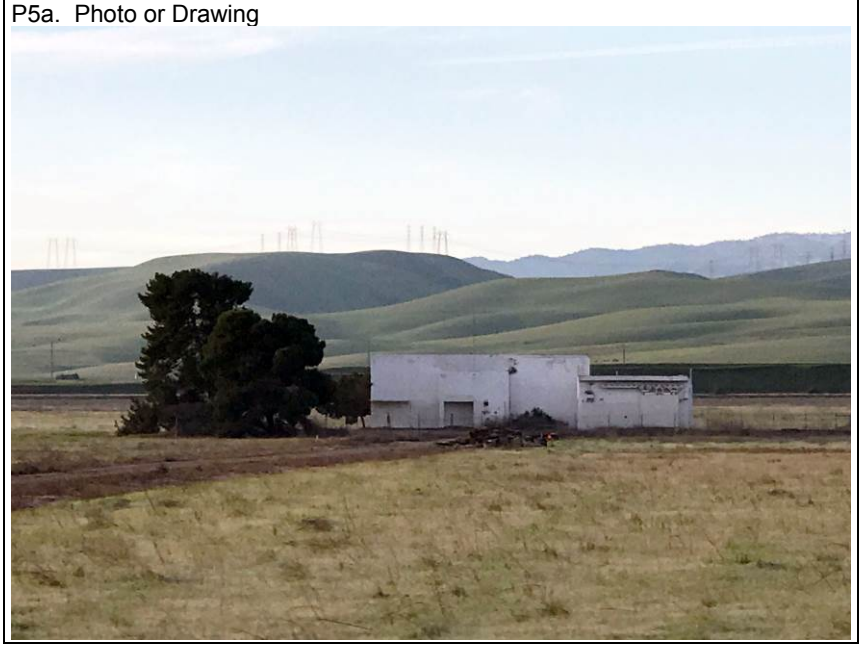
***Resource Name or #:** (Assigned by recorder) 15178-15580 West Schulte Road
Map ID #: 10

P1. Other Identifier: 15178-15580 West Schulte Road
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 4E; __ ¼ **of** __ ¼ **of Sec** 35; M.D.**B.M.**
c. Address 15178-15580 West Schulte Road **City** Tracy **Zip** 95377
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)
Assessor's Parcel Number (APN): 209-230-29; 209-230-30

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This 200.18-acre property contains an abandoned, former Federal Aviation Administration (FAA) transmitter station facility. The extant building is sited approximately 0.25-miles south from West Schulte Road and is accessed by a private, gated driveway. The building has a T-shaped plan, is topped with a stepped, flat roof system, and appears to be constructed of concrete (**Photograph 1**). Access into the building is gained through a sliding door on an external track on the north side of the shorter building section and a centrally located overhead garage door on the north side of the taller building section. A shallow, cantilevered shelter is affixed east of the garage door, but it appears that the wall opening has been infilled. No other wall openings could be viewed from the public right-of-way.

***P3b. Resource Attributes:** (List attributes and codes) HP9 –Public Utility Building
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North side of 15178-15580 West Schulte Road, camera facing south, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1961-1962 (*Oakland Tribune* 1961 May 27)

***P7. Owner and Address:**
City of Tracy
325 East 10th Street
Tracy, CA, 95376

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019
***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** 6Z

***Resource Name or #** (Assigned by recorder) 15178-15580 West Schulte Road
Map ID #: 10

B1. Historic Name: FAA Tracy Transmitter
B2. Common Name: N/A
B3. Original Use: FAA Transmitter
B4. Present Use: none
***B5. Architectural Style:** utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Building constructed and 40 antennas installed between 1961 and 1962 (*Oakland Tribune* 1961 May 27). All antennas removed between 2006 and 2007 (*The Record* 2006 Jul 19; Google Street View 2007 Jul).

***B7. Moved?** _X_ **No** _____ **Yes** _____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Air Traffic Control Communication
Area Bay Area/San Joaquin County
Period of Significance 1962
Property Type Communication Station
Applicable Criteria N/A

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

The property at 15178-15580 West Schulte Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

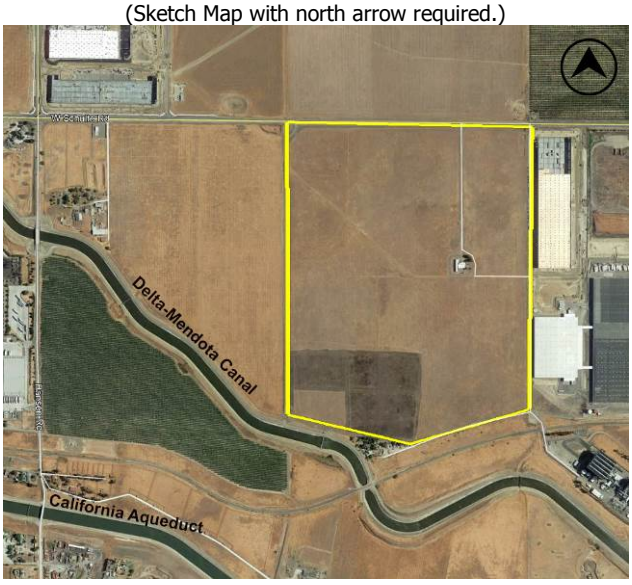
B13. Remarks:

***B14. Evaluator:** C. Miller or H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Historic Context

American Aviation and the Federal Aviation Administration

The history of American aviation began when Orville Wright made the first sustained powered flight in 1903. Two years later the first practical airplane was developed, and throughout the early twentieth century advancements in airplane construction and technologies were achieved worldwide. The U.S. Post Office Department was an innovator in the field of air travel and began conducting experimental air drops as early as 1911, and the U.S. military used airplanes during World War I. The use of airplanes for mail delivery continued after the war, and in 1916 Congress appropriated $100,000 for an experimental airmail route from Washington, D.C. to New York, which operated six days a week using U.S. Army airplanes and pilots. In 1918, the Post Office Department established the Aerial Mail Service and began using its own planes and pilots. The Air Mail Act of 1925 authorized the Postmaster General to contract domestic airmail service with commercial air carriers, which facilitated the development of the commercial aviation industry. By 1927, all airmail routes were flown by private companies using their own airplanes and pilots, and the income from the postal contracts allowed those private companies to begin offering passenger service (FAA 2019; United States Centennial of Flight Commission 2019; United States Postal Department 1968; URS Group 2012).

In 1926, Congress passed the Air Commerce Act in an effort to improve and maintain aviation safety standards. Under this act, the Secretary of Commerce was responsible for "fostering air commerce, issuing and enforcing air traffic rules, licensing pilots, certifying aircraft, establishing airways, and operating and maintaining aids to air navigation" (FAA 2019). Aviation oversight was assigned to a new division of the Department of Commerce known as Aeronautics Branch, which was renamed the Bureau of Air Commerce in the mid-1930s. The Bureau of Air Commerce encouraged existing airlines to establish the first air traffic control centers. In 1938, President Franklin Roosevelt signed the Civil Aeronautics Act of 1938, establishing the Civil Aeronautics Authority (CAA). The CAA was given the authority to regulate airline fares and routes of individual carriers and had an Air Safety Board that conducted accident investigations and made safety recommendations. For purposes of national defense, the CAA took control of airport towers as part of its air traffic control system in 1941. After World War II, the CAA returned some towers to local jurisdiction, but by the late 1940s, the federal government had assumed responsibility for air traffic control at most airports and Congress had enacted legislation providing for the training of air traffic control operators (FAA 1996, 2019).

Technologies introduced during World War II led to the development of commercial jets, and as private companies began to design and build jet airliners in the mid-1950s, U.S. air traffic more than doubled. Safety concerns led to the passage of the Federal Aviation Act in 1958. The act created the Federal Aviation Agency, which gradually assumed the duties of the CAA. In 1966, Congress authorized the establishment of the U.S. Department of Transportation, and the Federal Aviation Agency become an organization within that department and was renamed the FAA. As air traffic continued to increase, the FAA began a program to modernize the air traffic control system in the mid-1960s, which included the development of the automated radar traffic control system. In 1970, the FAA established the Central Flow Control Facility at the agency's headquarters to monitor flights (FAA 2019).

Property History

This building was constructed and 40 antenna towers installed between 1961 and 1962 to serve as a supplemental transmitter to the FAA's San Francisco station to aid long-distance commercial and military flights (**Plate 1**). The location of the transmitter was most likely determined as part of the 1961 Project Beacon report commissioned by Kennedy White House to study and improve air traffic control across the United States (FAA 2019). The facility remained in operation until 1981 and the City of Tracy purchased the property in 2006 to use for a planned youth sports park (*Oakland Tribune* 1961 May 27; *The Record* 2006 Jul 19). The city removed the antenna towers by the summer of 2007, but no other changes have occurred on the site since (Google Street View 2007 Jul).

Plate 1: 1963 aerial photograph with approximate parcel boundary shown in red box. Note the antenna grouping sited northwest of the building that is no longer extant. The facility to the east is the Owens-Illinois glass plant (Source: UCSB 1963).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the former FAA transmitter station at 15178-15580 West Schulte Road has no significant association with important historical events. The site was built as part of a number of nationwide Federal government programs implemented by the Kennedy Administration to improve air traffic safety. The site is just one of many buildings and structures constructed under federal programs in this era and is not significant within this context.

Under NRHP Criterion B or CRHR Criterion 2, this site does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development, construction, and use of the tower. Infrastructure properties such as this are rarely associated with a single individual and lack the ability to illustrate an individual's contributions to history.

Under NRHP Criterion C or CRHR Criterion 3, this site is not significant because the building does not represent an important example of a type, period, or method of construction. The building is utilitarian in design and form, was constructed using common utilitarian design and construction methods, and is not significant under this criterion. Additionally, this building does not appear to be a significant example of the work of a master architect or engineer.

Under NRHP Criterion D or CRHR Criterion 4, this site is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies that are otherwise not within the historic record.

In addition to the property's lack of significance, the property has lost integrity of setting, design, and feeling due to the removal of the 40 associated antenna towers between 2006 and 2007. The building generally retains integrity of location, workmanship, materials, and association, but the site as a whole lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

Federal Aviation Administration (FAA)
1996 *FAA Historical Chronology, 1926-1996*. Available at https://www.faa.gov/about/history/chronolog_history/ (Accessed February 2019).
2019 *A Brief History of the FAA*. Available at https://www.faa.gov/about/history/brief_history/ (Accessed February 2019).

Google Street View
2007 15178 West Schulte Road, Tracy, CA, 95377. July.

Oakland Tribune
1961 "FAA to Build $1,000,000 Transmitter." Page 2. May 27.

The Record
2006 "Tracy Oks $1M to buy Antenna Farm." Available at https://www.recordnet.com/article/20060719/NEWS01/607190320 (Accessed February 2019). Jul 19.

United States Centennial of Flight Commission
2019 *Airmail: The Air Mail Act of 1925 through 1929*. Available at https://www.centennialofflight.net/essay/Government_Role/1925-29_airmail/POL5.htm (Accessed February 2019).

United States Postal Department
1968 ''Airmail's Odyssey: Inauguration to Golden Anniversary.'' *Postal Life 1,* No. 6. May/June. On file at the United States Postal Service Historian Vertical Files, United States Postal Service Headquarters, Washington, D.C.

University of California Santa Barbara (UCSB) Library
1963 Flight ID ABD_1963, Frame No. 1CC-74. June 1.

URS Group
2012 *USPS Nationwide Historic Context Study: Postal Facilities Constructed or Occupied between 1940 and 1971*. Prepared for the U.S. Postal Service, Washington, D.C. URS, Germantown, MD.

State of California - The Resources Agency **Primary#** _____
DEPARTMENT OF PARKS AND RECREATION **HRI#** _____

PRIMARY RECORD

Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 14700 West Schulte Road
Map ID #: 11

P1. Other Identifier: Owens-Illinois Company's Tracy glass container plant
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 4E; __¼ **of** NW ¼ **of Sec** 36; M.D.**B.M.**
c. Address 14700 West Schulte Road **City** Tracy **Zip** 95377
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)
Assessor's Parcel Number (APN): 209-240-40

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

This 66-acre property is the location of the Owens-Illinois Company's Tracy glass container plant. The facility is located approximately 0.25-miles south from West Schulte Road southwest of Tracy and is surrounded by orchards and agricultural fields, (**Photograph 1**). The facility includes a roughly T-shaped forming machine warehouse constructed of tilt-up concrete panels with a stepped, flat roof system resulting from numerous additions. Two furnaces with gable-roof systems are sited east of the warehouse and raw material silos are sited east of the furnaces (**Photographs 2 and 3**). A water tower is located near the southern boundary of the parcel. Aerial photography reveals a number of rectangular plan buildings throughout the site and a small substation on the southeast corner of the parcel.

The company appears to be also using a modern warehouse building on the adjacent parcel to the west, which is owned by a real estate firm. At the time of the field survey, an additional large warehouse and office facility was under construction on the north end of this parcel.

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial Building
***P4. Resources Present:** ☒Building ☒Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** Overview of 14700 West Schulte Road, camera facing southwest, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1961-1962 (*Santa Cruz Sentinel* 1961 Apr 26; *Tracy Press* 2011 Dec 30).

***P7. Owner and Address:**
Owens-Illinois Glass Container, Inc.
1 Michael Owens Way
Perrysburg, OH, 43551-2999

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z

***Resource Name or #** (Assigned by recorder) 14700 West Schulte Road
Map ID #: 11

B1. Historic Name: Owens-Illinois Tracy Plant
B2. Common Name: Owens-Illinois Tracy Plant
B3. Original Use: Glass container manufacturing plant
B4. Present Use: Glass container manufacturing plant
***B5. Architectural Style:** utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Original facility constructed between 1961 and 1962 (*Santa Cruz Sentinel* 1961 Apr 26; *Tracy Press* 2011 Dec 30); first addition on north side of forming warehouse and second furnace constructed between 1968 and 1981 (HistoricAerials.com 1968; USGS 1981); second, large addition on the north side of forming warehouse constructed between 1981 and 1987 (USGS 1981; UCSB 1987).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** electrical substation

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Manufacturing **Area** Tracy, CA, San Joaquin County
Period of Significance 1962 **Property Type** Manufacturing Plant
Applicable Criteria N/A

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

The property at 14700 West Schulte Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

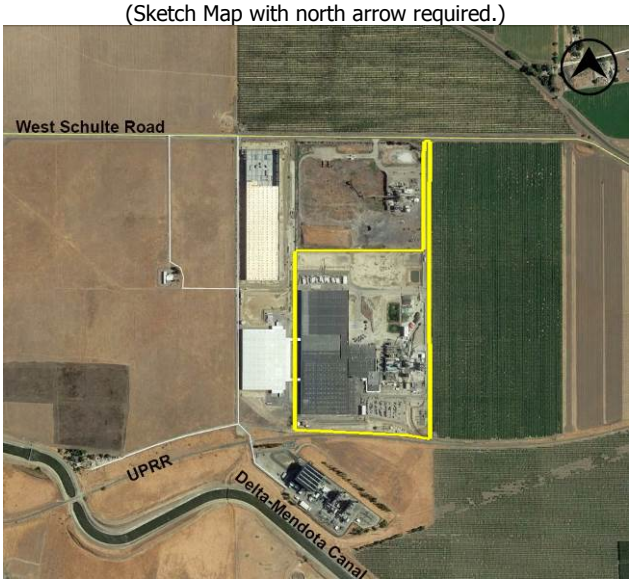
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Historic Context

The Owens-Illinois Glass Company completed its Tracy glass container manufacturing plant in 1962 (*Santa Cruz Sentinel* 1961 Apr 26; San Joaquin Assessor 2019). The Owens-Illinois Glass Company was formed when the Owens Bottle Company and the Illinois Glass Company merged in 1929, and since that merger, the company has remained the leader in glass production in the United States. This facility was the 22nd plant built by the firm and the fourth plant constructed in California (Lockhart et al 2018; *Oakland Tribune* 1962 Feb 8). The initial plant encompassed 305,000 square feet, consisted of a single furnace with three forming machines used produce baby food and ketchup bottles, and cost nearly $4,000,000 to build (**Plate 1**) (*Santa Cruz Sentinel* 1961 Apr 26; *Tracy Press* 2011 Dec 30). The plant was built-out to its current size of 653,450 square feet by the late 1980s and continues to produce glass containers (San Joaquin Assessor 2019; HistoricAerials.com 1968; USGS 1981; UCSB 1987).

Plate 1: March 1962 photograph of the Owens-Illinois glass container plant. The furnace is the gable roof building (Source: *Tracy Press* 2011 Dec 30).

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the Owens-Illinois glass container plant is not significant within the context of post-war industrial development outside of Tracy or glass container manufacturing. This facility does not have significant associations with these or other important developments that would make it eligible for listing in the NRHP or the CRHR under this criterion.

Under NRHP Criterion B or CRHR Criterion 2, this glass container manufacturing plant does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development, construction, and use of the facility. Manufacturing plants such as this are rarely associated with a single individual and lack the ability to illustrate an individual's contributions to history.

Under NRHP Criterion C or CRHR Criterion 3, this glass container manufacturing plant is not significant because the buildings do not represent important examples of a type, period, or method of construction. The buildings and structures are utilitarian in design and form were constructed using common construction methods, and are not significant under this criterion. Additionally, this facility does not appear to be a significant example of the work of a master architect or engineer.

Under NRHP Criterion D and CRHR Criterion 4, this this glass container manufacturing plant is not a significant source (or likely source) of important information regarding history. The building does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the property's lack of significance, the property has lost integrity of design, workmanship, and materials through a series of additions that added a second furnace and more than doubled the footprint of the forming machine warehouse. Although the facility retains integrity of location, setting, feeling, and association, it lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

HistoricAerials.com
1968 14700 West Schulte Road, Tracy, CA, 95377. Historical photography.

Lockhart, Bill, et al.
2018 "Owens-Illinois Glass Co. Part 1 – History." Available at https://sha.org/bottle/pdffiles/OwensIllinois2018Part1.pdf (Accessed February 2019).

Oakland Tribune
1962 "Bay Area Commerce and Industry." Page 46. February 8.

San Joaquin County Assessor
2016 Parcel Number 209-240-24.

Santa Cruz Sentinel
1961 "Owens-Illinois Glass Firm to Build In Tracy." Page 25. April 26.

Tracy Press
2011 "Tracing Tracy Territory: A Change Every 50 Years." Available at http://www.goldenstatenewspapers.com/tracy_press/archives/tracing-tracy-territory-a-change-every-years/article_387017f2-983b-52ae-9053-a5e6c620b242.html (Accessed February 2019). December 30.

University of California Santa Barbara (UCSB) Library
1987 Aerial photography collection. Flight ID NAPP, Frame 515-184. June 29.

United States Geological Survey (USGS)
1981 *Tracy, Calif.* 1:24,000. 7.5 Minute Series. Washington, D.C: United States Department of the Interior.

P5a. Photographs (continued):

Photograph 2. Raw material silos at far left, northern furnace at center, forming machine warehouse at far right, camera facing southwest, February 7, 2019.

Photograph 3. Detail of raw material silos at left, northern furnace at center, forming machine warehouse and material piles at far right, camera facing southwest, February 7, 2019.

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

UPDATE SHEET

Primary# P-39-004288
HRI #
Trinomial
NRHP Status Code 6Z

***Resource Name or #:** (Assigned by recorder) SPRR Telegraph Lines
Map ID #: 12

☐ Continuation ☒ Update

P1. Other Identifier: N/A

***P2e. Other Locational Data:** UTMs: *East end*: Zone: 10S; 6341266.35 mE; 4175197.75 mN / *West end*: Zone: 10S; 632557.56 mE; 4174963.42 mN

***P3a. Description:** This mile-long segment of abandoned telegraph and utility poles is located on the south side of the Southern Pacific Railroad (SPRR) right-of-way, between Lammers Road and the Tracy Peaker Power Plant. The abandoned segment was previously recorded in 2001 by URS (now AECOM) and in 2002 by MACTEC (P-39-004288) (see attached DPR 523 forms). At the time of the 2002 documentation, only nine of the 27 recorded poles remained standing. A review of aerial photography indicates that all the standing and fallen poles were removed by April 2014 (Google Earth Pro) and the resource is no longer extant (**Photograph 1**).

***P3b. Resource Attributes:** HP11 – Engineering Structure

P5a. Photograph:

Photograph 1. November 2016 Google Street View from Lammers Road facing west.
The previously recorded utility poles are no longer extant.

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-004288
HRI#
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 27 *Resource Name or #: TPP-2 Update

9/2003

P1. Other Identifier: Utility Poles along a portion of the Southern Pacific Railroad

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County San Joaquin County
And
*b. USGS 7.5' Quad Tracy Date 1954 T 2S; R 4E; NW and NE¼ of SE¼ of Sec 36; NE¼ of SW¼ of Sec. 36; Mt Diablo B.M.

c. Address City Zip

d. UTM: East end: Zone 10 ; 634,365mE/ 4,175,012mN
West end 10 632,765mE/ 4,174,789mN

e. Other Locational Data: The eastern end of the segment is at the point where the site crosses Lammers Ferry Road. The western end of the segment is near the new crossing of the Tracy Peaker Power Plant road (that originates on Schulte Road) over the SPRR.

*P3a. Description: The resource consists of a mile-long segment of an abandoned telegraph, telephone, and power line that runs within the south side of the Southern Pacific Railroad right of way. This segment includes standing and fallen poles, insulators, conductor, ground pipes, and guy wires. Overall boundaries of this linear site were not determined, but are presumed to coincide with those of the railroad from Lathrop to Oakland via Altamont Pass. Most of this segment lies at the edge of plowed agricultural fields, which continue into the railroad right of way right to the railroad berm. Several of the fallen poles have been pushed to the berm to get them out of the fields. The utility line is associated with the railroad, which was previously recommended by JRP Historical Consulting Services as ineligible for listing in the National Register or California Register, but has been recommended eligible for the California Register by MACTEC as a result of additional information. Based on integrity considerations detailed on continuations, 14 poles within this segment and one insulator appear to contribute to the significance of the resource. ✓

*P3b. Resource Attributes: HP11 Engineering structure

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

P5b. Description of Photo: Pole 27 in foreground, with additional standing poles in background, view west. Roll RR4, Fr.23. 9-05-02, 9:54 AM.

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1869 (year railroad completed)-ca.1970

*P7. Owner and Address:
Southern Pacific Railroad –
Address unknown

*P8. Recorded by: R. Reno
MACTEC
1572 E College Pkwy, Ste 162
Carson City, NV 89706

*P9. Date Recorded: Aug-Sept 2002

*P10. Survey Type:
Archaeological Monitoring

*P11. Report Citation: R.L. Reno, 2003, Tracy Peaker Project Cultural Resources Monitoring Report. MACTEC, Carson City

*Attachments: ☐None ☐Location Map ☒Sketch 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

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-004288
HRI #
Trinomial

L1. Historic and/or Common Name: None
L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation:
b. Location of point or segment: Section 35/36 line east to Lammers Ferry Rd. See Primary Record and Continuations for UTMs.
L3. Description: The resource is a segment of abandoned overhead utility line. 27 poles with associated insulators, guy wires, and ground pipes remain, along with one isolated telegraph insulators and one ground pipe which no longer has a pole in association. The telegraph line was originally built in 1869 as an adjunct to the railroad. The aqua "Pilgrim hat" style insulator (see sketch map and photo) likely dates to this period (Tibbitts 1967:101; 1968:9). Extant poles supported nine telegraph, switching signal, telephone, and power lines on a single crossbar (Young 2003). Number 8 steel conductor wire, which is present along most of the segment, was used strictly for power transmission. Many of the poles were supported by a wire cable guy. Based on insulator styles present, the extant poles date from about 1919 to after the 1930s. Present are Hemingray 19 "Made in USA" dating from 1919-1932, clear insulators that are later than 1936, black rubber insulators, clear Kerr insulators dating from 1930s to present, and McLaughlin 42 green insulators dating from 1920-1936 (Meier 1994; Tibbitts 1968:92; Toulouse 1971:306,354; Woodward 1970:29). Individual pole descriptions and references are on continuations.
As shown on the detailed sketch map of the Tracy Peaker road crossing, excavations took place along the approximate line of this overhead utility line. The only object observed that could have related to this site is was the a decayed piece of 8x8 inch milled wood found in backdirt. This is about the dimensions of intact telegraph pole bases found along abandoned segments of the Central Pacific Railroad (Reno 2002), but this object could easily be unrelated to the telegraph.

L4. Dimensions:
a. Top Width
b. Bottom Width
c. Height or Depth
d. Length of Segment 1 mile

L4e. Sketch of Cross-Section Facing:

None

L5. Associated Resources:
Western Pacific/Central Pacific/Southern Pacific Railroad
(26-SJO-000250H)

L6. Setting: Most of the line is at the edge of active irrigated agricultural fields. These fields have been leveled into the right of way, obliterating most of the ditch that formerly ran alongside the railroad. Only at the east end of the segment is the original ditch preserved. In this area trees and shrubs have encroached on one of the poles. The former right of way fence is also missing in the field areas.
L7. Integrity Considerations: See continuation.

L8a. Photograph, Map, or Drawing

See continuation sheets

L8b. Description of Photo, Map, or Drawing:

L9. Remarks:

L10. Form Prepared by:R. Reno
Mactec, 1572 E College Pkwy,
Ste 162
Carson City, NV 89706
L11. Date: Aug-Sept 2002

L2b. Location UTM Coordinates of individual features, Zone 10 (WAAS GPS, approx. 5m accuracy)
Note: Taken at base end of fallen poles.

Identifier	mE	mN
Pole 1	634,359	4,174,987
Pole 2	634,329	4,174,972
Pole 3	634,262	4,174,945
Pole 4	634,218	4,174,924
Pole 5	634,159	4,174,894
Pole 6	634,097	4,174,884
Pole 7	634,048	4,174,858
Pole 8	633,991	4,174,857
Pole 9	Not Relocated	
Pole 10	633,936	4,174,840
Pole 11	633,849	4,174,820
Pole 12	633,786	4,174,815
Pole 12A	633,739	4,174,800
Pole 13	633,670	4,174,815
Pole 14	633,602	4,174,805
Pole 15	633,533	4,174,803
Pole 16	633,486	4,174,800
Pole 17	633,415	4,174,799
Fea. 18 Ground Pipe	633,325	4,174,817
Pilgrim's Hat Insulator	633,286	4,174,823
Pole 19	633,253	4,174,820
Pole 19 Ground Pipe	633,252	4,174,824
Pole 20	633,233	4,174,825
Pole 21	633,137	4,174,828
Pole 21 Ground Pipe	633,159	4,174,826
Pole 22	633,067	4,174,827
Pole 22 Ground Pipe	633,065	4,174,827
Pole 23	633,004	4,174,826
Pole 24	632,955	4,174,829
Pole 24 Ground Pipe	632,936	4,174,807
Pole 25	632,877	4,174,802
Pole 26	632,839	4,174,809
Pole 26A	632,772	4,174,792
Pole 27	632,725	4,174,777

L3. Description

Pole numbers and descriptions do not match original recording which missed poles (perhaps in seasonal vegetation) and confused recording order on page 4 – recording was from east to west, rather than from west to east as stated. Additional descriptive data are in the integrity table in Section L7. Aluminum tag with pole number placed on each pole. Many poles recently disturbed by plowing.

Identifier	Dia. (in.)	Length/ Height*	Other
Pole 1	11	approx. 49'	5 clear, 1 aqua, 1 black rubber insulators on crossbar. White porcelain screw-in insulators on riser. Riser in conduit.
Pole 2	10	approx. 39'	9 black rubber insulators.
Pole 3	10	approx. 33'	4 clear glass insulators.
Pole 4	10	approx. 26'	4 clear, 2 aqua, 1 black rubber insulators. Additional crossbar with 3 rubber insulators on ground.
Pole 5	8.5	approx. 18'	1 broken clear, 2 clear, 1 aqua insulators.
Pole 6	unk.	approx. 16'	4 clear insulators. Not approachable due to heavy vegetation. Tag on nearest RR tie.
Pole 7	7	18'8"	3 clear insulators (Hemingrey 19).
Pole 8	10	18'8"	10 brown-glaze porcelain. Metal box attached to side of pole above climbing pegs, small metal plate nailed to side of pole.
Pole 9			Not relocated.
Pole 10	8.5	19'10"	4 clear insulators.
Pole 11	8	20'8"	5 clear, 1 green insulators.
Pole 12	8.5	21'11"	5 clear insulators. Green insulator not relocated.
Pole 12A	9	21'2"	3 clear Hemingray, 1 clear Kerr insulators. Aqua insulator fragment in adjacent field.
Pole 13	9	21'	1 clear insulator.
Pole 14	8.5	22'	2 green, 3 clear insulators.
Pole 15	8	25'6"	Complete pole.
Pole 16	7	21'1"	
Pole 17	8	17'	2 green McLaughlin 42 insulators. Recycled replacement pole with mounting scars for 3 crossbars (not present). Additional aqua McLaughlin 42 halfway between 17 and 18.
Fea. 18			Ground pipe only, ¾ inch dia. galvanized steel pipe.
Pole 19	7.5	17'2"	2 clear glass insulators. Ground pipe is ¾ inch diameter, 10 ft E of pole base on RR berm.
Pole 20	7	16'2"	2 clear, 1 green insulator. Pole is on RR berm.
Pole 21	8	13'1"	Top of pole is missing. 1 clear Hemingray insulator. Ground pipe is about 100 ft E of pole on RR berm.
Pole 22	8	16'9"	1 clear glass insulator. Ground pipe is at base of pole.
Pole 23	7.5	15'10"	
Pole 24			2 clusters of pole fragments and ground pipe.
Pole 25	8	16'2"	2 clear insulators.
Pole 26	8	16'4"	Temporary exclusion zone barricade placed around pole during power plant construction.
Pole 26A	8	17'4"	Temporary exclusion zone barricade placed around pole during power plant construction.
Pole 27	8	15'	1 aqua insulator.

Standing poles continue to the west out of the study area.
*Height is above ground level or length of fallen pole missing base unless otherwise noted.
Crossbars are typically 3"x4"x10'

L7. Integrity Considerations

Overall significance of this linear resource, which should be considered in relation to the SPRR of which it is a part, was not undertaken since only a tiny portion of the site was investigated as part of this project. Instead, an effort was made to enhance the understanding of the comparative integrity of this segment by applying a standard set of variables to every feature present in the segment.

Integrity was evaluated based on a numeric ranking based on the condition of the pole, crossbar, conductor wire, insulators, ground pipe, brace wire, and special attributes. Possible scores range from 0 with no integrity to a highest integrity value of 17. Scores are shown for each feature in the table on the following page. The actual range in this segment is 1 to 16. Features that appear to be sufficiently intact to contribute to the potential significance of the resource have a score of 10 or above. Of the 28 evaluated features, 14 appear to be contributing elements worthy of further management.

In addition, the "pilgrim hat" style insulator contributes to the significance of the site as a rare survivor of the earliest years of the site as a telegraph line.

References

Meier, Bill. 1994. Hemingray Insulators: 100 Years of History. http://www.insulators.com/articles/hemi100.htm (updated 1995)

Reno, R. L. 2002. Cultural Resources Inventory Report: Nevada Pacific Parkway Interchange, Lyon and Washoe Counties, Nevada. Harding ESE, Carson City, Nevada.

Tibbitts, John C. 1967. A Guide for Insulator Collectors, Vol. 1. Little Glass Shack, Sacramento.
1968. A Guide for Insulator Collectors, Vol. 2. Little Glass Shack, Sacramento.

Toulouse, Julian H. 1971. Bottle Makers and Their Marks. Thomas Nelson, New York.

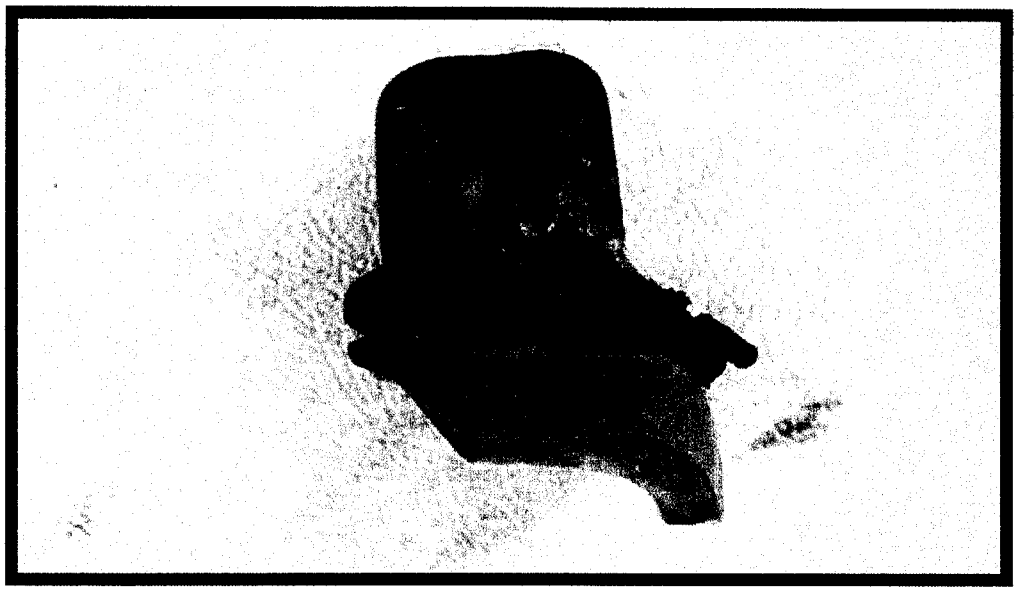
Woodward, N.R. 1970. The Glass Insulator in America. Press of Premier.

Young, Bert. 2003. Personal Communication with R. Reno (Mr. Young is a lifetime electrician from the Altamont area with experience from the 1920s electrifying local ranches. He is presently retired from PG&E).

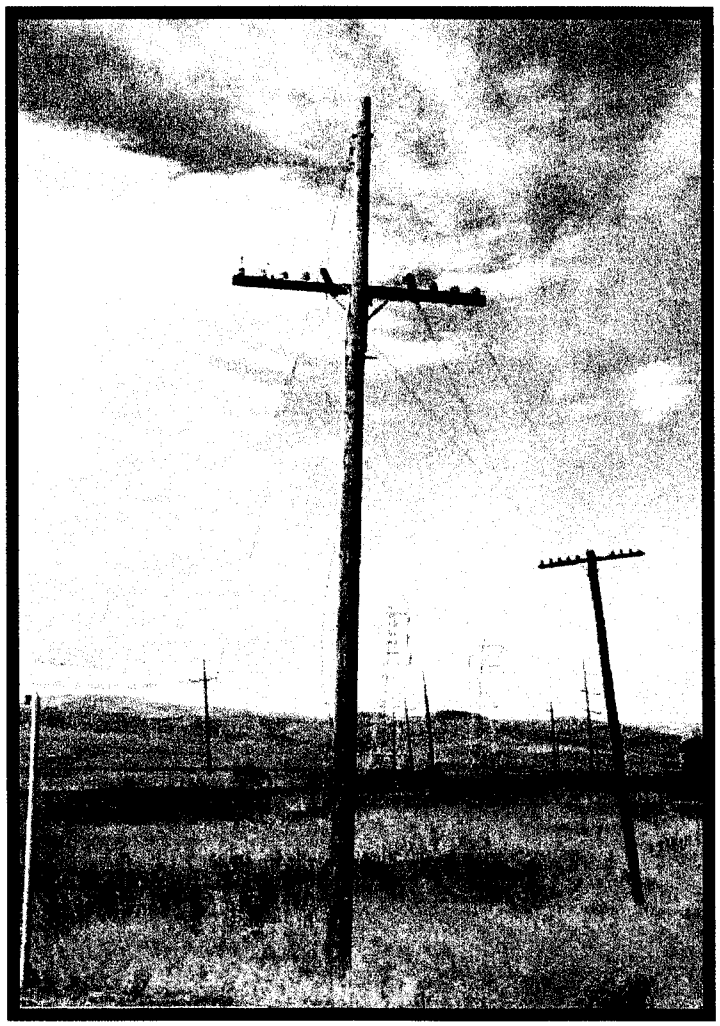
L7. Integrity Considerations

ATTRIBUTE	SCORE POLE/FEATURE:	1	2	3	4	5	6	7	8	10	11	12	12A	13	14	15	16	17	18	19	20	21	22	23	24	25	26	26A	27
Special Attribute	1 Present	1							1																				
	0 Absent		0	0	0	0	0	0		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pole	4 Standing	4	4	4	4	4	4							4	4			4											4
	3 Fallen in Place											3																	
	2 Displaced							2	2	2	2		2			2	2			2	2		2	2		2	2	2	
	1 Fragments																					1			1				
	0 Missing																		0										
Crossbar	3 Fully Mounted	3	3		3	3	3					3	3		3	3				3	3		3						3
	2 Attached Awry			2				2	2	2	2			2			2							2		2	2	2	
	1 Unattached																					1							
	0 Missing																	0	0						0				
Conductor Wire	3 Attached & connected to next pole	3	3	3	3	3	3																						
	2 Attached & not connected to next pole								2	2	2	2	2		2											2			
	1 Unattached							1						1		1	1	1		1	1	1	1	1	1		1	1	
	0 Missing																		0										0
Insulators	3 All present & attached	3	3		3																								
	2 One or more present & attached			2		2	2		2	2	2	2	2	2	2					2			2			2			2
	1 Present, not attached							1										1			1	1						1	
	0 Missing															0	0		0					0	0		0		
Ground Pipe	1 Present																		1	1		1	1		1				
	0 Absent	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0			0		0	0	0	0
Brace Wire	2 Intact	2	2				2																						2
	1 Parts present					1			1	1	1	1	1	1	1	1	1	1		1	1	1	1	1	1	1	1	1	
	0 Absent or missing			0	0			0											0										
SCORE		16	15	11	13	13	14	6	10	9	9	11	10	10	12	7	6	7	1	10	8	6	10	6	4	9	6	7	11
Contributing (C) / Noncontributing (N)		C	C	C	C	C	C	N	C	N	N	C	C	C	C	N	N	N	N	C	N	N	C	N	N	N	N	N	C

Note: Pole 9 was not relocated.

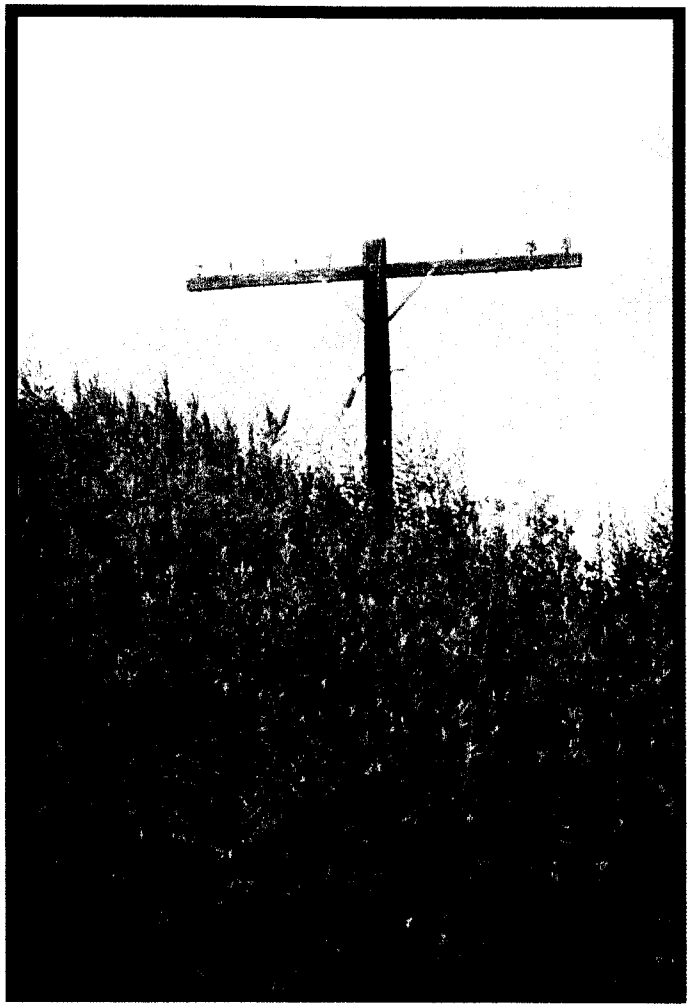


Aqua telegraph insulator. Roll RR2, Fr.24. 8-19-02, 11:10 AM.

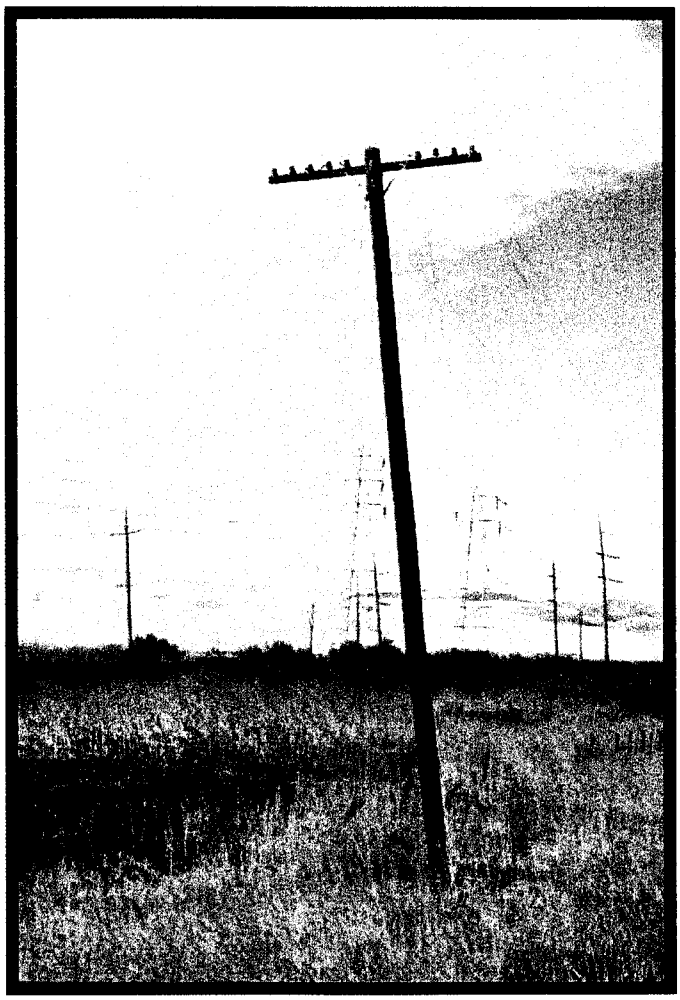


Pole 1, view west.
Roll RR3, Fr.22.
9-24-02, 9:35 AM.

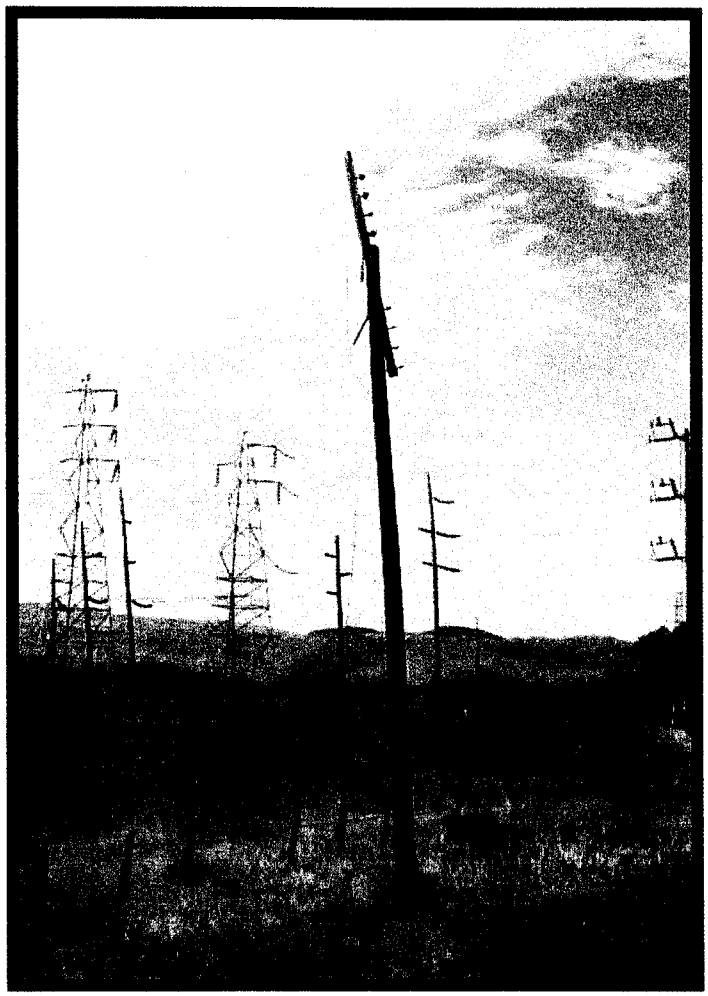
Pole 1 mark.
Roll RR3, Fr.23.
9-04-02, 9:37 AM.



Pole 2, view west.
Roll RR3, Fr.24.
9-04-02, 9:38 AM.

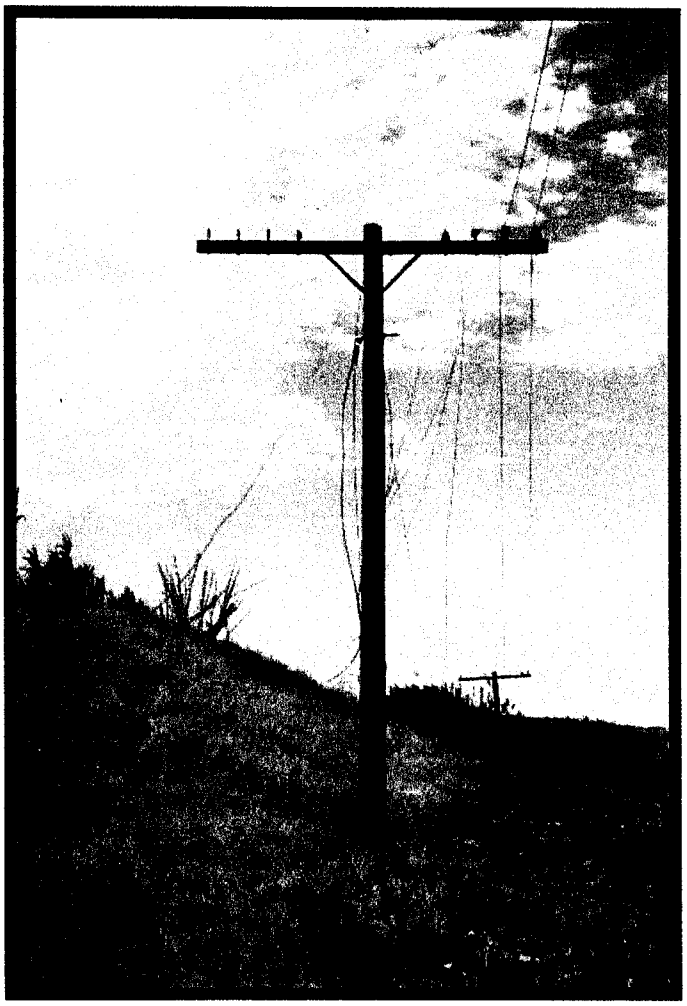


Pole 3, view west.
Roll RR3, Fr.25.
9-04-02, 9:45 AM.



Pole 4, view west.
Roll RR3, Fr.26
9-04-02, 9:47 AM.

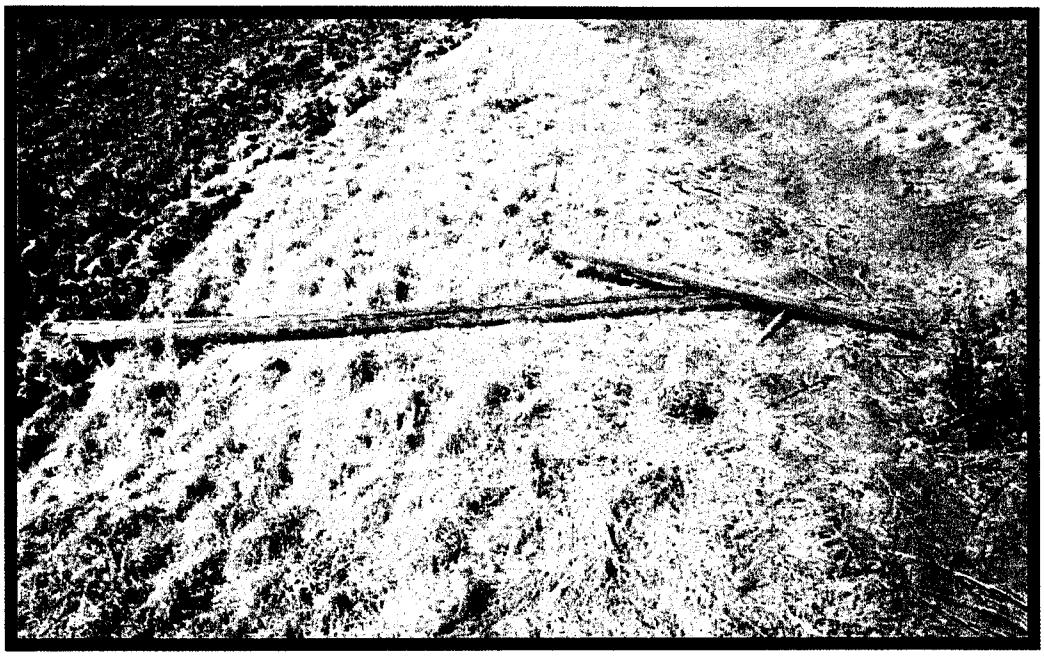
Pole 4 mark.
Roll RR3, Fr.27.
9-04-02, 9:48 AM.



Pole 5, view west.
Roll RR3, Fr.28.
9-04-02, 9:51 AM.

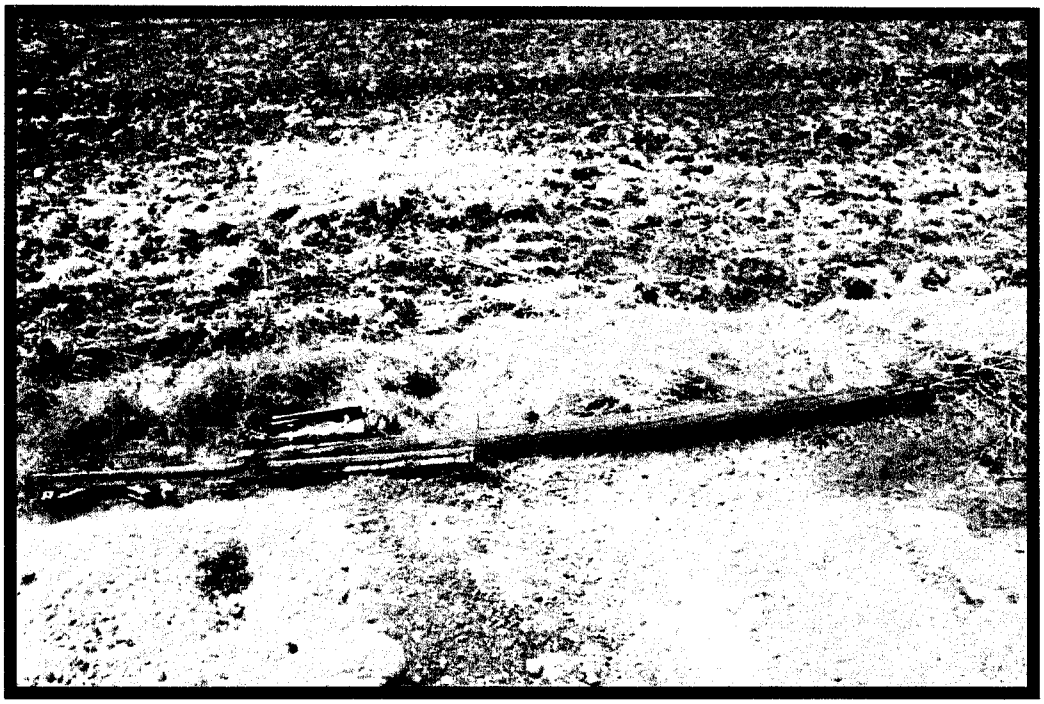
Pole 5 mark.
Roll RR3, Fr.29.
9-04-02, 9:53 AM.

Pole 6, view west.
Roll RR3, Fr.30
9-04-02, 9:56 AM.



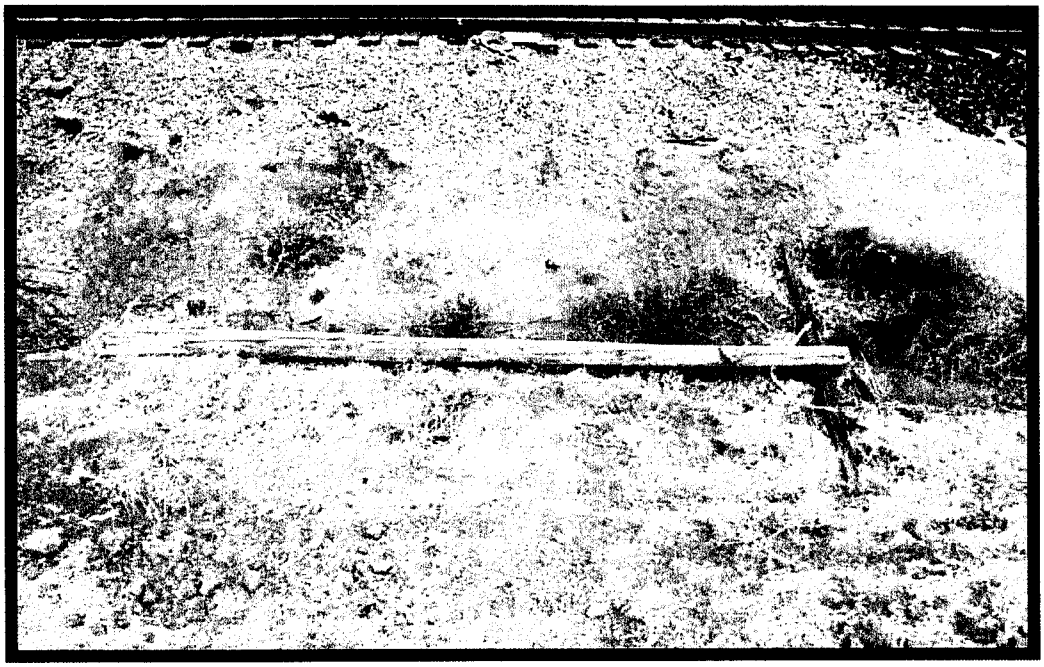
Pole 7, view west. Roll RR3, Fr.31. 9-04-02, 11:10 AM.

Pole 7 mark.
Roll RR3, Fr.32
9-04-02, 11:12 AM.

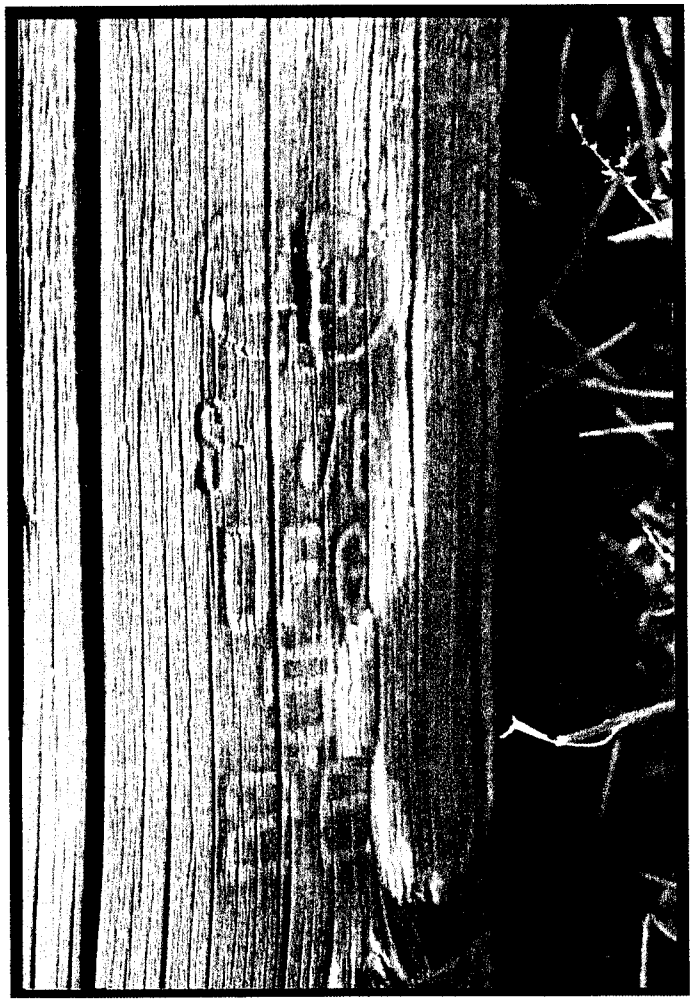


Pole 8, view south. Roll RR3, Fr.33. 9- 04-02, 11:23 AM.

Pole 8, detail of box and crossbar. View south. Roll RR3, Fr.34. 9-04-02, 11:27 AM.

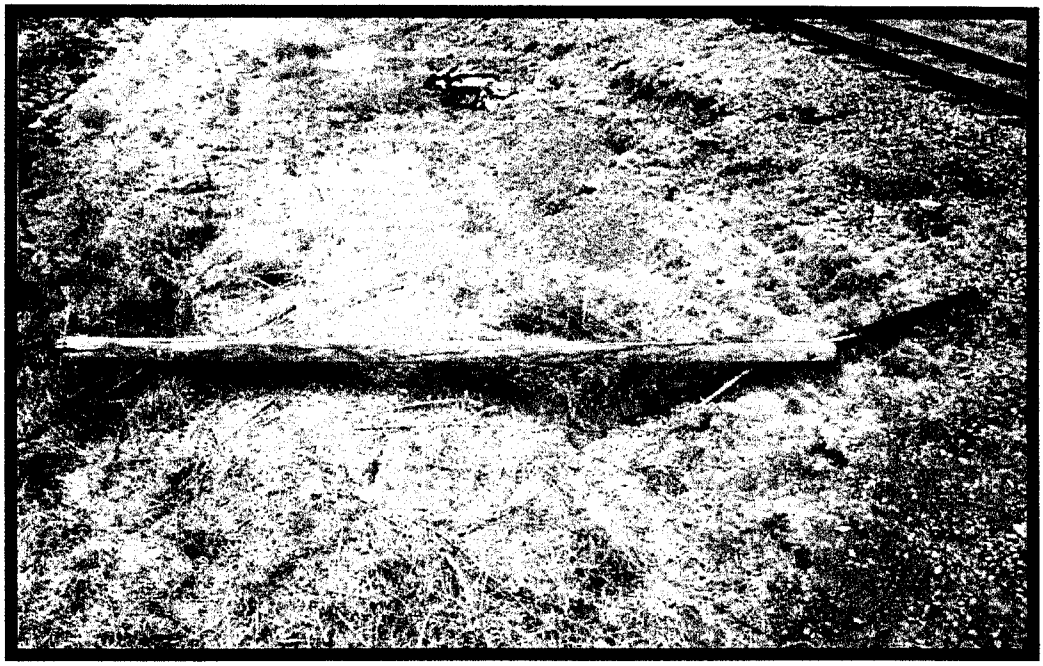


Pole 10, view north. Roll RR3, Fr.35. 9-04-02, 11:45 AM.

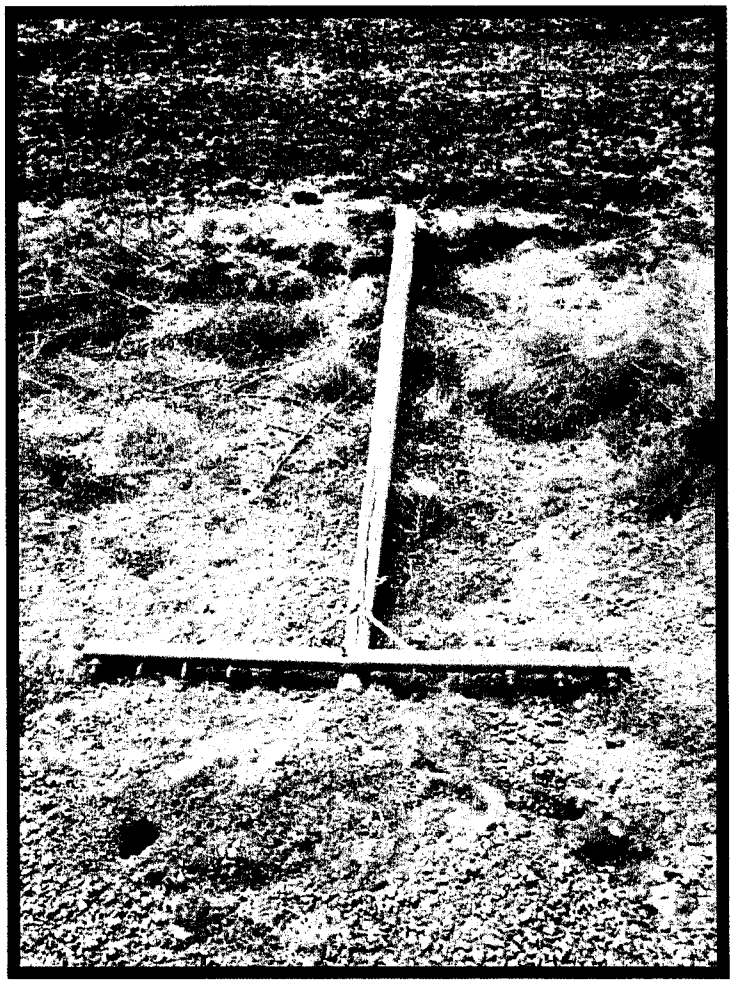


Pole 10 mark
Roll RR4, Fr.1.
9-04-02, 12:06 PM.

P5a: Photos

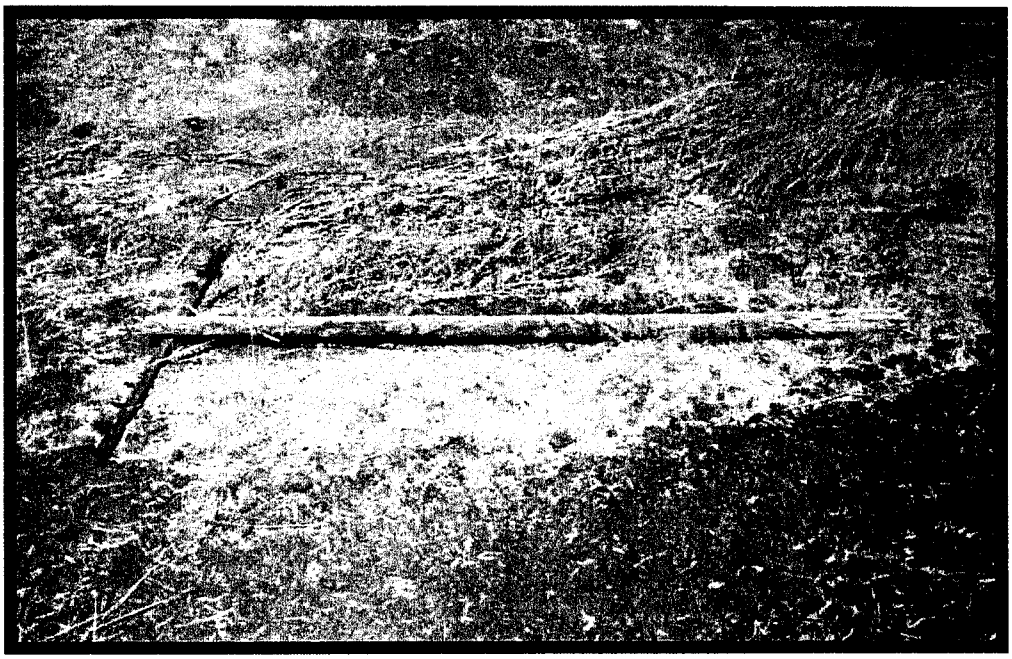


Pole 11, view west. Roll RR4, Fr.2. 9-04-02, 12:20 PM.

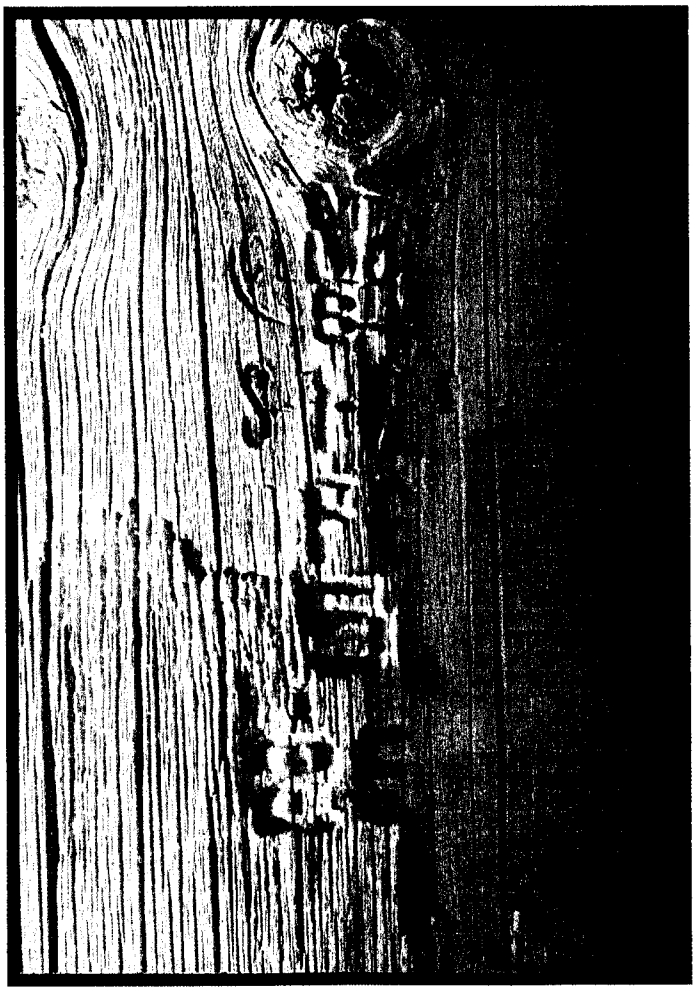


Pole 12, view south.
Roll RR4, Fr.3.
9-04-02, 12:34 PM.

P5a: Photos

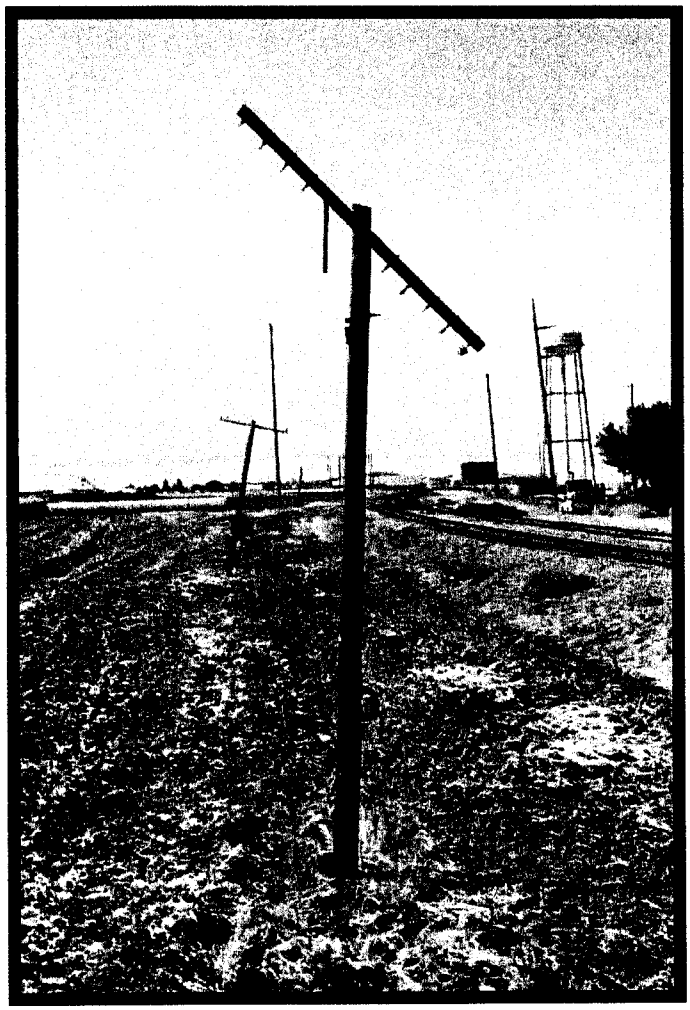


Pole 12A, view north. Roll RR4, Fr.4. 9-04-02, 12:44 PM.



Pole 12 mark.
Roll RR4, Fr.5.
9-04-02, 12:45 PM.

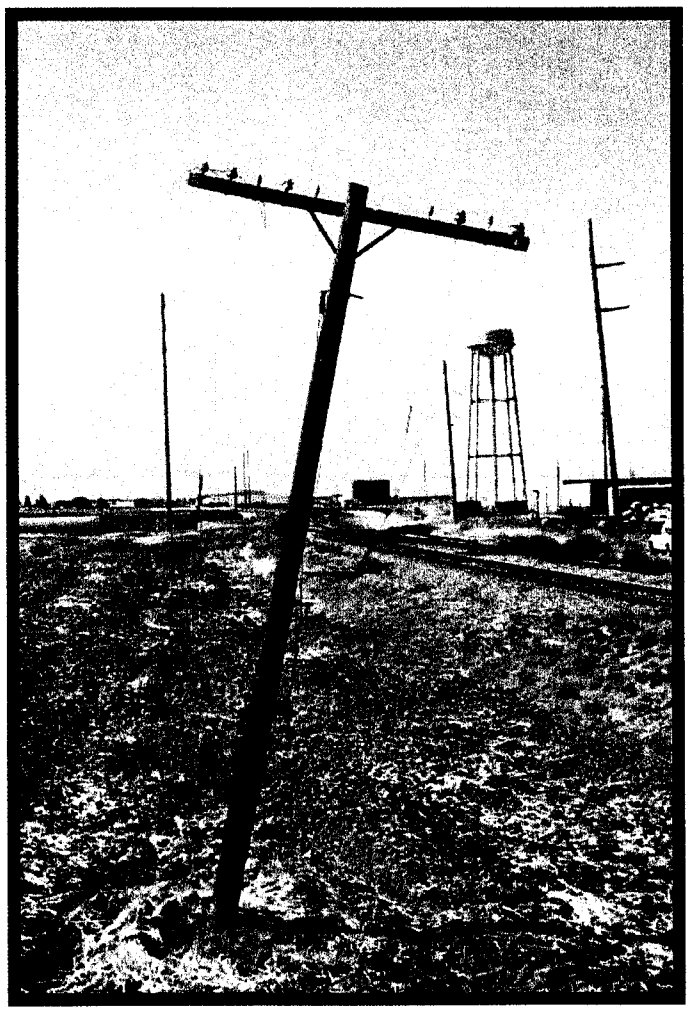
P5a: Photos



Pole 13, view west.
Roll RR4, Fr.6.
9-04-02, 1:23 PM.

Pole 13 mark.
Roll RR4, Fr.7.
9-04-02, 1:25 PM.

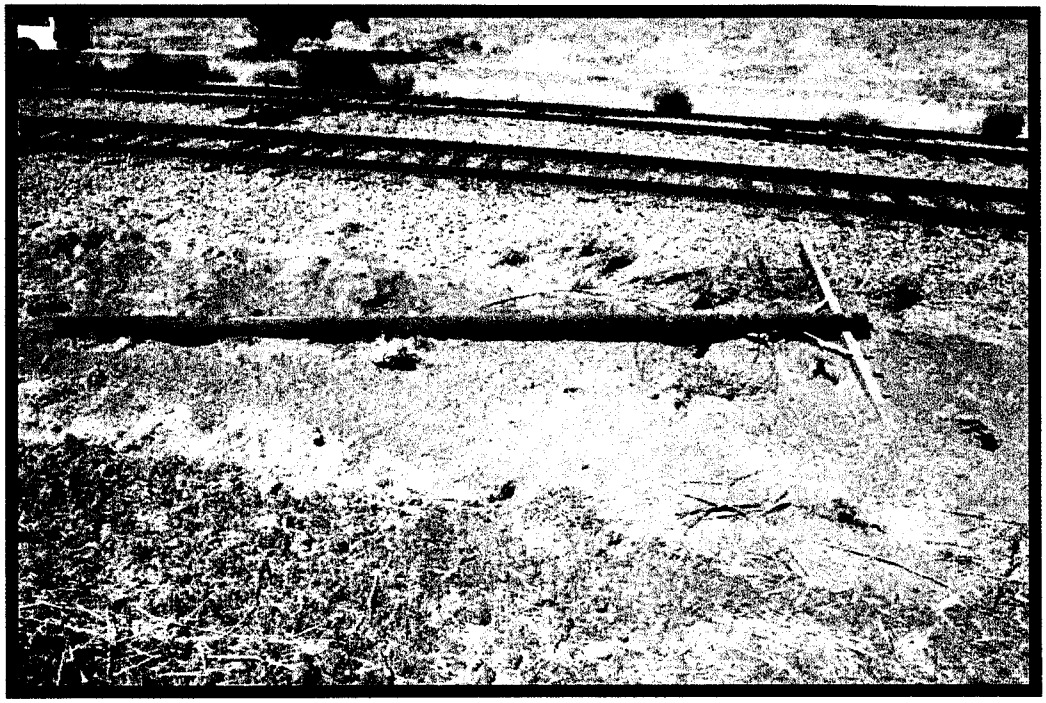
P5a: Photos



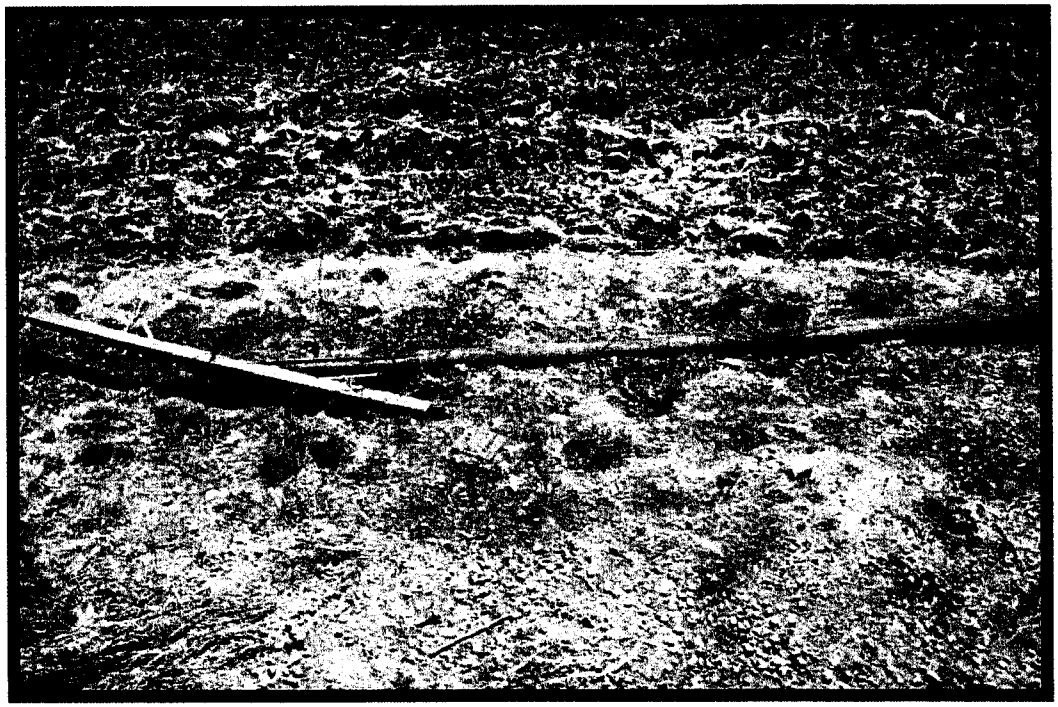
Pole 14, view west.
Roll RR4, Fr.8.
9-04-02, 1:37 PM.

Pole 14 mark
Roll RR4, Fr.9
9-04-02, 1:40 PM.

P5a: Photos



Pole 15, view north. Roll RR4, Fr.10. 9-04-02, 1:55 PM.

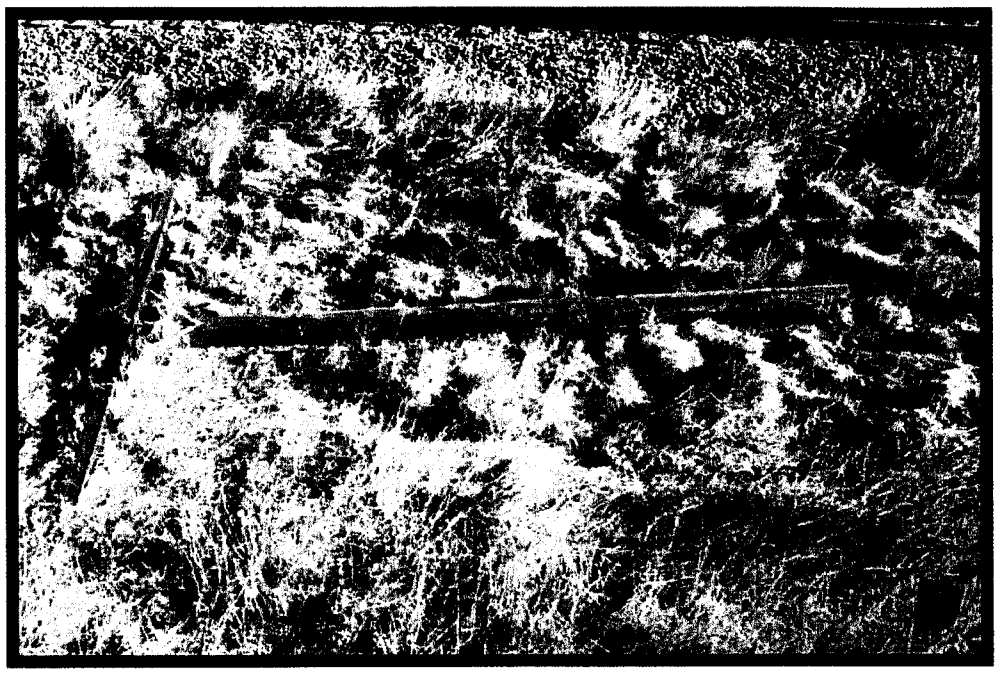


Pole 16, view south. Roll RR4, Fr.11. 9-04-02, 2:10 PM.

P5a: Photos

Feature 18, Groundpost
Roll RR4, Fr.12.
9-04-02, 2:27 PM.

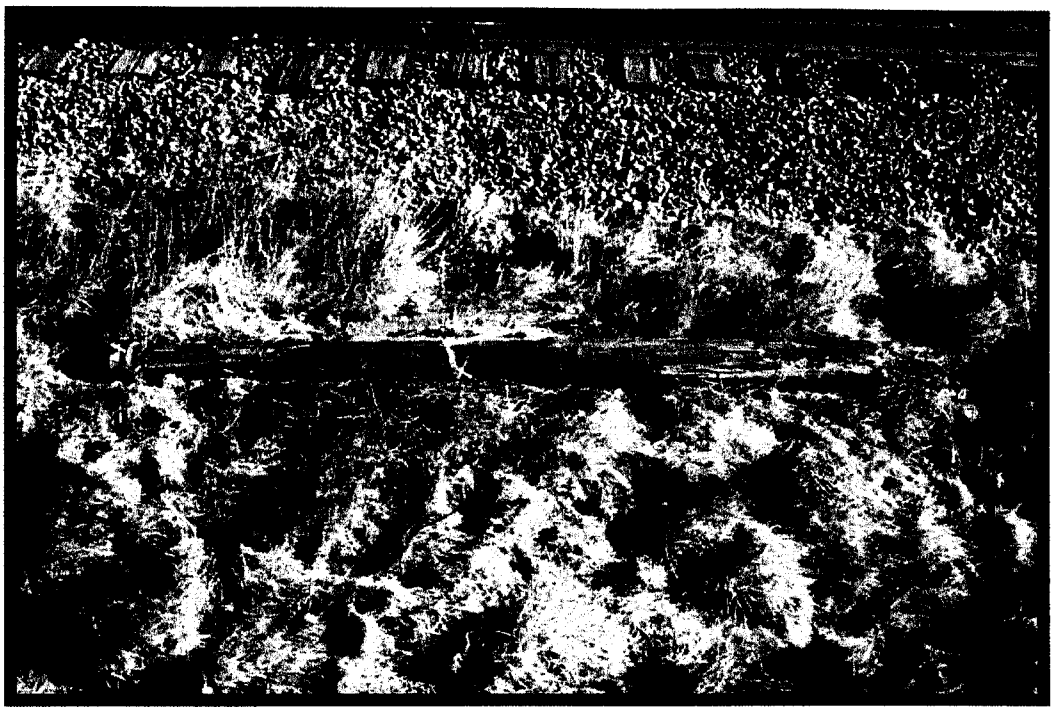
P5a: Photos



Pole 19, view north. Roll RR4, Fr.13. 9-04-02, 2:35 PM.

Pole 20, view north. Roll RR4, Fr.14. 9-05-02, 7:55 AM.

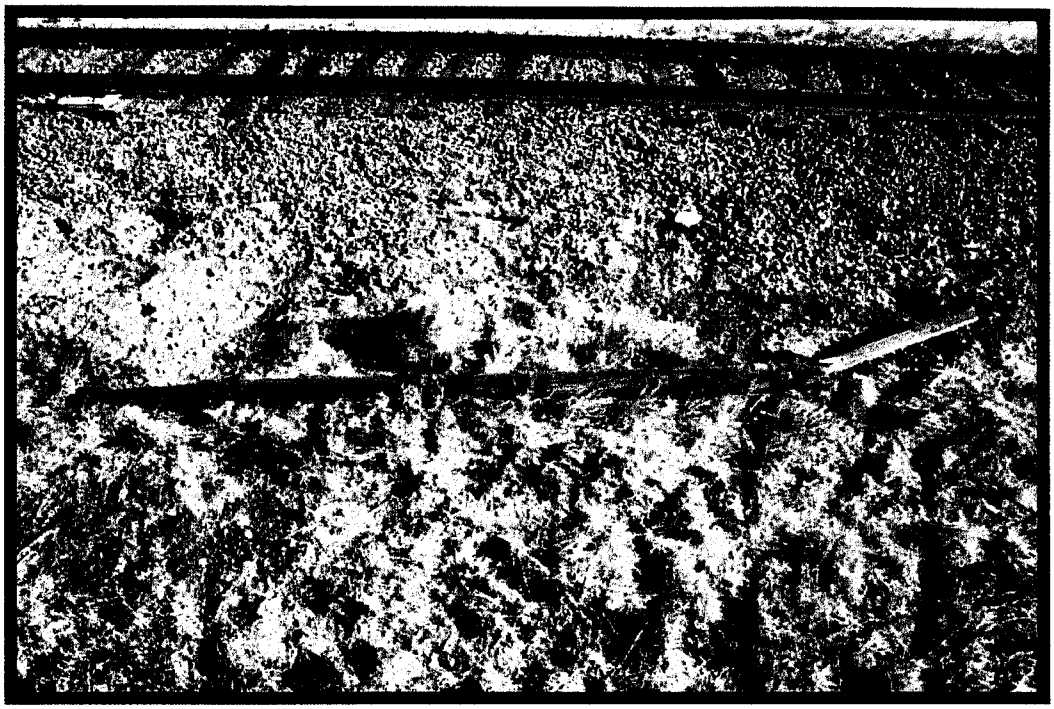
P5a: Photos



Pole 21, view north. Roll RR4, Fr.15. 9-05-02, 8:04 AM.

Pole 22 with ground pipe at base, view north. Roll RR4, Fr.16. 9-05-02, 8:15 AM.

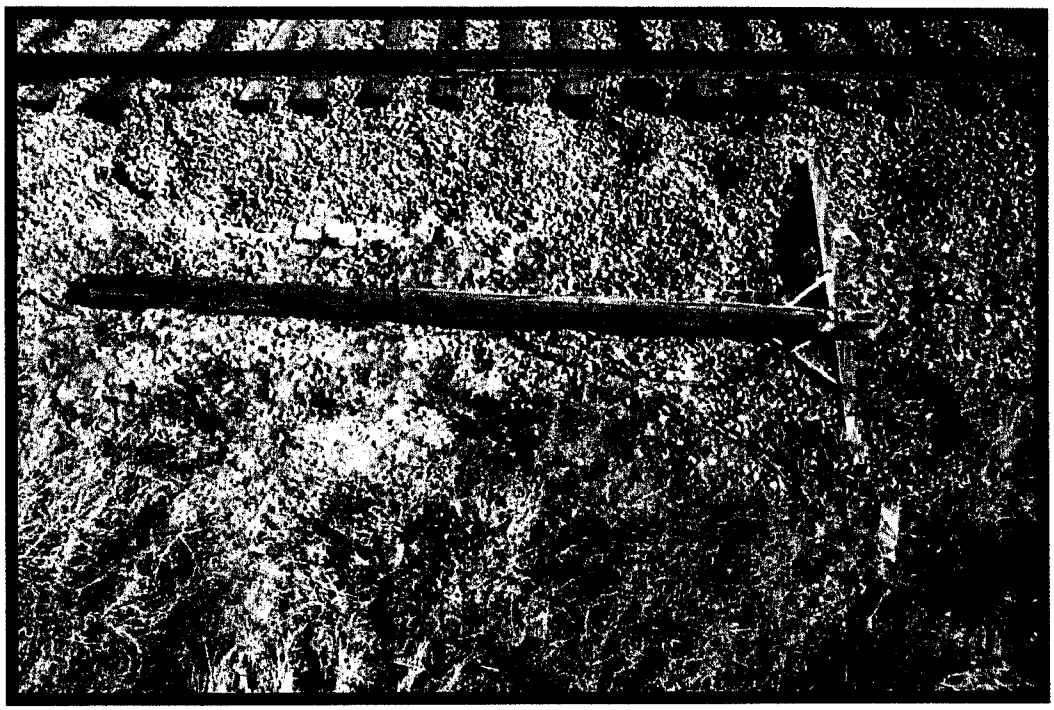
P5a: Photos



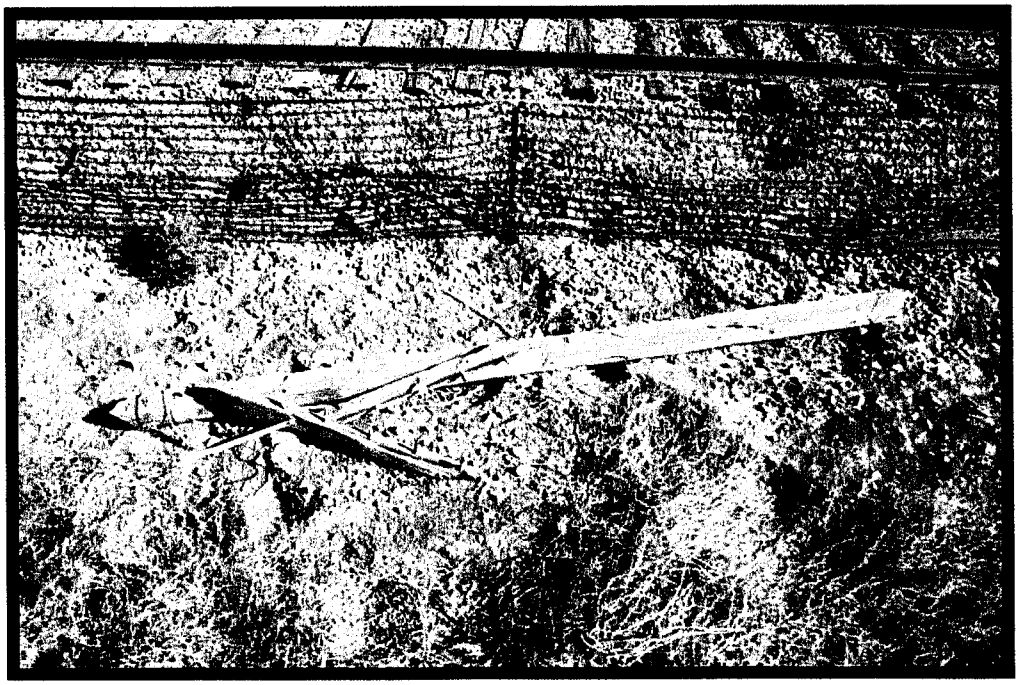
Pole 23, view north. Roll RR4, Fr.17. 9-05-02, 8:30 AM

Pole 24, view north. Roll RR4, Fr.18. 9-05-02, 8:44 AM.

P5a: Photos

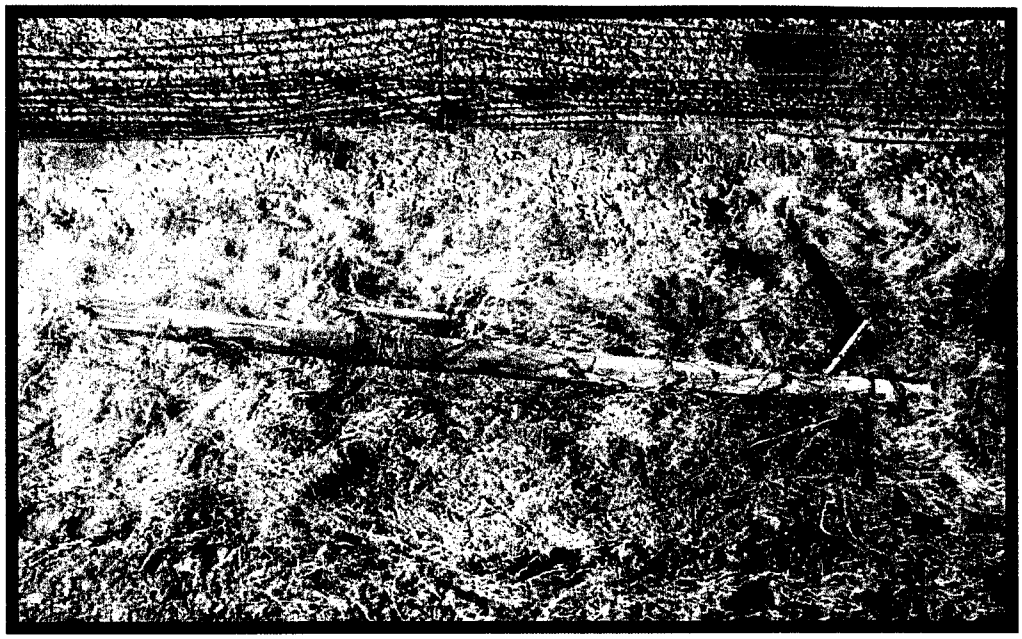


Pole 25 with retaining wall in background. View north. Roll RR4, Fr.19. 9-05-02, 8:58 AM.

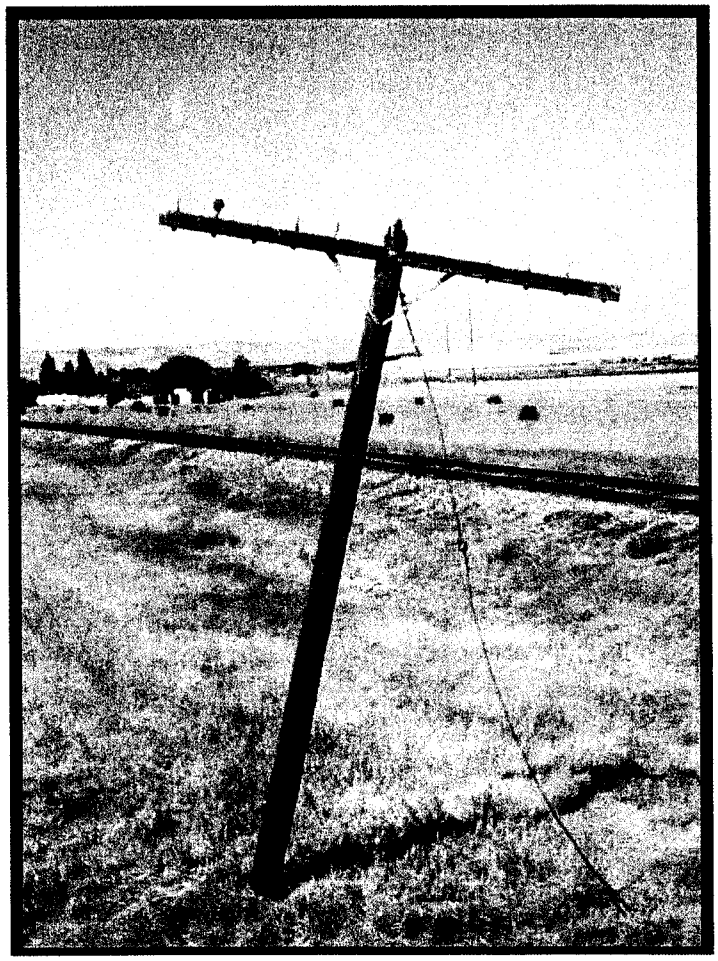


Pole 26, view north. Roll RR4, Fr.20. 9-05-02, 9:12 AM.

P5a: Photos



Pole 26A, view north. Roll RR4, fr.21. 9-05-02, 9:25 AM.

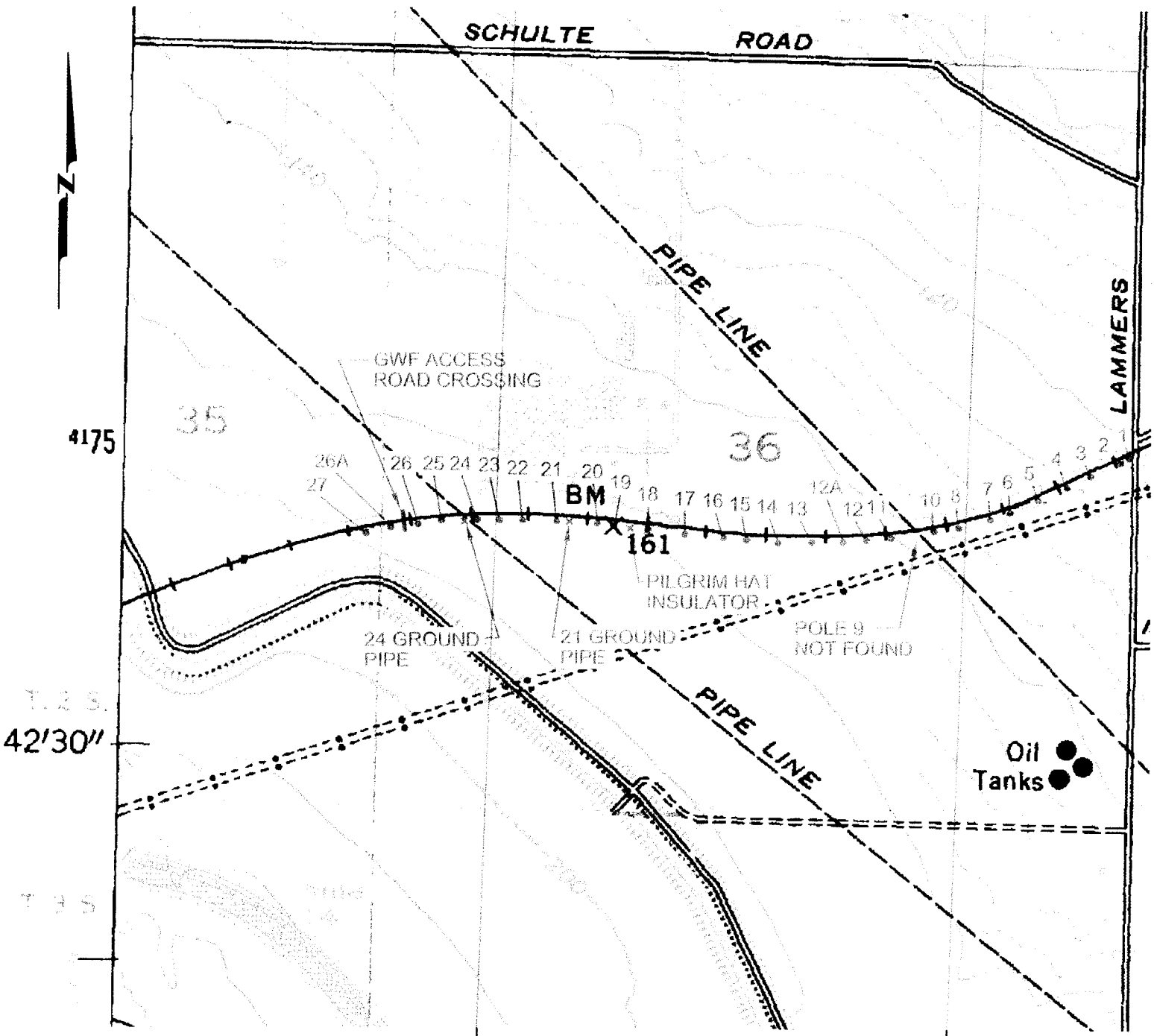


Pole 27, view west.
Roll RR4, Fr.22.
9-05-02, 9:40 AM.

State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP
Page 26 of 27 *Resource Name or #: TPP—2 (Update)
*Drawn By: R. Reno, K. Howell

Primary # P—39—004288
HRI#
Trinomial

Date of Map: June, 2003

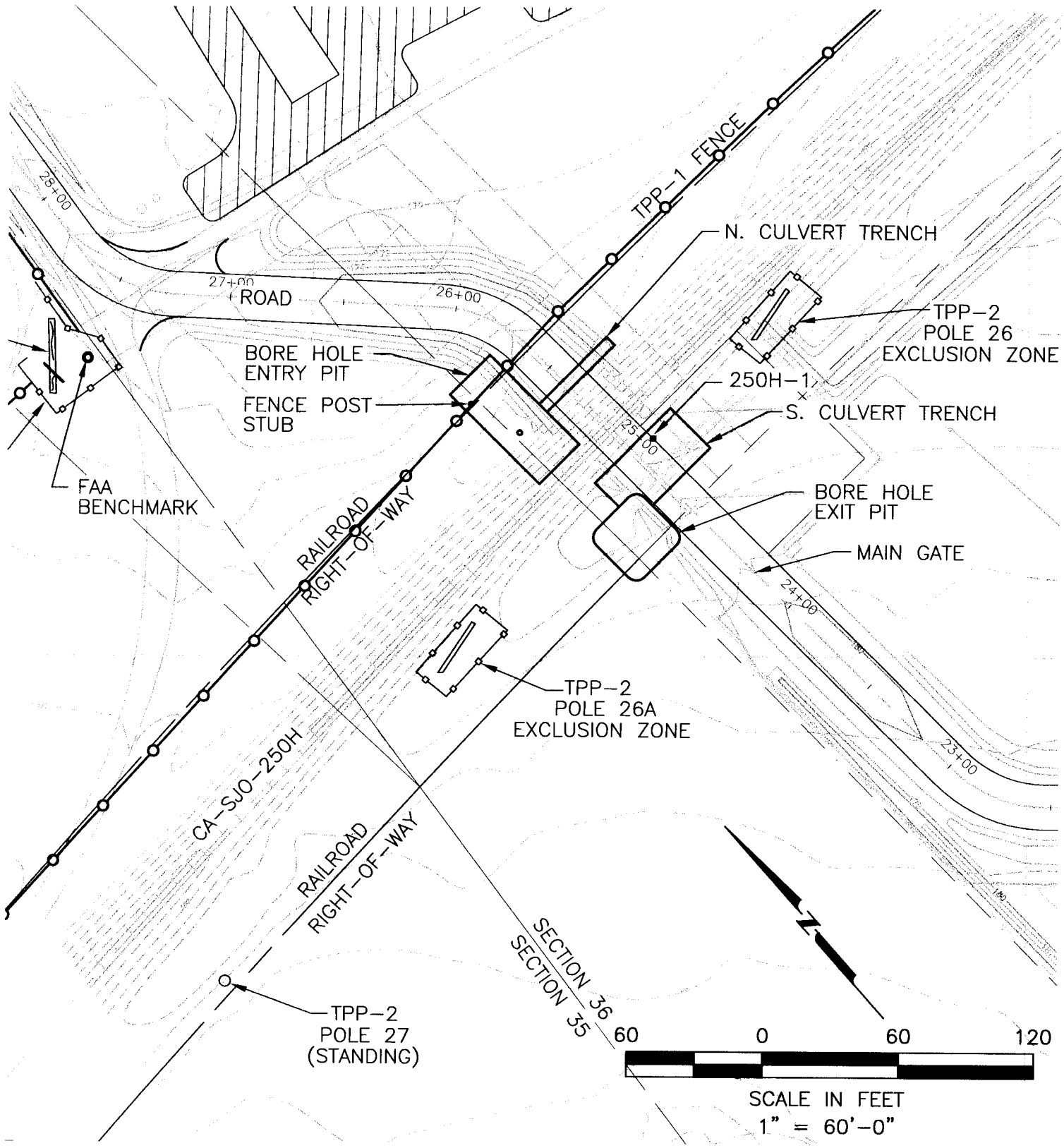


NOTE:
GPS PLOTS. NORTHING ADJUSTED TO CONFORM WITH USGS PORTRAYAL OF RAILROAD GRADE.

State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP
Page 27 of 27 *Resource Name or #: TPP—2 (Update)
*Drawn By: R. Reno, K. Howell GWF Tracy Peaker Railroad Crossing

Primary # P—39—004288
HRI#
Trinomial

Date of Map: June, 2003



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

PRIMARY RECORD

Primary # P-39-004288
HRI #
Trinomial
NRHP Status Code
Other
Review Code Reviewer Date 7/2002

Page 1 of 8 **Resource Name or #:** (Assigned by recorder) TPP-2

P1. Other Identifier: Historic Telegraph Poles along a section of the Southern Pacific Railroad

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County** San Joaquin County

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

***b. USGS 7.5' Quad** Tracy **Date** 1954 (photorevised 1981) **T** 2 S; **R** 4 E; NW and NE ¼ **of** SE ¼ **of Sec** 36; NW and NE ¼ **of** SW ¼ **of Sec** 36; MD **B.M.**

c. Address City Zip

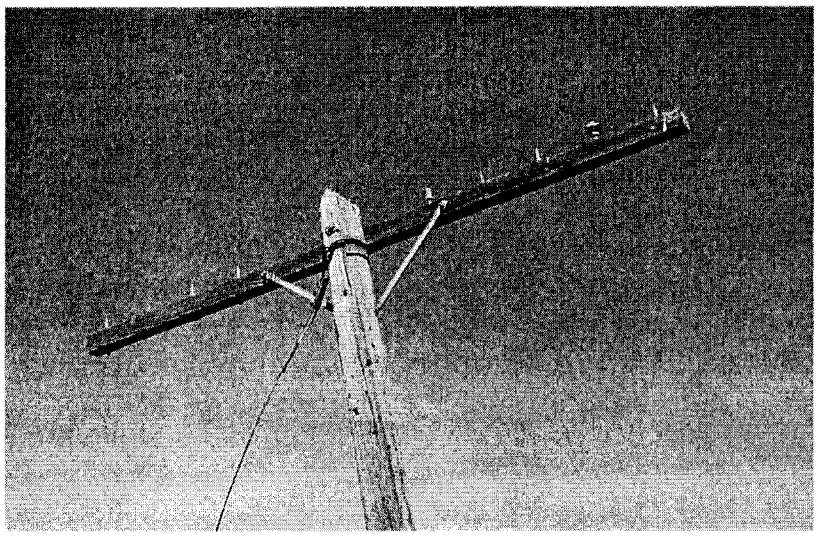
d. UTM: (Give more than one for large and/or linear resources) Zone 10, east end: 634,365 mE/ 4,175,012 mN
west end: 632,765 mE/ 4,174,789 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Travelling south on Highway 580, exit on Patterson Pass. Turn left at stop sign, then turn right onto Schulte Road. Travel 2.1 miles east on Schulte Road and turn right onto unnamed dirt road. Drive 0.6 miles and park. Walk south over the railroad tracks to locate telegraph poles lying on the ground just south of the Southern Pacific Railroad right of way. This is the western terminus of TPP-2.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource consists of a section of an unused telegraph line located and recorded along the Southern Pacific Railroad. This line runs parallel along the south side of the Southern Pacific Railroad. The line is associated with the railroad, which was previously recommended by the JRP Historical Consulting Services to be ineligible for listing in the National Register. Currently the telegraph line is in poor condition, with unconnected poles remaining. Each pole includes one cross bar. Of the twenty-five telegraph poles recorded, only ten remain standing. The majority of the poles have fallen to the ground and are deteriorating. Makers' marks and stamps on the poles are mostly weathered away, and many of the glass insulators are no longer attached to the crossbars. The insulator colors varied from pole to pole with clear, aqua, and black and green glass used. Insulators found on the ground were embossed "HEMINGRAY-19, MADE IN U.S.A". (See Continuation Sheet).

***P3b. Resource Attributes:** (List attributes and codes) HP11; Engineering structure

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



P5b. Description of Photo: (view, date, accession #) Pointed top telegraph pole with one glass insulator on cross bar; viewing east.

***P6. Date Constructed/Age and Sources:** ☒ Historic ☐Prehistoric ☐Both

***P7. Owner and Address:**
Southern Pacific Railroad – address unknown

***P8. Recorded by:** (Name, affiliation, and address)
R.Egherman
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

***P9. Date Recorded:** 6/8/01

***P10. Survey Type:** (Describe) Intensive Pedestrian Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") URS Corp., 2001. Technical Report: GWF Tracy Peaker Project: Appendix C of Application for Certification.

***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): Photos

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-004288
HRI #
Trinomial

Page 2 **of** 8 **Resource Name or #:** (Assigned by recorder) TPP-2

L1. Historic and/or Common Name: Telegraph Poles along Southern Pacific Railroad

L2a. Portion Described: Entire Resource **X Segment** Point Observation **Designation:**

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) (See Primary Record)

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
This resource consists of a section of an unused telegraph line located and recorded along the Southern Pacific Railroad. This line runs parallel along the south side of the Southern Pacific Railroad. This telegraph line is associated with the railroad, which was previously recommended by the JRP Historical Consulting Services to be ineligible for listing in the National Register. Currently the telegraph line is in poor condition, with unconnected poles remaining. Of the twenty-five telegraph poles recorded, only ten remain standing. The majority of the poles have fallen to the ground and are deteriorating. Makers' marks and stamps on the poles are mostly weathered away, and many of the glass insulators are no longer attached to the crossbars. The insulator colors varied from pole to pole with clear, aqua, and black and green glass used. Insulators found on the ground were embossed "HEMINGRAY-19, MADE IN U.S.A". (See Continuation Sheet).

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
- **a. Top Width**
- **b. Bottom Width**
- **c. Height or Depth**
- **d. Length of Segment** 1 mile

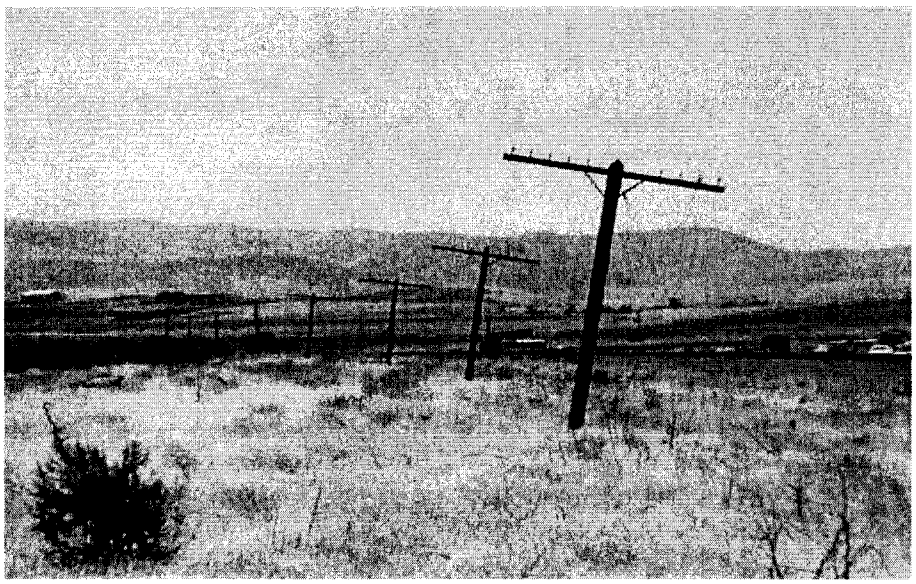
L4e. Sketch of Cross-Section (include scale) Facing:

L5. Associated Resources:
Southern Pacific Railroad

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.):
The recorded section of telegraph poles is located in between railroad tracks and undeveloped farm land. Wild grasses and shrubs are growing around the poles. The terrain is very flat except for a short distance just west of Lammers Road.

L7. Integrity Considerations:
This section of poles lacks integrity due to the damaged nature of the poles.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.) View of telegraph poles that were not recorded. These poles are located immediately to the west of the TPP-2 segment and appear to be in better condition than the TPP-2 poles.



L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address)
Rachael Egherman
URS Corporation
500 12th Street, Ste 200
Oakland, CA 94607

L11. Date: 6/8/01

Continued from Primary Record
P3a Description

Post field research indicates the "MADE IN U.S.A" first appeared on Hemingray insulators in 1919 per an international agreement to mark any item for export with the country of origin. It wasn't until 1936 that Hemingray produced true clear insulators. A true clear glass was needed for the production of glass building blocks, and this glass was used for insulator production as well. In 1952 the Kimble Glass Company took over the Hemingray insulator division and produced several new power insulator styles embossed "KIMBLE". In 1967 the Hemingray plant was shut down and insulator production ceased. Thus, the remaining insulators were manufactured between 1919 and 1952.

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

Primary # P-39-004288
HRI #
Trinomial

Page 4 of 8 *Resource Name or # (Assigned by recorder) TPP-2
*Recorded by: R.Egherman *Date Recorded 6-8-01 ☒ Continuation ☐ Update

Pole # (from west to east)	Standing	Insulators	Stamps/marks	Comments
1	Yes	5 clear glass, 1 aqua glass , 1 black rubber	Yes (on pole):M CELLON B S8 WPG 5 4	1 crossbar
2	Yes	9 black rubber	None	1 crossbar
3	Yes	4 clear glass	None	1 crossbar
4	Yes	4 clear glass, 2 aqua glass, 1 black rubber	Yes(on pole): P-10-76 Other letters are too faint to read (on black insulator): "CEECO"	1 crossbar
	Yes	1 broken clear glass, 1 aqua, 2 clear glass	None	1 crossbar
6	Yes	4 clear glass	None	Pole surrounded by heavy shrubbery, view of bottom 2 feet obstructed, 1 crossbar
7	No	2 clear glass	Yes (on insulator): "Made in USA" 30-42 "HEMINGREY-19" (on pole): M CELLON B C-?6 DFG 5 25	Clear glass insulator also on the ground next to pole with "Made in USA" "HEMINGREY-19" embossing.
8	No	10 ceramic brown	None	Does not have same insulator fixtures as other poles, metal box attached to side of pole above climbing bars, small metal plate nailed to side of pole.
9	No	1 clear glass	Yes (on insulator): "Made in USA" 27-42 "HEMINGREY-19" (on pole): M CELLON B S-M DFG 5 26	-
10	No	4 clear glass	None	Flat top
11	No	5 clear glass, 1 green	None	Pole slightly buried
12	No	4 clear glass, 1 green glass	None	-
13	Yes	1 clear glass	Yes (on pole): M CELLON B S-75 DF6 5 28	1 crossbar

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

Primary # P-39-004288
HRI #
Trinomial

Page 5 of 8 *Resource Name or # (Assigned by recorder) TPP-2
*Recorded by: R.Egherman *Date Recorded 6-8-01 ☒ Continuation ☐ Update

Pole # (from west to east)	Standing	Insulators	Stamps/marks	Comments
14	Yes	2 green glass, 3 clear glass	Yes (on ploe):M CELLON B S-78 P6 5 5	1 crossbar
15	No	None	None	Pointed top
16	No	None	None	Pole buried in grass, flat top
17*	-	-	-	-
18*	-	-	-	-
19	No	2 clear glass	None	Pointed top
20	No	1 green glass	None	Pointed top
21	No	None	None	Pole buried in grass and ground
22	No	1 clear glass	None	Pole buried in grass
23	No	None	None	Pointed top
24	No	None	None	Pole deteriorating
25	No	1 clear glass	None	Pointed top
26	No	None remaining	None	Pointed top
27	Yes	1 aqua glass	None	Pointed top, 1 crossbar

* Pole not present

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

Primary # P-39-004288
HRI #
Trinomial

Page 6 of 8 *Resource Name or # (Assigned by recorder) TPP-2
*Recorded by: R.Egherman *Date Recorded 6-8-01 ☒ Continuation ☐ Update

Photo 1: View of a pointed top telegraph pole with cross bar unattached and insulators missing. Southern Pacific railroad tracks in background. View to the northeast.

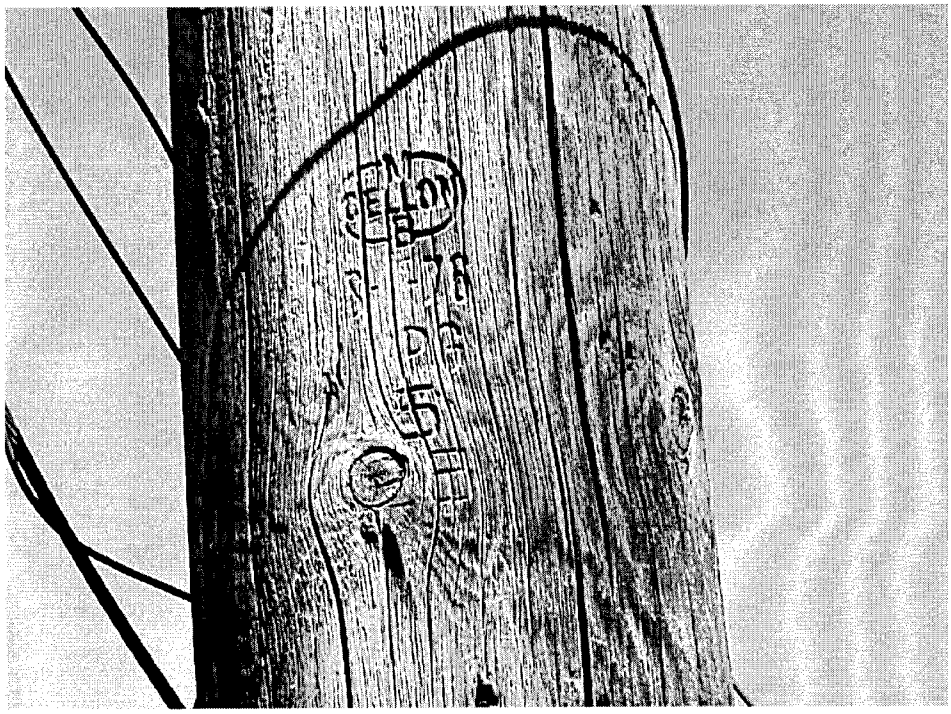


Photo 2: Brand mark on a telegraph pole. View to the east.

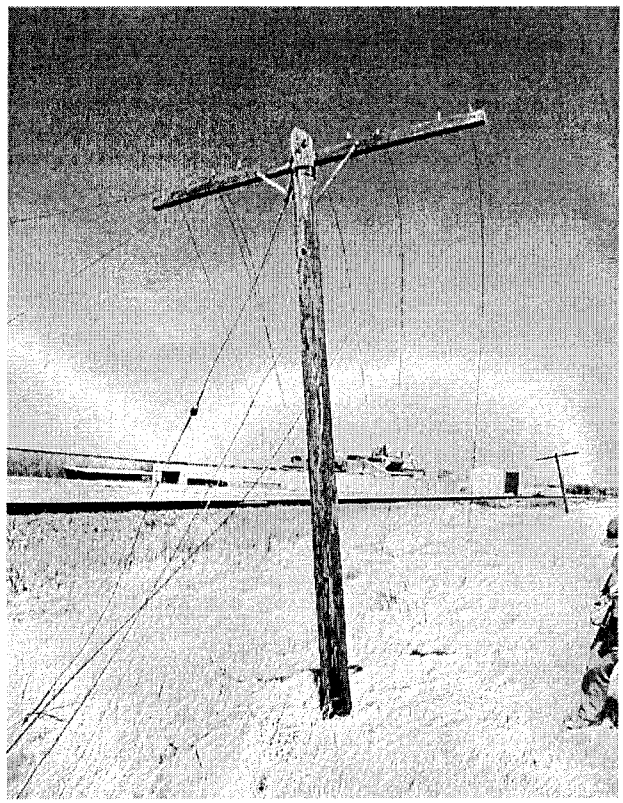


Photo #3: Standing telegraph pole with wires draped to the ground and four out of ten insulators present. View looking east.

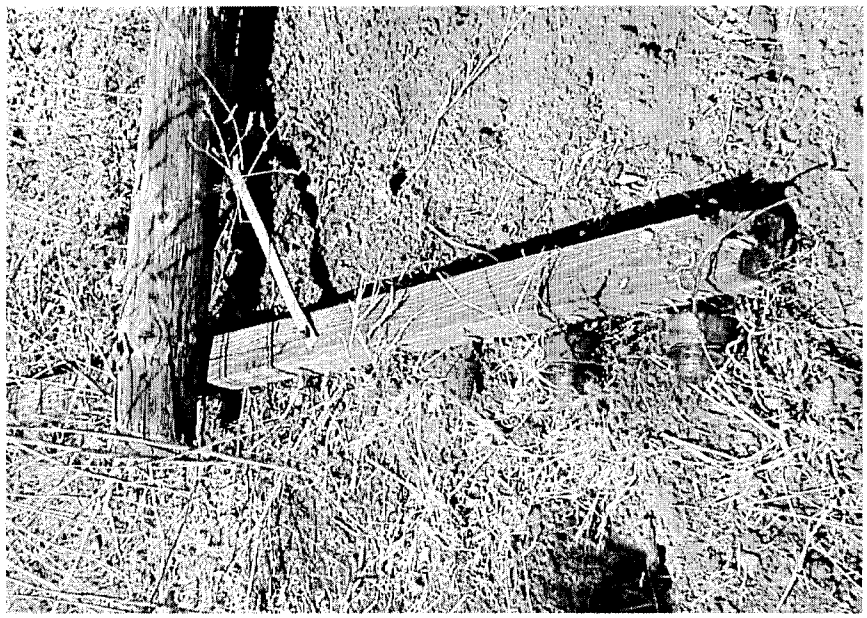


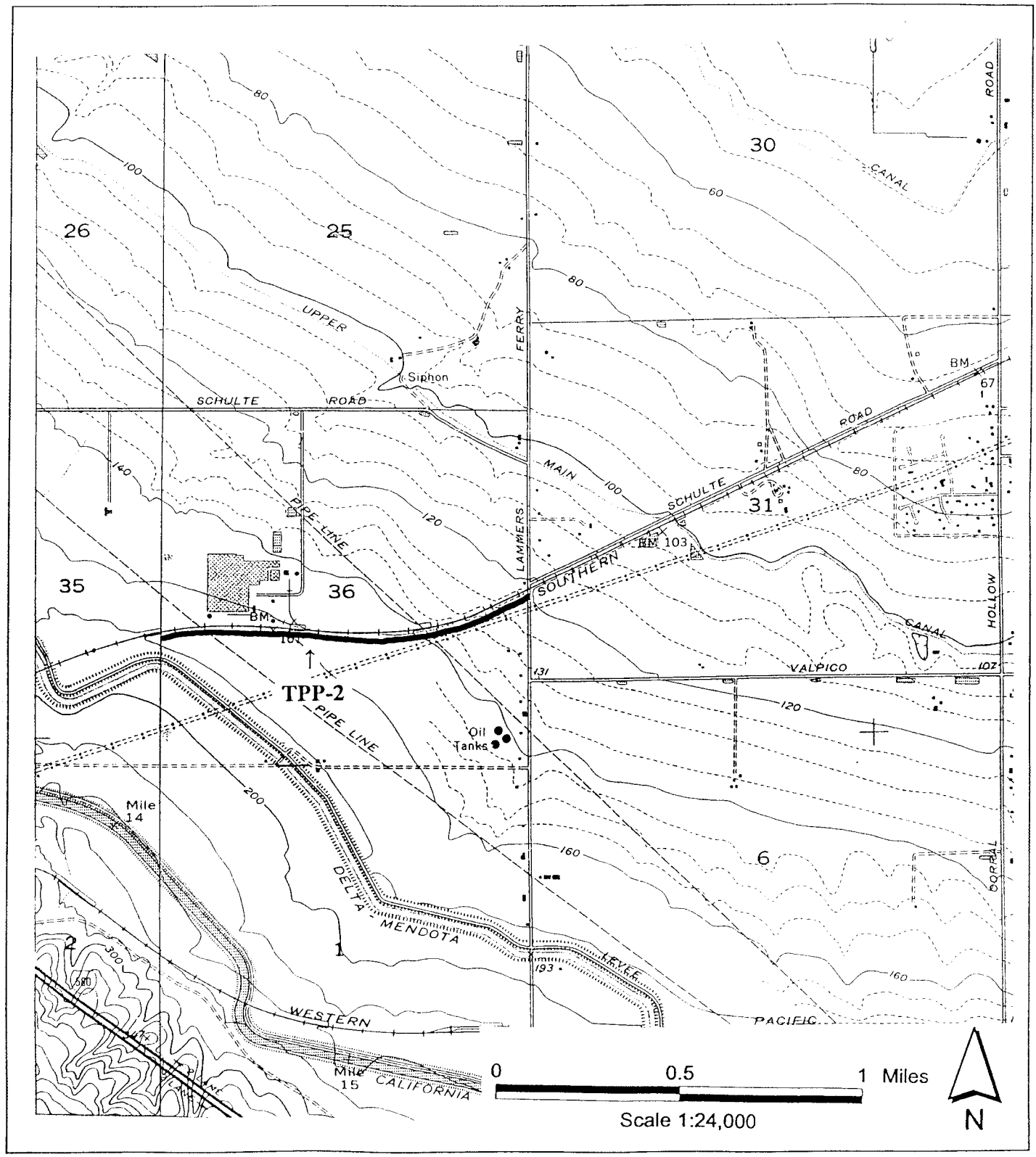
Photo 4: Detail of cross bar with three out of ten glass insulators.

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

LOCATION MAP

Primary # P-39-004288
HRI#
Trinomial

Page 8 of 8 *Resource Name or # (Assigned by recorder) TPP-2
*Map Name: Tracy *Scale: 1:24,000 *Date of map: 1954 (photorevised 1981)



DPR 523J (1/95)

*Required information

P1. Other Identifier: N/A

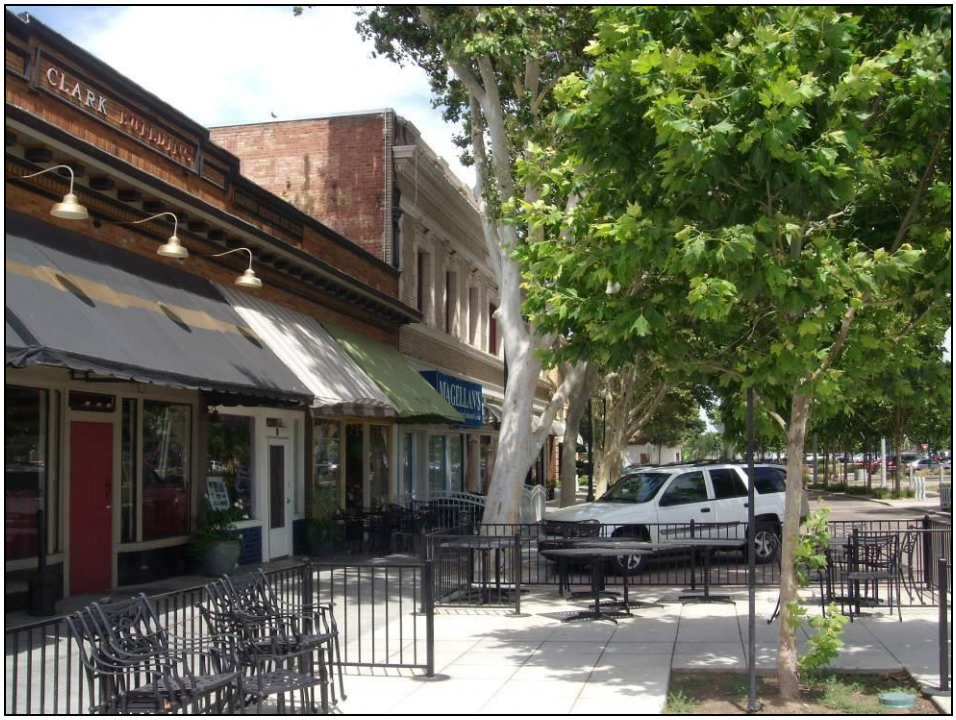
*** P2e. Other Locational Data:** Bounded by East, West, 6th, and 9th Streets

*** P3a. Description:** The Tracy Historic District is located on the original city street grid and contains a high concentration of the oldest buildings in Tracy. The district represents the settlement of the city from 1890, the approximate construction date of the earliest remaining contributor, to 1930, when the district was built out. It includes the city's oldest commercial buildings, most of which were constructed before 1920, and Tracy's largest collection of historic residential buildings, about 75 of which date from 1900 or earlier. The houses, modest in size and stylistic ambition, suggest a town with modest incomes. The commercial buildings, mostly with classical ornamentation, reflect a time when merchants routinely provided attractive shopping venues for their customers (Matthews 1978; Windmiller and others 2002).

The district was initially recorded by the City of Tracy in 1978 and was re-recorded and re-evaluated in 2002 for the Tracy Multimodal Station Project (Matthews 1978; Windmiller and others 2002). There has been some new construction within the district, some buildings have been remodeled, and the condition of others has been impacted by neglect. The 2002 evaluation of the Tracy Historic District indicates that buildings on West 6th Street west of Central Avenue were removed sometime after the original 1978 evaluation of the district. The 2002 evaluation also observed empty lots on and near Central Avenue, new apartment buildings constructed on previously empty lots, a pervasive trend of removing and replacing historic fabric, and noticeable alterations. Sixteen percent of the buildings that were identified as contributors to the district in 1978 were determined to be non-contributors by the 2002 study. This update focuses on the properties within the portion of the historic district within the ACE*forward* California Environmental Quality Act (CEQA) Study Area, and a full inventory of the present conditions of the district was not completed.

*** P3b. Resource Attributes:** HP2 – Single Family Property; HP3 – Multiple Family Property; HP6 – 1-3 Story Commercial Building; HP13 – Community Center/Social Hall

P5a. Photograph:



Photograph 1. Contributing Commercial Properties within Tracy Historic District near the Intersection of 6th Street and Central Avenue, camera facing east, June 8, 2016 (PHOTO #7158)

*** P8. Recorded by:** M. Mello and K. Johnson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

*** P9. Date Recorded:** JUNE 2016 *** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

*** B10. Significance: Theme** community development **Area** Tracy, San Joaquin County
Period of Significance 1890-1930 **Property Type** district
Applicable Criteria NRHP Criteria A and C; CRHR Criteria 1 and 3

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

Nancy Matthews of the City of Tracy inventoried the Tracy Historic District in 1978, which is documented in the attached historic resources inventory form. Twenty-four years later, Donald S. Napoli inventoried and evaluated the district in 2002 for the report titled *Archeological and Historic Building Inventory, Tracy Multimodal Station Project, City of Tracy, San Joaquin County, California*. The State of California Department of Parks and Recreation (DPR) 523 series forms completed for the district in 2002 are attached. The district was first inventoried in 1978 by the City of Tracy Architecture and Historic Survey. That same year the California OHP found the district eligible for listing in the National Register of Historic Places (NRHP); however, did not include NRHP criteria language. The 1978 city inventory did not include a formal evaluation of the district's eligibility for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR) or as a California Environmental Quality Act (CEQA) historical resource. The 2002 inventory evaluated the Tracy Historic District as eligible for the NRHP under Criteria A and C for its association with the early settlement and development of Tracy and for its late nineteenth and early twentieth century architecture, but did not evaluate the district's eligibility for listing in the CRHR or as a CEQA historical resource.

After review of the previous recordation and a current field check and research, the present evaluation concludes that the inspected portion of the district, which includes East 6th Street between C Street and East Street, which is in proximity to the existing UPRR ROW, appears to meet the criteria for listing in the NRHP and CRHR and appears to be a historical resource for the purposes of CEQA. The inspected portion of the district retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation with the exception of the residence at 121 E. 6th Street, which has lost integrity and no longer appears to be a contributor to the district. The district has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the district boundary identified by the 2002 survey (Windmiller and Napoli 2002).

Historic Context

Permanent settlement in what is now the Tracy city limits began after construction of the Central Pacific Railroad through the Altamont Pass in 1869. The Southern Pacific Railroad laid a second rail line to the north in 1878, connecting San Joaquin County with Martinez. In 1887, a third line was extended south from the junction of these two railways, connecting the San Francisco Bay Area with Los Angeles. The "Town of Tracy" was named after Lathrop J. Tracy, an Ohio railroad man and grain merchant. The town's strategic location led to early prosperity as a commercial and service center. Tracy was incorporated in 1910 (The Planning Center 2013: 4.5-9). The town was laid out along symmetrical arc-shaped streets on either side of the railroad junction (EIP Associates 2002: 4.10-1).

Architecture

The 2002 survey identified 27 properties within the ACE*forward* CEQA Study Area. Sixteen of those properties were identified as contributors to the historic district and the other 11 were designated non-contributors (Table 1).

Table 1. Contributing and Non-Contributing Properties in Proximity to the UPRR Alignment in 2002 (Windmiller and Napoli 2002)

CONTRIBUTING PROPERTIES		NON-CONTRIBUTING PROPERTIES	
1	49 W. 6th Street	1	54 W. 7th Street
2	47 W. 6th Street	2	32 W. 7th Street
3	618 N. Central Avenue	3	619-625 W. 7th Street
4	13-21 E. 6th Street	4	34-45 E. 6th Street
5	25 E. 6th Street	5	614 N. D Street
6	27 E. 6th Street	6	59 E. 6th Street
7	35 E. 6th Street	7	73 E. 6th Street
8	55 E. 6th Street	8	113 E. 6th Street
9	65 E. 6th Street	9	127 E. 6th Street
10	87 E. 6th Street	10	602 N. F Street
11	95 E. 6th Street	11	617 East Street
12	99 E. 6th Street		
13	606 N. E Street		
14	121 E. 6th Street		
15	137 E. 6th Street		
16	147 E. 6th Street		

*** B10. Significance (continued):**

AECOM revisited the 27 properties and determined that all 11 of the non-contributing properties should continue to be considered non-contributors. Fifteen of the contributing properties continue to retain sufficient historical integrity to be considered contributors to the district. One property, the residence at 121 E. 6th Street has an infilled front porch and replacement windows that have resulted in substantial loss of historical integrity and it no longer appears to be a contributor to the Tracy Historic District.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the Tracy Historic District is significant for its associations with the early settlement of Tracy. The contributing buildings within the district were constructed between 1890 and 1930 and represent the oldest concentration of historic buildings in the town, which developed as a result of the construction of several railroads in the vicinity. Based on a review of the previous recordation and the current limited field check and research, the district is eligible for the NRHP and CRHR under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, the Tracy Historic District is not significant for is associations with the lives of persons important to history. Although many of the commercial and residential buildings likely were constructed, owned, and occupied by prominent members of the community, research did not identify one individual directly associated with the district as a whole that made important contributions at the local, state, and national level. Tracy was named for Lathrop J. Tracy, an Ohio railroad man and grain merchant, but Mr. Tracy does not appear to have any direct associations with district and it does not represent an important achievement of Mr. Tracy or any other identified individual. Therefore, the district is not eligible under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3, Tracy Historic District is significant as an important example of a type, period, or method of construction. The district includes the highest concentration of late nineteenth and early twentieth century architecture in the city. Based on a review of the previous recordation and the current limited field check and research, the district is eligible for the NRHP/CRHR under Criterion C/Criterion 3.

Under NRHP Criterion D or CRHR Criterion 4, Tracy Historic District is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project.

Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. The location of the Tracy Historic District and its contributing resources has remained the same and has not been moved since its construction. The integrity of the district's location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. Of the 27 properties within the Tracy Historic District that were revisited by AECOM, 11 properties that were identified as non-contributors in 2002 should continue to be considered non-contributors due to modifications and alternations that have affected the integrity of those properties, including integrity of design. Fifteen properties that were identified as contributing properties in 2002 continue to retain sufficient historical integrity of design to be considered contributors to the district. One property, the residence at 121 E. 6th Street has an infilled front porch and replacement windows that have resulted in substantial loss of historical integrity of design and it no longer appears to be a contributor to the Tracy Historic District.

Setting is the physical environment of a historic property. The historic setting of the district has not changed substantially since period of significance. Some buildings have altered and the area in the vicinity of the railroad and the railroad station has been modernized, but overall, the original commercial and residential setting of the district remains intact.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, of the 27 properties within the Tracy Historic District that were revisited by AECOM, 11 buildings that were identified as non-contributors should continue to be considered non- contributors due to modifications and alternations that have affected the integrity of those properties, including integrity of materials. Fifteen properties that were identified as contributing properties in 2002 continue to retain sufficient historical integrity of design to be considered contributors to the district. One property, the residence at 121 E. 6th Street has an infilled front porch and replacement windows that have resulted in substantial loss of historical integrity of materials and it no longer appears to be a contributor to the Tracy Historic District.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Despite the presence of non-contributing properties within the district and some changes to the district's setting, the 15 contributing buildings visited by AECOM and the district as a whole retains the appearance of a late nineteenth to early twentieth century commercial and residential district. Therefore, it retains integrity of workmanship.

*** B10. Significance (continued)**

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The present state of the inspected portion of the Tracy Historic District conveys the district's character and historic integrity of feeling as a late nineteenth/early twentieth century residential area. The overall integrity of the property's feeling remains intact.

Association is the direct link between an important historic event or person and a historic property. The Tracy Historic District is representative of the development of Tracy in the late nineteenth and early twentieth centuries and continues to convey that historic theme. Therefore, the district retains its integrity of association.

In conclusion, the inspected portion of the district retains much of its historic integrity and is eligible for the NRHP and CRHR under Criterion A/1 for its association with early development of Tracy and Criterion C/3 for its concentration of late nineteenth and early twentieth century architecture, and is a historical resource for the purposes of CEQA. No specific local register criteria for either the City of Tracy or San Joaquin County were identified.

*** B14. Evaluator:** K. Johnson, AECOM *** Date of Evaluation:** NOVEMBER 2016

*** B12. References:**

EIP Associates
2002 Draft Environmental Impact Report Tracy Gateway. Sacramento, California: EIP Associates.

Matthews, Nancy
1978 Tracy Historic District Historic Resources Inventory Form. Tracy, California: City of Tracy.

The Planning Center
2013 *The Cordes Ranch Specific Plan Draft Environmental Impact Report*. Berkeley, California: The Planning Center.

Windmiller, Ric, and Donald S. Napoli
2002 *Archaeological and Historical Building Inventory, Tracy Multimodal Station Project, City of Tracy, San Joaquin County, California*. Sacramento, California.

Photograph 2. Contributing Residences within Tracy Historic District near the Intersection of 6th Street and E Street, camera facing northwest, June 8, 2016 (PHOTO #1329)

P5a. Photographs (continued);

Photograph 3. Contributing Residences within Tracy Historic District near the Intersection of 6th Street and D Street, camera facing northeast, June 8, 2016 (PHOTO #1329)

Photograph 4. Non-Contributing Residence at 121 E. 6th Street, camera facing north, Google Image Capture March 2015

(update)

State of California --- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-39-002871
HRI # 5376-0001-9999
Trinomial
NHRP Status Code 3S
Other Listings
Review Code ____ Reviewer ____ Date ____

Resource Name: Tracy Historic District (Update)

3/2003

*see additional photos in HRI file

P1. Other Identifier:
P2. Location: Unrestricted a. County: San Joaquin
b. USGS 7.5' Quad: Tracy, Calif. Date: 1978
c. Address: Bounded by East, West, 6th and 9th Streets City: Tracy Zip 95376
d. UTM
e. Other Locational Data

T 2 S; R 5 E; NE and NW 1/4 of Section 28; MDM B. M.

P3a. Description: The description of the district in 1978 largely holds true today: "The district, bound by East, West, Sixth, and the alley between Ninth and Tenth Streets, is built on the original street grid and contains a high concentration of the oldest and finest buildings in Tracy. This area includes the old commercial streets of Central and Sixth. . . . The residential areas contain late 19th and early 20th century houses, many of them part of builders rows, and all of them related in style, scale, materials, and setbacks. The entire residential areas is unified by tree-lined streets and mature landscaping. The principal difference between the area today and 1930, by which time it had been largely built, is in the number of vacant lots. There has also been much remodeling, some new construction and much neglect." Also worth noting are the alleys, running parallel to the numbered streets, onto which many garages open. Since 1978 the buildings on West Sixth Street in the block directly west of Central Avenue, then described as "particularly fine," have been removed. Empty lots are still conspicuous on and near Central. Elsewhere, new apartment buildings have arisen on vacant parcels. The most pervasive trend has been the removal and replacement of historic fabric. Sixteen percent of the buildings that contributed to the district in 1978 no longer are contributors. Many more have been noticeably altered. On the other hand, the present study has added previously unsurveyed buildings to the district. Most of the additions are contributors. The boundaries, which follow parcel lines, remain with one exception as they were in 1978.

P3b. Resource Attributes: HP2—House, HP4—Apartment Building, HP6—Store, HP13—Lodge Hall
P4. Resources Present: District

P5b. Description of Photo:
See continuation sheets

P6. Date Constructed:
1890–1930 Estimated

P7. Owner and Address:
Multiple

P8. Recorded by:
Donald S. Napoli
1614 26th Street
Sacramento, CA 95816

P9. Date Recorded: 9/6/02

P10. Survey Type: Intensive

P11. Report Citation: Windmiller, Ric and Napoli, Donald S. "Archeological and Historic Building Inventory, Tracy Multimodal Station Project, City of Tracy, San Joaquin County, California." Report available from Central California Information Center, California State University, Stanislaus, Turlock, CA

Attachments: District Record, Continuations Sheets, Sketch Maps

Resource Name: Tracy Historic District (Update)

D1. Historic Name: Tracy Historic District D2. Common Name: Tracy Historic District

D3. Detailed Description: The description of the district in 1978 largely holds true today: "The district, bound by East, West, Sixth, and the alley between Ninth and Tenth Streets, is built on the original street grid and contains a high concentration of the oldest and finest buildings in Tracy. This area includes the old commercial streets of Central and Sixth. . . . The residential areas contain late 19th and early 20th century houses, many of them part of builders rows, and all of them related in style, scale, materials, and setbacks. The entire residential areas is unified by tree-lined streets and mature landscaping. The principal difference between the area today and 1930, by which time it had been largely built, is in the number of vacant lots. There has also been much remodeling, some new construction and much neglect." Also worth noting are the alleys, running parallel to the numbered streets, onto which many garages open. Since 1978 the buildings on West Sixth Street in the block directly west of Central Avenue, then described as "particularly fine," have been removed. Empty lots are still conspicuous on and near Central. Elsewhere, new apartment buildings have arisen on vacant parcels. The most pervasive trend has been the removal and replacement of historic fabric. Sixteen percent of the buildings that contributed to the district in 1978 no longer are contributors. Many more have been noticeably altered. On the other hand, the present study has added previously unsurveyed buildings to the district. Most of the additions are contributors. The boundaries, which follow parcel lines, remain with one exception as they were in 1978.

Specifically, the 1978 survey found 282 buildings in the district—229 contributors and 53 noncontributors. The present study found 293 buildings in the district—195 contributors and 98 noncontributors. Of the 195 contributors, 183 were also contributors in 1978, 9 had not been previously surveyed, and 3 changed status from noncontributor to contributor. Of the 98 noncontributors, 49 were noncontributors in 1978, 13 were newly constructed, 2 had not been previously surveyed, and 34 changed status from contributor to noncontributor. In addition 12 contributors and one noncontributor in 1978 are now gone. The overall proportion of contributors in the district has dropped from 81 percent in 1978 to 66 percent today. Continuation sheets list the address, construction date (usually estimated), former status, and present status of buildings in the district.. The attached sketch maps show the arrangement of the elements and location of the boundary..

D4. Boundary Description: Parcel lines of outlying elements form the boundary of the district.

D5. Boundary Justification: The boundaries include the historic resources and their immediate environment.

D6. Significance: Theme: Settlement Area: Tracy

Period of Significance: 1890–1930 Property Type: Districts Applicable Criteria: A, C

The Tracy Historic District represents the settlement of the city from 1890, the approximate construction date of the earliest remaining contributor, to 1930, when the district was built out. It includes the city's oldest commercial buildings, most of which were put up before 1920, and its largest collection of residential buildings, about 75 of which date from 1900 or earlier. The houses, modest in size and stylistic ambition, suggest a town of workers with modest incomes. The commercial buildings, most with classical ornamentation, reflect a time when merchants routinely provided attractive shopping venues for their customers. The State Office of Historic Preservation found the district eligible for the National Register after a staff review that included on-site inspection. The district still appears eligible, although demolitions, alterations, and new construction have noticeably lessened its integrity.

D7. References: Tracy Historic Resources Inventory, 1978, State Office of Historic Preservation, Sacramento; *Tracy, California*, fire insurance maps, New York: Sanborn Map Co, 1892, 1897, 1907, 1911, 1913, 1921, 1945; Hillman, Raymond W. and Covello, Leonard A, *Cities and Towns of San Joaquin County since 1847*, Fresno: Panorama West Books, 1985.

D8. Evaluator: Donald S. Napoli
Date of Evaluation: 6/9/02
Affiliation: N/A
Address: 1614 26th Street, Sacramento, CA 95816

METHODOLOGICAL NOTE

The present status of buildings was determined after a survey on foot of the entire district as delineated in 1978. Three noncontribuing buildings (at 15 W. 9th Street and 606 and 614 N. A Street) were omitted from the survey. The Tracy Opera House (902 Central Avenue) was the only addition to the district that also expanded its boundaries. The 1978 district included no buildings on alleys, and the present survey of alleys was not comprehensive. So some barns and second units within the district probably remain unidentified. Excluded from both surveys were small structures such as garages and sheds.

ELEMENTS OF THE DISTRICT

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

13-21 E. 6th Street	1912	Contributor	Contributor
25 E. 6th Street	1912	Contributor	Contributor
27 E. 6th Street	1911	Contributor	Contributor
35 E. 6th Street	1898	Contributor	Contributor
37-45 E. 6th Street	1985	Not yet constructed	Noncontributor
37-45 Rear E. 6th Street	1985	Not yet constructed	Noncontributor
55 E. 6th Street	1895	Contributor	Contributor
59 E. 6th Street	1925	Contributor	Noncontributor
65 E. 6th Street	1903	Contributor	Contributor
73 E. 6th Street	1900	Contributor	Noncontributor
73 Rear #1 E. 6th Street	1920	Not surveyed	Contributor
73 Rear #2 E. 6th Street	1940	Not surveyed	Noncontributor
87 E. 6th Street	1903	Contributor	Contributor
95 E. 6th Street	1920	Contributor	Contributor
99 E. 6th Street	1920	Contributor	Contributor
113 E. 6th Street	1920	Noncontributor	Noncontributor
121 E. 6th Street	1915	Contributor	Contributor
123 E. 6th Street	1915	Not surveyed	Noncontributor
127 E. 6th Street	1921	Contributor	Noncontributor
137 E. 6th Street	1900	Contributor	Contributor
147 E. 6th Street	1900	Contributor	Contributor
47 W. 6th Street	1910	Contributor	Gone
49 W. 6th Street	1910	Contributor	Gone
23 E. 7th Street	1891	Contributor	Contributor
31 E. 7th Street	1897	Contributor	Contributor
53 E. 7th Street	1895	Contributor	Contributor
54 E. 7th Street	1912	Contributor	Contributor
55 E. 7th Street	1950	Noncontributor	Noncontributor
64 Rear E. 7th Street	1925	Not surveyed	Contributor
64 E. 7th Street	1890	Contributor	Contributor
65 E. 7th Street	1895	Noncontributor	Noncontributor
70 E. 7th Street	1895	Contributor	Contributor
78 E. 7th Street	1895	Contributor	Contributor
81 E. 7th Street	1905	Noncontributor	Noncontributor
84 E. 7th Street	1915	Contributor	Contributor

Elements of the District, continued

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

87 E. 7th Street	1920	Noncontributor	Contributor
90 E. 7th Street	1915	Contributor	Contributor
103 E. 7th Street	1915	Contributor	Contributor
104 E. 7th Street	1895	Contributor	Contributor
112 E. 7th Street	1920	Contributor	Contributor
113 E. 7th Street	1920	Contributor	Contributor
117 E. 7th Street	1915	Contributor	Contributor
118 E. 7th Street	1915	Contributor	Contributor
123 E. 7th Street	1915	Contributor	Contributor
129 E. 7th Street	1915	Contributor	Contributor
133 E. 7th Street	1915	Contributor	Contributor
134 E. 7th Street	1930	Contributor	Contributor
141 E. 7th Street	1915	Contributor	Noncontributor
150 E. 7th Street	1915	Contributor	Contributor
203 E. 7th Street	1925	Contributor	Contributor
212 E. 7th Street	1910	Contributor	Noncontributor
218 E. 7th Street	1910	Contributor	Contributor
221 E. 7th Street	1920	Contributor	Noncontributor
222 E. 7th Street	1910	Contributor	Contributor
227 E. 7th Street	1900	Contributor	Gone
23 W. 7th Street	1919	Contributor	Contributor
25 W. 7th Street	1900	Contributor	Contributor
32 Rear W. 7th Street	1985	Not yet constructed	Noncontributor
32 W. 7th Street	1985	Not yet constructed	Noncontributor
33 W. 7th Street	1925	Noncontributor	Noncontributor
34-38 E. 7th Street	1985	Not yet constructed	Noncontributor
34-38 Rear E. 7th Street	1985	Not yet constructed	Noncontributor
35 #1 E. 7th Street	1985	Not yet constructed	Noncontributor
35 #2 E. 7th Street	1985	Not yet constructed	Noncontributor
35 W. 7th Street	1940	Noncontributor	Noncontributor
41 W. 7th Street	1895	Contributor	Contributor
45 W. 7th Street	1900	Contributor	Contributor
54 W. 7th Street	1900	Noncontributor	Noncontributor
55 W. 7th Street	1900	Contributor	Contributor
61 W. 7th Street	1892	Contributor	Noncontributor
62 W. 7th Street	1900	Noncontributor	Noncontributor
64 W. 7th Street	1920	Contributor	Contributor
69 W. 7th Street	1897	Contributor	Contributor
70 W. 7th Street	1950.	Noncontributor	Noncontributor
73 W. 7th Street	1898	Contributor	Noncontributor
79 W. 7th Street	1898	Contributor	Contributor
80 W. 7th Street	1895	Contributor	Contributor
85 W. 7th Street	1895	Contributor	Contributor
88 W. 7th Street	1895	Contributor	Contributor
89 W. 7th Street	1999	Not yet constructed	Noncontributor

Elements of the District, continued

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

97 W. 7th Street	1920	Contributor	Gone
98 W. 7th Street	1910	Contributor	Noncontributor
106 W. 7th Street	1891	Contributor	Noncontributor
111 W. 7th Street	1895	Contributor	Contributor
114 W. 7th Street	1925	Contributor	Contributor
117 W. 7th Street	1915	Contributor	Contributor
121 W. 7th Street	1905	Contributor	Contributor
122 W. 7th Street	1925	Contributor	Contributor
124-26 W. 7th Street	1955	Noncontributor	Noncontributor
127 W. 7th Street	1925	Contributor	Contributor
133 W. 7th Street	1926	Contributor	Noncontributor
134-36 W. 7th Street	1955	Noncontributor	Noncontributor
137 W. 7th Street	1925	Contributor	Contributor
202 W. 7th Street	1925	Contributor	Noncontributor
206 W. 7th Street	1925	Contributor	Contributor
214 W. 7th Street	1925	Contributor	Noncontributor
215 W. 7th Street	1895	Contributor	Contributor
18 E. 8th Street	1906	Contributor	Gone
21 E. 8th Street	1895	Contributor	Contributor
22-36 E. 8th Street	1919	Contributor	Contributor
25 E. 8th Street	1895	Contributor	Contributor
29 E. 8th Street	1895	Contributor	Contributor
35 E. 8th Street	1903	Contributor	Contributor
53 E. 8th Street	1895	Contributor	Contributor
54 E. 8th Street	1910	Contributor	Contributor
61 E. 8th Street	1940	Noncontributor	Noncontributor
62 E. 8th Street	1920	Contributor	Contributor
67 E. 8th Street	1920	Contributor	Contributor
68 E. 8th Street	1915	Contributor	Contributor
73 E. 8th Street	1906	Contributor	Contributor
74 E. 8th Street	1920	Contributor	Contributor
80-84 E. 8th Street	1920	Contributor	Contributor
81 E. 8th Street	1906	Contributor	Contributor
87 E. 8th Street	1906	Contributor	Contributor
93 E. 8th Street	1896	Contributor	Contributor
104 E. 8th Street	1915	Contributor	Contributor
105 E. 8th Street	1895	Contributor	Contributor
108 E. 8th Street	1915	Contributor	Contributor
111 E. 8th Street	1915	Contributor	Contributor
116 E. 8th Street	1915	Contributor	Contributor
123 E. 8th Street	1925	Contributor	Noncontributor
126 E. 8th Street	1911	Contributor	Contributor
134 E. 8th Street	1895	Contributor	Contributor
142 E. 8th Street	1930	Contributor	Contributor
15 W. 8th Street	1940	Noncontributor	Noncontributor

Elements of the District, continued

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

18 W. 8th Street	1912	Contributor	Contributor
28 W. 8th Street	1905	Contributor	Gone
32 W. 8th Street	1896	Contributor	Gone
37 W. 8th Street	1891	Contributor	Noncontributor
42 W. 8th Street	1975	Noncontributor	Noncontributor
53 W. 8th Street	1950	Noncontributor	Noncontributor
54 W. 8th Street	1905	Contributor	Contributor
60-62 W. 8th Street	1897	Contributor	Noncontributor
67 W. 8th Street	1920	Contributor	Noncontributor
68 W. 8th Street	1897	Contributor	Contributor
70 W. 8th Street	1895	Contributor	Contributor
73 W. 8th Street	1891	Contributor	Noncontributor
78 W. 8th Street	1890	Contributor	Noncontributor
85 W. 8th Street	1895	Contributor	Contributor
86 W. 8th Street	1895	Contributor	Contributor
91 W. 8th Street	1900	Contributor	Contributor
92 W. 8th Street	1895	Contributor	Contributor
112 W. 8th Street	1895 .	Contributor	Contributor
115 W. 8th Street	1895	Noncontributor	Noncontributor
118 W. 8th Street	1900	Contributor	Noncontributor
119 W. 8th Street	1915	Contributor	Contributor
121 W. 8th Street	1940	Noncontributor	Noncontributor
122 W. 8th Street	1920	Contributor	Contributor
124 W. 8th Street	1950	Noncontributor	Noncontributor
127 W. 8th Street	1895	Contributor	Contributor
133 W. 8th Street	1910	Contributor	Contributor
134 W. 8th Street	1980	Not yet constructed	Noncontributor
138 W. 8th Street	1905	Noncontributor	Noncontributor
141 W. 8th Street	1905	Contributor	Contributor
145 W. 8th Street	1905	Contributor	Contributor
146 W. 8th Street	1905	Contributor	Contributor
150 W. 8th Street	1905	Contributor	Contributor
25 E. 9th Street	1900	Contributor	Contributor
26 E. 9th Street	1903	Contributor	Contributor
33 E. 9th Street	1898	Contributor	Contributor
41 E. 9th Street	1920	Contributor	Noncontributor
48 E. 9th Street	1907	Contributor	Contributor
49 E. 9th Street	1905	Contributor	Contributor
55 E. 9th Street	1905	Contributor	Contributor
65 E. 9th Street	1905	Contributor	Contributor
68 E. 9th Street	1905	Contributor	Contributor
69 E. 9th Street	1905	Contributor	Contributor
79 E. 9th Street	1903	Contributor	Contributor
98 E. 9th Street	1930	Contributor	Contributor
103 E. 9th Street	1906	Contributor	Contributor

Elements of the District, continued

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

107 E. 9th Street	1906	Contributor	Contributor
113 E. 9th Street	1906	Contributor	Noncontributor
119-21 E. 9th Street	1920	Contributor	Contributor
127 E. 9th Street	1930	Contributor	Noncontributor
127 Rear E. 9th Street	1920	Not surveyed	Contributor
135-37 E. 9th Street	1920	Contributor	Contributor
145 E. 9th Street	1912	Contributor	Contributor
205 E. 9th Street	1950	Noncontributor	Noncontributor
206 E. 9th Street	1905	Contributor	Contributor
210 E. 9th Street	1925	Contributor	Noncontributor
214 E. 9th Street	1900	Contributor	Contributor
215 E. 9th Street	1916	Contributor	Contributor
220 E. 9th Street	1900	Contributor	Contributor
223 E. 9th Street	1913	Contributor	Noncontributor
231 E. 9th Street	1925	Noncontributor	Noncontributor
232 E. 9th Street	1905	Noncontributor	Noncontributor
237 E. 9th Street	1925	Contributor	Contributor
240 E. 9th Street	1905	Noncontributor	Noncontributor
245 E. 9th Street	1925	Contributor	Contributor
246 E. 9th Street	1905	Contributor	Contributor
15 W. 9th Street	1950	Noncontributor	Noncontributor
21 W. 9th Street	1906	Contributor	Contributor
25 W. 9th Street	1906	Contributor	Contributor
31 W. 9th Street	1906	Contributor	Contributor
41 W. 9th Street	1910	Contributor	Contributor
45 W. 9th Street	1925	Contributor	Contributor
53 W. 9th Street	1909	Contributor	Contributor
61 W. 9th Street	1900	Contributor	Contributor
61 Rear W. 9th Street	1920	Not surveyed	Contributor
70 W. 9th Street	1915	Contributor	Contributor
73 W. 9th Street	1900	Contributor	Contributor
77-79 W. 9th Street	1892	Contributor	Contributor
80 W. 9th Street	1900	Contributor	Noncontributor
84 W. 9th Street	1900	Contributor	Gone
92 W. 9th Street	1925	Contributor	Contributor
106 W. 9th Street	1895	Contributor	Contributor
112 W. 9th Street	1920	Contributor	Contributor
118 W. 9th Street	1925	Contributor	Contributor
122 W. 9th Street	1940	Noncontributor	Noncontributor
125 W. 9th Street	1965	Noncontributor	Noncontributor
151 W. 9th Street	1940	Noncontributor	Noncontributor
205 W. 9th Street	1950	Noncontributor	Noncontributor
215 W. 9th Street	1950	Noncontributor	Noncontributor
222 W. 9th Street	1900	Contributor	Contributor
225 W. 9th Street	1925	Contributor	Contributor

Elements of the District, continued

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

232 W. 9th Street	1925	Contributor	Contributor
233 W. 9th Street	1925	Contributor	Noncontributor
614 N. A Street	1950	Noncontributor	Noncontributor
616 N. A Street	1950	Noncontributor	Noncontributor
703 N. A Street	1905	Contributor	Contributor
704 N. A Street	1915	Contributor	Noncontributor
709 N. A Street	1925	Contributor	Contributor
714 N. A Street	1905	Contributor	Noncontributor
715 N. A Street	1925	Contributor	Contributor
729 N. A Street	1920	Contributor	Contributor
731 N. A Street	1900	Noncontributor	Noncontributor
739 N. A Street	1925	Contributor	Contributor
745 N. A Street	1910	Noncontributor	Contributor
757 N. A Street	1909	Contributor	Contributor
916 N. A Street	1950	Noncontributor	Noncontributor
917 N. A Street	1915	Contributor	Contributor
922 N. A Street	1915	Contributor	Contributor
613 N. B Street	1980	Not yet constructed	Noncontributor
709 N. B Street	1950	Noncontributor	Noncontributor
717 N. B Street	1915	Contributor	Contributor
730 N. B Street	1930	Contributor	Noncontributor
733 N. B Street	1905	Noncontributor	Contributor
803 N. B Street	1925	Contributor	Contributor
815 N. B Street	1980	Not yet constructed	Noncontributor
918 N. B Street	1925	Contributor	Gone
613 N. C Street	1949	Noncontributor	Gone
673 N. C Street	1950	Noncontributor	Noncontributor
814 N. C Street	1920	Contributor	Noncontributor
827 N. C Street	1920	Contributor	Contributor
829 N. C Street	1950	Noncontributor	Noncontributor
835 N. C Street	1895	Contributor	Contributor
601 Central Avenue	1899	Contributor	Gone
622 Central Avenue	1912	Contributor	Contributor
625 Central Avenue	1960	Noncontributor	Noncontributor
628 Central Avenue	1920	Contributor	Contributor
701 Central Avenue	1909	Contributor	Contributor
713 Central Avenue	1911	Contributor	Contributor
714 Central Avenue	1911	Contributor	Contributor
724-38 Central Avenue	1919	Contributor	Contributor
741 Central Avenue	1911	Contributor	Contributor
801 Central Avenue	1920	Contributor	Contributor
819-21 Central Avenue	1920	Contributor	Contributor
828-40 Central Avenue	1920	Contributor	Contributor
835 Central Avenue	1917	Contributor	Contributor
902 Central Avenue	1915	Not surveyed	Contributor

Elements of the District, continued

The following list shows the address, construction date (usually estimated), 1978 status, and current status.

614 N. D Street	1910	Contributor	Noncontributor
714 N. D Street	1915	Contributor	Contributor
726 N. D Street	1925	Contributor	Contributor
810 N. D Street	1990	Not yet constructed	Noncontributor
821 N. D Street	1920	Contributor	Contributor
606 N. E Street	1900	Contributor	Contributor
622-26 N. E Street	1940	Noncontributor	Noncontributor
620 N. E Street	1900	Contributor	Contributor
705 N. E Street	1935	Noncontributor	Noncontributor
724 N. E Street	1900	Contributor	Contributor
725 N. E Street	1940	Noncontributor	Noncontributor
741 N. E Street	1900	Contributor	Contributor
617 East Street	1970	Noncontributor	Noncontributor
707 East Street	1920	Contributor	Contributor
713 East Street	1925	Contributor	Noncontributor
923 East Street	1925	Contributor	Contributor
602 N. F Street	1940	Noncontributor	Noncontributor
612 N. F Street	1975	Noncontributor	Noncontributor
616 N. F Street	1935	Noncontributor	Noncontributor
701 N. F Street	1960	Noncontributor	Noncontributor
716 N. F Street	1911	Contributor	Contributor
725 N. F Street	1900	Contributor	Contributor
727 N. F Street	1900	Contributor	Contributor
728 N. F Street	1930	Contributor	Contributor
737 N. F Street	1900	Contributor	Contributor
910 N. F Street	1950	Noncontributor	Noncontributor
905-21 N. F Street	1940	Noncontributor	Noncontributor
629 West Street	1930	Not surveyed	Contributor
641 West Street	1905	Contributor	Gone
647 West Street	1904	Contributor	Contributor
649 West Street	1930	Not surveyed	Contributor
705 West Street	1915	Contributor	Contributor
713 West Street	1915	Contributor	Contributor
714 West Street	1895	Contributor	Contributor
719 West Street	1940	Noncontributor	Noncontributor
725 West Street	1915	Contributor	Contributor
730 West Street	1920	Not surveyed	Contributor
733 West Street	1915	Contributor	Contributor
737 West Street	1950	Noncontributor	Noncontributor
740 West Street	1930	Not surveyed	Contributor
741 West Street	1905	Contributor	Contributor
903 West Street	1915	Contributor	Contributor
917 West Street	1900	Contributor	Gone
919 West Street	1905	Contributor	Contributor
923 West Street	1925	Contributor	Contributor

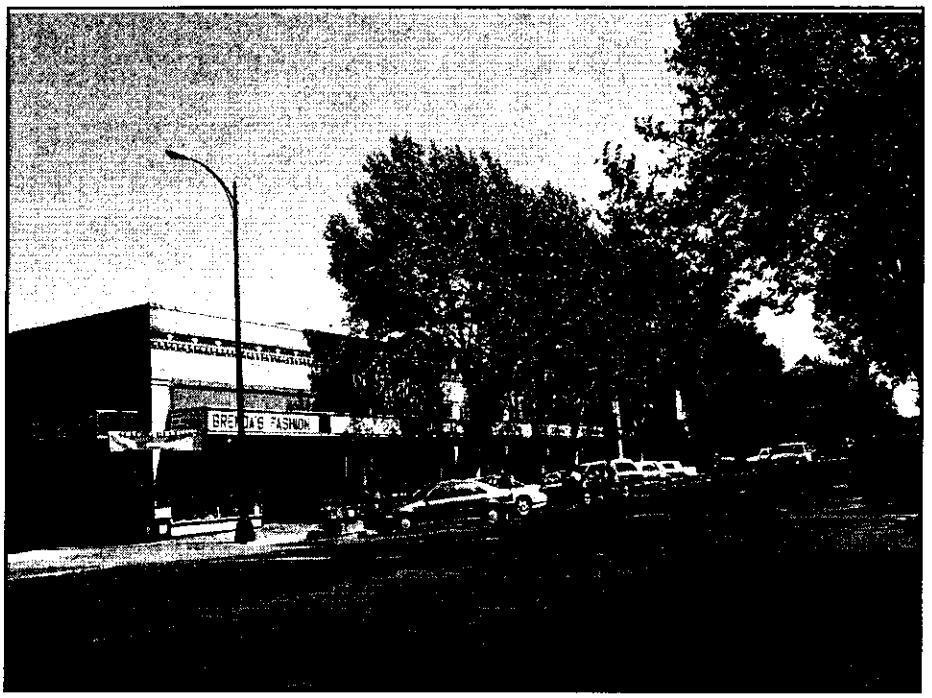
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-39-002871
HRI #

Resource Name: Tracy Historic District (Update)

Recorded By: Donald S. Napoli Date: 9/6/02 ✓ Continuation Update

PHOTOGRAPHS



1. 724-38 Central Avenue, from the northwest, July 2002

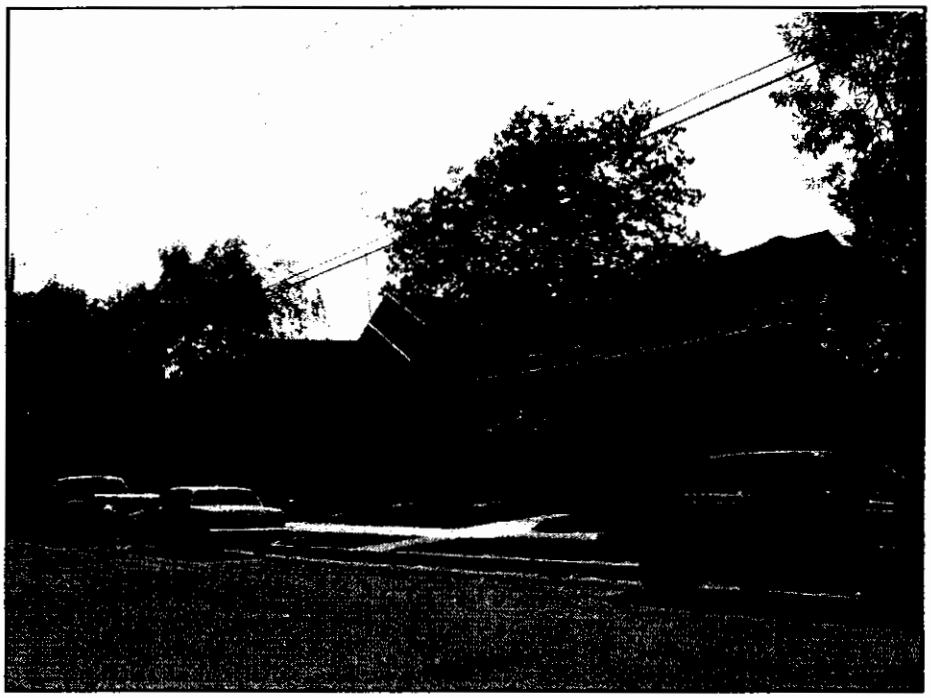
2. 628 Central Avenue, from the northwest, July 2002

Photographs, continued

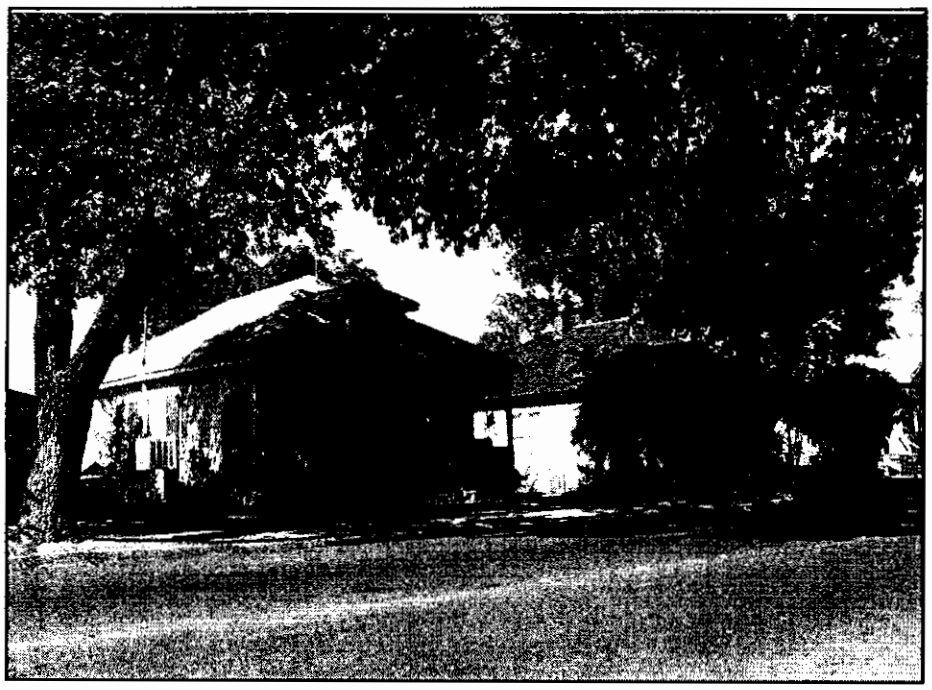
3. 18 W. 8th Street, from the northeast, July 2002

4. 79 and 73 W. 7th Street, from south, July 2002

Photographs, contnued



5. 64-84 E. 7th Street (south side of block), from the northwest, July 2002



6. 41 and 31 W. 9th Street, from the south, July 2002

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-39-002871
HRI #

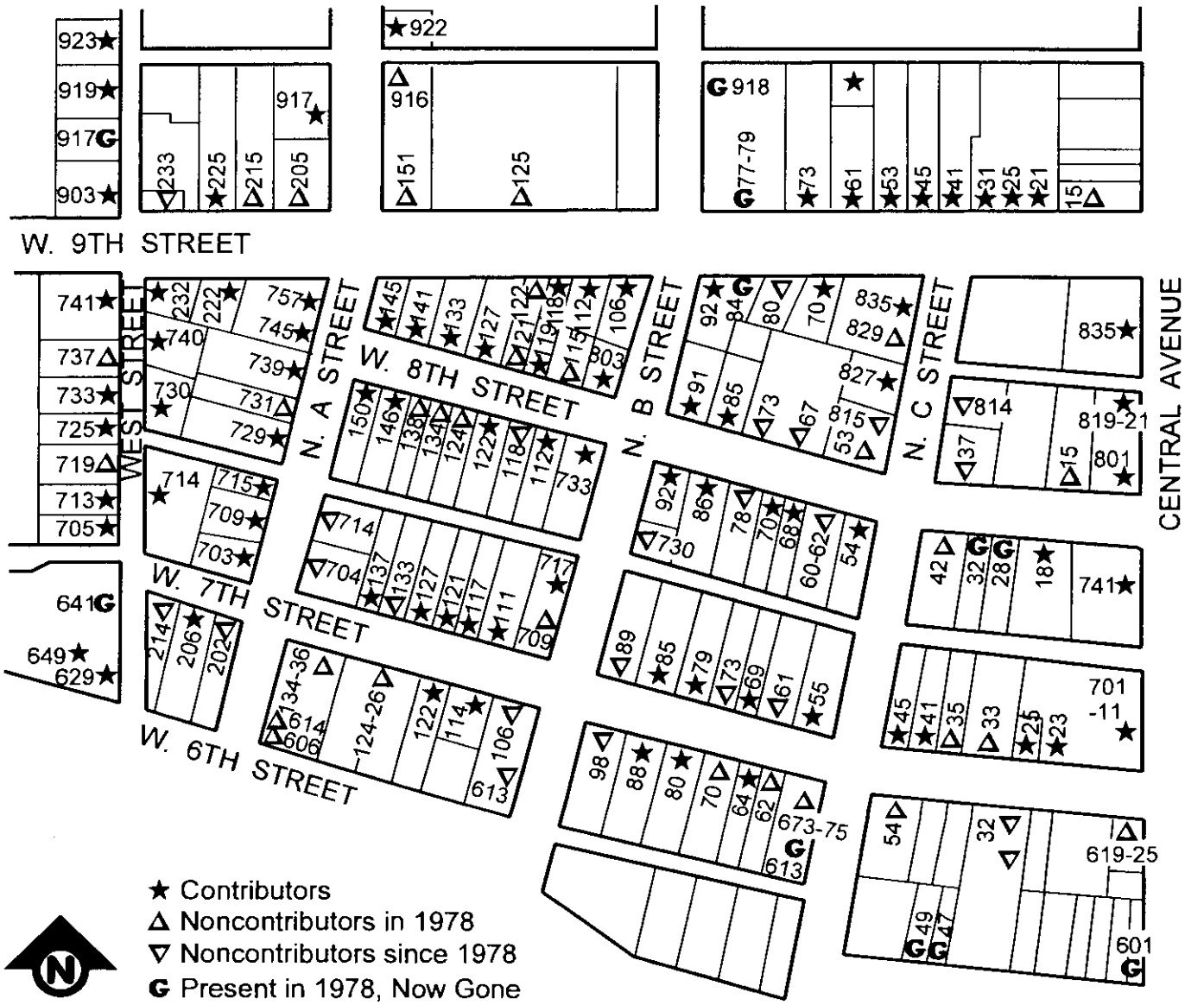
SKETCH MAP

Resource Name: Tracy Historic District (Update)

Recorded By: Donald S. Napoli Date: 9/6/02 ✓ Continuation Update

TRACY HISTORIC DISTRICT
WEST HALF

Approximate Scale
0 200'



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

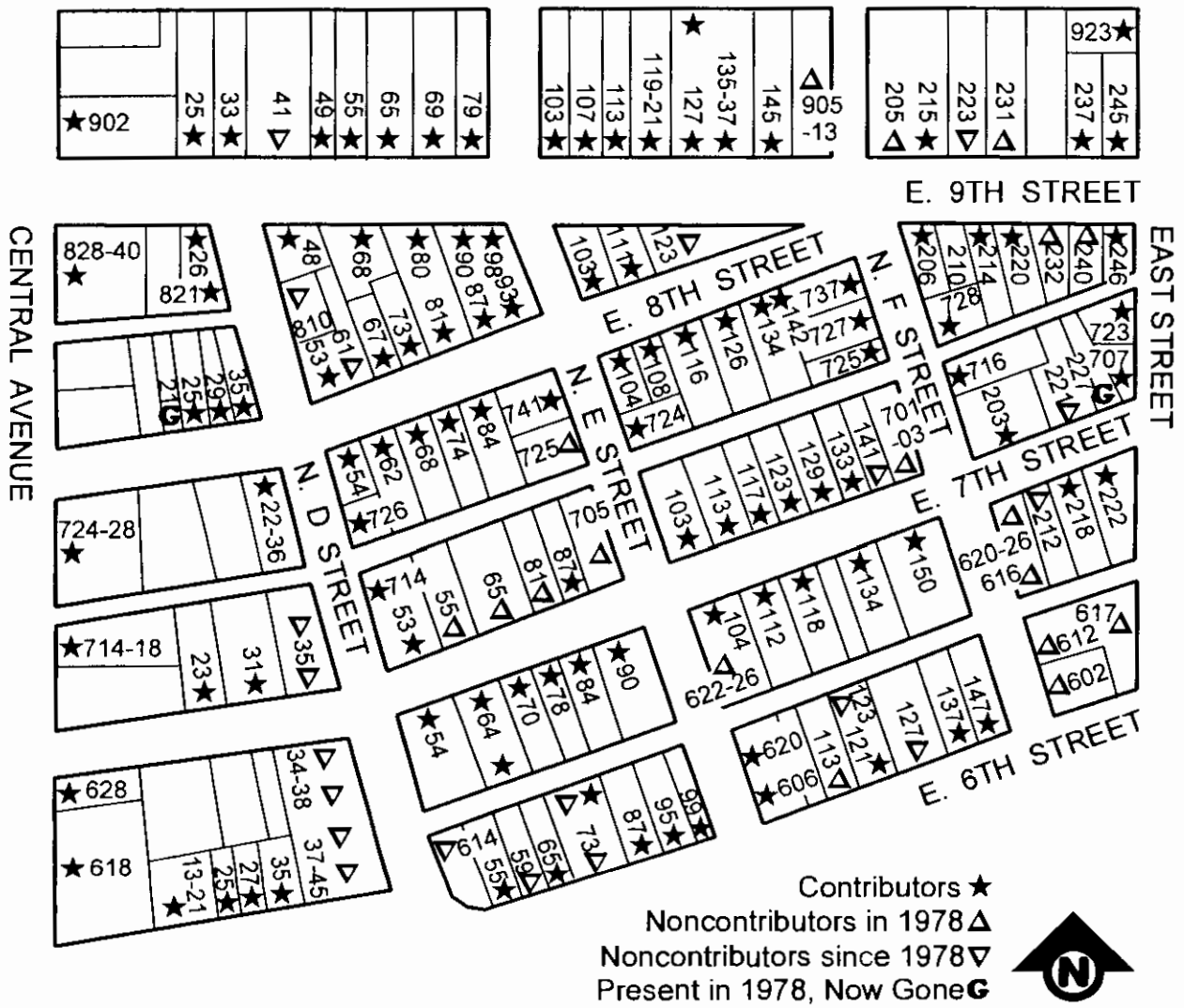
Primary # P-39-002871
HRI #

Resource Name: Tracy Historic District (Update)

Recorded By: Donald S. Napoli Date: 9/6/02 ✓ Continuation Update

TRACY HISTORIC DISTRICT
EAST HALF

Approximate Scale
0 200'



State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

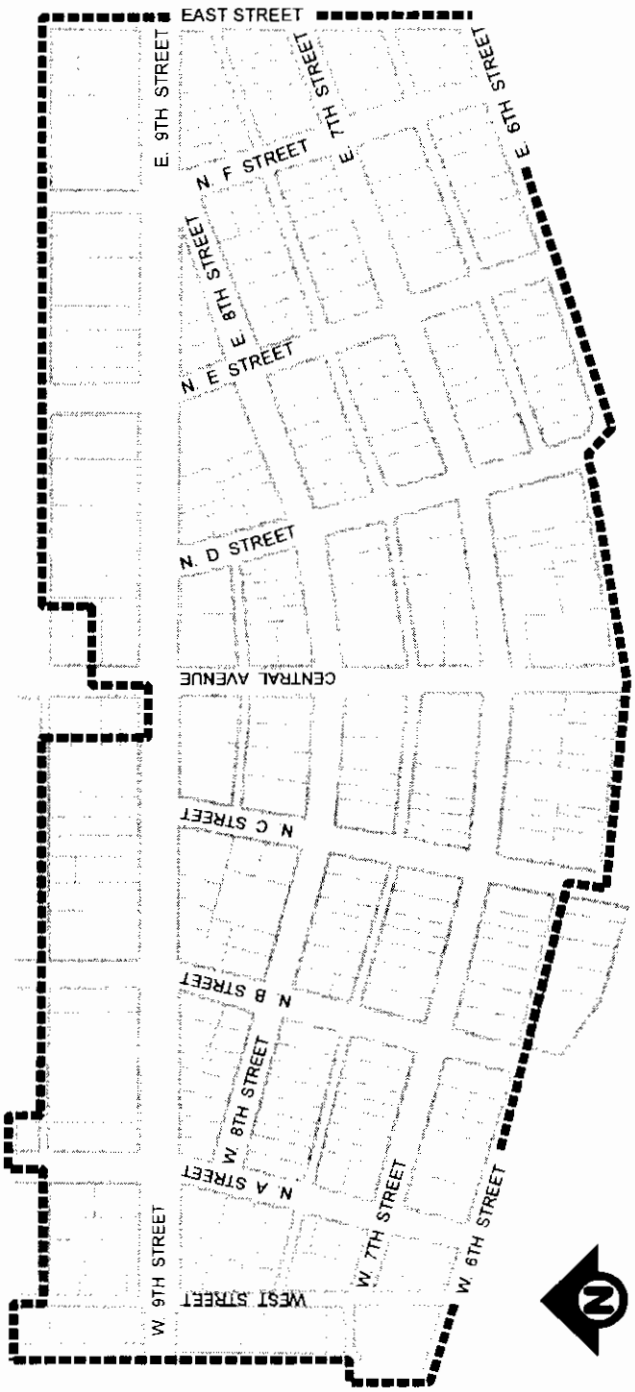
SKETCH MAP

Primary # P-39-002871
HRI #

Resource Name: Tracy Historic District (Update)

Recorded By: Donald S. Napoli Date: 9/6/02 ✓ Continuation Update

BOUNDARY MAP



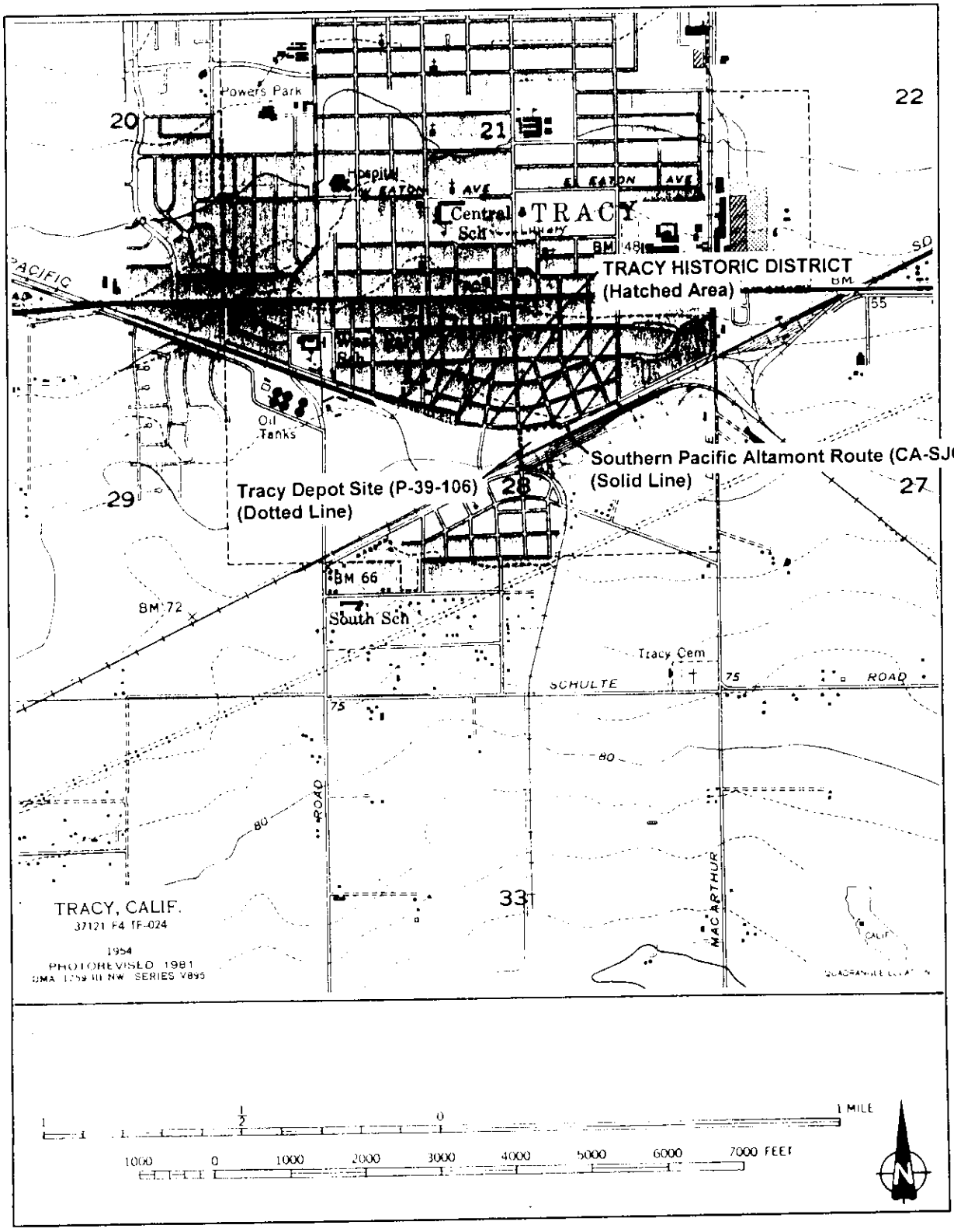


Figure 3. Location of cultural resources.

from report SJ-4943

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

HISTORIC RESOURCES INVENTORY

(State use only) Ser ____ Site ____ Mo. ____ Yr ____ District: P-39-002871
UTM 10/38425/77690 Q ____ NR 3 SHL ____
Lat ____ Lon ____ Era ____ Sig ____
Adm ____ T2 ____ T3 ____ Cat ____ HABS ____ HAER ____ Fed ____
10/39205/77705/10/39215/77470/10/38820/77340
10/38425/77420

a few properties also have separate forms in the HRI & NR files

IDENTIFICATION

1. Common name: Tracy Historic District 39-5376-1-9999
2. Historic name, if known: East to West Streets (indiv. bldgs have indiv. P#'s + pics in back)
3. Street or rural address Sixth (north) through alley between Ninth and Tenth
   City: Tracy ZIP: 95376 County: San Joaquin County
4. Present owner, if known: Many owners Address: ____
   City: ____ ZIP: ____ Ownership is: Public [X] and Private [X]
5. Present Use: Commercial/residential Original Use: Commercial/residential
   Other past uses: ____

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:
The oldest part of Tracy, on the original street grid, including the oldest remaining commercial and residential sections. Deterioration of building stock, remodeling (some inappropriate new construction), tree-lined streets.

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):

8. Approximate property size:
   Lot size (in feet) Frontage Irregular
   Depth Irregular ';
   or approx. acreage 57.
9. Condition: (check one)
   a. Excellent [ ] b. Good [ ] c. Fair [ ]
   d. Deteriorated [ ] e. No longer in existence [ ]
10. Is the feature a. Altered? [X] b Unaltered? [ ]
11. Surroundings: (Check more than one if necessary)
   a. Open land [ ] b. Scattered buildings [ ]
   c. Densely built-up [ ] d. Residential [X]
   e. Commercial [X] f. Industrial [ ]
   g. Other [ ] ____
12. Threats to site:
   a. None known [ ] b. Private development [X]
   c. Zoning [ ] d. Public Works project [ ]
   e. Vandalism [X] f. Other [ ] Redevelopment
13. Date(s) of enclosed photograph(s): ____

P-39-002871

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone [ ] b. Brick [X] c. Stucco [X] d. Adobe [ ] e. Wood [X]
f. Other [X Cement]

15. Is the structure: a. On its original site? [X] b. Moved? [ ] c. Unknown? [ ]

16. Year of initial construction Mostly 1890's to 1930 This date is: a. Factual [ ] b. Estimated [ ]

17. Architect (if known): The Southern Pacific Co.

18. Builder (if known):

19. Related features: a. Barn [ ] b. Carriage house [ ] c. Outhouse [ ] d. Shed(s) [ ] e. Formal garden(s) [ ]
f. Windmill [ ] g. Watertower/tankhouse [X] h. Other [ ] i. None [ ]

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):
The district bound by East, West, Sixth Streets and the alley between Ninth and Tenth Streets is built on the original street grid and contains a high concentration of the oldest and finest buildings in Tracy. This area includes the old commercial streets of Central and Sixth. The two blocks of Sixth on either side of Central are particularly fine. The residential areas contain late 19th and early 20th centruy houses, many of them part of builders rows, and all of them related in style, scale, materials, and setbacks. The entire residential areas is unified by tree-lined streets and mature landscaping. The principal difference between the area today and 1930, by which time it had been largely built, is in the number of vacant lots. There has also been much remodeling, some new construction and much neglect.

21. Main theme of the historic resource: (Check only one): a. Architecture [ ] b. Arts & Leisure [ ]
c. Economic/Industrial [ ] d. Exploration/Settlement [X] e. Government [ ] f. Military [ ]
g. Religion [ ] h. Social/Education [ ]

22. Sources: List books, documents, surveys, personal interviews, and their dates:
Tracy Press, S. J. Co. Tax Records, City of Tracy Tax records, Polk Directories, Sanborn maps.

23. Date form prepared: _____ By (name): Nancy Matheus
Address: _____ City City of Tracy ZIP: _____
Phone: _____ Organization: _____

(State Use Only)

P-39-002871

RECEIVED
JAN 10 1979
OHP

January 9, 1979

RECEIVED
JAN

Linda Dishman
Department of Parks & Recreation
POB 2390
Sacramento CA 95811

Dear Linda,

The pictures of the Tracy Historic District include structures. All of the vacant lots are considered intrusions. You have a map with the exceptional, excellent, good and background marked on it. However, the pictures with their addresses are the current classifications.

This past summer, Karen Weitze eliminated the half block on W. Sixth and C Street (which contained too many intrusions) from the district. When I sent you an outline of the district, I failed to correct the district outline on Sixth and C, so we are sending you the correct outline with these pictures.

Also, on the inventory list you will find the historic district list numbers that have been eliminated by removing this block are 19) 99 W. Sixth; 20) 77 W. Seventh; 21) 69 W. Sixth; 22) 63 W. Sixth; and, 23) 61 C Street. These buildings are no longer in the district.

Thank you for your assistance.

Sincerely,

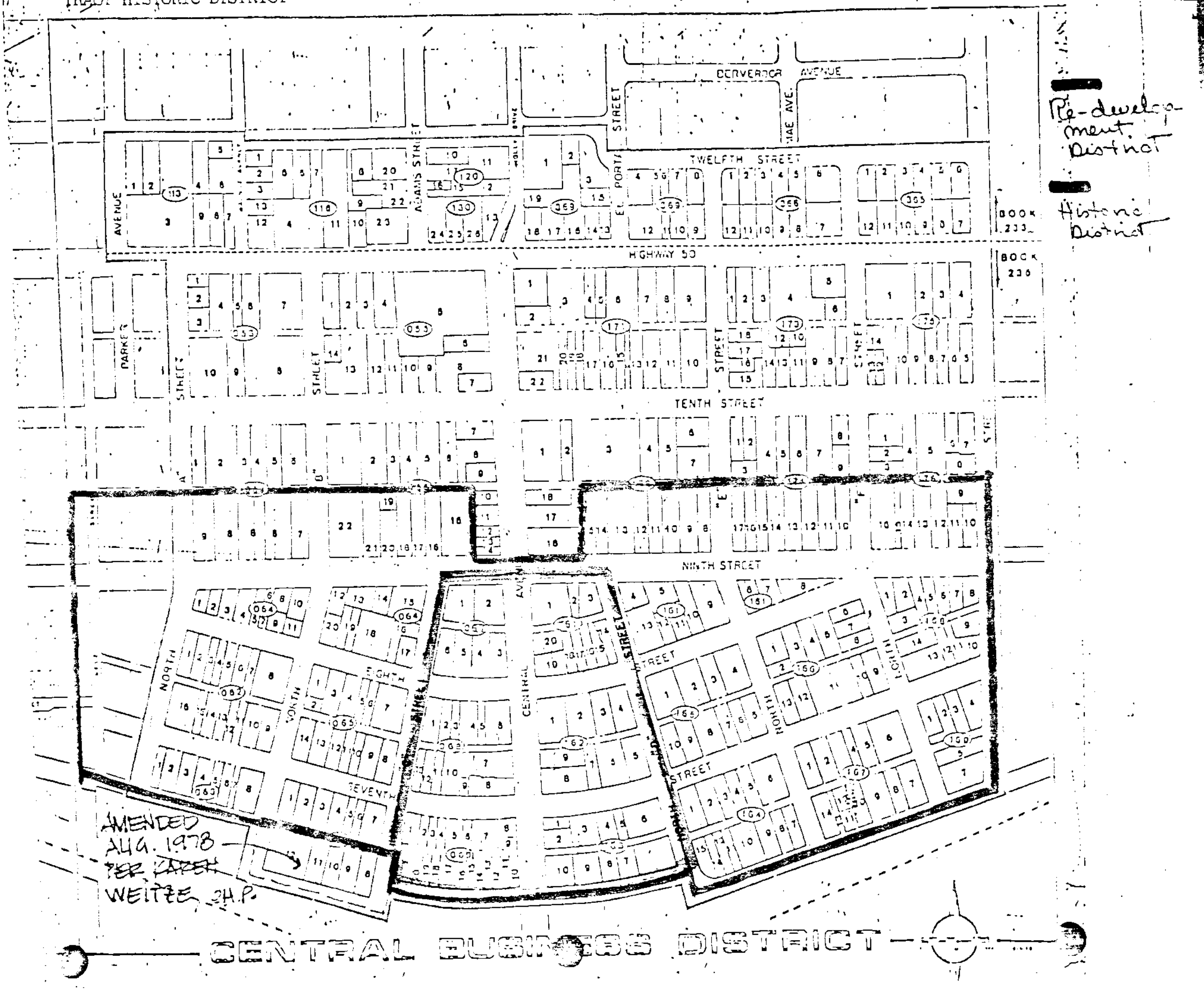
Nancy Matthews

Nancy Matthews
(Mrs. Thomas F.)

encl
bb

list has #23 amended to "613" C St and it does have a P# and is listed as 613 in the HPDF (does not appear to be a contributor to the district)

F-39-00?871


HISTORIC DISTRICT
Re-development District
Historic District
BOOK 233
BOOK 236
DERVERDOR AVENUE
MAE AVE.
TWELFTH STREET
EL PORTAL STREET
HOLLY DRIVE
ADAMS STREET
AVENUE
HIGHWAY 50
PARKER STREET
TENTH STREET
NINTH STREET
CENTRAL AVENUE
NORTH STREET
EIGHTH STREET
SEVENTH STREET
AMENDED AUG. 1978 PER WEITZEL SHP
CENTRAL BUSINESS DISTRICT

P-39-002871

39-5376-1-D

TRACY HISTORIC DISTRICT

1. 601 Central P-39-002911 1899-1900 Exceptional

A 2-story masonry structure with stucco applied over the southern one-third of the building. The Central Avenue facade is the most interesting with its stepped parapet and unusual fenestration. The stucco portion of the building originally had a corbeled and paneled brick cornice, however, much of the detail has been covered.

2. 622 Central P-39-002912 1911-12 Excellent

A 1-story masonry and brick structure. This commercial neo-classical revival building has a stepped parapet with a projecting denticulated cornice. Along with this, the building has a patterned brick string course. The store fronts have been altered and modernized and some of the existing transom windows have been filled with stucco.

3. 625-630 Central P-39-002913 CA 1960's Non-Contributing

A 1-story modern concrete block building with aluminim windows along the Central Avenue facade with the addition of brick exteriod wainscoating at the base of the building.

4. 628 Central P-39-000476 CA 1920 Exceptional

A 2-story masonry structure designed in the neoclassical style with large arches extending from the ground up to the second floor. The large arches contain small paned windows. The entrance way has a pediment granite entrance and a machicolated cornice. Alterations include a projecting sign and bricked-in windows on the first floor of the Central Avenue facade.

5. 701-05 Central P-39-002914 1909 Good

A 2-story brick and stucco mission revival commercial building located on the corner of Seventh and Central. The building has a small cornice of mission tile. The store fronts have tile inserts under the windows. The transom windows have been blocked with sign faces.

6. Vacant (photo attached)

7. 714 to 718 Central P-39-002916 Ap. 1911 Background

2-story masonry brick building in the commercial vernicular style. The brick building has an original canvas awning for a marquee over the store fronts and a decorative wood course cornice in the parapet. The store front windows have a base of the original tile that remains mostly intact. The transom windows also remain intact although painted out.

8 713 Central (222 P-39-002915 1910-11 Exceptional
5376-1-8)

Originally a 2-story reinforced concrete block structure, however, stucco was applied over the reinforced concrete and the building was remodeled in the streamline moderne style. This remodeling included the construction of the predominate central pylon.

P-39-002871
395376 1-D

9. 741 Central P-39-002919 1911 Background

A 1-story masonry brick structure built in the vernacular style. This corner building is a long brick structure with a remodeled streamlined marquee over the store fronts. The building has decorative brick work string course in the parapet. Store fronts have been recently remodeled.

10. 724-738 Central P-39-002917 CA 1919 Excellent

1-story masonry brick structure designed in the commercial vernacular style. A long brick building with streamlined marquee over the store fronts and includes decorative brick work string courses along the parapet with a marble inlay. The store fronts contain the original tile beneath the windows. The transom windows above the store front windows have been blocked with stucco. Store fronts have been remodeled.

11. 801 Central P-39-000477 (Bank of Tracy) 1920 (NR) Exceptional

A 2 story masonry brick structure designed in the neoclassic revival style. The building has a projecting cornice and entablature carried on the brick corner peers and fluted terracotta columns. The entrance is classically designed and the building has been recently remodeled in a manner consistent with the neoclassical style.

12. 819 Central (Bank of Tracy Bldg) 1920 Adjacent to the main bank bldg. Excellent
(819-821) P-39-000477

A commercial vernacular building of concrete and masonry brick units with a marble cornice. The building has been remodeled and includes restoration of the marble kickboard at the bottom of the windows, which are also in the small paned style.

13. Vacant

14. Vacant

15. 828-840 Central P-39-002930. 1920 Background

A 1-story concrete reinforced building designged in a commercial vernacular style. The Central Avenue facade has been remodeled to include filling of transom windows and store front with the marble kickboard at the base of the windows.

16. 835 Central P-39-002927 1917 Excellent

2-story masonry brick structure designed in the renaissance revival style, this building has a simple molded cornice and articulated brick corner piers with "relief" arches over the second floor windows. There is keystone on the ground floor with arch entrance. To the rear of the main building, is a one story attached modern concrete block building. The main structure has been slightly altered on the ground floor with the filling in of the upper portion of double hung windows with stucco. The building is set back from the sidewalk with a lawn and large trees planted between them. The lawn has a small concrete retaining wall around it.

P-39-002871

17. 100 block on W. Sixth — Vacant —
(Rear portion of residential uses that front on Seventh Street.

18. 100 block W. Sixth — Ap. 1940's — Noncontributing —

A simple California bungalow duplex unit with asphalt shingles and stucco walls. Common red brick has been applied as an exterior wainscoating at the base of the building.

19. 99 W. Sixth — Ca. 1960 — Nontributing —

A metal industrial building enclosed by an 8' high solid fence of wood. The building is set back from the street and the fence is at the property lines, forming an enclosure.

20. 77 W. Sixth — CA 1907-11 — Noncontributing —

This late Victorian cottage with horizontal siding with a covered porch has a projecting front gable and in its apex, a saw cut scrolled facia board. The grounds are heavily landscaped with the predominate feature being a 4' high privet hedge at the property line.

21. 69 W. Sixth — CA 1949 — Nonconbributing —

A quonset hut industrial building with industrial metal paned windows flanking a large central doorway which is used as access to the building.

22. 63 W. Sixth — CA 1949 —

An industrial quanset building, however, the front has received a western style concrete block facade treatment with a stepped cornice outlined in red brick.

23. 61⅜ C Street P-39-002904 — CA 1949

An industrial quanset building with metal industrial small paned windows flanking a large central door.

24. 59 W. Sixth — CA 1925 — Noncontributing

A simple 1-story brick masonry structure built in neo-classical form with modified entablature with stepped inpediment and small projecting tiled cornice. Store front has been extensively remodeled with aluminum sash windows and stucco.

25. 49 W. Sixth P-39-003987 — CA 1910 — Background

26. 47 ~~49~~ W. Sixth see P-39-000505 — 1910-11 — Exceptional

1-story brick building with a facade of blue limestone. The richly detailed facade is designed as a classical temple with pairs of corinthian pilasters supporting an entablature and denticalated pediment. It has a large central arched entrance with the original copper door framing. At the top of the

39-5376-1-D
P-39-007871

entablature is a hand-hewn wooden pole. The copper entranceway includes a marble threshold tiling. Minor alterations include boarding up of the copper windows and the addition of a neon sign.

27 through 31 W. Sixth — Vacant —

32. 17 E Sixth P 39-002942 1912 Exceptional

2-story masonry brick structure designed in renaissance revival style with deep set windows with mannered terra cotta "stone work" with decorative lintels and cartouches on the second floor. It has a projecting cornice with dentals, including egg and dart molding, peers and a terra cotta cresting in the parapet with a central decorative crest. Small paned transom windows over the remodeled store fronts still exist. Minor additions to the building include remodeling of some of the store fronts, however, the building is in the process of being restored.

33. 25 E. Sixth (see P-39-002943) 1911-12 Excellent
5376-1-33

1-story masonry brick structure designed in commercial vernacular with classicized detail. It has a terra cotta cornice and pilaster capitals. The additions to the building include central post doors for the fire house equipment.

34. 27 E. Sixth P-39-002944 1911 12 Exceptional

2-story brick structure built in commercial neo-classical revival style, decorated with very finely detailed terra cotta ornaments. Contains a bracketed cornice and crest with classical mask on peers below. Facade includes the retention of the small paned transom windows above the modified store front of horizontal wood siding and aluminum frame windows.

35. 35 E. Sixth P-39-002945 1898 Exceptional
and P-39-002946

This 3-story masonry brick structure designed in a romanesque revival style, has three groups of three each high round arch windows, with the center group of three windows projecting up to form a stepped parapet. Cornice of building is missing, however, windows have decorative panels in their spandles. There is a brick string course at the base of the missing cornice and also at the base of the groups of three windows. The store fronts have been highly modified and altered by filling in openings with brick and boarding of windows. In addition, exposed pipes and duct work and air conditioning equipment clutter the facade, however, even with these alterations, the building contains it overall character and scale.

36. Vacant —

37. 55 E. Sixth P-39-002947 CA 1895 Background

A late victorian cottage with horizontal tongue and grove siding. The angled bay window retains its original character, with the small pane double hung windows, however, the entrance has been modified with a new door treatment and aluminum window.

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P-39-002871

38. 59 E. Sixth P-39-002948 A. 1925 Background

A beveled sided bungalow with a front porch gable. The gable has been slightly modified with the supporting columns being replaced with decorative wrought iron. The property is fenced with a small picket fence. The large front window has been removed and a large airconditioner inserted.

39. 65 E. Sixth P-39-002949 CA 1989 Good

A 1½-story late victorian cottage with a hipped roof and small dormer in the center of the roof. The horizontal tongue and groove siding retains its original character, with its wooden steps up to the covered front porch and the small picket fence at the property line.

40. 73 E. Sixth P-39-002950 CA 1895 Background

A diamond shaped shingled gabled cottage with a shed roof structure which has been added to the front of the building. The building material is of horizontal siding, however, aluminum frame windows have been added. The property is surrounded by a 3' chain link fence.

41. 87 E. Sixth P-39-002951 CA 9891 Excellent

This 2-story wood frame structure designed in a shingle cottage style, with narrow drop siding and fish scale shingles. The building has a gable roof and porch with a large arch and fish scale shingles in the arch and gables. The proportion of the arch in relation to the porch gable is reflected in the proportions of the house gable behind it. These simple surfaces are given a lively texture by shingling, thus the building design achieves a maximum of expressiveness with a minimum of means. An iron porch railing was added, as well as sheds in the rear. The building is surrounded with a chain link fence to enclose a rose and cateus garden.

42. 95 E. Sixth P-39-002952 CA 1925 Background

A simple bungalow with beveled siding. A small metal awning over the front window has been added. The landscaping within the front yard is well manicured including lawn and rose gardens.

43. 99 E. Sixth P 39-002953 CA 1925 Background

A simple bungalow that has stucco applied over its beveled siding.

44. 105 E. Sixth P-39-002954 CA 1920 Unimportant (N/C)

A bungalow that is under the process of great exterior modifications, including introduction of tongue and grove siding that is being attached to the beveled siding. The introduction of aluminum framed windows, not in scale with existing windows, is also noticable.

45. 121 E. Sixth P-39-002955 CA 1905 Background

A bungalow with horizontal tongue and groove siding, having some alterations by modifying the front windows of the porch and gabled portion of the building with aluminum windows that are not in proportion with the original windows. The porch has been partially enclosed on two sides with horizontal siding.

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46. 127 E. Sixth (see f-39-003750) Ca 1919 Excellent
5376-1-46

An unusual 1½-story masonry brick building with a raised basement in a style of a brick bungalow. The unusual brick bungalow has a gabled roof and recessed half porch with a diamond gable window. The front porch is of heavy timber construction, as is the supporting posts and gable and bracket. The windows have a pattern mullions. The addition to the structure is an aluminum screen front door and wood water towers joined and unconvereted to the rear of the building. The property has fruit trees in the front and side yards and a lattuce work fence.

47. 137 E. Sixth f-39-002957 Ca 1911 Good

A late victorian cottage with a recessed half porch, with horizontal siding with an addition of a brick treatment to the existing foundation. The ornamental brackets appear at the apex of the two gables and over the angles portion of the bay window and porch columns.

48. 147 E. Sixth f-39-002958 Ca 1900 06 Good

A late victorian cottage with a recessed half porch, with two gables having fish scale shingles within them. The main gable has a diamond shaped attic vent. The main structure is horizontal tongue and groove siding with similarly matched porch detail. Ornamental brackets appear over the angled portion of the bay window. Porch columns are heavy wood construction. The landscaping is dominated by two large evergreens on either side of the front concrete walk.

49. 215 W. Seventh (see f-39-004022) Ca 1895 Excellent
5376 1-49

A 1 story wood frame shiplap building with scalloped shingle design in a late victorian cottage style. The building has a hipped roof with projecting angled bays with an attached shed rated porch. Decorative detail is largely confined to the scalloped shingle work in the gables and modest pierced gable decorations. A wood and wire fence surround the property that includes mature trees and vines growing up on the porch.

50. 214 W. Seventh f-39-004021 Ca 1925 Background

A shingled gabled bungalow with half porch which has been modified to the extent that the beveled siding has been replaced with large horizontal siding. The half porch has been enclosed with screening and the new front door has a small shed roof awning. The property is surrounded by a 3' high wire and wood fence.

51 206 W. Seventh f-39-004020 Ca 1925 Background

A 2-story single family bungalow with half porch, with a recessed shingled gable and fish scale shingles on the facia board and around the second story window. Other features include the horizontal beveled siding. The only slight modification to the original building design is the addition of a small glass panel adjacent to the front door steps.

52. 202 W. Seventh f-39-004019 Ca 1925 Background

A 2-story shingle gabled bungalow with half porch. The predominant features is

the gable being flush with the roof rafters and the fish scale shingles are included along the roof facia board. Also noticable is the deeply recessed second story window. The only minor addition to this building is the screening in of the half porch and relocation of the front door.

53. 137 W. Seventh f-39-004018 Ca 1925 Background

A small bungalow with half porch. The beveled siding has been replaced with asbestos siding. Windows and porch have a metal awning and the porch column has been removed and decorative iron work has replaced it.

54. 133. W. Seventh f-39-004016 Ca 1926 Background

A single gable bungalow with half porch with horizontal drop siding. The building remains intact as originally designed with a well manicured lawn and shrubs next to the building.

55. 127 W. Seventh f-39-004015 Ca 1925 Background

A single gable bungalow with full porch. The front door is in the center of the building and is flanked on either side by one window. The building remains as originally designed with its horizontal drop siding. The minor addition is a metal handrail on the concrete staircase leading to the front porch.

56. 122 W. Seventh f-39-004012 Ca 1905 Background

A small cottage with horizontal drop siding with a full front porch. The building remains as originally designed with many large shrubs around the base.

57. 117 W. Seventh f-39-004011 Ca 1915 Background

A shingle gable bungalow with beveled horizontal siding. The front porch has a small picket fence around its base.

58. 111 W. Seventh f-39-004009 Ca 1895 Good

A square cottage with full front porch with horizontal drop siding and a small balastrade. The supporting columns of the roof are accentuated with scroll brackets. The landscaping includes many trees.

59. 136 W. Seventh f 39-004017 Ca 1950 Noncontributing

A simple bungalow duplex with roof projection over front doorways of each unit. The building has an exterior wainscoating of brick. The grounds are well maintained with lawn, trees and shrubs at the base of the building.

60. 134 W. Seventh Ca 1950 Noncontributing

Same as 59.

61. 126 W. Seventh f-39-004014

Same as 59.

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62. 124 W. Seventh

Same as 59.

63. 122 W. Seventh P-39-004013 Ca 1925 Background

A shingled Gabled Bungalow with half porch, horizontal beveled siding and large lathe turned columns to support the porch structure.

64. 114 W. Seventh P-39-004014 Ca 1925 Background

Same as 63.

65. 106 W. Seventh P-39-004008 Ca 1891 Good

An altered late victorian cottage with the exterior siding having been removed and replaced with asbestos shingles. There is a covered porch made of wood. Attached to the cottage is a shed roof structure and enclosed patio.

66. 97 W. Seventh P-39-004006 Ca 1920 Background

An altered 1920's church with stucco having been applied over the horizontal beveled siding. The front doors have been modified. The dominate features are two large evergreen cyprus flanking either side of the front and remanents of the large palm trees flanking the evergreen cyprus.

69. 85 W. Seventh P-39-004004 Ca 1895 Background

A victorian cottage with half porch with horizontal drop siding with fishscale shingles within it. Ornamental brackets are above the angled portion of the bay window. Interesting features is the use of cactus and rose bushes to act as a front screen fence for the property.

70. 79 W. Seventh (see P-39-004002) Ca 1897 Excellent
S376-1-70

One of three identical cottages on this tree lined street. They are all one story wood frame, ship lap cast lake cottage structure with hip roof and gabled angled bay and half porch. There are incised panels within the gable and a variety of simple wood work on the porches. On the top of each gable is a finial. Interesting features are small picket fences with shrubery and vines on the porch. The only addition is an iron stair railing.

71. 73 W. Seventh P-39-004001

Same as 70.

72. 69 W. Seventh P-39-004000

Same as 70, except no picket fence.

73. 61 W. Seventh P 39-003996 Ca 1892 Background

An altered victorian cottage, basically has a hip roof with a gable bay and half porch. It appears the siding has been removed and tar paper applied over the exterior of the building. Front wooden porch needs repair.

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74. 55 W. Seventh P-39-003995 Ca 1900 Background

An altered victorian cottage with half porch which has been screened in. The angled bay within the gabled portion of the building appears to be an addition as the rear of the building does match the angle of the Seventh Street facade. Also, windows do not match the gable in form and scale. Surrounding the property is a fence in need of repair and the condition of the building is questionable.

75. 45 W. Seventh P-39-003993 Ca 1900 Background

A simple cottage with gabled bay window and horizontal drop siding and concrete steps. An interesting feature is the closeness of the building to the property line and lack of landscaping.

76. 41 W. Seventh P-39-003992 Ca 1895 Background

An L-plan victorian cottage with horizontal drop siding, wood porch and small open balastrade on the porch.

77. 35 W. Seventh P-39-003991 Ca 1910 Noncontributing

A concrete block building built at the property line with no distinguishing features other than a large window flush with the facade and a front door flush with the facade also. Only distinctive feature is a very large tree adjacent to the front door.

78. 27 W. Seventh P-39-003990 Ca Noncontributing

An altered bungalow with bevel siding having been stuccoed with all windows filled in. The front porch has been enclosed and a door added flush with the porch facade. New concrete staircase serves the main entrance. The property is devoid of landscaping and weeds and grasses grow around the building.

79. 25 W. Seventh P-39-000502 Ca 1899-1900 Exceptional

A 1-story masonry and brick neo-classical revival structure. The unusual brick structure is a fascinating composition of the traditional in an untraditional manner. The wall is pierced by an arched window and the doorway is placed unsymetrically on the facade. Large windows and the door have fan lights. The truncated gable is defined by a dentil course at the top and bottom and includes a pair of paneled pilasters. The only alterations are the windows have been boarded and a projecting sign installed.

80. 19 W. Seventh P-39-003989 Ca 1919 Good

A commercial masonry and brick structure with long narrow windows flanking a central doorway. These arched windows have been modified and boarded up. The building has an articulated brick string course at the cornice line.

81. 98 W. Seventh P-39-004007 Ca 1910 Background

An altered east lake cottage with the addition of a new front porch that is partically enclosed. The house is surrounded by a 5' wire fence.

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82. 88 W. Seventh P-39-004005 Ap. 1895 Background

An altered victorian cottage with half porch completely enclosed and a gable roof has been attached. The gable does not match the victorian gable in form or scale. A large window has been created as part of the new porch addition and a large metal canopy projects from the wall facade. The property is surrounded by a 5' privot hedge.

83. 80 W. Seventh P-39-004003 Ca. 1895 Good

A simple cottage with full front porch, horizontal drop siding and picket fence with ivy intertwined at the property line.

84. 68 W. Seventh P-39-003999 Ca 1950 ~~Background~~ Noncontributing

A typical residence of the 1950's. Picket fence around the property line.

85. 64 W. Seventh P-39-003998 Ca. 1920 Background

A small cottage with full front porch, horizontal beveled siding and set back from the street. A huge palm tree at the front of the property grows behind a picket fence.

86. 62 W. Seventh P-39-003997 Ca. 1900 Noncontributing

An altered victorian cottage severly modified. The original structure was a gabled structure with half porch. The porch has been extended beyond the plane of the gable. The existing siding has been replaced with large horizontal metal siding. The windows on the new gable are aluminum. A distinguishing feature is the continued use of a small picket fence around the property and large trees.

87. 54 W. Seventh P-39-003994 Ca. 1900 Noncontributing

A late victorian cottage with half porch that has been severly modified by the stuccoing of the exterior siding. The window treatment has been removed and aluminum sliding windows installed; the half porch has been redesigned so access to the house is from the side and not the middle of the house as is characteristic of most houses of this style in Tracy. The property is devoid of all landscaping, presenting a barren and desolate appearance.

88. Vacant ———

89. Vacant —

89. Vacant —

90. Vacant —

91. Vacant

92. 23. E. Seventh P-39-002960 Ca. 1891 Good

A simple gable cottage with the predominate feature being the porch running across the entire front and down one side. The porch is supported by 4'x4' columns with minor bracketing at the roof line. The balastrade is composed, as is the building, of horizontal drop siding. At the propety line is a small picket fence; there is no landscaping.

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93. 31 E. Seventh f-39-002960 Ca. 1897 Good

A delta type cottage 1½ stories. The staircase and entrance of the building is in the middle of the facade and flanked by two angled bays. The entire facade is under one large gable, with stylized sunburst and finial at apex of each gable. Simple millwork brackets are above each portion of the angled bay. There is a recessed front door between the two bays which shows a small balastrade that leads down a flight of stairs to the front sidewlk. The building is substantially as designed, with many large trees surrounding it and a chain link fence.

94. Vacant

95. 53 E. Seventh f 39-002963 Ca. 1895 Background

A gabled cottage with half porch. The interesting feature is an arched cutaway facia board of the gable which highlights a small attic window, with the roof facia boards and a portion of the roof, wrapping around the bottom of the gable and providing a base for the cutaway arch. Beneath this cutaway base are slanted bays. These bays further accentuate the arched cutaway gable. The remaining portion of the building does not have any details other than tongue and groove horizontal siding. The propery is surrounded by chain link fence and small shrubs.

96. 55 E. Seventh f 39-002964 Ca. 1950 Noncontributing

Modern board and batten modular building with half porch and shed type roof. Totally out of character to the neighborhood, however, the redeeming value is the site. The site has many large trees.

97. 69 E. Seventh f-39-002966 Ca. 1895 Noncontributing

A remodeled 2-story victorian with gabled bay. The remodeling is extensive and all fine details of the building have been eliminated. The house has aluminum windows, aluminum siding and has an introduction of colonial elements, such as a front door entrance trim and stair balastrade of wrought iron. The foundation has received a decorative layer of brick. The front staircase joins the sidewalk at the property line and at either side of the walkway are two large trees.

98. 81 E. Seventh f 39-002969 Ca. 1905 Noncontributing

A converted commercial building into a residence duplex. The conversion maintained the original character of the commercial building which has a stepped pediment with horizontal tongue and groove siding, however, colonial elements have been added to the front entrance and do not fit into the context of the building, e.g., shutters that do not fit windows, columned portico over front door with small denticulated pattern of the portico.

99. 87 E. Seventh f 39-002971 Ca. 1920 Noncontributing

A 2-story residence. The top floor has the original projecting balcony along the entire facade, with a small balastrade. The roof line extends ove this portion and is supported by 4x4 columns. The major modification is the bottom floor front elevation where tongue and groove siding that predominates the building has been replaced with aluminum horizontal siding. Exterior wainscoting of brick has been applied to the base of the building and colonial

elements applied to both front doors on the bottom floor. Other than this first floor facade treatment, the remaining portion is largely intact as originally designed.

100. 103 E. Seventh f-39-002973 Ca. 1915 contributing

A 2-story square cottage with beveled siding; the roof structure has two hip roofs with a dormer. One of the hipped roofs projects out from the building and forms a solarium composed of paned glass at the front door. A winding staircase leads from ground floor to the second floor entrance.

101. 113 E. Seventh f-39-002976 Ca. 1920 contributing

A small bungalow with a projecting gable roof structure. The porch has been entirely enclosed in glass with horizontal panes and is appears to be part of the original construction. The siding material is of horizontal beveled siding. There is shrubery and lawn included.

102. 117. E. Seventh f-39-002977 Ca. 1915 contributing

A square cottage with beveled siding and hipped roof with an attic vent dormer and a quarter porch which has a wooden staircase and floor and is supported by a large lath turned column.

103. 123 E. Seventh f-39-002979 Ca. 1915 contributing

A square cottage with dropped siding and hipped roof, an attic vent dormer with a half porch. The porch has a wooden floor with small wooden steps, and is supported by two large lathe turned columns. The building has dropped siding running in a horizontal pattern, while the foundation has dropped siding, running in a verticle direction.

104. 129 E. Seventh f-39-002980 Ca. 1915 contributing

A square cottage with horizontal dropped siding, hipped roof with attic vent dormer and half porch, containing wooden stairs and floor. The porch is supported by two large lathe turned columns, one of which is set away from the staircase and placed in the middle of the supporting beam. There are minor alterations which include aluminum screen door. Landscaping is non-existent.

105. 133 E. Seventh f-39-002981 Ca. 1915 contributing

A hipped roof with dormer and quarter porch which has wooden floor and small wooden balastrade. The porch roof is supported by one large lathe turned column. Landscaping is nonexistent except for ivy on and around the porch.

106. 141 E. Seventh f-39-002983 Ca 1915 contributing

A square cottage with square butt shingling and hipped roof, half porch which has a wood floor and concrete staircase. Supports for the porch roof are two small 4x4 posts with no balastrade, however, two small horizontal boards connect the verticle roof supports.

107. 203 E. Seventh f-39-002985 Ca. 1940 1925 contributing

A small cottage with a gabled roof porch. The porch has a concrete floor

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and staircase, and is open from the bottom of the gable down to the porch. The predominant feature is the well maintained yard and chain link fence with ivy intertwined.

108. 221 E. Seventh f-39-002988 Ca. 1920 contributing

A half timbered bungalow with full wooden porch under a gabled roof. The porch has a wood staircase, with the roof supported by three large triangular shaped columns evenly spaced across the front of the building. The gable is a very interesting feature of the building as it is designed to give the impression of structural systems. Wooden brackets are used to indicate support for the roof itself with horizontal, diagonal and verticle members shown on the exterior of the gable to indicate a bracing framework. This framework is then highlighted by the use of horizontal beveled siding. In the center of the gable is an attic window. Other predominate features include diamond shaped pattern in the windows and a round window in the door. The building has a wire fence with wood supports and a small gate. The property is dominated by large trees and a trimmed tree at the front of the porch.

109. 227 E. Seventh f-39-002990 Ca. 1900 contributing

A small cottage with horizontal siding.

110. 54 E. Seventh f-39-002963 Ca. 1912 Good

Late victorian cottage with gable roof with angled bay and L-shaped porch on a corner lot. Gable roof has incised brackets and attic vent window. Notable feature is the large L-shaped porch, built similar to the bunaglow style. The building exterior siding is a combination of horizontal drop siding in the gables and above the window line. Below the window line is horizontal beveled siding. The L-shaped porch balastrade and supporting beams are also of horizontal bevel siding. The corner property is well landscaped with many trees and shrubs and is surrounded by a metal fence.

111. 64 E. Seventh f-39-002965 Ca. 1890-95 Good

Late victorian cottage with full front porch. The interesting feature of the building is the roof line which is predominately one gabeled roof parallel to the stred, with one small gable (with incised brackets) located over the centrally located door. The full porch is composed of a hipped shed roof supported by four 4x4 columns. The balastrade, as is the main structure, is built of horizontal drop siding. Porch and stairs are wood. The building has some landscaping at the base and minimum lawn area.

112. 70 E. Seventh f-39-002967 Ca. 1895 Background

Late victorian cottage with gable roof, angle bay and half porch. Projecting from the main gable roof is a shed roof that forms the half porch. The porch is supported by two lath turned columns. The building material is horizontal bevel siding. The property is well maintained and landscaped with predominately roses.

113. 78 E. Seventh f-39-002968 Ca. 1895 Background

Late victorian cottage with gable roof, angle bays and half porch. The half porch has been enclosed and metal awnings have been applied over the relocated

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front door and front window. The stairs are wood with iron handrails. No landscaping. The building material is horizontal drop siding.

114. 84 E. Seventh f-39-002970 Ca. 1915 Background

A bungalow with hipped roof and small attic vent dormer in the center; roof extends out to form a cover for the porch which is supported by four square constructed columnns. The porch balastrade and foundation are combined as one unit and composed of beveled horizontal siding as is the main structure. The floor of the porch and staircase and step balastrade are all wood. The property does not have landscaping except for large shrubs growing up around the porch.

115. 90 E. Seventh f-39-002972 Ca. 1915 Background

A bungalow with half porch and hipped roof with attic dormer vent in the center of the roof. Beveled siding is used on the building, balastrade and foundation. The porch supports for the roof are two square columns. The staircase is wood as is the floor. The porch balastrade is a wrought iron addition. The property is well maintained with vines and ivy around the porch and trees and shrubs.

116. 104 E. Seventh f-39-002974 Ca. 1895 Background

late victorian cottage with hipped roof and half porch. The porch structure is attached to the main portion of the building and supported by two 4x4 posts. The balastrade is composed of verticle siding, in constrast to the horizontal drop siding on the exterior of the building. Porch floor and stairs are wood. The handrailings are iron pipe. The property maintenance is very neat on this corner lot, with small shrubs at the base of the building and manicured lawn with a small concrete retaining wall at the property line.

117. 114-112 E. Seventh f-39-002975 Ca. 1920 Background

A bungalow duplex with twin gables projecting from the main building's large gabled roof line. The two projecting gables form two porches for each entrance. This symetrical form is further supported by the concrete porches and stairs. The gables over the porches are supported by two 4x4 columns. The roof supports over the porches shown are an indication of structural framework as the facia boards are tied together in a form that indicates structural truss. landscaping features a bordering of hedges at the base of the porches and along the property lines.

118. 118-120 E. Seventh f-39-002978 Ca. 1915 Background

A square cottage duplex with half porch. The original supports for the porch and balastrade have been removed in favor of wrought iron railings and supports. The porch and staircase have been reconstructed in concrete. Interesting feature is along the side where two gable roofs with angled bays project from the square cottage. Windows within the angled bays remain as small paned windows, however, the main porch window has been removed in place of a large plate glass window. There is landscaping around the base of the building and porch.

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f-39-002871

119. 134 E. Seventh f-39-002982 Ca. 1930 Background

A stucco cottage with two projecting gabled roofs. The smaller of the two, contains a series of arches which form a porch roof. The other gable is flush with the side of the building. There is a brick border around the lawn area with a small amount of shrubs at the base of the structure. The scale and size of this building is not historically accurate for the neighborhood.

120. 150 E. Seventh (see f-39-002984) Ca. 1915 Excellent
5376-1-120

A craftsman bungalow, 2-story structure with masonry construction on the first floor and wood frame on the second. The exterior treatment is composed of brick and shingles. The building has gable roofs with overhanging eaves and diagonal brackets. The second story has an attached shingled water tower and workshop. The house has one large gable roof with oversized cross gabled dormer and gabled L-shaped porch. Most distinctive feature is the large rock garden surrounded by a rock wall with cactus, different colored pieces of glass, wagon wheels, a large fire place and a variety of other types of rock and glass.

121. 212 E. Seventh f-39-002986 Ca. 1910 Background

A remodeled simple cottage with one large gabled roof that forms a portion of the full front porch. The building has been remodeled to include a cross gable structure projecting towards the front property line. The remodeling has removed a portion of the porch. The building is now a half porch cottage. The wood siding is continued in the new addition, but changed to tongue and groove. The building is surrounded by a chain link fence with some landscaping at the base and lawn.

122. 218 E. Seventh f-39-002987 Ca. 1910 Good

A simple cottage with a large front facing gable and full porch. The interior of the gable has diamond shaped shingles. The porch extends from the bottom of the gable with both ends being hipped and supported with four turned columns. The facade of the building has dropped horizontal siding. The porch is wood, however, the steps are concrete. The yard area is nondescript, with few plantings.

123. 222 E. Seventh f-39-002985 Ca. 1910 Good

A 2-story bungalow with full porch and front facing gable. The interior of the gable is composed of fish scale shingles mixed with a combination of square butt shingles. In the center of the gable is a large attic window, flanked on either side by half round large columns which tend to support the apex of the gable. Columns are also covered in the shingle material similar to the interior portion of the gable. The gable extends out over and forms a porch which is supported by pairs of 4x4 posts. The building is symetrically designed, with the front door in the center, flanked by two large windows with the second story window above the front door. The balastrade on the porch consists of beveled siding, the top portion below the gable is drop lap siding. The porch remains in a wood material, however, the staircase is concrete and the handrails are of iron. The landscaping is insignificant except for a lawn.

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124. 150 W. Eighth f-39-004054 Ca. 1905 contributing

A shingled bungalow with hipped roof. Another hipped roof projects from the large gable and forms the half porch. The porch is supported by three large columns on either side of the staircase. The entire building is in its natural, square butt shingle style, but the foundation has horizontal siding. The wood staircase has been mofidied with iron handrails. The windows are quite large and are double hung type as originally designed. Some landcaping appears at the base fo the structure.

125. 146 W. Eighth f-39-004053 Ca 1905 contributing

A shingled bungalow with hipped roof. Projecting from the main roof is another hipped roof with a hip dormer addition to form the porch. The porch is supported by posts and is screened in with a front screen door at the top of the stairs. The stairs, porch and balastrade are made of wood. The exterior is finished in square butt shingles. The foundation is made of horizontal wood siding. There is a minimal amount of landscaping with a lawn.

126. 1261 W. Eighth f-39-004050 Ca 1905 Noncontributing

A late victorian cottage severly modified with existing siding replaced with stucco. The windows have been replaced with aluminum ones, the porch converted to a room and a large picture window has been added. Access is now from the side of the house. The building has wooden staircase in need of repair and a metal awning over the side door entry. The base of the building has shrubs and lawn surrounds it.

127. 124 W. Eighth f-39-004047 Ca. 1950 Noncontributing

A one story apartment structure with gabled front on the street elevation. There are no windows on the front as access to the units is from the side. The predominate feature is the board and batten front and a large facia board and flat angle of gable. The property has a small 3' ranch style fence at the property line. The balance of the building is stucco.

128. 122 W. Eighth f-39-004046 Ca 1920 contributing

A slightly remodeled bungalow with one main gable roof projecting from that gable is a cross gable roof that forms the porch. The porch has been enclosed with a front door and two windows. The enclosure does conform in material of the original building, but not necessarily in size and shape. One window has been modified to include an aluminum frame which is out of scale to the building. The gable has wood brackets and an open attic vent across the entire front. There is a beveled siding with a contrete staircase. Some plantings are at the base of the building with one large bush adjacent to the front entry and one large tree providing shade.

129. 118 W. Eighth f-39-004043 Ca. 1900 contributing

A single cottage with full length gable roof and three-quarter front porch. The porch extends from the gable and projects out, and is supported by four 4 x 4 columns and the balastrade is in a ranch style without verticle supports. The building material is drop siding. The porch has been reconstructed of wood as has the staircase. The building is symetrical in that the front

door is flanked on either side by double hung windows. Landscaping is at the base of the porch and side, with a trellis for climbing plants.

130. 112 W. Eighth P-39-004041 Ca 1895 Good

A simple cottage with one gabled roof extending across the entire width of the building. A three-quarter porch extends from the bottom of the facia board of the main roof and is supported by three turned columns. The building has horizontal drop siding, with the porch and steps of wood, and a metal railing leading up to the porch. There is no balastrade except for a 2x4 wood stringer between the porch columns. The appearance is asymetrical with the door on the right hand side of the building with a double hung window to the left. Shurbbery and plants are on the property, with a chain link fence and gate.

131. 92 W. Eighth P-39-004040 Ca. 1895-97 Good

A late victorian cottage with hipped roof and a projecting gable roof with angled bays. The gable has decorative fish scale shingles, while the body of the cottage is of dropped siding. Above each angled bay are small wood scroll brackets. The hip roof extends forward to form a onehalf porch, which is supported by three square posts. Above the posts, are also small wood carved brackets that attach to the beam. The beam and bal strade are interesting elements in that they are the same small 2x4 open pattern that is repeated on the balastrade. Porch and steps are of wood. The building has been altered as all existing windows have been replaced with sliding aluminum. There is no landscaping or lawn.

132. 86 W. Eighth P-39-004038 Ca. 1895-97 Good

late victorian cottage with hipped roof and projecting gable with angled bays. The gable has decorative fish scale siding, while the main body of the cottage has drop siding. Above these angeled bays are small wood scroll brackets. The hip roof extends forward and forms a half porch which is supported by three square posts. At the point where the posts meet the horizontal beam, they are brackets with small curved scolls. An interesting feature is that the beam is composed of 2x4 wood open pattern which is repeated on the porch balastrade. The porch and stairs are of wood, while the handrail is iron. The property is extremely well maintained and a fine example of a late victorian cottage. The property has an immaculately kept front yard with detatched garage and fenced with a small wood and wire fence. The lawn is bordered by a small raised concrete retaining wall. There are many well pruned shrubs at the base of the building.

133. 78 W. Eighth P-39-004036 Ca. 1890 Noncontributing

A greatly altered square cottage with gabled roof with drop siding. The porch has been enclosed and the double hung windows have been replaced with aluminum sliding windows and a new door. The property is in poor state of repair.

134. 70 W. Eighth P-39-004033 Ca. 1895 Good

A late victorian cottage with hipped roof and projecting gable. The building is composed of drop siding with very little finish detail other than on the porch. The hipped roof extends forward and forms the porch which is supported by three square posts. At the point where posts joing the roof, there

are small wood carved brackets. The column that supports the roof is composed of 2x4 wood open pattern that is repeated as the balastrade. The floor and staircase are wood, as is the balastrade and handrail.

135. 66 W. Eighth P-39-004032 Ca. 1897 Good

A late victorian cottage with hipped roof and projecting gabled roof of drop siding. The building does not have any expressive finish details. The hipped roof extends forward to form the porch which is supported by one massive post. The balastrade on the porch and its supporting beam is also drop siding. There is an open balastrade handrail with wood steps. There is no landscaping other than a small lawn.

136. 60-62 W. Eighth P-39-004031 Ca. 1897 Good

A late victorian cottage with hipped roof and large projecting gable. The interior portion of the gable is very decorative with diamond shaped shingles and, at the apex, a finely detailed wood scroll bracket. The hip roof extends forward of the main body of the building and forms the porch. The porch is supported by three square posts bracketed with small wood scroll at the 2x4 open wood supporting beam. The wood porch does not have a balastrade other than a simple wood string fence between the column supports. There is no landscaping at the base of the building other than lawn to the sidealk.

137. 56 W. Eighth P-39-004030 Ca. 1905 contributing

A square cottage with full porch, including a gabled end facing the street. Within the gable are square butt shingles and an attic vent. The body of the structure is composed of drop lap siding. The gable projecting from the body of the building forms a sood porch, supported by three large posts. The balastrade is composed of diagonal wood slats forming a diamond patters. Access to the house is from the side, with hand rails of wrought iron. There is no building set back.

138. 42W. Eighth P-39-004028 Ca. 1975 Noncontributing

A modern commercial building with extending mansard roof and ample use of verticle glass panes. It is well landscaped and maintained. The porch around the entrance has wrought iron handrailings.

139. 32 W. Eighth P-39-004026 Ca. 1896 Good

A simple cottage with a half L-shaped porch, formed by a gable extending over and supported by three small posts attached to the porch supporting beams. There are brackets on the columns made of simple wood carvings. The porch is entered from the side and is wood, as are the steps. Drop lap siding with large double hund windows is used. The balastrade and foundation detail is of smaller verticle siding. There is no front yard or landscaping.

140. 28 W. Eighth P-39-004025 Ca. 1905 Noncontributing

A brick building in the industrial vernacular style, with stepped pediment and a series of brick string courses at the cornice level. One large window is in the front, with a door to the side. The building is paced at the property line and there is no landscaping.

39-5376-1-E
P-39-002871

141. 18 W. Eighth (222 P-39-004024) #5376-1-141 Ca. 1912 Excellent

A 2-story wood frame stucco apartment done in mission revival style. The building has a central column recessed entrance and on the second story, there are two angle bay windows on either side of a central paladian window with a large stepped and curvelinear parapet with moulded coping and corner pierce crown by half domes. At the center of the parapet, is a relief quadrafoil panel. The building is on the property line with no landscaping. To the rear of the building are gabled cottages.

142. 145 W. Eighth P-39-004052 Ca. 1905 contributing

A simple L plan cottage with a projecting gable from the hipped roof. The porch is formed from the gable and extension of roof line and supported by two turned column posts. The building material is drop siding.

143. 141 W. Eighth P-39-004051 Ca. 1905 contributing

A late victorian cottage with gable roof and half porch. Projecting from the main gabled roof is a small gabled roof and a hipped roof that form the top of the porch. The porch is supported by one 4x4 post. The main roof gable has square butt siding, while the projecting gable has fish scale shingles. The balance of the structure is drop lap siding, wood porch with no balastrade or steps and no landscaping.

144. 133 W. Eighth P-39-004049 Ca. 1910 contributing

A hipped roof bungalow with full porch. There is an attic vent dormer. The building material is ship lap siding. The balastrade and foundation are also of ship lap, creating unifying appearance to the building. The roof of the porch is supported by four columns, and at the point where they support the beams, are stylized brackets. Although appearing to be symetrical, the building is asymetrical with the porch entrance and front door being slightly off center. The porch is made of wood, with concrete steps. There is a large amount of trees on the property and a picket fence extends from the porch to the side property lines. There is minimum landscaping.

145. 127 W. Eighth P-39-004048 Ca. 1895 Good

A late victorian cottage with gable roof and half porch. Projecting from the main gable roof is a smaller gable roof and hip roof that forms the top of the porch. The porch is supported by three evenly spaced columns and is of wood, however, the stairs are concrete with iron hand rails. The porch balastrade has been replaced with wrought iron. Under the smaller projecting roof is a slanted bay and above each portion of the bay windows are scrolled brackets. The apex of each gable is more scroll work and brackets. The original siding has been replaced with John Mansfield asbestos shingles. The property is well landscaped with plants and trees and a high chain link fence surrounds it.

146. 121 W. Eighth P-39-004045 Ca. 1940 Noncontributing

A stucco cottage with aluminum window awning over one window. The building has a very flat hipped roof and garage projection to the property line, with a 5' picket fence at the property line forming an interior court yard between the fence and the front of the house.

P-39-002871
39-5376-1-D

147. 119 W. Eighth P-39-004044 Ca. 1915 contributing

A square cottage with gable roof and attic vent dormer in the middle of the roof. The ends of the gable roof are supported by angular brackets. The rafters and facia boards extend past the roof line in a decorative manner. There is no front porch and the front door leads to wooden stairs. The building material is horizontal lap siding. It is well landscaped with shrubs, a small fence and a gate at the property line.

148. 115 W. Eighth P 39-004042 Ca. 1895 Noncontributing

A late victorian cottage that has been extensively remodeled with an oversized carport with mansard roof. There has been introduction of a large roof support over the first floor and use of decorative masonry elements to support the roof. The porch balastrade, which is built at ground level, is also composed of ornamental brick masonry. The property line has a small 3' wrought iron fence.

149. 91 W. Eighth P-39-004039 Ca. 1900-03 Good

A late victorian cottage with half porch. Projecting from the main gable to a small gabled roof and hipped roof that forms the top of the half porch. The porch is supported by two turned columns bracketed at the top to support the roof. Decorative treatment has been used between the bracketed portion of supports and the main beam are small spindles which are also included over the slanted portion of the bay window that projects underneath the smaller gable roof. The porch is wood, with concrete steps. The porch balastrade on the right side of the main body remains of the original wood, however, handrails on the steps and to the left of the steps is wrought iron. Above the front steps is metal awning. One interesting feature of the house is the projecting wing to the rear of the property which is composed of a gabled roof and has a minor bay window when viewed from the A Street frontage. The building is constructed of horizontal drop siding, as is the addition. The site is well landscaped with many shrubs at the base of the building and large trees on and offsite. A small picket fence surround the building and addition.

150. 85 W. Eighth P-39-004037 Ca. 1895 Good

A salt box structure with horizontal drop siding, having a projecting roof below the existing gable roof line that forms the porch which is supported by two columns on either end. Access to the porch is from the side. In the center of the porch is a doorway, flanked by two windows. There are shrubs at the base of the porch with ivy climbing up the sides of the porch supports.

151. 73 W. Eighth P-39-004035 Ca. 1891 Good

A simple cottage with three quarter porch, gable roof. Below the gable roof and projecting out from the structure is a small hipped roof that forms the porch. The porch is supported by four square columns and where they intersect the beam supporting the roof, are decorative brackets. The building apperance is very symetrical with the entrance to the porch in the middle of the building and two large windows on either side of the door. The porch and steps are of wood. There is square butt siding on most of the house. The porch balastrade has some of the verticle elements missing. There is landscaping at the base of the porch with cactus, wisteria, ivy, a large fruit tree.

152. 71 W. Eighth P-39-004034 Ca. 1920 contributing

A bungalow with horizontal beveled siding and a large gable roof line. Projecting beheath and from the gable, is a gable structure with a greater angle than the large roof gable which forms the porch and is supported by four square columns. The foundation and balastrade of the porch are beveled siding also. Access to the porch and house is from the side. There is much foundation landscaping and large shrubs.

153. 63 W. Eighth 53 - P-39-004029 Ca. 1905 Noncontributing

A single family residence constructed in a 1950 style with stucco siding, very flat hipped roof and large facia board. Windows are all the same size, with aluminum detailing and small inappropriate, unuseable louvered shutters. There is some found landscaping and well maintained yard with a large juniper bush at the corner of the building.

154. 38 W. Eighth 37 - P-39-004027 Ca. 1891 contributing

A plain cottage with half porch which has been remodeled to replace windows with aluminum ones. There is a bricked foundation and porch. The porch has been enlarged. The building shape has one main gable from which is a smaller gable which orients and projects toward Eighth Street. Beneath the main gable is a small shed type roof that forms the porch. The porch is supported by two 4x4 columns. A wrought iron porch rail has been added. A noticeable feature within the gable fronting Eighth Street, is a round attic vent which provides a very dominent element to the building. The yard is well landscaped, highlighted by two very large palm trees and lawn within small raised brick retaining wall.

155. Vacant

156. 17 W. Eighth P-39-004023 Ca. 1910 Noncontributing NR 4

A streamlined modern structure housing the police station. It is very symetrical with a small moderne marquet projecting over the front, under which is a recessed entry door flanked by industrial windows with small panes. The balastrade reflects the modern style as there are rounded iron railings. The building has many shrubs at the foundation, with lawn to the front property line.

157. 18 E. Eighth P-39-002791 Ca. 1906 contributing

A 1-story masonry and brick structure in industrial vernacular style, composed of two separate structures connected by a shed roof. The smaller of the two completely shows masonry/brick work, including an arch header over the windows. There has been a large door rebricked, with remnents of the arched header still intact. The longer portion of the building remains largely intact, however, addition has been made of corregated aluminum front facia board that is the sign marquee, and a small concrete block 1-story building built in front of the structure. The buildings are set back from the street and asphalt parking area separates the buildings from the public. There is no landscaping.

39-53761-D
P-39-002871

158. 22-36 E. Eighth P-39-002993 Ca. 1919 Good

One building designed in commercial vernacular. There appears to be two separate buildings with a common wall, however, the facade is designed as one element. This facade treatment is characterized by stepped pediment over each of the building's faces. The stepped cornice is comprised of horizontal brick string corses. One of the building's spaces retains its original style with the large store front windows and small transom windows above. The other building is completely remodeled within the brick facade infrastructure. The marquee windows and the store front windows have been replaced with large aluminum sided windows. The base of the windows is stucco. The building is set at the front property line with no landscaping.

159. 51 E. Eighth P-39-002998 Ca. 1906-10 Good

A colonial bungalow with half porch. The roof line is composed mainly of two large gables, one of which forms the main roof under which are slanted bay windows. The porch is formed by the second gable which projects from the first gable and is supported by twin sets of round columns with stylized capitals and bases, each pair being supported on a larger base which extends from the balastrade to the beginning of the foundation. The porch [illegible] is wood; the foundation, which is quite high, has been stuccoed. The concrete steps have iron hand rails. The supporting posts are lathe turned wood. In the center of each gable is decorative element. The larger gable has a small projecting "eyebrow" type roof that forms a small attic window which, at one time, may have been an attic vent. The "eyebrow" detail over the window has been reversed on the bottom of the window to form a shelf. In the center of the smaller gable is a round window. The gables contain square butt siding, while the balance of the main structure is horizontal beveled siding. There is another gable projecting from the main gable facing the side street and beneath it are also slanted bays. The property has minimal landscaping at its base, however, there is lawn.

160 62 E. Eighth P-39-003000 Ca. 1920 contributing

A bungalow with half porch, the predominate feature is the large main gable, with the smaller gable projecting from it to form a half porch. The porch is supported by two masonry structures which are terraced in mid-point to form a smaller column. The porch is open with no balastrade. There are double doors with small panes, a concrete porch and steps. In the corner of each gable are small supporting brackets that support a large facia board. The building material is horizontal beveled siding. There is minimal landscaping and lawn. An interesting feature is brick work of supporting columns which is composed of a grey appearing brick with soft round edges and white brick inserted in the center to form a decorative appearance. This brick work is common throughout Tracy for bungalow developments.

161. 68 E. Eighth P-39-003002 Ca. 1915 contributing

A bungalow with predominately gabled roof running parallel to the street. Projecting from the main gable are two smaller gables, one of which forms an attic vent and the other larger gable forms a front porch. Each has been truncated at the top to include a small hip. The half porch is in the center of the building elevation and is supported by two large round columns with simple stylized capitals and bases. The porch and steps are of concrete with iron hand rails. The building is symetrical in design as the front door is in the middle of the structure, and on either side, are two large windows. The building has horizontal beveled siding with vertical cutouts for attic vents.

P-39-002871
34S376-1-D

162. 74 E. Eighth P-39-003004 Ca. 1920 Good

A bungalow with an L shaped proch. The roof line is composed of two intersecting gable roofs, one of which orients toward the street, while the other runs horizontal to the street and forms a porch. In typical bungalow style, the porch is supported by massive columns resting on bases of brick work at balastrade level. The porch and steps are concrete. Structural elements are indicated with the use of bracketing on the main gable and on porch gable. The building is predominately horizontal bevel siding. The grounds are well maintained and landscaped with shrubs at the base of the building and lawn to the property line.

163. 80 E. Eighth P-39-003005 Ca. 1920 Good

A bungalow duplex composed of one large horizontal gable with two gables projecting to form the porchs of both units. It is a classic bungalow with features of massive columns supporting the porches. The columns are resting on large bases which are formed of a combination of the foundation and balastrade of each porch. Horizontal beveled siding is used on the house, porch balastrade, with the foundation of stucco. The steps flair out from a narrow porch entrance at ground level. Structural elements are denoted within the gables with bracketing in the form of wood scroll work attached to the various beams supporting the gable. At the apex of each gable are attic vents of horizontal and verticle sheeting leaving a small square design. There is little landscaping.

164. Part of 163.

165. 101 E. Eighth P-39-003009 Ca. 1915 contributing

A bungalow with one large gable roof. An interesting feature is the very large gable that forms the full porch across the front of the building. This porch starts at the underside of the main roof's facia board and projects to form the porch. The porch is supported by two large columns reminiscent of the bungalow style and is supported by columns which rest on a base of concrete. There is no balastrade on the porch as the porch is open from the floor to the roof. The door and windows are asymetrical in that the door and window are on one side of the middle of the structure, with a remaining window at the opposite end of the building facade. The building materials are horizontal tongue and groove siding and at apex of the porch gable, are verticle slats for an attic vent. Grounds are maintained with base ground cover and lawn.

166. 108 E. Eighth. P-39-003011 Ca. 1915 contributing

A bungalow with full porch, characterized by one large gable that forms the porch roof. The porch appears to be recessed and supported by four large round columns with simple stylized capitals and bases resting on the cement slab porch. The cement stairs have no handrails. The building is composed of drop lap horizontal siding, with a very large attic vent composed of verticle wood slats. The grounds are landscaped with traces of base foundation landscaping. It is asymetrical with placement of the door off center, flanked by windows on either side.

39-5376-1-0
P-39-002871

167. 116 E. Eighth P-39-003013 Ca. 1915 contributing

A bungalow with full porch composed of two gables, one of which runs parallel to the street frontage, while the second runs perpendicular. This perpendicular gable forms the front porch which is supported by two pair of four columns, two on either end and two at the front entrance. The sqaure columns are supported on bases composed of a combination of foundation and balastrade. The building is of horizontal beveled siding, and has a minor addition of wrought iron railings for step handrails. The building is symetrical with the door in the center of the porch opening with windows flanked on either side of the porch. The gable characterized by the attic vent of narrowing widths of verticle slats. The rafter beams projecting and past the facia board of the gable. The grounds are well landscaped with foundation ground cover, lawn and ornamental iron work with iron fence and gate at the property line supported on a concrete header.

168. 126 E. Eighth P-39-003015 Ca. 1911 Good

A bungalow with full porch, hipped roof and attic dormer. A full porch is supported by three massive columns in bungalow style, with balastrade of horizontal beveled siding within one bay of the porch. The front stair case fills the other bay, however, the owner has chosen to restrict entrance to include a defined staircase which has decorative iron railings. The predominant material of the main structure is tongue and groove siding. There is minimal landscaping, although it is well cared for. There is some foundation shrubery, a privet fence at hte property line and a wrought iron railing.

169. 134 E. Eighth P-39-003016 Ca. 1895 contributing

A late victorian cottage with gable roof and half porch. Projecting from the main gable roof is a small gable roof that is over slanted bay windows. A hipped roof forms the top half of the porch, which is supported by two round columns with classic simplified capitals and base. The balastrade is incorporated into the foundation as one element. The steps,-porch and balastrade are of wood. Above the slanted bays are scroll work brackets. Siding has been replaced with John Mansville asbestos siding.

170. 142 E. Eighth P-39-003017 Ca. 1930 contributing

A small cottage probably converted from a garage. The predominant feature is horizontal beveled siding with a picket fence at the property line. Above the door is a small awning with supporting brackets acting as a rain shelter.

171. 21 E. Eighth P-39-002992 Ca. 1890 95 Excellent

A 1-story wood frame ship lap east lake cottage characterized by hipped roof with gabled roof and half porch. Decorative feature brackets are in the gable, with a pendant. Above the bay and porch are scroll work brackets. Also decorative is the oversized attic vent designed in the bull's eye style. Base foundation planting is very well maintained and there is ivy and shrubs growing up on the porch.

172. 25 E. Eighth P-39-002994 Ca. 1890-95 Excellent

A 1-story wood frame and ship lap siding east lake cottage. This building is characterized by a hip roof with gabled angled bay and half porch. Decorative

features include incised brackets in a gable with a pendant, arch brackets in the bay, and a porch roof supported by two columns of wood construction, while the steps are concret, ballestrade simple with horizontal and verticle wood members. Plants and ivy are climbing up the porch.

173. 29 E. Eighth P-39-002995 Ca. 1890-95 Excellent

A 1-story wood frame east lake cottage with shiplap siding. This building has been remodeled, however, it is characterized by a hip roof with gable and angled bay with half porch. Insized brackets are in the gable with pendant. The remodeling is a result of complete enclosure of front porch with a new front door and window. Above the window and door are metal awnings. The angled bay windows in the bay have been removed and new aluminum sliding windows inserted. The central window in the bay has also been eliminated. Decorative features still remain with the oversized vent shaft in the "bull's eye" style and arched brackets. The grounds are very well landscaped with much base landscaping and lawn, and a small evergreen privet fence at the property line.

174. 35 E. Eighth P-39-002996 Ca. 1903 Good

A bungalow characterized by a full porch and gabled roof which has brackets indicating supporting elements. The attic vent area is within the middle of the gable. The full porch supports the overhanging gable roof by four large columns, two at either end of the structure and two in the center which forms the front entry to the porch. Balastrade and foundation are combined into one unifying structure of horizontal beveled siding. Handrail is the same. The porch and steps are wood. The basic building material is horizontal beveled siding. There is landscaping around the base and the property line.

175. 53 E. Eighth P-39-002997 Ca. 1895 Excellent

A 2-story wood frame with shiplap siding, originally designed in delta type east lake style, characterized by a hip roof with projecting wing to the street with a gable angled bay. Within the bay gable portion of the bay are bracketed sunburst in the gable top, decorative gable brackets with penants, sun porch screen and shed roof over the side entrance. There is much missing detail to the building, but it is in the process of being restored. One distinguishing feature is the very narrow entrance porch.

176. 61 E. Eighth P-39-002998 Ca. 1940 Noncontributing

A cottage with long porch to one side with gable roof. This building is characterized by many small paned windows and verticle siding beheath a gable and horizontal siding in the gable. The gabled roof projects over and forms a porch supported by 2x4 columns with brackets attached to the roof beam. The porch is concrete, as are the steps. Some landscaping, but not well maintained.

177. 67 E. Eighth P-39-003001 Ca. 1920 Good

A bungalow with a combination of gabled roofs: one from the main gable and another which forms the porch. The porch is supported by massive columns on either end and are on a base of masonry. This base forms the porch. Porch and steps concrete; there is no balastrade. The structure is built of

horizontal beveled siding with small attic vent at the apex of the main gable. The grounds are landscaped at the base with shrubbery and lawn.

178. 73 E. Eighth P-39-003003 Ca. 1906 Good

A late victorian cottage with gabled roof. Projecting from the main gabled roof is a smaller gable and hip roof to form the top of the porch. The roof of the porch is supported by two columns with brackets attaching to the roof support beams. The porch floor is wood, while the steps are concrete. The balastrade is made of verticle wood members. The decorative feature within the projecting gable is the fish scale siding and above the porch a beam. Brackets are formed as part of the facia and used to support the projecting gable. The building material is drop lap siding. There is very little yard as the building is close to the front propaty line.

179. 81 E. Eighth P-39-003006 Ca. 1906 Good

A late victorian cottage with gabled roof and half porch. Projecting from the main gable roof is a smaller gable and hip roof that forms the top of the porch. The porch is supported by two 4x4 columns with brackets attached at the roof beam support. The ballestrade is closed with horizontal siding. The foundation has been refaced with brick. Porch is wood, steps concrete. The building is horizontal drop siding. Within the projecting gable is small fish scale shingling. The lawn is well maintained, as is the landscaping.

180. 87 E. Eighth P-39-003007 Ca. 1906 Good

A late victorian cottage with half porch, and gabled roof. Projecting from the main gable roof is a smaller gable roof and hip roof that forms the porch. The porch is enclosed and the front door moved to the top of the staircase. The staircase and ballestrade are constructed of wood. The most predominate feature is in the gables where there is fish scale shingling. Underneath each gable is a projecting window forming "oriel" windows. There is little landscaping and it is not well maintained.

181. 93 E. Eighth P-39-003008 Ca. 1896 Good

A 1-story wood frame east lake cottage with shiplap siding, including hip roof with gabled angle bays and half porch. The building has incised brackets with pendent and arched brackets over the bay. The porch is supported by two columns and is wood as are the steps and ballestrade. There is base planting and around the porch.

182. 105 E. Eighth P-39-003010 Ca. 1895 Good

A late victorian cottage with gabled roof and half porch. Projecting from the main gable roof is a smaller gable roof with angle bay beneath and hip roof that forms the top of the porch. Above each bay are arched brackets. The porch detailing is relatively simple with two square column posts supporting the porch and ballestrade, which is composed of horizontal beveled siding, while predominate siding material of the house is horizontal drop siding. To the East Street side is a shed roof, side door entrance and attic dormer window. The characteristic feature is a 2-story tank house to the rear of the propety and a small cottage with a full porch. The front porch is supported by five columns with simplified brackets holding up the porch.

P-39-002871
Contributing

183. 111 E. Ninth St. P-39-003012

The ballestrade is remodeled into ranch style. The foundation is wood, as are the porch and steps. The building material is horizontal drop siding. It is well landscaped and maintained, with much landscaping at the base of the porch and large evergreen cyprus trees on either side of the asymetrical entrance to the front porch.

184. 123 E. Eighth P-39-003014 Ca. 1920's contributing

A bungalow with interpreting shaped lot. The lot is formed by two intersecting streets at a very acute angle. The predominate feature is its wrought iron detailing in front and well maintained base landscaping and the amount of green lawn in front.

185. 232 W. Ninth P-39-004079 Ca. 1925 contributing

A bungalow with gable roof that covers a three-quarter porch which is supported by two massive columns at either end and has a base of masonry between the two columns. The entrance to the porch is from the side, while the front door remains in the middle of the porch. Building material is horizontal beveled siding. The predominate feature is the landscaping which is well maintained with trellis work on the porch and a 3' chain link fence with climbing plants.

186. 222 W. Ninth P-39-004077 Ca. 1900 contributing

An L-shaped cottage with drop horizontal siding and intersecting gables forming a protective area for the front porch. The porch is composed of a small shed roof supported by two columns. The entrance to the house is under the projecting gable. There is a well maintained yard with foundation landscaping and front lawn.

187. 122 W. Ninth P-39-004072 Ca. 1910 Noncontributing

A small cottage with hipped roof and stucco walls. There is a garage addition located in front of the house and has a hip roof and stucco siding. The predominate feature is the small picket fence.

188. 118 W. Ninth P-39-004071 Ca. 1925 contributing

A bungalow with half porch. The main structure has a small gable projecting from it forming the half porch. The porch is supported by two angular columns on either side of the supporting beam of the porch. The rafters of the roof project and brackets connect to the beam adding a structural element to the appearance of the building. The porch and steps are of wood. The siding has been replaced with John Mansville siding. There is no lawn but the front area is enclosed by raised concrete header and is devoted to flowers and plants.

189. 112 W. Ninth P-39-004070 Ca. 1920 contributing

A bungalow characterized by one main gable and a small gable forming a half porch which projects from the main gable. The porch is supported by two columns at either end. The ballistrade and foundation of the porch are combined into one element. The staircase and floor are wood. Structural elements are indicated in gable with the roof rafters projecting out and brackets supporting them. Siding has been replaced by John Mansville siding. There is minimal landscaping and some lawn.

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100 W. Ninth P-39-004069 Ca. 1890-95 Good

190. A simple cottage with the main characteristic being the wrap-around portion of the front porch on the corner lot. The building is composed mainly of one large gable roof structure with a shed roof attachment forming a porch around two sides of the building. Horizontal drop siding is used on most of the house. The balastrade is also of horizontal drop siding, as is the supporting beam underneath the roof. The property is well maintained with lawn and foundation landscaping.

191. 92 W. Ninth P-39-004068 Ca. 1925 contributing

A bungalow characterized by two gable roofs, one forming the main structure, while the second projects from the main gable roof and forms a porch. The 3/4 length porch has an angular staircase leading towards the corner of the street intersection. It has a supporting beam with stepped appearance. Each gable has projecting roof elements with angular brackets supporting them, giving a structural appearance to the gables. The building siding is mainly horizontal drop siding. Within each gable is a small verticle slat for air vents. The property is well maintained with dense foundation landscaping at the front of the porch and side of the house, and lawn to the right-of-way.

192. 84 W. Ninth P-39-004067 Ca. 1900 Good

A simple cottage with full porth. The building is characterized by a shed front porch that is supported by four columns with brackets. The predominant building material is verticle board and batten; the foundation, porch and steps are of wood, with the ballestrade being open with simple wood string course. Iron handrails for the steps has been added. The building is designed symetrically with the front steps flanked on either side by large paned windows. The landscaping at the base is minimal as the building is very close to the public right-of-way.

193. 80 W. Ninth P-39-004066 Ca. 1900 contributing

A bungalow remodeled with half porch. The porch design is composed of hipped roof that intersects two gables: one main gable of the house, while the other which projects from it, forms a bay. The porch detailing has been replaced with decorative wrought iron work. It is a wood porch with concrete steps. There is minimal landscaping as it is close to the property line, however, there is base planting along the sides of the house and one large tree in the front yard.

194. 70 W. Ninth P-39-004063 Ca. 1915 contributing

A bungalow, simple in appearance and composed mainly of one large gable. The porch appears to be recessed back into the gable and its facade. The porch ballestrade and the rest of the building is composed of drop lap siding, with a wood porch and concrete steps. The structural elements indicated with use of brackets holding up ridge rafters. There is no building foundation landscaping and little lawn as it is close to the public right-of-way.

195. Vacant

196. 233 W. Ninth P-39-004080 Ca. 1925 contributing

A bungalow with gable roof. Projecting from the pabled roof is a hipped roof that forms the porch. The porch consists of two heavy support columns at

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each end, with columns resting on large bases that form the ballestrade. Structure material is beveled siding. The property is well landscaped with many ornamental shrubs along the front entrance and porch. Entrance to the porch is from the side.

197. 225 W. Ninth P-39-004078 Ca. 1925 contributing

A bungalow with one gable and full porch. The porch portion appears to be recessed underneath the gable and is supported by two columns at either end. The ballistrade seems to be a continuation of the front facade with its horizontal siding. Access to the house is through the center of the porch to the front door which is flanked on either side by asymetrically located windows. In the center of the gable is an attic vent. The property is lacking in maintenance and there is some landscaping at the base of the porch.

198. 215 W. Ninth P-39-004076 Ca. 1950 Noncontributing

A stucco apartment of the '50's style in which a gable roof has a very flat pitch and a very large facia board surrounds the entire perimeter of the roof line. The units are of stucco with aluminum windows with small undersized shutters. There is no landscaping, except some lawn.

199. 205 W. Ninth P-39-004075 Ca. 1950 Noncontributing

A brick ranch style office building with very flat pitched roof and large facia board. The building is dominated by its massive trees onsite and a high base shrub landscaping.

200. 151 W. Ninth P-39-004074 Ca. 1940 Noncontributing

A ranch style board and batten structure characterized by a very long porch the full length of the building. A gable roof projects out and forms the porch which is supported by five 4x4 columns with simplified brackets attached to the porch beam. The building is void of any foundation landscaping except for one large tree and some lawn.

201. 125 W. Ninth P-39-004073 Ca. 1965 Noncontributing

A government concrete block building. The interesting feature is its pediment which is flat, however, different structural material is used to provide a different appearance to the pediment. The cornice details are composed of projecting masonry elements in a string course. Other features are the large windows on the front and side of the property which are framed in a similar relief masonry unit similar to the pediment. It is well landscaped with some building foundation shrubery.

202 and 203. Parking lots.

204. 77-79 W. Ninth P-39-004005 Ca. 1892 Excellent

A 2-story wood frame building with shiplap siding and designed in the delta east lake style. This building is a combination of hip and gable roofs, gabled angled bay with half porch, and an outside stairway to the second story main entrance. There are spindles in the gables and slat work on the porch.

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205. 73 W. Ninth P-39-004064 Ca. 1900 contributing

A 2-story hip and gable structure with a long staircase leading to the second floor porch which is L-shaped and supported by two columns which support the hipped roof. The predominate feature is the landscaping which is very heavy at the base of the staircase. There is a well maintained lawn and a privet hedge running along the property line. The siding is horizontal drop siding.

206. 61 W. Ninth P-39-004063 Ca. 1900 contributing

A 1-story hip and gable structure. Predominate feature is the gable which forms the porch. The porch floor is wood, with steps remodeled with concrete. The building is devoid of any architectural decorative features. Tongue and groove siding is used.

207. 53 W. Ninth P-39-004061 Ca. 1909 contributing

A bunglow with full porch, hipped roof line and hipped dormer in the center of the roof. The porch is supported by four columns with brackets attached to the porch beam. Horizontal beveled siding is used. The lawn is well maintained. Porch and steps are wood.

208. 45 W Ninth P-39-004060 Ca. 1925 contributing

A stucco bungalow with front porch remodeled to include a room and half porch. Landscaping at the base of the structure is in a brick planter box; the lawn is well maintained.

209. 41 W. Ninth P-39-004059 Ca. 1910 Good

A bungalow with hipped roof and attic vent with a full porch. The porch is characterized by four posts: two in the center to form an arch that frames the front door. The front door is flanked by two symetrically located windows. Horizontal drop siding is on the building, foundation and ballestrade. The porch has support columns and is open. There are rosebushes at the base of the porch, a concrete planter box and the lawn is well maintained.

210. 31 W. Ninth P-39-004058 Ca. 1906 Good

A late victorian cottage with hipped roof, projecting gable and angled bays with half porch. Over each gable are angular brackets with spinkles. The porch and steps are wood and supported by two 4x4 posts with angled brackets supporting the beam. The beam is composed of horizontal 2x4's. The building has drop lap siding. There is landscaping around the bay window and front porch; the lawn is well maintained.

211. 25 W. Ninth P-39-004057 Ca. 1906 Good

A late victorian cottage with gabled roof and half porch. Projecting from the main gable is a smaller gable and angled bay. Above the angled bays are small brackets with scroll work. The porch is supported by two 4x4 columns with saw cut brackets attached to the underlying beam. This beam is composed of horiztontal and verticle 2x4 members providing an open and lacy appearance. The ballestrade and steps are of similar wood construction.

The roof and staircase are wood. The building is drop lap siding, as is the foundation. The building has ivy on the sides and a palm tree near the porch.

212. 21 W. Ninth P-39-004056 Ca 1906 Good

A late victorian cottage with gabled roof and half porch. Projecting from the main gable is a smaller gable roof and angled bays. The hipped roof forms the top of the porch. The porch is composed of two posts with scroll brackets attached to an open beam framework of verticle 2x4's. Porch and stairs are wood. Above the angled bays are saw cut brackets with spindles. The building is horizontal drop lap siding. There is minimal foundation planting but the lawn is well maintained.

213. 15 W. Ninth P-39-004055 Ca. 1950 Noncontributing

A commercial concrete block building whose predominate feature is a glass area in front with tile inserts around the base of the window. The building is set at the property line and there is no landscaping.

214. 26 E. Ninth P-39-003019 Ca. 1900-06 Good

A late victorian cottage with gabled roof and half porch. Projecting from the main gable is a smaller gable and hipped roof that forms the top of the porch. The porch is supported by two 4x4 columns with saw cut wood brackets attached to the porch beam. The beam is composed of verticle open 2x4s and the pattern is used also in the ballistrade of the porch and the staircase. Wood on the porch and steps. The building uses horizontal drop lap siding. At the apex of each gable is an incised bracket. There is a water tower to the rear that has been remodeled into a residence. The top floor has aluminum windows. The building is well maintained with landscaping and lawn.

215. 48 E. Ninth P-39-003023 Ca. 1907 Good

A bungalow of 1-story with hipped roof and hipped dormer vents and attic windows. It is characterized by a full porch across the entire frontage which is supported at the corners by four round turned posts and a central staircase. The posts are designed in a manner to form arches over the entrance way and adjoining bays of the house. The ballistrade is constructed as a solid unifying element, with the house. The porch is wood, with steps of concrete and wrought iron handrailings. Square butt shingles are used for siding. Landscaping is excellent and the lawn is well maintained.

216. 68 E. Ninth P-39-003027 Ca. 1905 contributing

A late victorian cottage with gabled half porch. Projecting from the main gale is a smaller gable roof and hipped roof that forms the top of the porch which is supported by two 4x4 posts that attached directly to the porch beam. A decorative feature is in the gables where fish scale siding is applied. In the main gable, there is an attic vent window. Building material is drop lap siding. The porch, steps, handrail are wood; the ballistrade is made of a 2x4 stringer. There are two evergreen shrubs flanking the smaller gable.

217. 68 E. Ninth P-39-003028 Ca. 1905 contributing

A false front garage with stepped pediment. The structure has horizontal drop siding, however, the sides are verticle board and batten. Twin garage doors within each are open in the middle.

218. 80 E. Ninth P-39-003033 Ca. 1925 contributing

A 1-story bungalow characterized by horizontal beveled siding. A wood staircase was remodeled into concrete, with a concrete porch. There is minimal landscaping and the lawn needs care.

219. 90 E. Ninth P-39-003034 Ca. 1915 contributing

A square bungalow with half porch, hipped roof and hipped attic ven dormer. The half porch is recessed underneath the hipped roof and supported by two 6x6 columns. The ballistrade and the rest of the building is in ship lap siding. Porch and steps in concrete. There is quite a bit of landscaping at the base of the building and some lawn.

220. 98 E. Ninth P-39-003035 Ca. 1935/1930 contributing

A simple cottage with horizontal drop siding, a small gable projecting over the front door with saw cut brackets supporting the roof structure. There is little landscaping.

221. 206 E. Ninth P-39-003044 Ca. 1905 contributing

A late victorian cottage with gabled roof and half porch. Projecting from the main gable is a smaller gable roof with angled bays and hipped roof that forms the top of the porch. The porch is supported by two rather large lathe turned columns. Horizontal drop siding is the building material for the structure and ballistrade. The foundation is verticle siding. There are square butt shingles in the gables. There is landscaping on the perimeter and base of the building and one small tree by the porch. The property is well maintained.

222. 210 E. Ninth P-39-003045 Ca. 1925 contributing

A 1-story bungalow with half porch which is supported by one triangular shaped massive column. The ballistrade is beveled siding, as is the rest of the building. There is a metal awning over the main window. Wrought iron rail on the stair entrance. Many plants are at the base of the building and there is a well maintained lawn.

223. 214 E. Ninth P-39-003046 Ca. 1900 contributing

A 2-story structure with attached water tower that has been combined into one residence. The building is characterized by high gabled roof at the front with horizontal drop siding. It appears a shed roof has been enclosed to form a porch. A metal awning overhangs the front entrance. There is a small picket fence in front.

224. 220 E. Ninth P-39-003048 Ca. 1905 contributing

A shingled 1 story bungalow with half porch. Interesting feature is the exterior wainscoating that is drop lap siding. The foundation is faced with red brick masonry. The gabled portion that projects above the hipped portion of the roof contains diamond shaped shingling; another addition is the use of wrought iron on the front stairway ballistrade. Landscaping at the base is minimal; there is some lawn.

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225. 232 E. Ninth P-39-003051 Ca. 1905 Noncontributing

An altered square bunaglow whose predominate feature of a hipped roof and half porch is the use of aluminum siding, horizontal, and conversion of wood windows to aluminum frame. Supports for the recessed porch have been remodeled and decorative wrought iron supports and handrails. The foundation has veneer of rock. There is minimal landscaping but lawn to the property line.

226. 240 E. Ninth P-39-003053 Ca. 1905 Noncontributing

An altered square bungalow, whose predominant feature is elimination of the orignal material and covered with stucco. The windows have been replaced with aluminum sliding windows. The foundation is faced with used brick masonry. The property is surrounded by chain link fence.

227. 246 E. Ninth P-39-003055 Ca. 1905 contributing

A bungalow with half porch supported by two small lathe turned columns. The exterior is of wainscoating horizontal drop siding which is also applied to the ballistrade. The remainder of the building is beveled siding. The staircase and balastrade are of wood. Minimum landscaping, with lawn to the property line.

228. 25 E. Ninth P-39-003018 Ca. 1900 Good

A late victorian cottage with hipped roof and projecting gabled roof with angled bays. The hipped roof forms the top of the porch which is supported by two lathe turned column brackets that support the roof beam. The roof beam is characterized by verticle 2x4 and open pattern. Above each of the angled bays are saw cut brackets. The porch and staircase are wood, while the ballistrade and rest of the building is drop lap siding. There is landscaping and many trees, surrounded by a chain link fence.

229. 33 E. Ninth P-39-003090 Ca. 1898 Good

A late victorian cottage with gabled roof and angled bays. An interesting feature is access to the parcel from the side due to the narrowness of the lot. The side entrance has overhanging shed roof supported by turned columns. There are wood steps. Ample landscaping around the base, with one large tre in the center of the angled bay. There is very little decorative treatment to the building.

230. 41 E. Ninth P-39-003091 Ca. 1920 Good

A stucco 2-story apartment with shed roof attachement supported by four massive columns that form the second floor residence, while beheath the second floor is a covered patio. The building is symetrical in approach to design in that front door is between the two central supports and flanked on either side by large windows. There is a planter brick box around the base of the porch. Some landscaping, but well maintained.

231. 49 E. Ninth P-39-003093 Ca. 1905 contributing

A 1-story central gable square cottage designed with a half porch. The porch is recessed beheath the gable and supported by two 4x4 columns which have stylized brackets attached to the underlying beam. The building exterior has three different elements: within the gable are fish scale shingles, dormer attic and vent; below the base of the gable, square butt shingling

which moves into horizontal beveled siding. Additions to the building include shutters on either side of the main window. Stairs and porch are of wood. There is much landscaping at the perimeter of the building, including fruit trees, etc. The lawn is well maintained.

232. 55 E. Ninth P-39-003024 Ca. 1905 contributing

A central gable square cottage with half porch recessed. The gable has fish scale shingles and at the base, square butt shingles. Below the gable, the exterior siding has been removed and John Mansville type siding installed. The porch, stairs and ballistrade are wood. A large palm tree is in front of the property with small shrubs near the porch.

233. 65 E. Ninth P-39-003025 Ca. 1905 contributing

A colonial revival bungalow with angled bay. The roof style is hipped with an asymetrically located hipped attic dormer. The front entrance is in the center and flanked on one side by an angled bay and on the other by a square bay. Colonial revival influence is a result of the entrance which has two large turned columns. The building elements are mainly horizontal beveled siding. The only modification is the use of modern stairway of concrete with wrought iron railing attached. There is minimal perimeter landscaping with some lawn.

234. 69 E. Ninth P-39-003029 Ca. 1905 contributing

A shingled gabled cottage with full proch which is supported by four large posts, center two form an entryway to the front door. The ballistrade is simple wood, with iron handrails leading to the wood porch.

235. 79 E. Ninth P-39-003031 Ca. 1903-06 Good

A 1½-story delta type colonial revival structure with angled bay under half of the hipped roof which contains a hip dormer for attic vent. The porch wraps around a protion of the building and is formed of single arches. The ballestrade is simple verticle 2x4's, while siding of the building is beveled siding with fish scale shingles above the window line. There are two garlands on either side of the porch arch. The bottom half story is tongue and groove siding. There is minimal landscaping.

236. 103 E. Ninth P-39-003036 Ca. 1906 Good

A colonial bungalow with a half L-shaped porch supported by four turned columns with brackets attached to the supporting beam of the roof. The gable in front has a fan designed window with a small attic vent above. The exterior is horizontal tongue and groove siding, while the gable portion of the hipped roof is square butt shingles. The porch is wood, with concrete stairs. The front door was converted to modern with no transom window.

237. 107 E. Ninth P-39-003037 Ca. 1906 Good

Same as 236.

238. 113 E. Ninth P-39-003038 Ca. 1906 Good

A colonial bungalow with a half L-shaped porch with some remodeling. The

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window fan remains in the front gable, with a square butt shingle design. The front windows were removed and replaced with one aluminum frame window. The horizontal siding has been replaced with large shiplap siding. The foundation is faced with stone work. The porch supports have been eliminated and wrought iron columns installed with wrought iron ballistrade on the porch and staircase leading to the porch. The stairs have new slab steps with metal central support. There is minimal landscaping.

239. 119-121 E. Ninth f-39-003039 Ca. 1920 contributing

A bungalow duplex characterized by two smaller gables projecting from the large main gable of the main structure. Within the gables are verticle elements forming a design feature which acts as an attic vent to the structure. The basic building materials are horizontal beveled siding. The units are symetrical. There is landscaping on either side of the staircases with separate walkways.

240. 127 E. Ninth f-39-003040 Ca. 1920 contributing

A prairie style 2 story apartment currently being remodeled. There are two angular bays on the second floor that project over the flat front of the first floor which is being remodeled. New aluminum windows are being inserted and the entrance modified and reduced in half. The second floor exterior material is horizontal beveled siding, while the first floor remains drop lap siding. There is minimum landscaping.

241. 135-137 E. Ninth f-39-003041 Ca. 1920 contributing

A 1-story bungalow duplex which has one large gable roof enclosing 2 half porches, each of which is recessed under the gable and supported by twin columns. Horizontal beveled siding and grey and white brick masonry is used to support the columns. The porches are wood, steps converted to concrete. Minimal landscaping and lawn.

242. 145 E. Ninth f-39-003042 Ca. 1912 Good

A bungalow with full porch, square butt shingles in the gable and structural elements evenly spaced, rafters with brackets. Small rafter elements over the porch line. The porch and steps of wood. There is a small wire fence with a gate. Main siding material is stucco, with horizontal beveled siding.

243. 205 E. Ninth f-39-003043 Ca. 1950 Noncontributing

A ranch style structure with one large gable roof parallel to the street that recesses with the porch, forming a smaller gable perpendicular to the street. There are aluminum windows, stucco siding. The porch gable has verticle wood elements with wrought iron railings. The foundation has a facing of brick. The property is well maintained and has an attached 1-car garage.

244. 215 E. Ninth f-39-003047 Ca. 1916 Good

A bungalow with full porch which has a very low appearance and is supported by 4x4 posts equally spaced throughout the building front. Symetrical

in appearance, in that the staircase leads to the central main door entrance and is flanked on either side by one small window. The ballestrade repeats the small 2x4 elements of the roof. Exterior material is square butt shingles.

245. 223 E. Ninth P-39-003049 Ca. 1910-16 Good

A bungalow with full porch with a small gable roof in the middle of a hipped roof. Full recessed proch supporeted by two large oversized columns at the ends, with two smaller columns flanking a central staircase leading to the front door, which is flanked by two asymetrically located windows that have been converted to aluminum frame windows.

246. 231 E. Ninth P-39-003050 Ca. 1925 Noncontributing

An altered victorian cottage which has had Mediterranean and Spanish improvements of arches with aluminum sliding windows made to it. There is minimal landscaping as the property is under construction at this time.

247. 237 E. Ninth P-39-003052 Ca. 1925 contributing

A 1-story bungalow with half porch. The porch is formed by projection of a small gable from the longer gable and is supported by two square columns resting on two cement piers. The stairs are concrete with iron railings. There is much decorative planting and a well maintained lawn.

248. 245 E. Ninth P-39-003054 Ca. 1925 contributing

A 1-story bungalow which has been slightly remodeled in that the front porch has massive appearance with a large verticle column supports supporting a massive roof. The entrance to the porch addition is metal awning with wrought iron supports. There is much landscaping at the base of the building and a lawn.

may have another item

249. 917 A Street P-39-002887 Ca. 1915 Noncontributing

A gabled bungalow with a half recessed porch supported by one square massive column. Horizontal ship lap siding is used. There are large shrubs at the base and lawn.

250. ~~957~~ 757 A Street P-39-002885 Ca. 1909 Excellent

A 2½-story wood frame structure with clapboard below and shingles above. The steeply shaped gable roof with shingled gables and engaged columns and gable top. There is a recessed ground floor porch with paired posts. An aluminum window is on the second floor. There is an iron bedstead fence with vines.

251. 745 A Street P-39-002884 Ca. 1910 Noncontributing

A 2-story stucco apartment with very flat facade. Predominate feature is the landscaping along the base of the building.

252. 739 A Street P-39-002882 Ca. 1925 contributing

A 1½-story bungalow with half porch. There is a very large front gable with part of the top gable truncated. Within the gable over the main entrance door is one large window with square butt shingle siding within the gable. The half porch is recessed under the gable and supported by two columns of 4x4 posts. The ballastrade, as is the rest of the lower half of the building,

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is horizontal beveled siding. The main access is from the middle of the building. There is minimal landscaping at the base of the building, but ample front lawn.

253. 731 A Street P-39-002881 Ca. 1900 Noncontributing

An altered cottage with horizontal aluminum siding and a small metal canopy over the front door.

254. 729 A Street P-39-002880 Ca. 1920 contributing

A cottage with hipped roof. A portion of the hipped roof projects out and forms a half porch supported by two massive columns on either side. There is a small square bay with one window. Entrance to the porch is from the side between a square bay and the porch. The building has horizontal shiplap siding. There is no landscaping except for the front lawn and a 3' chain link fence.

255. 715 A Street P-39-002879 Ca. 1925 contributing

A bungalow with full porch recessed and supported by grey and white brick pillers. The ballistrade is converted to a large sitting bench. The building appearance is asymetrical with a large window and door on one side and one window on the other. The exterior is horizontal beveled siding. There is minimal landscaping.

256. 709 A Street P-39-002877 Ca. 1925 contributing

A bungalow with full porch supported by grey and white brick columns. Access is from central steps. The exterior is horizontal siding replaced with Johns-Manville asbestos asphalt shingles. There is much landscaping of shrubs trimmed to miniature trees in the front yard and the property is well maintained.

257. 703 A Street P-39-002875 Ca. 1905 contributing

A bungalow with full porch supported by twin columns on either side of the gable and recessed. The ballistrade is remodeled and replaced with a wrought iron railing. Steps and porch are wood. External material is horizontal beveled siding. There is very little landscaping.

258. 922 A Street P-39-002888 Ca. 1915 contributing

A gabled bungalow with half porch which is supported by two square columns. Horizontal beveled siding, with trellis work on the front of the porch. There is much landscaping and a front lawn. The porch is wood and the stairs concrete.

259. 916 A Street P-39-002886 Ca. 1930 Noncontributing

A ranch style board and batten with attached garage. A hipped roof projects out and forms a very long porch supported by columns with stylized brackets supporting the beam of the porch. The garage is a square structure with verticle board and batten. There is landscaping at the base of the porch and a well maintained lawn.

260. 714 A Street P-39-002878 Ca. 1905 contributing

A late victorian cottage with gable porch and half roof. Projecting from the main gable roof is a smaller gabled roof, hipped portion of this forms the top of the porch, which is supported by structural elements of similar siding material as the exterior of the building - square butt shingles. The ballastrade is an integral part of the design - the same material as the exterior. Concrete stairs and wrought iron rails. There is landscaping at the base of the structure and a small chain link fence and gate.

261. 704 A Street P-39-002876 Ca. 1915 contributing

A late victorian cottage with gabled roof and half recessed porch. Projecting from the main gable is a smaller gable roof. The hipped roof forms the top of the recessed porch which is supported by round columns. The exterior is horizontal beveled siding; and under the gable are fish scale shingles. There is much planting at the base of the building and a small chain link fence.

5376-0001-0262 → 5376-0001-0263
262. and 263. 616 and 614 A Street Ca. 1950 Noncontributing
P-39-002874 ↙ ↘ P-39-002873

Stucco bungalow duplexes with stucco facade with external wainscoating of brick. Very flat pitched roof. Over each entry is a small projecting roof.

264. 803 B Street Ca. 1925 contributing

A bungalow. Projecting from the main gable is a smaller gable which forms a portion of the half porch, which is supported by small columns mounted on top of large concrete support bases. The porch and stairs are now concrete. The ballastrade is three horiztontal supports. The building is horizontal beveled siding. At the apex are vertical boards providing an attic vent. Incised brackets at the apexes of the gables. There is minimal landscaping and a small front yard.

265. 733 B Street P-39-002899 Ca. 1905-10 Good

A colonial revival 2-story with 3/4 porch. There is a hipped roof with supporting brackets at cornice level on the second floor. There is a square bay window projecting from the first floor at one corner. The porch is recessed and supported by twin columns. The exterior is beveled horizontal siding. There are two large palm trees flanking the front door and a chain link fence surrounding the property.

266. 719 B Street P-39-002897 Ca. 1915 Noncontributing

A simple cottage with horizontal beveled siding with a front gable forming the porch which is supported by columns. There is ample landscaping and a chain link fence around the property.

267. 709 B Street P-39-002896 Ca. 1950 Noncontributing

A ranch duplex with a low pitched roof and high central gable that forms the porch which is supported by columns. There is ample landscaping and a high chain link fence around the property.

P-39-002900, P-39-002901

P-39-002871

268. 918-20 B Street — Ca. 1925 — contributing

5376-0001-0268 and 5376-0001-0269

A bungalow duplex with one large gable projecting from the main gable to form a 3/4 porch which provide shelter for both units, with a central support column between the units. It is covered with horizontal beveled siding. There is minimal landscaping. Adjacent to the duplex is a 2 separate car garage in bungalow style with a flat gable roof and horizontal beveled siding.

269. 918-920 B Street — Ca. 1925 — contributing

Same as 268.

270. 730 B Street P-39-002898 — Ca. 1930 — contributing

A simple cottage with half recessed porch. Horizontal tongue and groove siding is used. The porch is supported by two small column posts; the ballistrade has been replaced with wrought iron rail work. There is a brick porch and steps. Minimal landscaping.

271. 835 C Street P-39-002910 — Ca. 1895 — contributing

A late victorian cottage with hipped roof and half porch. Projecting from the main hipped roof is a smaller gable roof and angled bay whose base forms the porch which is supported by 4x4 columns at either end. The balastrade is simple wood construction, as are the porch and stairs. There is a starburst located in the gable and fish scale shingle material in the gable over the angle bays. Horizontal drop siding is used. There is some landscaping at the base.

272. 829 C Street P-39-002909 — 1950 — Noncontributing

A stucco commercial building that has modified moderne entrance with a large plate glass window in large square panes. There is a wrought iron railing in the front door. Minimal landscaping at the base.

273. 827 C Street P-39-002907 — Ca. 1920 — contributing

5376-0001-0273

A bungalow with a 3/4 porch. The exterior is stuccoed over, however, the sides remain the original beveled siding. Access to the house and front porch is from the side, while the main door is in the center of the structure. Minimal landscaping at the base.

274. 827 C Street P-39-002908 — Ca. 1920 — contributing

5376-0001-0274

A shed roof garage with horizontal beveled siding with twin garage doors; each garage door has two separate doors.

275. 673-675 C Street P-39-002905 — Ca. 1950 — Noncontributing

A stucco duplex with a flat roof line, stucco walls, aluminum windows inserted. There is a garage located between both units. There is little landscaping other than a front lawn.

276. 613 C Street P-39-002904 — Ca. 1919 — Noncontributing

A metal quanset hut with one large tree at the front entrance.

39-5376-1-D
P-39-002871

276. 814 C Street P-39-002906 Ca. 1920 contributing

A mission revival building with stepped parapet with a hipped roof over the front door. Drain holes appear at the front facade at roof level below the parapet wall. The structure is symetrical in design with the door in the center, flanked by two windows, each window flanked by inappropriately scaled shutters. No landscaping.

278. 726 D Street P-39-002936 Ca. 1925 contributing

A bungalow with one large central gable. The front door is slightly recessed. Horizontal beveled siding used.

279. 714 D Street P-39-002935 Ca. 1915 contributing

A bungalow with half porch recessed with one supporting column. Wood replaced by concrete in the porch and steps. Minimal landscaping and front yard.

280. 821 D Street P-39-002937 Ca. 1920 contributing

A 2-story apartment with ship lap siding. The top floor is intact with corner windows; the first floor was remodeled with aluminum sliding windows. No landscaping as it is built to the property line.

614 D Street P-39-002934

281. A simple cottage remodeled to enclose the front porch. Horizontal beveled siding is used on the main building, and the porch has tongue and groove horizontal siding. There is a picket fence in the front, but no yard.

282. 741 E Street P-39-003064 Ca. 1900 contributing

A 2-story apartment with ship lap siding. The top floor is intact with corner windows; the first floor has been remodeled with aluminum sliding windows. Built to the property line so no landscaping.

no corner windows

283. 725 E Street P-39-003063 Ca. 1910 Noncontributing.

A modern bungalow with horizontal siding and metal awning in front, creating a porch. The property is well maintained with much landscaping at the base of the building.

1935

284. 705 E. Street P-39-003061 Ca. 1930 Noncontributing

An I-shaped cottage with Johns Mansfield asbestos shingles. The front porch is a projection of the main building's hipped roof. Access is from the side. There is a large lawn and a small chain link fence with much landscaping at the base of the building.

724

285. 725 E. Street P-39-003062 Ca. 1900 Good

A bungalow with full porch with access to the building offcenter and on either side, one window. The porch is supported by four columns; the center two are offcenter to frame the front door. The porch and stairs are of wood; the ballistrade and gable material and siding for the house is ship lap. There is some planting at the base of the building and a minimal front yard.

39-5376-1-D
P-39-002871

286. 620 E. Street P-39-003060 Ca. 1940 Good

A gabled cottage with full porch composed of shed roof projecting from the base of the gable and supported by 4x4 columns, with access from the side of the property. Symetrical building with the front door at the middle of the structure and flanked with very large thin windows on either side of the front door. Over the front door in a gable is a small attic vent. The gable is composed of square butt shingling, while the remainder of the house is horizontal drop lap siding. The foundation of the porch and the porch are wood, with a hedge along the front acting as the ballistrade. There is very little landscaping.

287. 606 E. Street P-39-003059 Ca. 1900 contributing

A small gabled cottage with half porch formed with the hipped roof attachment to the gable. Horizontal drop lap siding is used on the exterior. The porch and stairs are wood and the ballistrade and foundation of verticle members together to form a screen.

288. 905 F Street P-39-003079 Ca. 1940 Noncontributing
289. 911 F Street P-39-003081
280. 921 F Street P-39-003082

Square triplex of modern design with stucco exterior walls, wrought iron handrails on the porches and hipped roofs. The property is well maintained with good landscaping and lawns.

291. 737 F Street P-39-003078 Ca. 1900 contributing

A late victorian cottage altered with large projecting gable from the hipped roof forming the half porch. Extensively remodeled as the siding has been replaced with stucco, the foundation faced with masonry material, porch and steps now concrete; ballistrade modified to include diagonal boards and wrought iron handrails. There is not landscaping.

292. 727 F Street P-39-003074 Ca. 1900 contributing

A late victorian cottage modified with a gable projecting from the hip main roof forming a half porch. There is no ballistrade; the foundation is faced with concrete brick, as are the steps. The exterior siding has been replaced with stucco. The front door replaced with a modern door and no transom window.

293. 725 F Street P-39-003075 Ca. 1900 contributing

A late victorian cottage with gable roof and half porch. Projecting from the main gable is a smaller gable and hipped roof to form the top of the porch which is supported by two large columns with stylized brackets attached to the beam supporting the roof. Within each gable are diamond shaped shingles, such as used on the front of the porch. The inside portion of the porch is horizontal beveled siding, while the exterior of the structure is stucco. There is overgrown landscaping at the base of the building and no lawn.

291. 703-701 F Street P-39-003073 Ca. 1960 Noncontributing

A stucco duplex in ranch style characterized by twin gables at either end of the structure. There are garages in the center. The building has brick

wainscoating and aluminum sliding windows.

295. 920-910 F Street f-39-003080 Ca. 1930 Noncontributing

A duplex with a very flat pitched roof with garage between the two. The exterior wainscoating is of brick masonry units and stucco above this, with aluminum windows. There is much landscaping at the base and well maintained front yards.

296. 728 F Street f-39-003077 Ca. 1930 contributing

A square cottage. Projecting from the hip roof in the center of the roof is a small gable canopy which forms the porch and is supported by two small wrought iron columns and a ballistrade of wrought iron. The covering of the house is horizontal drop siding. Over both windows are metal awings. There is good landscaping at the base.

297. 716 F Street f-39-003074 Ca. 1911 Good

A single family bungalow with hipped roof and full porch with attic dormer and leaded glass window and shed roof. The building is divided symetrically in that the recessed porch is supported by three columns equally spaced and the central bay open entirely to the front door and other enclosed with a ballistrade made of horizontal beveled siding. The house is horizontal drop lap siding; the porch and stairs are of wood. There is no landscaping.

298. 626-622 F Street f-39-003072 Ca. 1940 Noncontributing

A stucco duplex with small gabled roof on either end. The gabled areas contain horizontal beveled siding, while the structure has a combination of horizontal tongue and groove siding and stucco. There are garages between the two units. There is no landscaping.

299. 616 F Street f-39-003071 Ca. 1935 Noncontributing

A square cottage with horizontal tongue and groove siding. Projecting over the front door is a small hipped awing with brackets for support.

300. 612 F Street f-39-003070 Ca. 1975 Noncontributing

A stucco duplex with gable and hipped roof, stucco walls with one small aluminum window, and a carport attached. Minimal landscaping on the side.

301. 602 F Street f-39-003069 Ca. 1940 Noncontributing

A bungalow with horizontal aluminum siding. The front porch is formed by a small gabled roof supported by wrought iron columns and the railing for the ballistrade. The exterior wainscoating is of brick with a brick planter box. The yard is well maintained and has good landscaping.

302. 919 West Street f-39-004097 Ca. 1905 contributing

A late victorian cottage with gabled roof and half porch. Projecting from the main gable roof is a smaller gabled roof that forms part of the porch. The roof of the porch is formed by the top of a hipped roof and supported by columns with saw cut brackets attached at the top of each gable at the

apex. The ballistrade has verticle 2x4 members. The porch is wood and the steps, concrete. There is no landscaping.

303. 917 West Street 5-39-004096 Ca. 1900 contributing

A small gabled cottage that has the front porch enclosed with horizontal siding and a screened front door. The property is overgrown with landscaping.

304. 903 West Street 5-39-004095 Ca. 1915 contributing

A bungalow with a half porch. Within the gable portion is a recessed attic window which also has decorative square butt shingles and fish scale shingles around it. The exterior siding is horizontal beveled. The recessed porch is supported by two large lathe turned columns which are anchored to the integral porch ballistrade. The porch is wood, steps concrete. There is overgrown landscaping at the base; the lawn is well maintained.

305. 741 West Street 5-39-004094 Ca. 1905 contributing

A late victorian cottage with a half porch and hipped roof with projecting gable dormer. There is a minor bay window adjacent to the recessed porch. The porch is supported by two 4x4 colums with brackets. The outside is horizontal drop siding. The very large lot is well landscaped.

306. 737 West Street 5-39-004093 Ca. 1950 Noncontributing

A small stucco cottage with a small projecting porch supported by two columns. There are two large trees at the front entryway.

307. 733 West Street 5-39-004092 Ca. 1915 contributing

A bungalow with full porch and shed with a dormer in the middle of the roof. The porch is supported by two columns and ballistrade, with the foundation faced with concrete stonework. The porch is wood, the steps concrete. There is no landscaping, but a well maintained lawn with a chain link fence.

308. 725 West Stret 5-39-004091 Ca. 1915 contributing

A bungalow with a hipped roof with small hipped dormer vent and a half porch. The exterior is wood ship lap siding. There is not landscaping.

309. 719 West Street 5-39-004090 Ca. 1940 Noncontributing

An altered bungalow with 3/4 porch and horizontal beveled siding. The porch is supported by three large posts with access at the side of the building. There is no ballistrade. Minimal landscaping at the base of the building and a front lawn.

310. 713 West Street 5-39-004088 Ca. 1915 contributing

An altered bungalow as the front half porch has been enclosed. The staircase has been extended to the front property line. There is minimal landscaping at the base. An interesting feature is the recessed attic window in the gable. The gable has square butt shingles; the window has fish scale shingles. Predominate exterior siding is beveled.

39-5376-1-D
P-39-002871

311. 705 West Street P-39-004087 Ca. 1915 contributing

A bungalow with half porch. Interesting feature is the recessed attic window. The gable has square butt shingles; the window has fish scale shingles. There is horizontal lap siding on the building. The porch is supported by square column posts, with access at the middle. The property has very little yard, but has a small ranch style fence at the front property line and a large tree.

312. 647 West Street P-39-004086 Ca. 1904 Excellent

A 1½-story wood frame structure late victorian cottage with hipped and gabled roof with angled bay and a half porch. There is stick work on the porch and sawed brackets. The location of the building is prominent at the west end of Seventh Street. An interesting feature is the entrance way to the front is marked by a stylized arch.

313. 611 West Street P-39-004085 Ca. 1905 contributing

A simple cottage with horizontal frame siding and half porch blocked in.

314. Opposite 922 West Street Ca. 1925 contributing
P-39-004078

A bungalow with horizontal beveled siding and a half porch partly recessed with part extending under the gable and supported by two massive columns on concrete foundation. The porch and stairs are concrete. There are large planters on each side, but a minimum of landscaping in the front yard.

316. 714 West Street P-39-004089 Ca. 1910-11 Excellent

A wood frame shiplap late victorian cottage with hipped roof, gabled angled bay and a half porch. Alterations include a rear addition and garage. There is a water tower and shed to the back. The property is surrounded by chicken wire fencing. There are many trees.

317. 617 East Street P-39-003005 Ca. 1970 Noncontributing

A duplex with gabled roof, stucco with wood accents around aluminum frame windows. There is a well maintained yard with many trees. Detached carport.

318. 707 East Street P-39-003006 Ca. 1920 Noncontributing

A simple cottage with deep recessed front door and small gable over two windows. Horizontal shiplap siding is on the outside. There is a fence intertwined with landscaping at the front.

319. 713 East Street P-39-003007 Ca. 1925 Noncontributing

A bungalow with a ½-porch. Interesting feature is modification of the bungalow theme to this particular lot. The building has gabled roof line in the middle of the facade centering over three windows and a small attic window. The porch is recessed and supported by two 4x4 columns. Horizontal beveled siding. The yard is overrun with weeds and a small chicken wire fence surrounds it.

320. 923 East Street P-39-003008 Ca. 1925 Noncontributing

A bungalow with half porch with horizontal beveled siding and gables on the porch and main structure. Gables are truncated slightly; supports of projecting gable are massive concrete pillars. Aluminum awning over the window. Good landscaping and well maintained lawn.

TRACY HISTORIC DISTRIC INVENTORY
#15 on Exceptional List

CENTRAL AVENUE

Address	Date of Construction	Architectural description	Contri-buting	Non-Contri-buting
601 Central	1899-1900		Except.	
612 Central	1911-12	Commercial/neo-classical revival	Excell.	
625-630 Central	CA 1960's	Concrete block		Intrusion
623 Central	CA. 1920	Neo-classical	Except.	
701-05 Central	1909	Mission revival	Good	
* Vacant Lot				Vacant
714, 716, 718 Central	Ap. 1911		Back.	
713 Central	1940-41	Streamlined moderne	Except.	
741 Central	1911	Commercial vernacular	Back.	
724-738 Central	CA. 1919	Commercial vernacular	Excell.	
801 Central	1920	Neo-classical revival	Except.	
819 Central	1920	Commercial verracular	Excell.	
* Vacant Lot				Vacant
* Vacant Lot				Vacant
828-840 Central	Ap. 1920	Commercial vernacular	Back.	
835 Central	1917	Renaissance revival	Excell.	
100 Block				Vacant Lot
100 Block	Ap. 1940's	County housing project		Non

District; f-39-00271

SIXTH STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
99 W. 6th	Ca. 1960	Metal Industrial Bldg.		Non
77 W. 6th	Ca. 1907-11	Late victorian cottage	Good	
69 W. 6th	Ca. 1949	Quonset bldg.	Back	
63 W. 6th	Ca. 1949	Quonset bldg. blade	Back	
813 "C" St.	Ca. 1949	Quonset bldg.	Back	
59 W. 6th	Ca. 1925	Bungalow		Non
49 W. 6th	Ca. 1910	Simple, neo-classical form	Back.	
47 W. 6th	1910-11	Neo-classical revival	Except.	
*Vacant lot				Vacant
*Vacant lot				Vacant
*Vacant lot				Vacant
*Vacant lot				Vacant
*Vacant lot				Vacant
*				Vacant
17 E. 6th	1912	Renaissance revival	Except.	
25 E. 6th	1911-12	Commercial vernacular w/ classicized details	Excell.	
27 E. 6th	1911-12	Commercial neo-classical revival	Except.	
33 E. 6th	1898	Romanesque revival	Except.	
*Vacant lot				Vacant
55 E. 6th	Ca. 1895	Victorian cottage	Back.	
59 E. 6th	Ab. 1925	Bungalow	Back	
73 E. 6th	Ca. 1898	Late Victorian cottage	Good	
79 E. 6th	Ca. 1895	Shingle-gable cottage	Back.	
87 E. 6th	Ca. 1891	Shingled cottage	Excell.	
95 E. 6th	Ca. 1925	Bungalow	Back.	
99 E. 6th	Ca. 1925	Bungalow	Back.	
105 E. 6th	Ca. 1920	Bungalow		Unimportant
121 E. 6th	Ca. 1905	Bungalow	Back.	
127 E. 6th	Ca. 1919	Bungalow w/brick veneer	Excell.	
137 E. 6th	Ca. 1911	Late Victorian cottage	Good	
147 E. 6th	Ca. 1900-06	Late Victorian cottage	Good	

District: F-31-00287

SEVENTH STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
215 W. 7th	Ca. 1895	Late Victorian cottage	Excell.	
214 W. 7th	Ca. 1925	Alt. Shngle gable bungalow	Back	
206 W. 7th	Ca. 1925	Shngle-gable bungalow	Back.	
202 W. 7th	Ca. 1925	Shingle-gable bungalow	Back.	
137 W. 7th	Ca. 1925	Bungalow	Back.	
133 W. 7th	Ca. 1926	Bungalow	Back.	
[illegible] W. 7th	Ca. 1925	Bungalow	Back.	
122 W. 7th	Ca. 1905	Small cottage	Back.	
117 W. 7th	Ca. 1915	Gabled bungalow	Back.	
111 W. 7th	Ca. 1895	Square cottage	Good	
136 W. 7th	Ca. 1950's	Duplex - S.S. Co. Housing		N/C*
134 W. 7th	Ca. 1950's	Duplex - S. S. Co. Housing		N/C*
126 W. 7th	Ca. 1950's	Duplex - S.S. Co. Housing		N/C*
124 W. 7th	Ca. 1950's	Duplex - S.S. Co. Housing		N/C*
122 W. 7th	Ca. 1925	Bungalow	Back.	
114 W. 7th	Ca. 1925	Bungalow	Back.	
106 W. 7th	Ca. 1891	Late victorian cottage	Good	
97 W. 7th	Ca. 1920.	Alt. 1920's church	Back.	
85 W. 7th	Ca. 1895	Victorian cottage	Back.	
79 W. 7th	Ca. 1897	Eastlake cottage	Excell.	
[illegible] W. 7th	Ca. 1897	Eastlake cottage	Excell.	
69 W. 7th	Ca. 1897	Eastlake cottage	Excell.	
61 W. 7th	Ca. 1892	Altered Victorian cottage	Back.	
55 W. 7th	Ca. 1900	Altered Victorian cottage	Back.	
45 W. 7th	Ca. 1900	Simple cottage with gabled bay	Back.	
41 W. 7th	Ca. 1895	L-plan cottage	Back.	
35 W. 7th	Ca. 1940	Concrete block		Intrusion
27 W. 7th	Ca.	Alt. bungalow		N/C
25 W. 7th	1899-1900	Neo-classical revival	Except.	
19 W. 7th	Ca. 1919	Commercial	Good	
98 W. 7th	Ca. 1910	Alt. East Lake	Background	
88 W. 7th	Ap. 1895	Alt. cottage	Back.	
80 W. 7th	Ca. 1895	Simple cottage	Good	

District, f-39-00287

SEVENTH STREET

Address	Date of Construction	Architectural description	Contri-buting	Non-Contri-buting
68 W. 7th	Ca. 1950	Stucco S F residence		Intrusion
64 W. 7th	Ca. 1920	Small cottage	Back	
62 W. 7th	Ca. 1900	Alt. Victorian cottage		Severly Modified
54 W. 7th	Ca. 1900	Stucco altered late Victorian Cottage		Severly modified
*Vacant Lot				Vacant
*Vacant lot				Vacant
* Vacant lot				Vacant
acant lot				Vacant

District! P-39-002871

SEVENTH STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
23 E. 7th	Ca. 1891	Simple cottage	Good	
31 E. 7th	Ca. 1897	Delta type	Good	
* Vacant				Vacant
53 E. 7th	Ca. 1895	Cut-away gabled cottage	Back.	
59 E. 7th	Ca. 1950	Board & battan modular		Intrusion
69 E. 7t	Ca. 1895	Remodeled two-story w/ gabled bay	Back.	Unimportant
81 E. 7th	Ca. 1905	Converted Commercial bldg.		Severly Modified
87 E. 7th	Ca. 1920	Remodeled 2-story apt.	Back.	Severly Modified
3 E. 7th	Ca. 1915	2 story apt. (shiplap siding)	Back.	
113 E. 7th	Ca. 1920	Bungalow	Back.	
117 E. 7th	Ca. 1915	Square cottage	Back.	
123 E. 7th	Ca. 1915	Square cottage	Back.	
129 E. 7th	Ca. 1915	Square cottage	Back.	
133 E. 7th	Ca. 1915	Square cottage	Back.	
141 E. 7th	Ca. 1915	Square cottage	Back.	
203 E. 7th	Ca. 1940	Cottage		N/C*
221 E. 7th	Ca. 1920	½-timbered bungalow	Back.	
227 E. 7th	Ca. 1900	Small cottage	Back.	
E. 7th	Ca. 1912	Bungalow	Good	
64 E. 7th	Ca. 1890-95	Late Victorian cottage	Good	
70 E. 7th	Ca. 1895	Late Victorian cottage	Back.	
78 E. 7th	Ca. 1895	Late Victorian cottage	Back.	
84 E. 7th	Ca. 1915	Bungalow	Back.	
90 E. 7th	Ca. 1915	Bungalow	Back.	
104 E. 7th	Ca. 1895	Late Victorian cottage	Back.	
114-112 E. 7th	Ca. 1920	Bungalow duplex	Back.	
118-120 E. 7th	Ca. 1915	Sq. cottage duplex	Back.	
134 E. 7th	Ca. 1930	STucco	Back.	
150 E. 7th	Ca. 1915	Rock garden bungalow	Excell.	
212 E. 7th	Ca. 1910	Remodeled simple cottage	Back.	
218 E. 7th	Ca. 1910	Simple cottage	Good	
222 E. 7th	Ca. 1910	Bungalow	Good	

District: P-39-002871

EIGHTH STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
150 W. 8th	Ca. 1905	Shingled bungalow	Back.	
14[illegible] W. 8th	Ca. 1905	Shingled bungalow	Back.	
138 W. 8th	Ca. 1905	Remodled Lake Victorian cottage		N/C
124 W. 8th	Ca. 1950	Apt. stucco & wood		Intrusion
122 W. 8th	Ca. 1920	Bungalow	Back.	
118 W. 8th	Ca. 1900	Simple cottage	Back.	
112 W. 8th	Ca. 1895	Simple cottage	Good	
92 W. 8th	Ca. 1895-97	Late Victorian cottage	Good	
[illegible] W. 8th	Ca. 1895-97	Late Victorian cottage	Good	
78 W. 8th	Ca. 1890	Gable roof	Back.	
70 W. 8th	Ca. 1895	Late Victorian cottage	Good	
65 W. 8th	Ca. 1897	Late Victorian cottage	Good	
60-62 W. 8th	Ca. 1897	Late Victorian cottage	Good	
56 W. 8th	Ca. 1905	Late Victorian Cottage	Back.	
42 W. 8th	Ca. 1975	Modern - commercial		Intrusion
32 W. 8th	Ca. 1896	Simple cottage	Good	
28 W. 8th	Ca. 1905	Industrial vernacular	Back.	
18 W. 8th	Ca. 1912	Mission revival	Excell.	
145 W. 8th	Ca. 1905	L-plan cottage	Back.	
141 W. 8th	Ca. 1905	Late Victorian cottage	Back.	
133 W. 8th	Ca. 1910	Bungalow	Back.	
127 W. 8th	Ca. 1895	Late Victorian cottage	Good	
[illegible] W. 8th	Ca. 1940	Stucco cottage		Intrusion
119 W. 8th	Ca. 1915	Sg. cottage	Back.	
115 W. 8th	Ca. 1895	late victorian cottage		N/C
91 W. 8th	Ca. 1900-03	Late Victorian cottage	Good	
85 W. 8th	Ca. 1895	Saltbox	Good	
73 W. 8th	Ca. 1891	Simple cottage	Good	
71 W. 8th	Ca. 1920	Bungalow	Back.	
53 W. 8th	Ca. 1950	S F Res.		Intrusion
37 W. 8th	Ca. 1891	L-pan cottage with palms		Unimportant
*Vacant		Parking lot		Vacant
17 W. 8th	Ca. 1940	Streamlined moderne	Back.	

District: P-39-002871

EIGHT STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
11 E. 8th	Ca. 1906	Industrial vernacular	Back.	
20-36 E. 8th	Ca. 1919	Commercial vernacular	Good	
54 E. 8th	Ca. 1906-1910	Colonial bungalow	Good	
62 E. 8th	Ca. 1920	Bungalow	Back.	
68 E. 8th	Ca. 1915	Bungalow	Back.	
74 E. 8th	Ca. 1920	Bungalow	Good	
80 E. 8th	Ca. 1920	Bungalow duplex	Good	
E. 8th				
104 E. 8th	Ca. 1915	Bungalow	Back.	
108 E. 8th	Ca. 1915	Bungalow	Back.	
116 E. 8th	Ca. 1915	Bungalow	Back.	
126 E. 8th	Ca. 1911	Bungalow	Good	
134 E. 8th	Ca. 1895	Victorian cottage	Back.	
142 E. 8th	Ca. 1930	Converted garage		N/C
21 E. 8th	Ca. 1890-95	Eastlake cottage	Excell.	
25 E. 8th	Ca. 1890-95	Eastlake cottage	Excell.	
29 E. 8th	Ca. 1890-95	Eastlake cottage	Excell.	
35 E. 8th	Ca. 1903	Bungalow	Good	
53 E. 8th	Ca. 1895	Stick-East Lake	Excell.	
61 E. 8th	Ca. 1940	Cottage		Intrusion
E. 8th	Ca. 1920	Bungalow	Good	
73 E. 8th	Ca. 1906	Late Victorian cottage	Good	
81 E. 8th	Ca. 1906	Late Victorian cottage	Good	
87 E. 8th	Ca. 1906	Late Victorian cottage	Good	
93 E. 8th	Ca. 1896	Eastlake cottage	Good	
105 E. 8th	Ca. 1895	Late Victorian cottage	Good	
111 E. 8th	Ca. 1915	Bungalow	Back.	
123 E. 8th	Ca. 1920's	Bungalow	Back.	

District

9-39-002871

NINTH STR

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
232 W. 9th	Ca. 1925	Bungalow	Back.	
2[illegible] W. 9th	Ca. 1900	L-plan clapboard cottage	Back.	
8th St. (garages) (100 Block W. 9th)				
122 W. 9th	Ca. 1940	Small cottage		Intrusion
11[illegible] W. 9th	Ca. 1925	Bungalow	Back.	
[illegible] W. 9th	Ca. 1920	Bungalow	Back.	
[illegible] W. 9th	Ca. 1890-95	Simple cottage	Good	
92 W. 9th	Ca. 1925	Bungalow	Back.	
84 W. 9th	Ca. 1900	Simple cottage	Good	
[illegible] W. 9th	Ca. 1900	Hip & gable roof	Back.	
[illegible] W. 9th	Ca. 1915	Bungalow		
* See "C" St.				
* Vacant lots West of Central		Vacant lot		Vacant
*				
232 W. 9th	Ca. 1925	Bungalow	Back.	
22[illegible] W. 9th	Ca. 1925	Bungalow	Back.	
2[illegible] W. 9th	Ca. 1950	Stucco apt.		Intrusion
20[illegible] W. 9th	Ca. 1950	Brick ranch style		Intrusion
151 W. 9th	Ca. 1940	Board & batten		Intrusion
125 W. 9th	Ca. 1965	?		Intrusion
* Vacant Lot		Parking lot		Vacant
* Vacant Lot		Parking lot		Vacant
77-7[illegible] W. 9th	Ca. 1892	Sitck-Eastlake	Excell.	
73 W. 9th	Ca. 1900	Hip & gable roof	Back.	
6[illegible] W. 9th	Ca. 1900	Hip & Gable roof	Back.	
[illegible] W. 9th	Ca. 1909	Bungalow	Back.	
45 W. 9th	Ca. 1925	Stucco bungalow		N/C
41 W. 9th	Ca. 1910	Bungalow	Good	
31 W. 9th	Ca. 1906	Late Victorian cottage	Good	
25 W. 9th	Ca. 1906	Late Victorian cottage	Good	
21 W. 9th	Ca. 1906	Late Victorian cottage	Good	
15 W. 9th	Ca. 1950	Commercial concrete block		Intrusion
		Vacant lot		N/C
26 E. 9th	Ca. 1900-06	Late Victorian cottage	Good	
48 E. 9th	Ca. 1907	Bungalow	Good	
08 E. 9th	Ca. 1905	Hip & gable roof	Back.	
68 E. 9th	Ca. 1905	False front garage	Back.	
80 E. 9th	Ca. 1925	Bungalow	Back.	
[illegible]			Back	

District 8-39-00287

NINTH STRE.

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
98 W. 9th	Ca. 1935	Simple cottage	N/C	
206 E. 9th	Ca. 1905	Late Victorian cottage	Back.	
210 E. 9th	Ca. 1925	Bungalow	Back.	
214 E. 9th	Ca. 1900	2-story w/attached water tower	Back.	
220 E. 9th	Ca. 1905	Shingled bungalow	Back.	
23[illegible] E. 9th	Ca. 1905	Alt sq. bungalow	N/C	
2[illegible] E. 9th	Ca. 1905	Alt. sq. bungalow	N/C	
246 E. 9th	Ca. 1905	Bungalow	Back.	
25 E. 9th	Ca. 1900	Late Victorian cottage	Good	
33 E. 9th	Ca. 1898	Late Victorian cottage	Good	
41 E. 9th	Ca. 1920	Stucco apts.	Good	
49 E. 9th	Ca. 1905	Central gable square cottage	Back.	
55 E. 9th	Ca. 1905	Central gable square cottage	Back.	
65 E. 9th	Ca. 1905	Colonial revival bungalow	Back.	
69 E. 9th	Ca. 1905	Shingled cottage	Back.	
79 E. 9th	Ca. 1903-06	Delta type colonial revival	Good	
103 E. 9th	Ca. 1906	Colonial bungalow	Good	
107 E. 9th	Ca. 1906	Colonial bungalow	Good	
113 E. 9th	Ca. 1906	Colonial bungalow	Good	
119-121 E. 9th	Ca. 1920	Bungalow	Back.	
127 E. 9th	Ca. 1920	Prairie-style apt.	Back.	
135-137 E. 9th	Ca. 1920	Bungalow	Back.	
E. 9th	Ca. 1912	Bungalow	Good	
205 E. 9th	Ca. 1950	Ranch style		Intrusion
215 E. 9th	Ca. 1916	Bungalow	Good	
223 E. 9th	Ca. 1910-16	Bungalow	Good	
231 E. 9th	Ca. 1890	Alt. Victorian		Intrusion
237 E. 9th	Ca. 1925	Bungalow	Back.	
245 E. 9th	Ca. 1925	Bungalow	Back.	
Sout Side of 100 Block			Back.	

District: P-39-002871

"A" STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
917 "A" St.	Ca. 1915	Gabled bungalow		
957 "A"	Ca. 1909	Shingle style	Back.	
745 "A"	Ca. 1910	Stucco apt.	Excell.	
739 "A"	Ca. 1925	Bungalow		N/C
731 "A"	Ca. 1900	Alt. cottage	Back.	
725 "A"	Ca. 1920	Bungalow		N/C
717 "A"	Ca. 1925	Bungalow	Back.	
709 "A"	Ca. 1925	Bungalow	Back.	
703 "A"	Ca. 1905	Late Victorian cottage	Back.	
622 "A"	Ca. 1915	Gabled bungalow	Back.	
918 "A"	Ca. 1930	Board & batten ranch		Intrusion
714 "A"	Ca. 1905	Late Victorina cottage	Back.	
704 "A"	Ca. 1915	Bungalow	Back.	
618 "A"	Ca. 1950	Stucco bungalow		Intrusion
614 "A"	Ca. 1950	Stucco bungalow		Intrusion

"B" STREET

803 "B"	Ca. 1925	Bungalow	Back.	
733 "B"	Ca. 1905-10	Colonial revival	Good	
719 "B"	Ca. 1915	Simple cottage	Back.	
705 "B"	Ca. 1950	Ranch duplex		Intrusion
919-20 "B"	Ca. 1925	Bungalow	Back.	
918-920	Ca. 1925	Garage		
730 "B"	Ca. 1930	Simple cottage		N/C

District. B-39-00287

"C" STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
831 "C"	Ca. 1895	Victorian	Back	
82[illegible] "C"	Ca. 1950	Stucco, Bldg - Commercial		Intrusion
807 "C"	Ca. 1920	Bungalow	Back	
807 "C"	Ca. 1920	Garage	Back	
673-675 "C"	Ca. 1950	Stucco duplex		Intrusion
813 "C"	Ca. 1949	Quonset Hut	Back	
814 "C"	Ca. 1920	Mission		N/C

"D" STREET

726 "D"	Ca. 1925	Bugalow	Back	
714 "D"	Ca. 1915	Alt. bungalow	Back	
821 "D"	Ca. 1920	2-story apt. (ship lapped siding)		severly Modified
				N/C
614 "D"	Ca. 1910	Simple cottage	Back	N/C

District. P-39-002671

"E" STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
7[illegible] "E"	Ca. 1900	2-story wood frame cot.	Back	
7[illegible] "E"	Ca. 1940	Bungalow		Intrusion
7[illegible] "E"	Ca. 1930	L-shaped cottage		Intrusion
7[illegible] "E"	Ca. 1915	Bungalow	Back	
62[illegible] "E"	Ca. 1900	Gabled cottage	Good	
60[illegible] "E"	Ca. 1900	Gabled cottage	Back	

"F" STREET

90[illegible] "F"	Ca. 1940	Sq. cottage triplex		Intrusion
911 "F"				
921 "F"				
737 "F"	Ca. 1900	Late Victorian cottage	Back	
727 "F"	Ca. 1900	Late Victorian cottage	Back	
7[illegible] "F"	Ca. 1900	Late Victorian cottage	Back	
7[illegible], 701 "F"	Ca. 1960	Duplex stucco		Intrusion
920-910 "F"	Ca. 1950	Duplex		Intrusion
728 "F"	Ca. 1930	Sq. cottage	Back	
716 "F"	Ca. 1911	Bungalow	Good	
626-622 "F"	Ca. 1940	Stucco duplex		Intrusion
616 "F"	Ca. 1935	Simple cottage		Intrusion
612 "F"	Ca. 1975	Stucco duplex		Intrusion
602 "F"	Ca. 1940	Bungalow		Intrusion

District 8-39-0328-71

WEST STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
919 West	Ca. 1905	Late Victorian cottage	Back.	
917 West	Ca. 1900	Small gabled cottage	Back.	
913 West	Ca. 1915	Bungalow	Back.	
741 West	Ca. 1905	Late Victorian cottage	Back.	
737 West	Ca. 1950	Small cottage		Intrusion.
733 West	Ca. 1915	Bungalow	Back.	
726 West	Ca. 1915	Bungalow	Back.	
714 West	Ca. 1940	Atl. bungalow		N/C
[illegible] West	Ca. 1915	Bungalow	Back.	
7[illegible] West	Ca. 1915	Bungalow	Back.	
64[illegible] West	Ca. 1904	Late Victorian cottage	Excell.	
641 West	Ca. 1905	Simple cottage		
Opposite 922 West.	Ca. 1925	Bungalow	Back.	
730 West	Ca. 1925	Bungalow	Back.	
714 West	Ca. 1910-11	Late Victorian Cottage	Excell.	

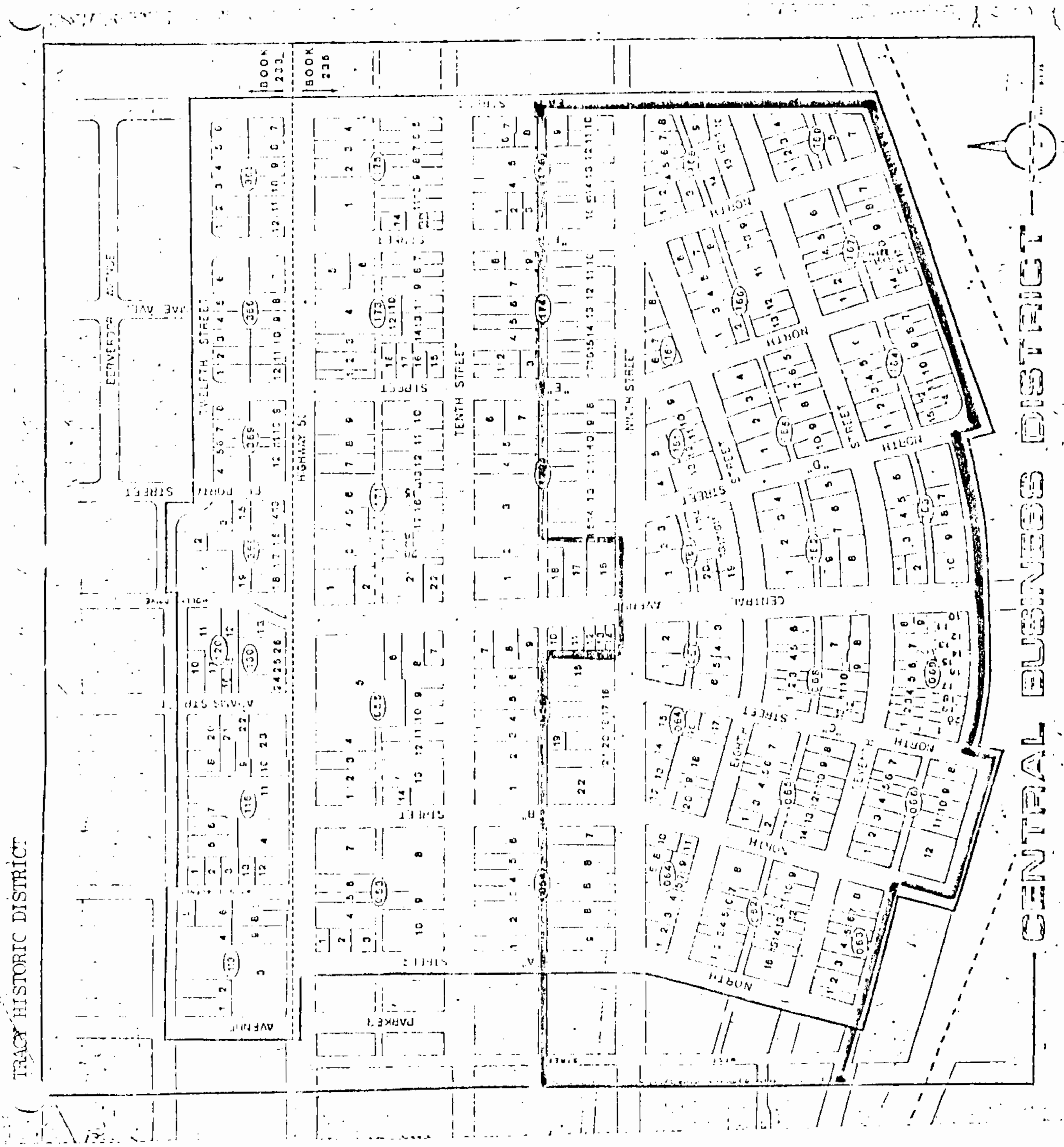
District. 8-30-0287

EAST STREET

Address	Date of Construction	Architectural description	Contributing	Non-Contributing
617 East	Ca. 1970	Stucco duplex		Intrusion
[illegible] East	Ca. 1920	Cottage	Back	N/C
[illegible] East	Ca. 1925	Bungalow		
923 East	Ca. 1925	Bungalow	Back.	

District. P-39-002871

District: P-39-002871



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

UPDATE SHEET

Primary # P-39-00505
HRI #
Trinomial
NRHP Status Code 1S, 3D

* Resource Name or #: (Assigned by recorder): West Side Bank
Map ID #:15

☐ Continuation ☒ Update

P1. Other Identifier: Thompson Electric; 47 W. 6th Street
* P2 e. Other Locational Data: Assessor's Parcel Number (APN): 235-069-03

* P3a. Description: The West Side Bank of Tracy is a one-story, Beaux-Arts Neoclassical Revival-style brick building with a blue limestone façade. The front façade is the only finished façade; the other three remaining brick faces were intended to abut other buildings and were not intended for public display. The front façade has typical Neoclassical Revival-style details, including a pediment and double Corinthian pilasters. The building was constructed in 1910 and originally designed by San Francisco architect William H. Weeks. West Side Bank was the second bank constructed in Tracy. It was built for Abe Grunauer, who co-owned an important merchandising firm and was the first mayor of Tracy (Matthews et.al 1977; Weitze 1978).

* P3b. Resource Attributes: HP6 – 1-3 story commercial building

P5a. Photograph:

Photograph 1. West Side Bank, camera facing north, Google Image Capture March 2015

* P8. Recorded by: M. Mello and K. Johnson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

* P9. Date Recorded: August 2016

* P10. Survey Type: Reconnaissance

* P11. Report Citation: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme Community Development Area Tracy
Period of Significance 1910 Property Type Bank
Applicable Criteria NRHP Criteria a and C; CRHR Criteria 1 and 3

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

Matthews, Marchio, and Corbett inventoried this property in 1977 for the City of Tracy Ad Hoc Committee on Restoration but did not evaluate it. Dr. Karen J. Weitze, an architectural historian at the California Office of Historic Preservation completed a National Register of Historic Places (NRHP) nomination form in 1978 and found that West Side Bank was eligible for the NRHP under Criterion A and Criterion 3. Both the 1977 and 1978 forms are attached. The bank was subsequently listed in the NRHP in December 1978 and therefore also is listed in the California Register of Historic Resources (CRHR). The building is also a contributing property to the NRHP and CRHR-eligible Tracy Historic District (P-39-002871).

After review of the previous recordation and desktop review, the present evaluation concludes that the property retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation and it appears to continue meet the criteria for listing in the NRHP and CRHR and contribute to the historic significance of the Tracy Historic District. The property is considered a historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is the legal parcel.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building is significant for its associations with important historic events. The building is associated with the early development of Tracy and is representative of Tracy's growth in the early twentieth century and its search for a civic image at the time of incorporation. Therefore, the West Side Bank is meets the criteria necessary to be listed in the NRHP under Criterion A and the CRHR under Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this building does not have any significant associations with the lives of persons important to local history. Although the bank initially owned and constructed for prominent Tracy merchant Abe Grunauer, research did not reveal that the bank building was a significant personal achievement of Mr. Grunauer. In his role as mayor and as a local merchant, the bank is not likely to have been his most significant contribution to the community. Therefore, the West Side Bank does not appear to be eligible for the NRHP under Criterion B or the CRHR under Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. The West Side Bank is an excellent example of the Beaux-Arts Neoclassical Revival style and the work of San Francisco architect William H. Weeks. Therefore, the West Side Bank is meets the criteria necessary to be listed in the NRHP under Criterion C and the CRHR under Criterion 3.

Under NRHP Criterion D or CRHR Criterion 4, this building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. The location of the West Side Bank has remained the same and is has not been moved since construction. The integrity of the property's location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. The West Side Bank has not been significantly altered since construction and it retains integrity of design.

Setting is the physical environment of a historic property. Although downtown Tracy has continued to develop since the bank was constructed, the original downtown commercial setting of the property remains intact. Overall the resource retains integrity of setting.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, West Side Bank has not been significantly altered since construction and it retains integrity of materials.

*** B10. Significance (continued):**

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. As stated above, West Side Bank has not been significantly altered since construction and it retains integrity of workmanship.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The present state of the West Side Bank conveys the resource's character and historic integrity of feeling as an early twentieth century commercial property. The overall integrity of the property's feeling remains intact.

Association is the direct link between an important historic event or person and a historic property. The West Side Bank is representative of the early twentieth century development of downtown Tracy and it continues to convey that historic theme. Therefore, resource retains its integrity of association.

In conclusion, the West Side Bank retains much of its historic integrity and continues to meet the criteria for listing in the NRHP and CRHR and contribute to the historic significance of the NRHP and CRHR-eligible Tracy Historic District. Therefore, the West Side Bank is a historical resource for the purposes of CEQA.

*** B12. References:**

Matthews, Nancy, Gary Marchio, and Mike Corbett
1977 *Thompson Electric/West Side Bank of Tracy State of California Department of Parks and Recreation Historic Resources Inventory Form.* Tracy, California: City of Tracy Ad Hoc Committee on Restoration.

Weitze, Karen J.
1978 *West Side Bank National Register of Historic Places Inventory Nomination Form.* Sacramento, California: California Office of Historic Preservation.

*** B14. Evaluator:** K. Johnson, AECOM *** Date of Evaluation:** November 2016

Final Copy

P. 39-000505

Form No. 10-300 REV. (9/77)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

FOR NPS USE ONLY
RECEIVED
DATE ENTERED

Tracy

SEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS

1 NAME

HISTORIC
West Side Bank

AND/OR COMMON
Thompson Electric

2 LOCATION

STREET & NUMBER
47 West Sixth Street — NOT FOR PUBLICATION

CITY, TOWN
Tracy — VICINITY OF

CONGRESSIONAL DISTRICT
14th

STATE	CODE	COUNTY	CODE
California	06	San Joaquin	077

3 CLASSIFICATION

CATEGORY	OWNERSHIP	STATUS	PRESENT USE	
__DISTRICT	__PUBLIC	X OCCUPIED	__AGRICULTURE	__MUSEUM
X BUILDING(S)	X PRIVATE	__UNOCCUPIED	X COMMERCIAL	__PARK
__STRUCTURE	__BOTH	__WORK IN PROGRESS	__EDUCATIONAL	__PRIVATE RESIDEN
__SITE	**PUBLIC ACQUISITION**	**ACCESSIBLE**	__ENTERTAINMENT	__RELIGIOUS
__OBJECT	__IN PROCESS	X YES: RESTRICTED	__GOVERNMENT	__SCIENTIFIC
	__BEING CONSIDERED	__YES: UNRESTRICTED	__INDUSTRIAL	__TRANSPORTATION
		__NO	__MILITARY	__OTHER

4 OWNER OF PROPERTY

NAME
Alvin E. Thompson

STREET & NUMBER
47 West Sixth Street

CITY, TOWN
Tracy — VICINITY OF

STATE
California

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.
Deeds, Book 3177, Page 694
San Joaquin County Courthouse

STREET & NUMBER
222 East Weber

CITY, TOWN
Stockton

STATE
California

6 REPRESENTATION IN EXISTING SURVEYS

TITLE
City of Tracy Architecture and Historic Survey

DATE
January 1978 — __FEDERAL __STATE __COUNTY X LOCAL

DEPOSITORY FOR SURVEY RECORDS
Office of Historic Preservation

CITY, TOWN
Sacramento

STATE
California 95811

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
__EXCELLENT	__DETERIORATED	__UNALTERED	X ORIGINAL SITE
X GOOD	__RUINS	X ALTERED	__MOVED DATE_____
__FAIR	__UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The West Side Bank of Tracy, designed by architect William H. Weeks, is a one story brick building with blue limestone facade. The three remaining brick faces of the structure were designed to abut other buildings and were never intended for public display. Only the facade is finished architecturally. This Beaux-Arts design exhibits the typical neo-classical details present in much of Weeks' work of this period. A shallow Greek pediment with a carved medallion, "1910," crowns the facade. Double Corinthian pilasters frame the large central entryarch. Within the arch itself copper door and window dressings finish the elegant effect.

On the interior much of the original fabric has been altered or removed. The coffered ceiling with egg and dart molding, large skylights, wainscoting and floor finish remain, while tellers' booths and overhead fixtures have been removed. A rear office with fireplace retains its integrity of design. William Weeks designed many bank buildings in the Beaux-Arts style; the Tracy West Side Bank undoubtedly resembled his Bank of YoloCounty in interior design.

Currently utilized by Thompson Electric, the bank is adapted for repair and manufacture of neon signs. On the exterior a neon business sign has been added to the facade. The entryarch has also been partially boarded up.

8 SIGNIFICANCE

PERIOD	AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
__PREHISTORIC	__ARCHEOLOGY-PREHISTORIC	__COMMUNITY PLANNING	__LANDSCAPE ARCHITECTURE	__RELIGION
__1400-1499	__ARCHEOLOGY-HISTORIC	__CONSERVATION	__LAW	__SCIENCE
__1500-1599	__AGRICULTURE	__ECONOMICS	__LITERATURE	__SCULPTURE
__1600-1699	X ARCHITECTURE	__EDUCATION	__MILITARY	__SOCIAL/HUMANITARIAN
__1700-1799	__ART	__ENGINEERING	__MUSIC	__THEATER
__1800-1899	X COMMERCE	__EXPLORATION/SETTLEMENT	__PHILOSOPHY	__TRANSPORTATION
X 1900-	__COMMUNICATIONS	__INDUSTRY	__POLITICS/GOVERNMENT	__OTHER (SPECIFY)
		__INVENTION		

SPECIFIC DATES 1910-1911 BUILDER/ARCHITECT William Weeks, Architect
J.E. Johnston, Builder

STATEMENT OF SIGNIFICANCE

William H. Weeks designed the West Side Bank for Tracy in 1910. Operating a large architectural firm in San Francisco, with a branch office in Watsonville, Weeks employed a large staff. The Tracy bank commission was listed by California Architect and Engineer as one of a number of "important country jobs" under way in September 1910. Hired by Tracy's mayor, Abe Grunauer, of the merchandizing firm Fabian-Grunauer, Weeks contributed this Beaux-Arts temple front to the streetscape. The West Side Bank is an excellent example of Weeks' work and is furthermore indicative of Tracy's growth and search for a civic image at the time of its incorporation.

California Architect and Engineer paid William H. Weeks tribute in a monographic essay of May 1915. The professional journal noted that Weeks had "planned and superintended over a thousand buildings" during his eighteen year career, commenting further that the architect was "constantly in course of construction from thirty to forty buildings in various parts of the state." A traditional "establishment" architect, Weeks designed numerous schools, banks, libraries and business blocks. Often one city's bank or school might differ only slightly from that of another. Tracy's West Side Bank is a smaller edition of the Bank of Arcata, although both are crystalline designs that stand on their own merits. California Architect and Engineer described Weeks work as of a high order for small towns, stating that "dignity, simplicity and restraint prevail throughout this work to an unexpected extent." Also labeled "essentially the architect of the plain citizen...whether he has individual or collective corporate existence," Weeks was an excellent choice as provender of civic imagery for 1910 Tracy.

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See Continuation Sheet.

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY .06

QUADRANGLE NAME Tracy QUADRANGLE SCALE 1:24,000

UTM REFERENCES

	ZONE	EASTING	NORTHING
A	10	638730	4177390
B			
C			
D			
E			
F			
G			
H			

VERBAL BOUNDARY DESCRIPTION

Property fronts on West Sixth Street. Within the city block bounded by C Street, West Sixth Street, Central and an alley.

LIST ALL STATES AND COUNTIES

STATE

STATE

Revised verbal boundary description:
The West Side Bank occupies assessor's parcel 235-069-19, a 26' x 100' lot at 47 W. 6th Street in the City of Tracy, San Joaquin County, California.

11 FORM PREPARED BY

NAME / TITLE

Dr. Karen J. Weitze, Architectural Historian

ORGANIZATION

Office of Historic Preservation

DATE

6/7/78

STREET & NUMBER

1220 K Street

TELEPHONE

(916)-322-8708

CITY OR TOWN

Sacramento

STATE

California

12 STATE HISTORIC PRESERVATION OFFICER CERTIFICATION

THE EVALUATED SIGNIFICANCE OF THIS PROPERTY WITHIN THE STATE IS:

NATIONAL ___ STATE ___ LOCAL X

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

STATE HISTORIC PRESERVATION OFFICER SIGNATURE Knox Mellon

TITLE

DATE SEP 13 1978

FOR NPS USE ONLY

I HEREBY CERTIFY THAT THIS PROPERTY IS INCLUDED IN THE NATIONAL REGISTER

DATE

KEEPER OF THE NATIONAL REGISTER

ATTEST:

DATE

CHIEF OF REGISTRATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES INVENTORY -- NOMINATION FORM

"Architect Weeks Busy," California Architect and Engineer, 22, 2, September 1910, 95.

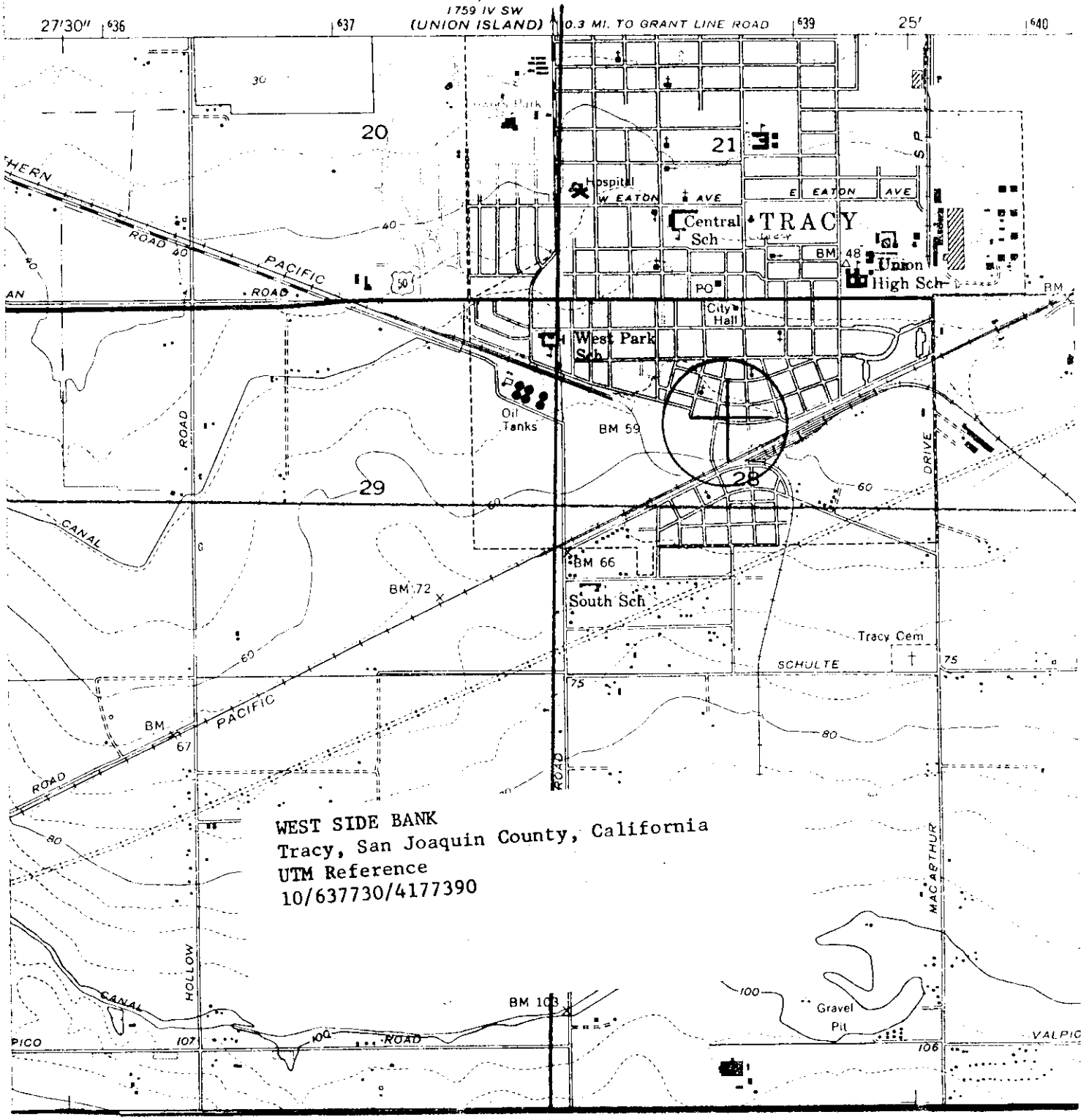
Cahill, B.J.S., "The Work of Mr. William H. Weeks, Architect," California Architect and Engineer, 41, 2, May 1915, 39-81.

Downs, Winfield Scott, editor, Encyclopedia of American Biography, New Series, New York, 1937.

Men Who Made San Francisco, San Francisco, ca.1915.

Tracy Press, miscellaneous articles on West Side Bank, 3/14/11, 4/7/11, 4/15/11, 6/17/11, 8/12/11, 8/19/11.

STATE OF CALIFORNIA
GOODWIN J. KNIGHT, GOVERNOR
FRANK B. DURKEE, DIRECTOR OF PUBLIC WORKS
A. D. EDMONSTON, STATE ENGINEER



WEST SIDE BANK
Tracy, San Joaquin County, California
UTM Reference
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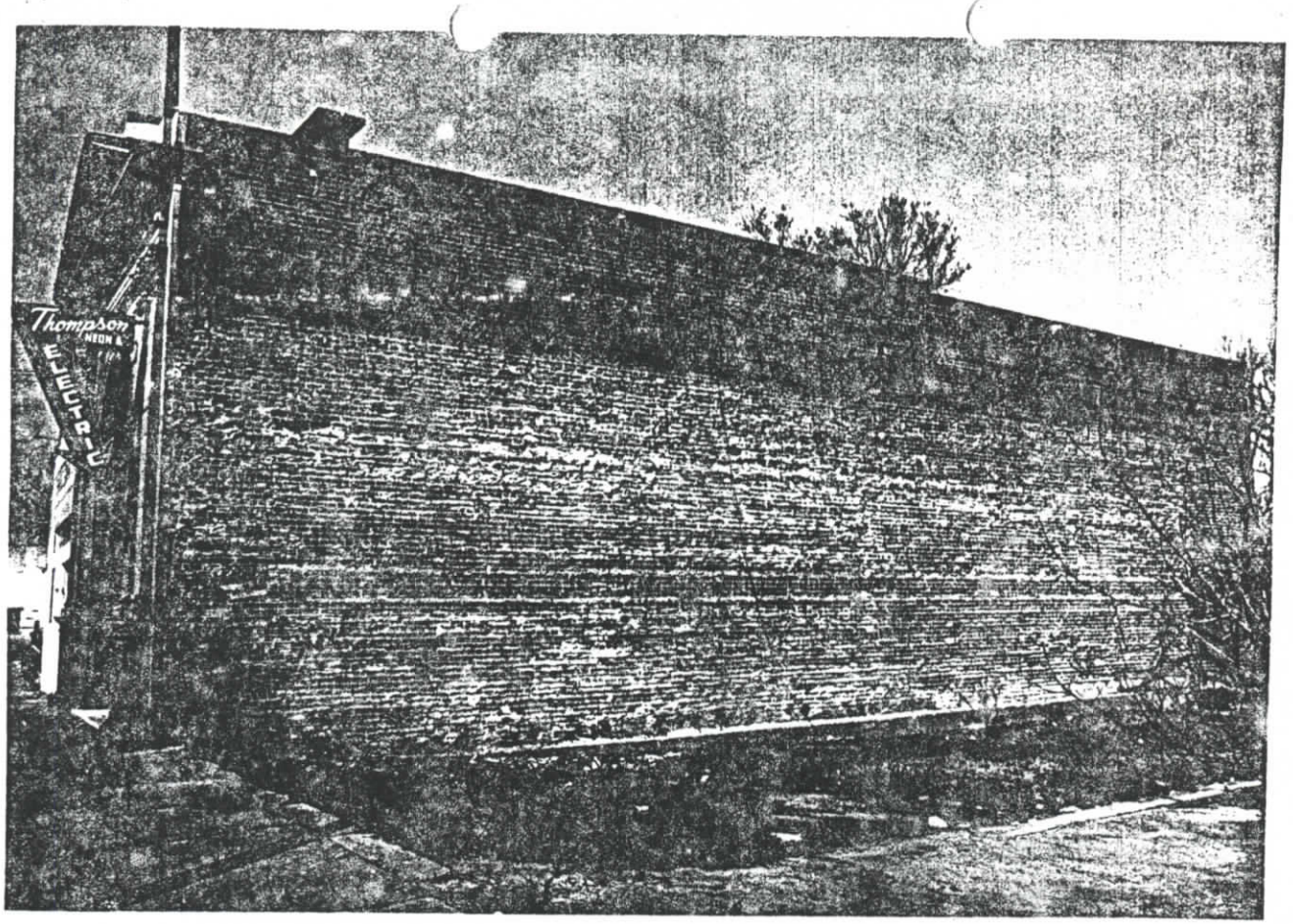
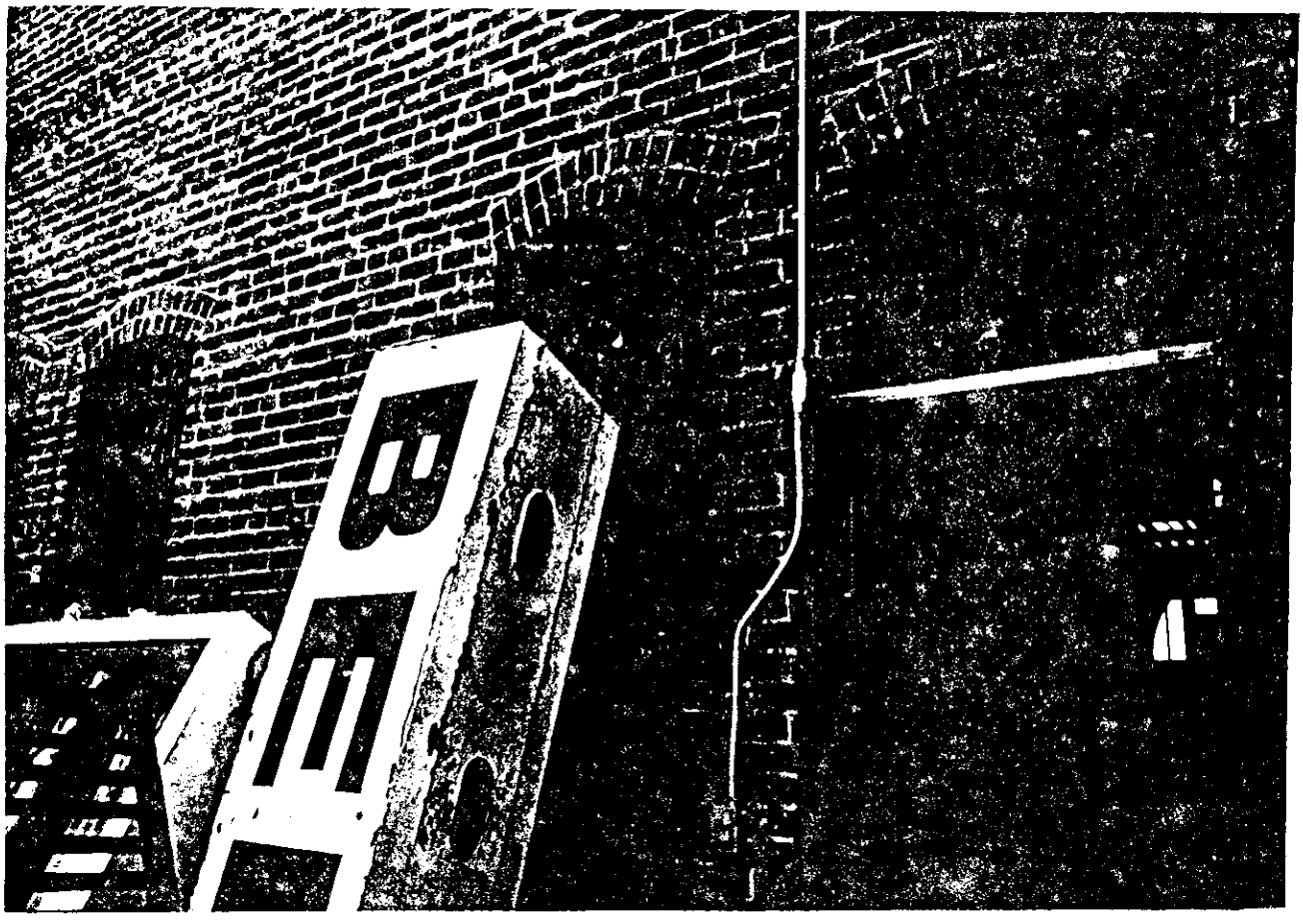
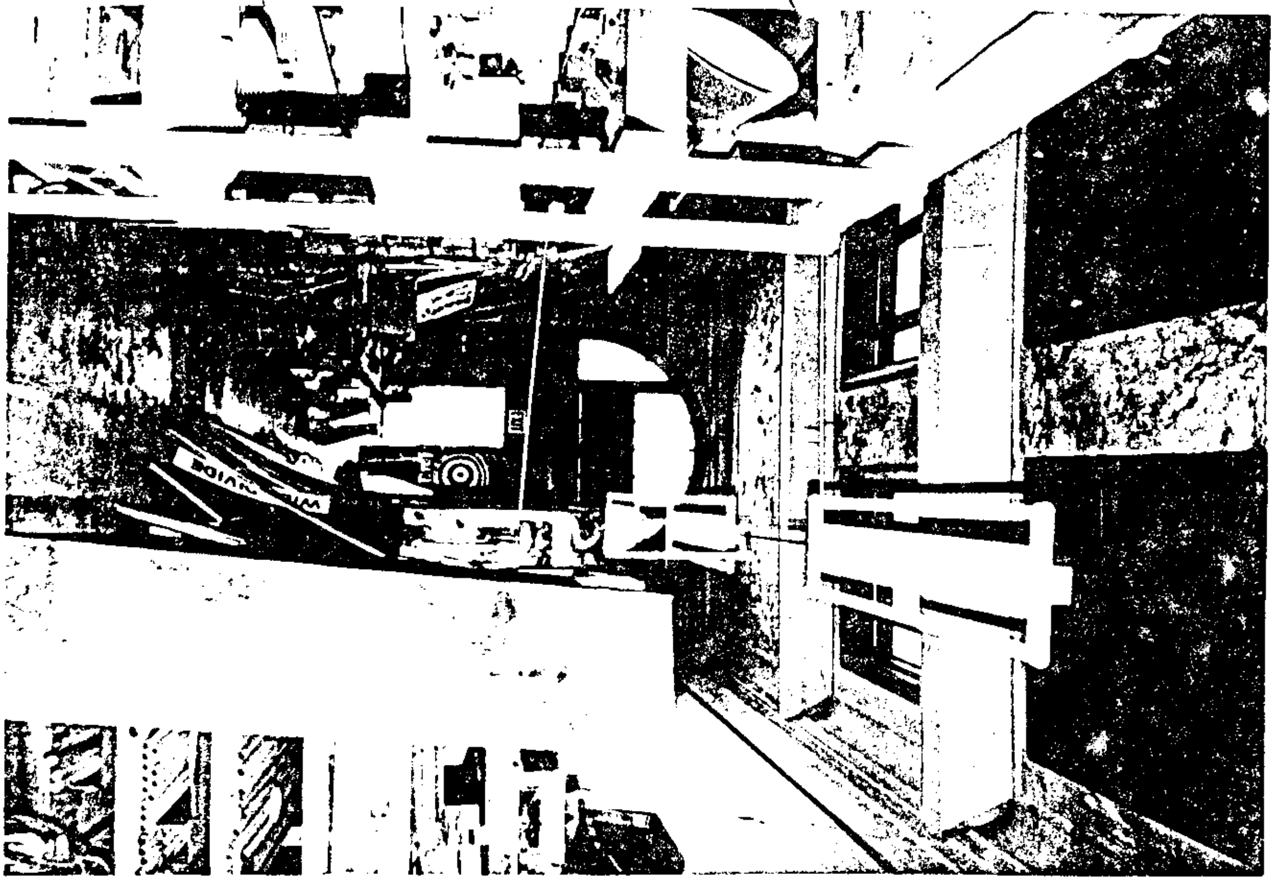
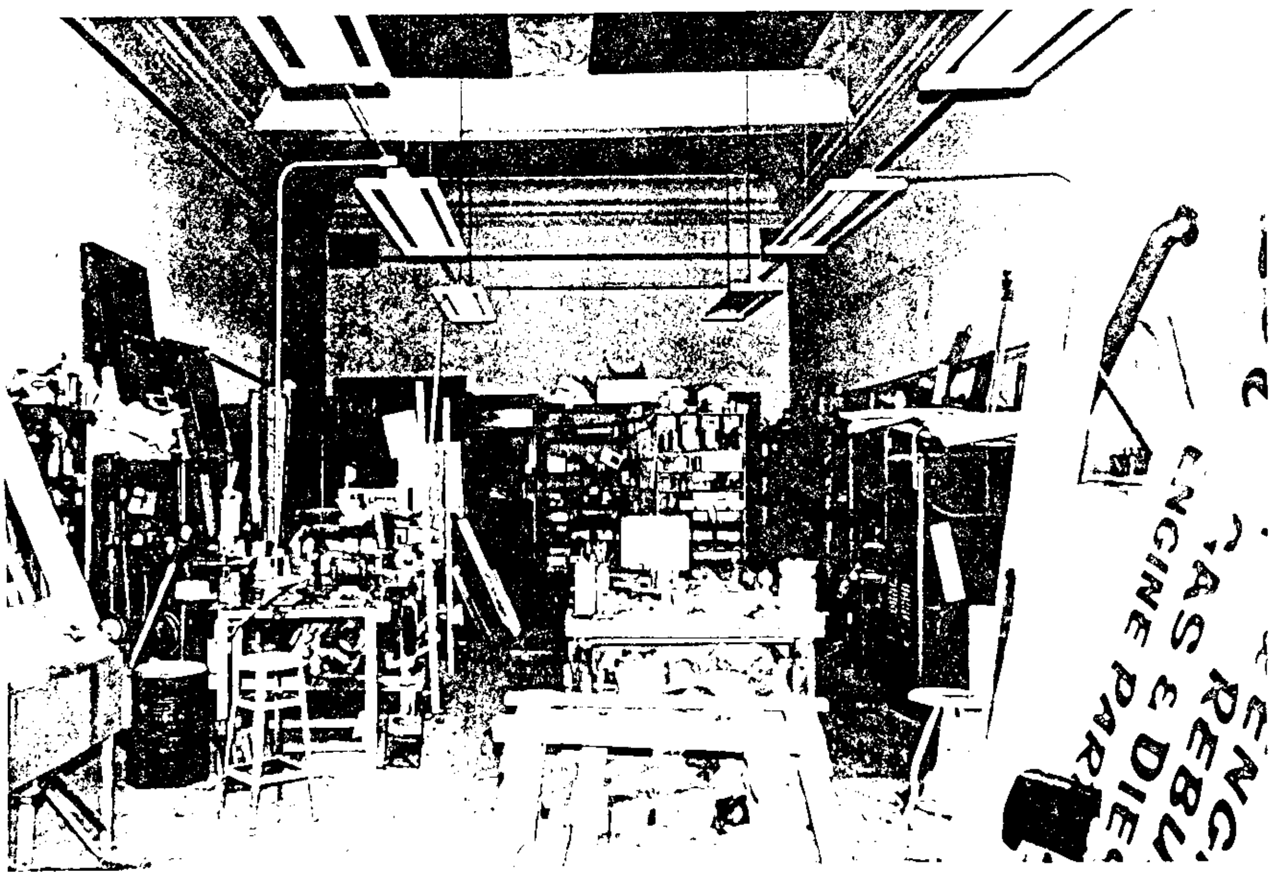
TEMPLO SINAI

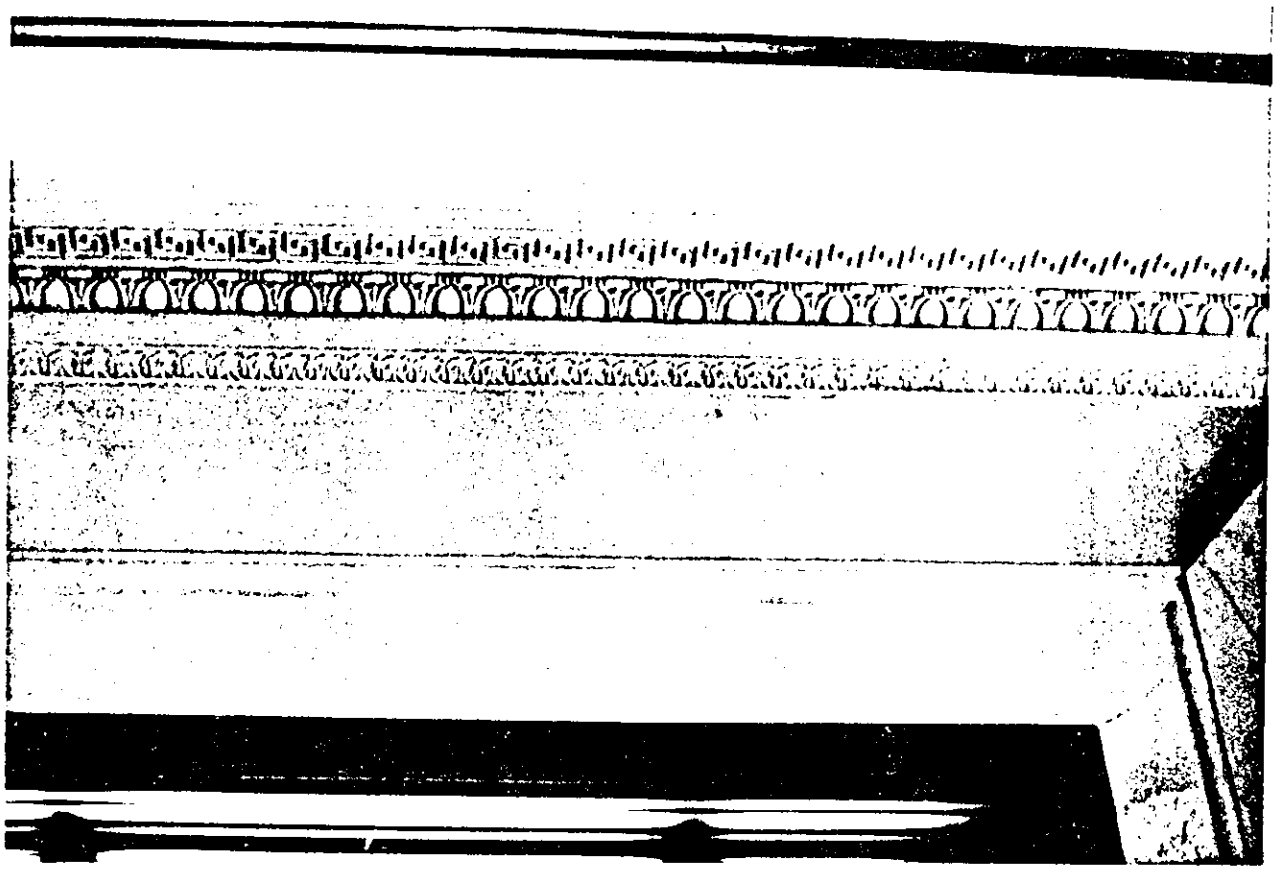

Thompson
NEON &
ELECTRIC

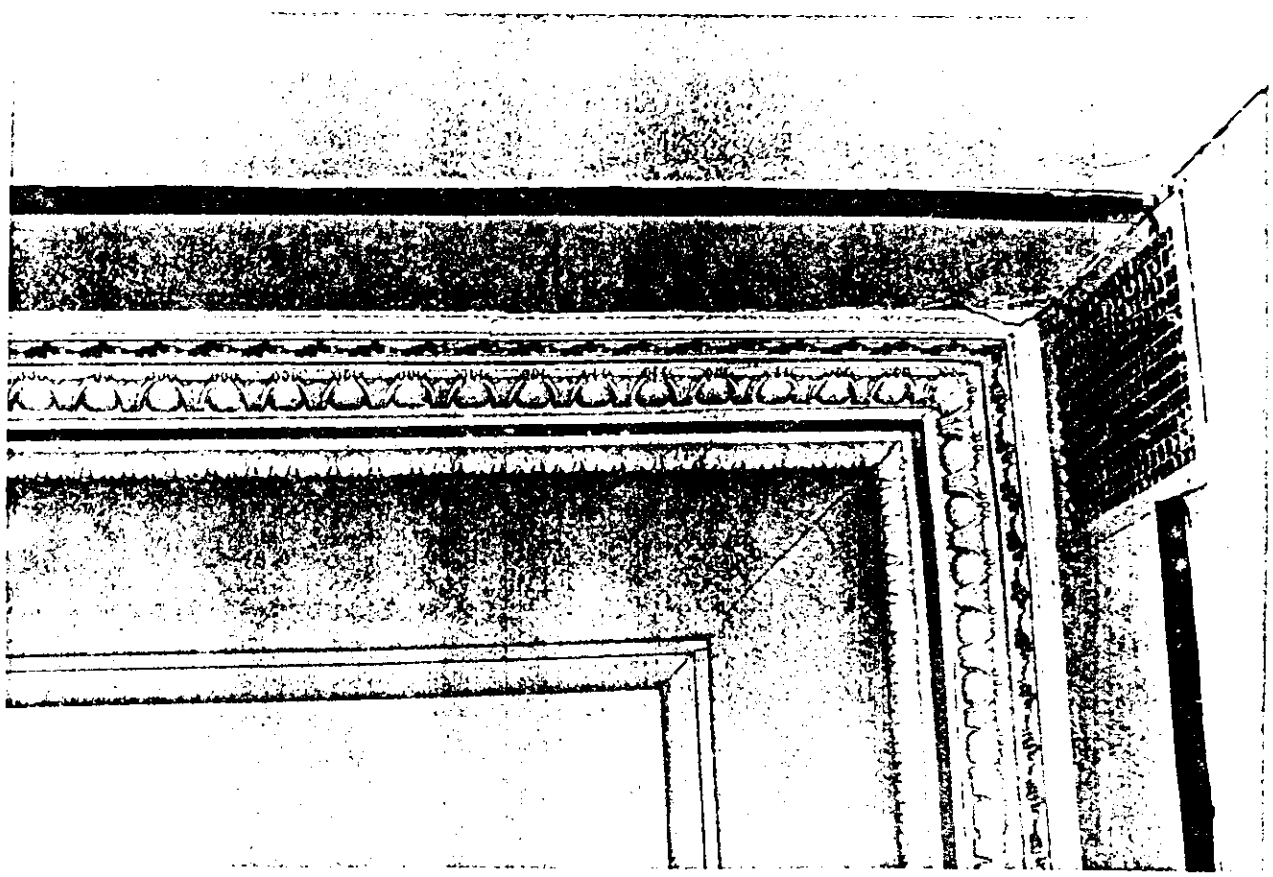

CONTRACTING

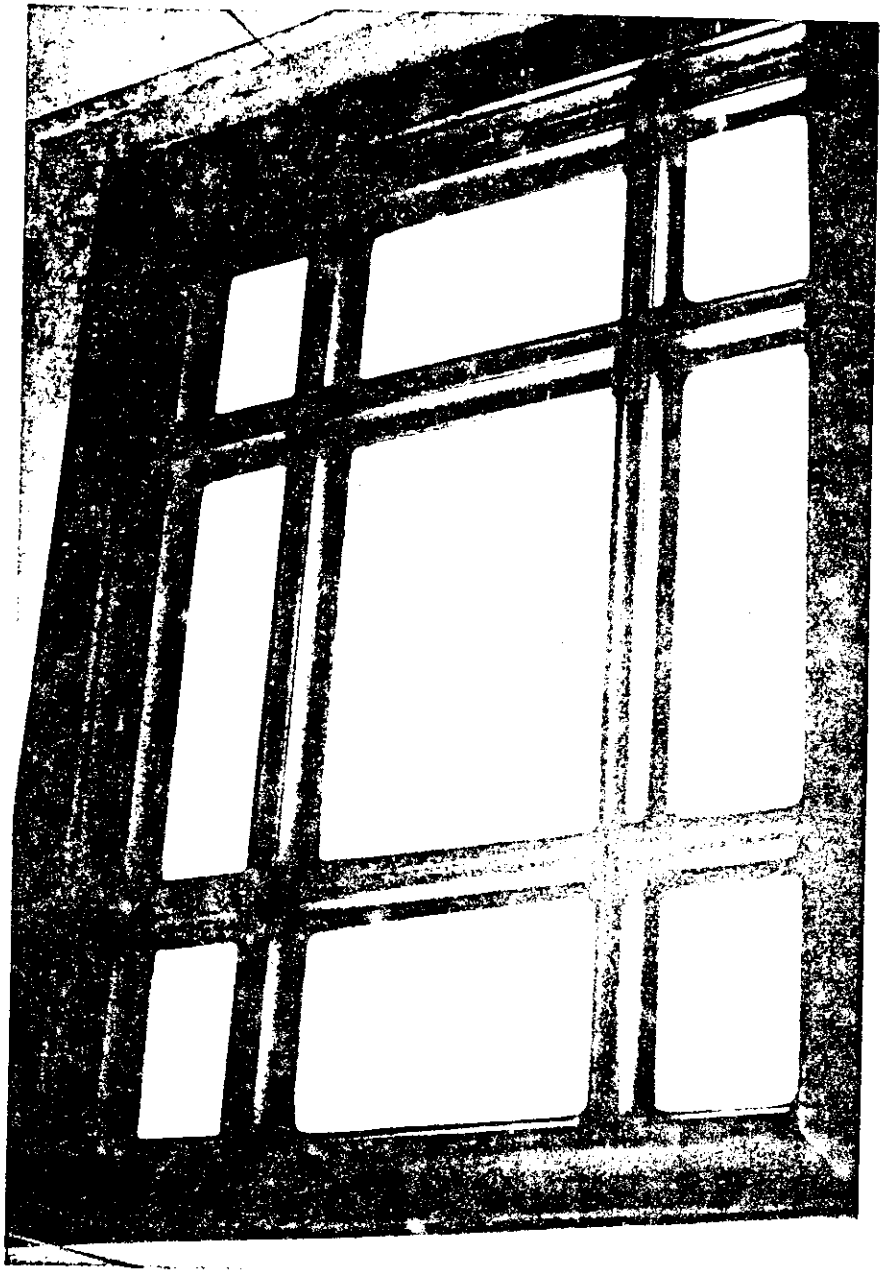


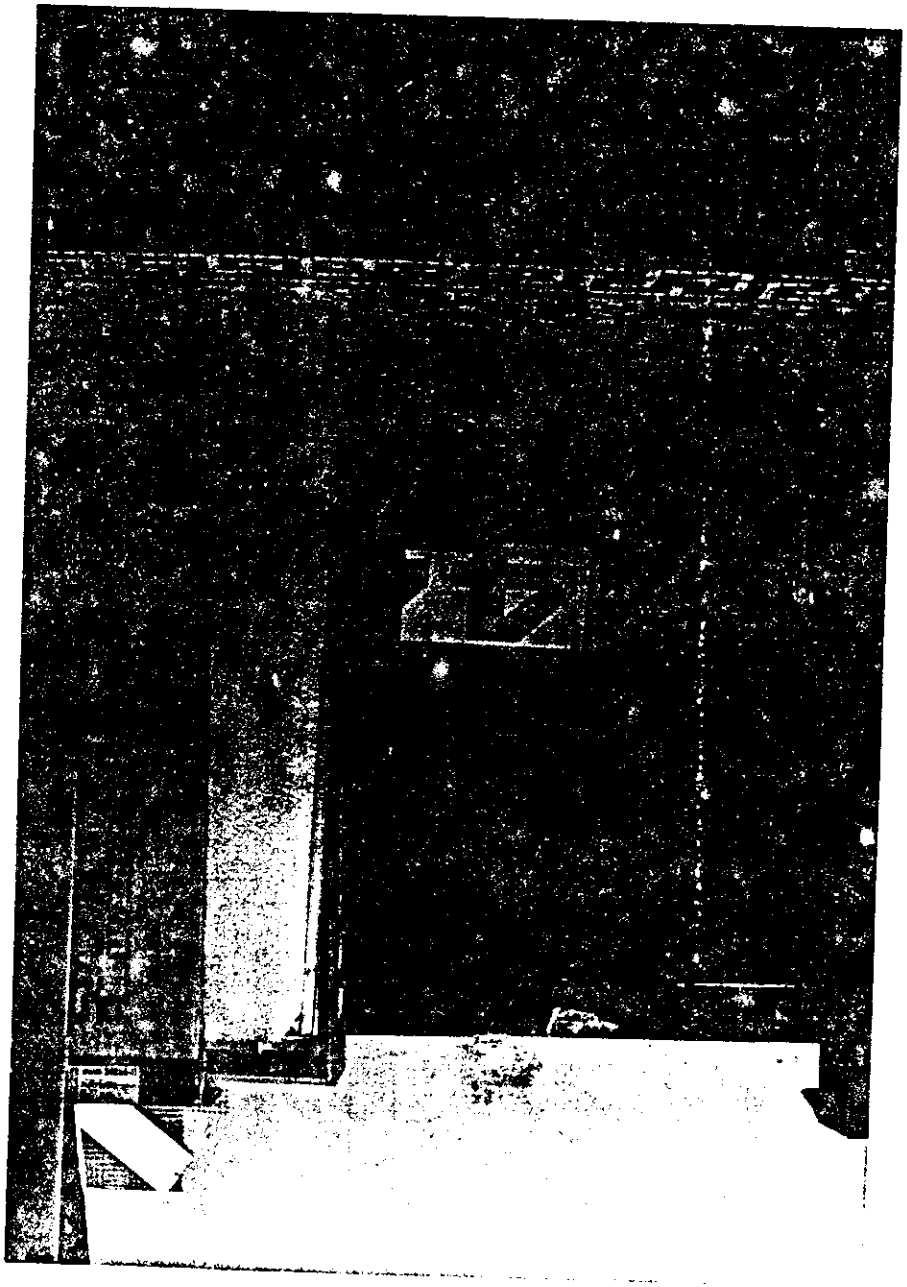


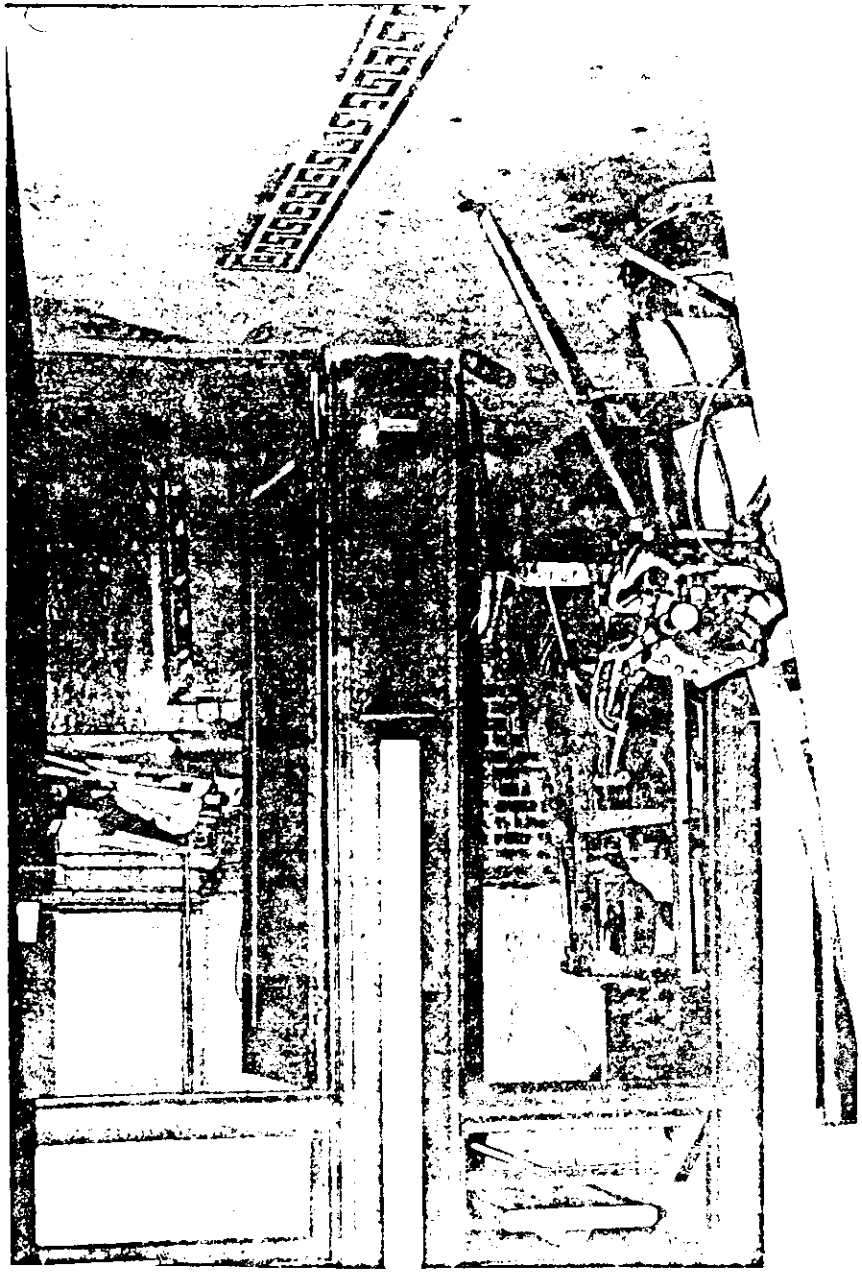


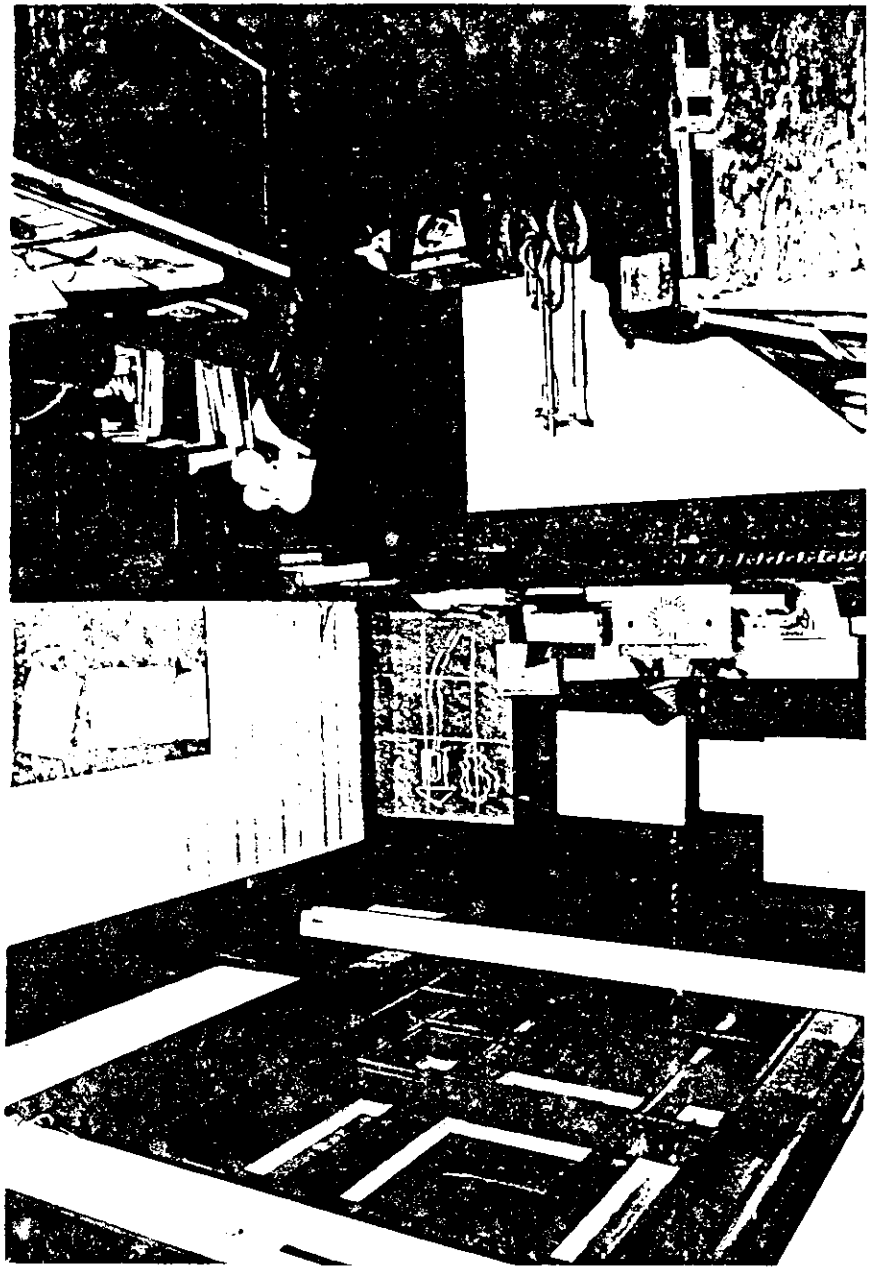













Thompson
NEON &
ELECTRIC
Signs

CITY OF TRACY

P. O. BOX 1929 • TRACY • CALIFORNIA 95376

Area Code 209: 835-2211

To Aaron + Pam

August 17, 1978

RECEIVED
AUG 22 1978
OHP

Department of Parks and Recreation
P.O. Box 2390
Sacramento, CA 95811

ATTN: Dr. Knox Mellon, State Historic Preservation Officer

SUBJECT: West Side Bank Bldg, 47 W. Sixth Street, Tracy

Gentlemen:

The Tracy City Council on August 15, 1978, approved application to the State Historical Resources Commission for consideration of placement of the West Side Bank property on the National Register of Historic Places. The Council's decision was based upon the survey and evaluation by architectural consultants Charles H. Page and Associates that subject building was rated exceptional in architectural design and style, and in its role in the history of the City of Tracy. The City Council wishes to thank you for consideration of this property for placement on the National Register of Historic Places.

Very truly yours,

MICHAEL E. LOCKE
City Manager

Betty J. Dani

BETTY J. DANI
City Clerk

MEL:BJD:jld

cc: Community Development, Gary Marchio
Ad Hoc Committee for Historical Preservation

ACKNOWLEDGEMENT PERMITTING THE OFFICE OF HISTORIC PRESERVATION

TO NOMINATE PROPERTY TO THE NATIONAL REGISTER

This is to acknowledge that I ALVIN THOMPSON the legal owner of THOMPSON ELECTRIC, have been informed of the implications of placement on the National Register and that I have agreed to allow the Office of Historic Preservation to nominate said property to the National Register of Historic Places. This acknowledgement does not constitute a binding agreement and I may withdraw my permission to the Office of Historic Preservation to nominate the above-named property.

Signature A. E. Thompson

Date 6-1-78

Ser. 39-00044 Site P-39-000595 Mo. Yr.
UTM 10/38730/22390 Q NR 3 SHL
Lat Lon Era Sig
Adm T2 T3 Cat HABS HAER Fed

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

HISTORIC RESOURCES INVENTORY

IDENTIFICATION

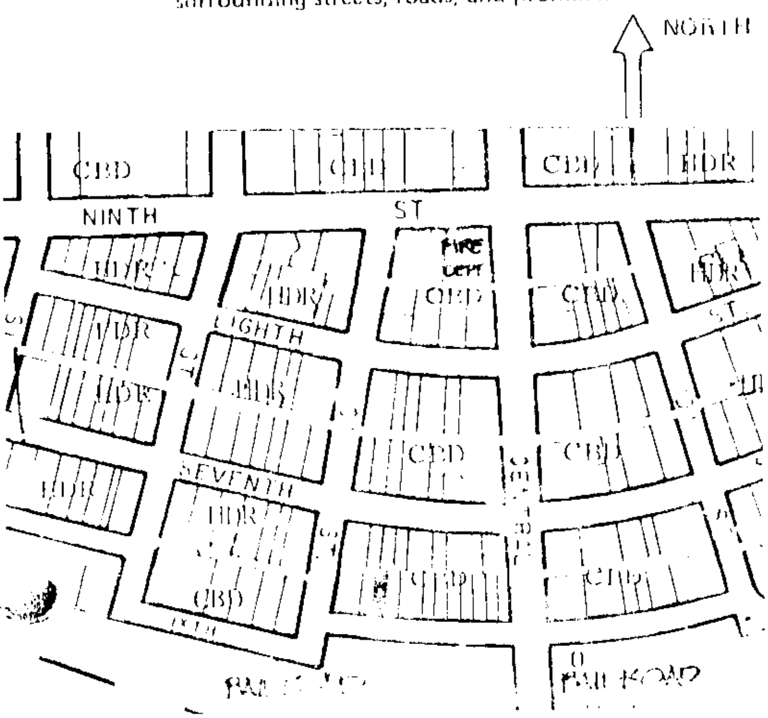
1. Common name: Thompson Electric 39-5376-1-26
2. Historic name, if known: West side Bank of Tracy
3. Street or rural address 47 W. Sixth Street
   City: Tracy ZIP: 95376 County: San Joaquin
4. Present owner, if known: Thompson Electric Address: 47 W. Sixth
   City: Tracy ZIP: 95376 Ownership is: Public [ ] Private [X]
5. Present Use: Electric contracting Original Use: bank
   Other past uses:

DESCRIPTION

6. Briefly describe the present physical appearance of the site or structure and describe any major alterations from its original condition:

One story, stone, neo-classical revival, richly detailed fa ade with denticulated pediment over pairs of Corinthian pilasters and large, central arched entrance. Hand hewn wooden flagpole. Copper entrance way with marble ground tiling.
Alterations: windows in entrance boarded up, neon sign

7. Locational sketch map (draw and label site and surrounding streets, roads, and prominent landmarks):



8. Approximate property size:
   Lot size (in feet) Frontage 26
   Depth 100
   or approx. acreage .06
9. Condition: (check one)
   a. Excellent [ ] b. Good [X] c. Fair [ ]
   d. Deteriorated [ ] e. No longer in existence [ ]
10. Is the feature a. Altered? [X] b. Unaltered? [ ]
11. Surroundings: (Check more than one if necessary)
   a. Open land [ ] b. Scattered buildings [X]
   c. Densely built-up [ ] d. Residential [ ]
   e. Commercial [ ] f. Industrial [ ]
   g. Other [X] Temple/vacant lots
12. Threats to site:
   a. None known [ ] b. Private development [X]
   c. Zoning [ ] d. Public Works project [ ]
   e. Vandalism [X] f. Other [X] Redevelopment
13. Date(s) of enclosed photograph(s): 1/6/77

P-39-000505

NOTE: The following (Items 14-19) are for structures only.

14. Primary exterior building material: a. Stone [X] b. Brick [ ] c. Stucco [ ] d. Adobe [ ] e. Wood [ ]
f. Other [ ] ______

15. Is the structure: a. On its original site? [X] b. Moved? [ ] c. Unknown? [ ]

16. Year of initial construction 1910-11 This date is: a. Factual [ ] b. Estimated [ ]

17. Architect (if known): W. H. Weeks

18. Builder (if known): J. E. Johnston

19. Related features: a. Barn [ ] b. Carriage house [ ] c. Outhouse [ ] d. Shed(s) [ ] e. Formal garden(s) [ ]
f. Windmill [ ] g. Watertower/tankhouse [ ] h. Other [ ] ______ i. None [X]

SIGNIFICANCE

20. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site when known):

This Randsome, Neo-Classical Revival bank was designed by the prominent San Francisco architect W. H. Weeks in 1911. It was built for Abe Grunauer as the West Side Bank and was the second bank established in Tracy. Grunauer was a partner with Fabian in the important merchandising firm of Fabian Grunauer. Grunauer was the first Mayor in Tracy and was influential in bringing paved streets and street lighting to Tracy, and irrigation to the surrounding farmland. The building is designed like a classical temple with pairs of Corenthian pilasters supporting an entablature and denticulated pediment. It has a large, central arched entrance with the original copper door framing. The building is of brick construction with a facade of blue limestone.

21. Main theme of the historic resource: (Check only one): a. Architecture [ ] b. Arts & Leisure [ ]
c. Economic/Industrial [X] d. Exploration/Settlement [ ] e. Government [ ] f. Military [ ]
g. Religion [ ] h. Social/Education [ ]

22. Sources: List books, documents, surveys, personal interviews, and their dates:
Tracy Press: 3/9/12; 3/28/47; 2/3/14; 3/4/11; 4/7/11; 4/15/11; 6/17/11; 8/12/11; 8/19/11.
Sanborn Maps 1907-1911-1913
Earl Williams, local historian, paper

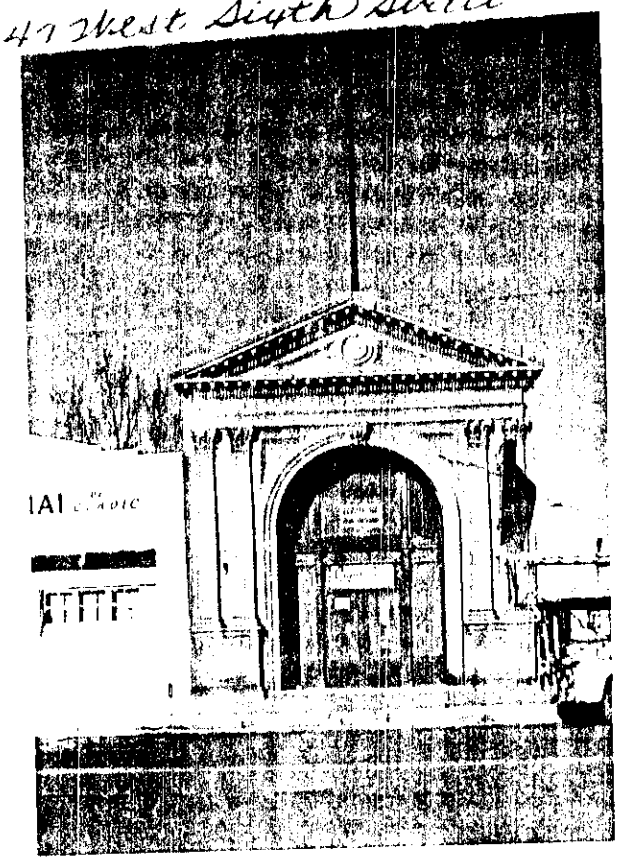
23. Date form prepared 12/77 By (name): Nancy Matthews, Gary Marchio, Mike Corbett
Address: POB 1029 City Tracy ZIP: 95376
Phone: 209-835-2211 Organization: City of Tracy Ad Hoc Committee on Restoration

(State Use Only)

#16 - Has not checked a or b.

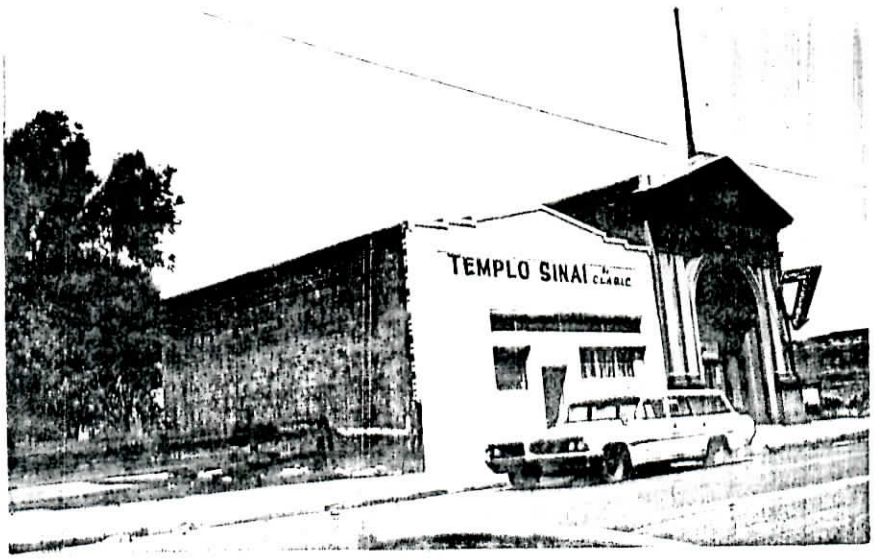
P-39-000505

West Side Bank of Tracy
47 West Sixth Street



P-39-003987

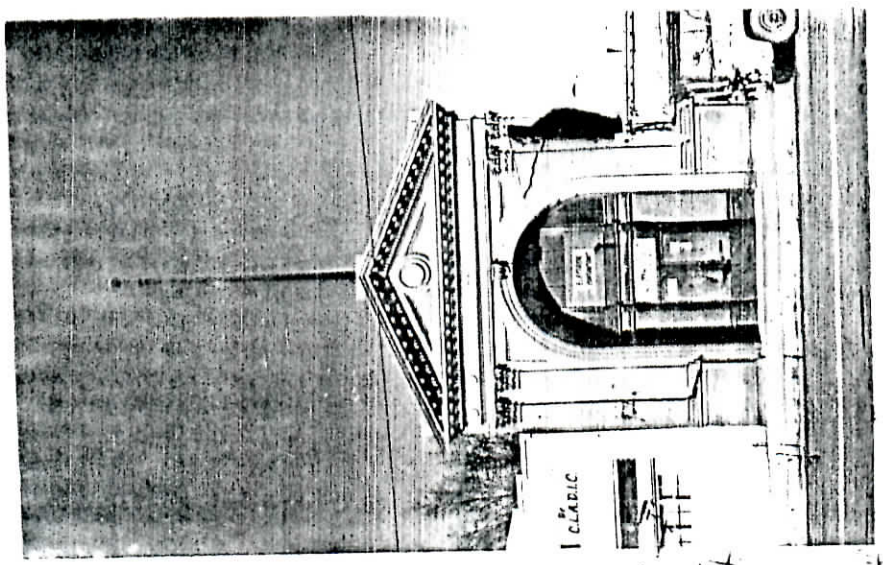
25



49 W. Sixth ca 1910
– Simple, neo-classical form

P-39-000505

26



47 W. Sixth 1910-11
– Neo-classical revival

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary#_____
HRI#_____
Trinomial_____
NRHP Status Code 3S, 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

* Resource Name or #: (Assigned by recorder) 77 W 6th Street
Map ID #: 14

P1. Other Identifier: N/A

* P2. Location: ☐ Not for Publication ☒ Unrestricted * a. County: San Joaquin

* b. USGS 7.5' Quad: Tracy, Calif. Date: 1978 (Photorevised)
Township: 2S Range: 5E Section: 28

Address 77 W 6th Street City Tracy Zip 95376

c. UTM: (Give more than one for large and/or linear resources) Zone 10; 638517mE / 4177582mN

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

Assessor's Parcel Number (APN): 235-066-11

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

The residence at 77 W 6th Street is on a 5,958 square foot parcel in the town of Tracy. The 1,357-square-foot, single-story Queen Anne-style residence sits on a raised foundation, has a roughly square plan, and the primary entrance faces south. The wood-frame building is sheathed with horizontal wood boards and is capped with an irregular shape cross-gabled and hipped roof with a wide boxed, overhang with wide fascia. The asymmetrical, primary façade has a partial-width, wrap around porch one-story high that wraps around the southeast corner under a hipped roof extension supported by wood post with applied decorative scrolled elements with a wood spindlework porch balustrade and railing. The southwest corner has a gable-roof projection. Fenestration includes original one-over-one wood windows with wide wood surrounds.

* P3b. Resource Attributes: (List attributes and codes) HP3 –Multiple Family Property

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

P5b. Description of Photo: (view, date, accession #) Photograph 1. Property at 77 W 6th Street, camera facing north, Google Image Capture 2015.

* P6. Date Constructed/Age and Source: ☒Historic ☐Prehistoric ☐Both
1900 (San Joaquin Co Assessor)

* P7. Owner and Address:
Private owner
Tracy, CA 95376

* P8. Recorded by: (Name, affiliation, address)
M. Mello and K. Johnson, AECOM
401 West A Street, Suite 1200
San Diego, CA 92101

* P9. Date Recorded: OCTOBER 2016

* P10. Survey Type: Reconnaissance

* P11. Report Citation: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* Attachments: ☐NONE ☐Location Map ☒Sketch 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):

*** NRHP Status Code 3S, 3CS**
*** Resource Name or # (Assigned by recorder)** 77 W 6th St
Map ID #: 14

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single Family Property
B4. Present Use: Multiple-Family Property
*** B5. Architectural Style:** Queen Anne
*** B6. Construction History: (Construction date, alterations, and date of alterations)** 1900.

*** B7. Moved?** X **No** ___ **Yes** ___ **Unknown Date:** **Original Location:**
*** B8. Related Features:** N/A

B9a. Architect: undetermined **b. Builder:** undetermined

*** B10. Significance: Theme** community/residential development **Area** Tracy, San Joaquin County
Period of Significance 1900 **Property Type** Single Family Property
Applicable Criteria NRHP Criteria C; CRHR 3

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

The residence at 77 W 6th Street retains sufficient historic integrity and appears to meet the criteria for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and therefore is a historical resource for purposes of the California Environmental Quality Act (CEQA). No local criteria were identified. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

*** B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

*** B14. Evaluator:** K. Johnson, AECOM

*** Date of Evaluation:** October 2016

(This space reserved for official comments.)

(Not to scale)

*** B10. Significance (continued):**

Historic Context

The residence a 77 W 6th Street was constructed in 1900 in the town of Tracy. The town of Tracy was founded in 1878, named for Lathrop J. Tracy, a grain merchant and railroad director in Mansfield, Ohio. The completion of the CPRR through Los Banos to the south offered the fastest and least expensive route to Los Angeles. Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California and by 1894 the area became home to the railroad's headquarters, roundhouse, and machine shop (Tracy Historical Museum n.d.). Tracy was an agricultural and commercial center for the surrounding farms and ranches. Tracy continued to thrive until the mid-1900s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks. Beginning in the 1970s, growth from the Bay Area spurred another wave of development for the area.

The residence at 77 W 6th Street was constructed with Queen Anne details, a very popular architectural style of the late nineteenth century, the traits of which include irregular massing, asymmetrical and steeply pitched roof, and the application of ornate details used to vary the appearance of exterior wall surfaces, all of which are modestly expressed in 77 W 6th Street. The style is predominately found in larger upper-middle class houses, but was used extensively throughout California to adorn even the simplest residences. The residence at 77 W 6th Street retains much of its original material and design, and appears eligible for the National and California registers for its architectural merits (McAlester 2013).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this building has no significant association with important historic events. The building on this parcel, constructed in circa 1900, is associated with post-railroad residential development in Tracy; however, research did not reveal that the building played a distinctive or important role in the development of the community and it was one of many similar residential structures constructed during this era. Therefore, the residence at 77 W 6th Street is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not identify any former or current property owners that were prominent members of the community or that made significant contributions to history and the property does not appear to be associated with any significant achievements of a specific individual or family. Therefore, the property is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, this property is significant as an important example of a type, period, or method of construction at the local level. The residence at 77 W 6th Street is a good example of vernacular Queen Anne style architecture with character-defining features such as its asymmetrical façade and massing, wrap around porch with spindle work, and irregular roofline and massing (McAlester 2013). The architect and builder of the property were not identified, and although it is a good example of the Queen Anne style, it is a fairly modest building and it is unlikely to be a master work. The property is eligible for the NRHP under Criterion C and the CRHR under Criterion 3 and is considered a CEQA historical resource.

Under NRHP Criterion D or CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. The location of 77 W 6th Street has remained the same, and it has not been moved since its construction. The integrity of the property's location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. The property does not appear to have been substantially altered since its original construction circa 1900, with the exception of the addition of two doors facing the porch, and retains integrity of design.

Setting is the physical environment of a historic property. The setting of the property has not changed significantly since the building was constructed circa 1900. Historic aerial photographs and historic mapping indicate that the area surrounding the property to the north, west, and east was similar to the current setting, and that the area south has been largely undeveloped (Historicaerials.com 2016).

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, the property does not appear to have been substantially altered since its original

construction circa 1900, with the exception of additional doors, and retains integrity of materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. As stated above, the property does not appear to have been substantially altered since its original construction circa 1900 and retains integrity of workmanship.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Because the property retains much of its integrity of location, design, setting, materials, and workmanship, the property retains the feeling of as a residential property constructed circa 1900.

Association is the direct link between an important historic event or person and a historic property. The property is a good example of a Queen Anne residential building constructed in the early developing decades of the town of Tracy and it retains integrity of association with that theme.

In conclusion, the building retains much of its integrity and appears to meet the criteria for listing in the NRHP under Criterion C, the CRHR under Criterion 3.

*** B12. References (continued):**

Historicaerials.com
2016 "Tracy, CA." Aerial imagery 2012-1967, historic mapping 1985-1916. Available at http://www.historicaerials.com/. Accessed October 2016.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Knopf.

Tracy Historical Museum
n.d. Tracy History. Available at http://tracymuseum.org/tracy-history/. Accessed August 2016.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary #_____
HRI #_____
Trinomial_____

Page 5 **of** 5 *** Resource Name or #** (Assigned by recorder) _____

*** Drawn By:** M. Ramos-Ponciano *** Date:** 11/03/2016

*Required Information

State of California - The Resources Agency **Primary#** _____
DEPARTMENT OF PARKS AND RECREATION **HRI#** _____

PRIMARY RECORD

Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 28 West 4th Street
Map ID #: 16

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; ___ ¼ **of** SW ¼ **of Sec** 28; M.D.**B.M.**
c. Address 28 West 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-13

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

This parcel contains a Craftsman Bungalow-style residence and a modern detached garage. The residence on the south side of West 4th Street and faces the location of the former Southern Pacific Railroad's (SPRR) Tracy yard and depot (**Photograph 1**). The one-story residence has an irregular shaped plan due to an addition on the south elevation. A cross-gable roof with wide eaves tops the building, with knee-brackets throughout and a vertical wood vent in the gable peak on the façade. The exterior is clad in a thick layer of stucco. A façade features a partial-width shed roof porch supported posts and has stucco clad low walls. Entry is gained through a centrally located, six-light wood door. All the windows consist of vinyl replacements that have been installed in the original wood surrounds. A small, short, gable-roof addition is centrally located on the south side of the residence that has narrow closed eaves, stucco siding, and vinyl framed windows (**Photograph 2**).

The modern detached garage is sited south from the residence with vehicle access off of King Alley (**Photograph 2**). The garage has a front-gable roof with narrow, closed eaves and is sheathed in vertical grooved plywood siding. The overhead door is located on the south side. A small gable roof projection is located on the north side.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and east sides of 28 West 4th Street, camera facing southwest, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1935 (San Joaquin County Assessor)

***P7. Owner and Address:**
29 SAC Holdings LP
P.O. Box 15087
Santa Ana, CA 92735

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 28 West 4th Street
Map ID #: 16

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Craftsman Bungalow
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1935; moved to this parcel from an unknown location between 1981 and 1993 (R.L. Polk & Co. 1981; Google Earth Pro 1993 May); addition on the south side constructed after 1993 (Google Earth Pro 1993 May); replacement windows installed ca. 2012 (Google Street View 2012 Jun); new stucco applied after 2015 (Google Street View 2015 Mar). Garage constructed between 1981-1993 (R.L. Polk & Co. 1981; Google Earth Pro 1993 May).

***B7. Moved?** ___ **No** _X_ **Yes** ___ **Unknown** **Date:** 1981-1993 **Original Location:** unknown
***B8. Related Features:** Modern detached garage

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance 1935; 1981-1993 (moved) **Property Type** Single-Family Property (moved)
Applicable Criteria N/A

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

The property at 28 West 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles via the Altamont Pass was constructed through the area in 1869. In 1878, the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

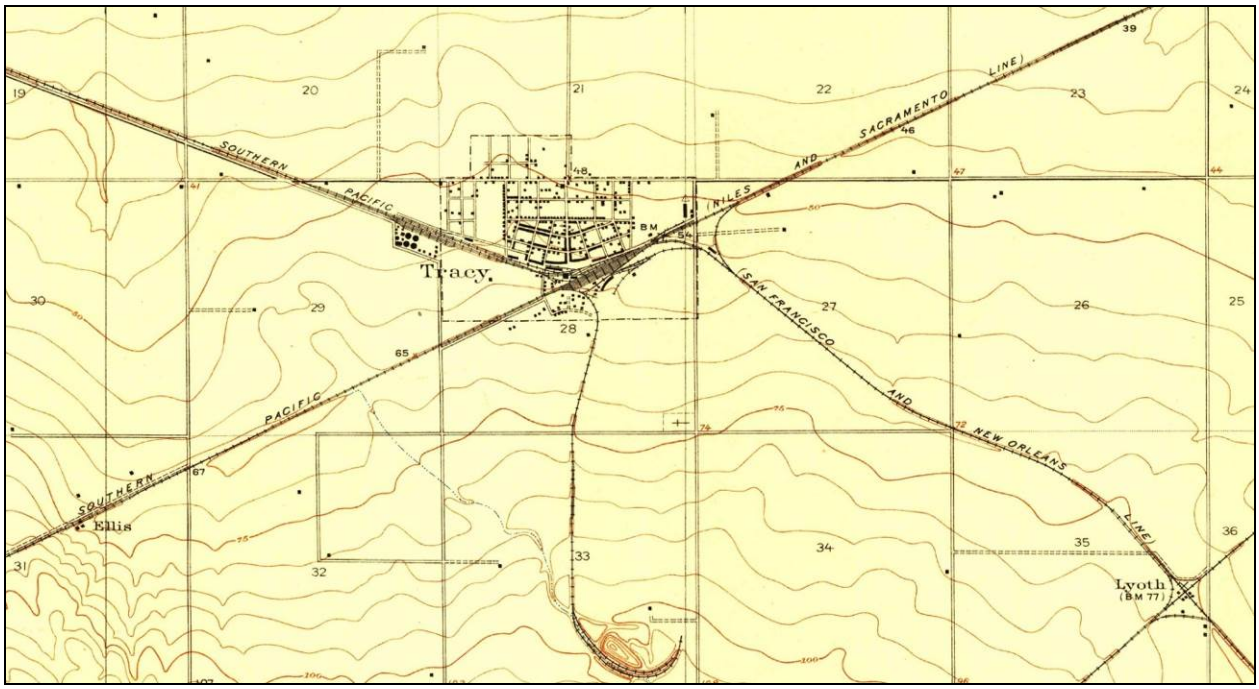


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly under-utilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy

Bypass connecting Interstate 5 and Interstate 580 (I-580) along the northern border of Tracy. I-580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205 freeway was completed and opened to traffic in 1970. These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

According Sanborn Fire Insurance Maps, historic aerial photography, and city directories, this parcel remained vacant until this residence was moved here from an unknown location between 1981 and 1993 (Sanborn 1921, 1945; UCSB 1957, 1972; R.L. Polk & Co. 1981; Google Earth Pro 193 May). This block, which fronts the former Southern Pacific Railroad's Tracy yard and depot, was originally developed with a combination of residences, restaurants, and lodgings to house railroad workers (**Plate 2**). Most structures on the block were demolished between 1945 and 1957 (compare **Plate 2** and **Plate 3**). Research did not identify the person responsible for moving the residence to this location or the initial occupant.

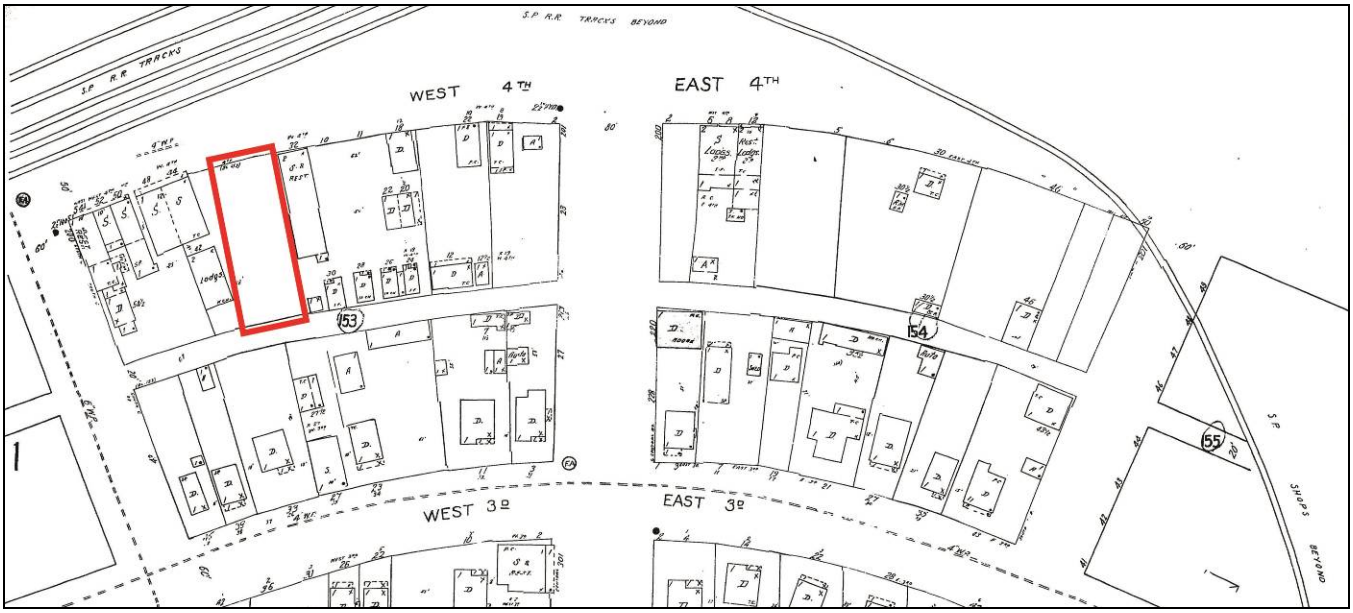


Plate 2: 1945 Sanborn Fire Insurance Map with approximate location of 28 West 4th Street indicated by the red box. Note the mixture of residences and commercial buildings along West 4th and East 4th streets (Sanborn 1945).

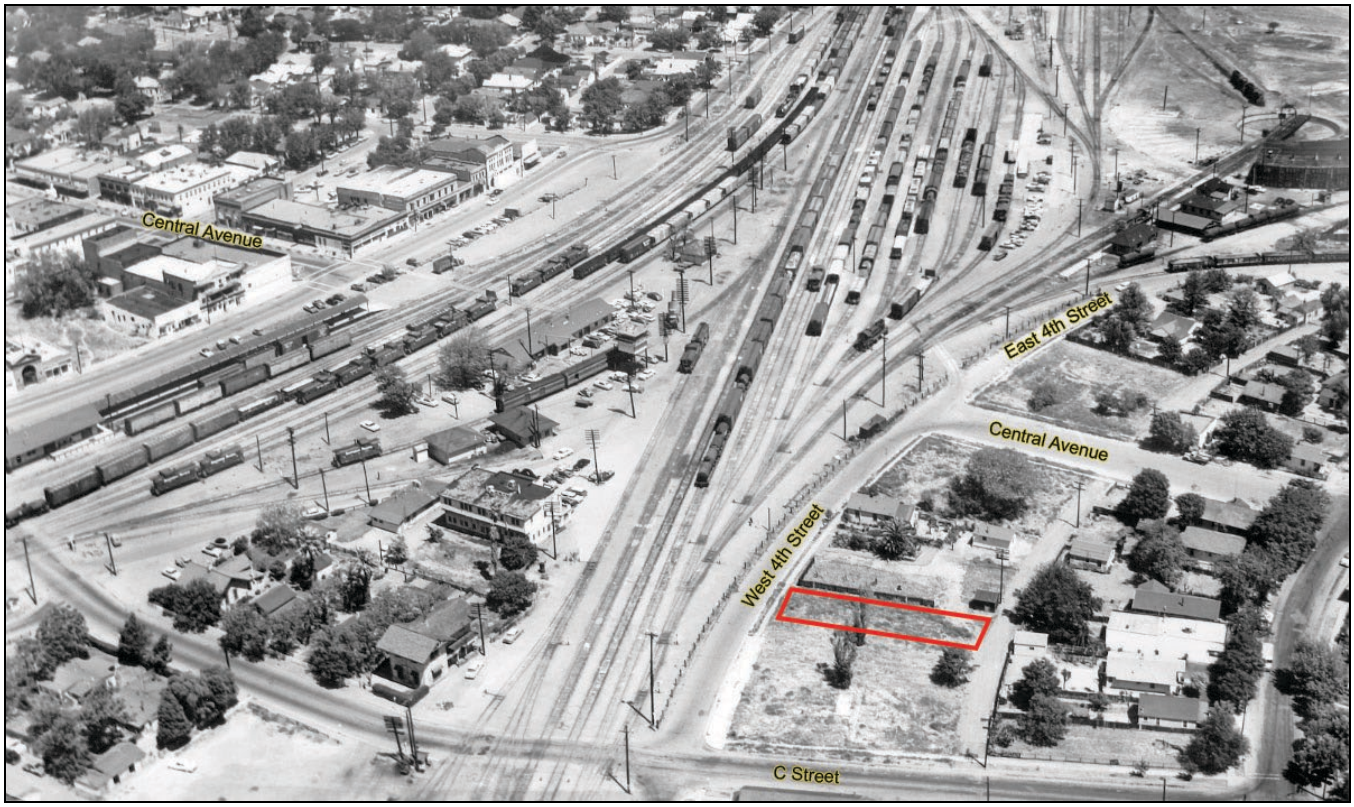


Plate 3: Circa 1957-1961 oblique photograph of SPRR Tracy yard and vicinity. The approximate location of 28 West 4th Street is indicated by the red box. Note the number of vacant lots along West 4th and East 4th streets. Also note that Central Avenue is bisected by, and C Street crosses, the railyard (TracyRail.com 2019).

Craftsman Bungalow Architecture

This Craftsman Bungalow residence was built in 1935. The style has its roots in the Arts and Crafts movement and the designs of brothers Charles and Henry Greene of Pasadena, and it peaked in popularity throughout California and the American West from the 1900s through the 1930s. They are typically one- or one-and-a-half-stories, of wood frame construction, symmetrical in plan, with a prominent attached or engaged porch with column and pedestal roof supports. The roof usually features medium pitch gable roofs with open eaves and exposed rafters, knee braces, and fascia boards at the gable ends. Chimneys, foundations, and lower portions of the walls tend to be rusticated brick or stone, with wood shingles or horizontal wood siding above. More elaborate examples can include decorative window arrangements with wide wood casing and rows of smaller panes above larger panes; dormers; slatted stick work, often in gable ends or vents; and glazed wood doors (McAlester 2013: 566-578; Clark 1986: 171-192).

Evaluation

The residence at 28 West 4th Street was moved to this location which requires application of NRHP Criterion Consideration B. This criterion consideration raises the threshold for eligibility and stipulates that in addition to meeting one of the four criterion and retaining integrity, a resource moved from its original or historically significant location can only be eligible if it is also the single surviving property most importantly associated with a historically significant person or event, significant primarily for architectural value, or achieved its significance after it was moved (NPS 1997: 29-31, 41-43). This residence does not rise to any of those levels of significance, as discussed below.

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. This property was moved to this location between 1981 and 1993, and is not associated with Tracy's founding or formative period. Research identified no important association between this property and the context of residential development on a local, state, or national level.

Research did not identify the names of any individuals directly associated with this property, and there is no indication that this property is significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Additionally, as a moved property, research did not reveal that the residence is a single surviving property most importantly associated with a historically significant person.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is a prosaic example of a Craftsman Bungalow, lacks architectural distinction, and exhibits a minimum of the hallmark stylistic elements in the form of knee-brackets and massing. Additionally, this residence does not appear to be the work of a master architect or engineer, and therefore is not eligible under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence was initially constructed using typical materials of the time, and does not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also lacks integrity of location, setting, design, workmanship, materials, and feeling. Relocation of the building between 1981 and 1993 resulted in the loss of integrity of location, and its setting was compromised by the demolition of most of the adjacent buildings on this block after 1945 and the relocation of most of the railyard infrastructure and buildings in 1961. Although the building retains integrity of association because it is still used as a residence, it has lost some integrity of design, workmanship and materials with the addition on the south elevation, new stucco siding, and replacement windows throughout. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

Google Earth Pro
1993 28 West 4th Street, Tracy, CA, 95376. May.

Google Street View.
2012 28 West 4th Street, Tracy, CA, 95376. June.
2015 28 West 4th Street, Tracy, CA, 95376. March.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
1978 Historic Resources Inventory Form for "Tracy Historic District." P-39-002871.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
2002 Department of Parks and Recreation (DPR) Sheets for "Tracy Historic District (Update)." P-39-002871. HRE 5376-0001-9999. Created for Windmiller, Ric and Napoli, Donald S. "Archaeological and Historic Building Inventory, Tract Multimodal Station Project, City of Tracy, San Joaquin Country, California." September 6.

National Park Service (NPS)
1997 *Bulletin 15: How to Apply the National Register Criteria for Evaluation* .Washington, D.C.: Department of the Interior.

R.L. Polk & Co.
1981 *1981 Tracy City Directory*. Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-070-13.

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2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
2019 Railtown Tracy. "Celebrating the History of Railroading in California's San Joaquin Valley." Available at http://tracyrail.org/ (accessed February 2019).

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

P5a. Photographs (continued):

Photograph 2. West and south sides of residence and detached garage, camera facing northeast, February 7, 2019.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 24 West 4th Street
Map ID #: 17

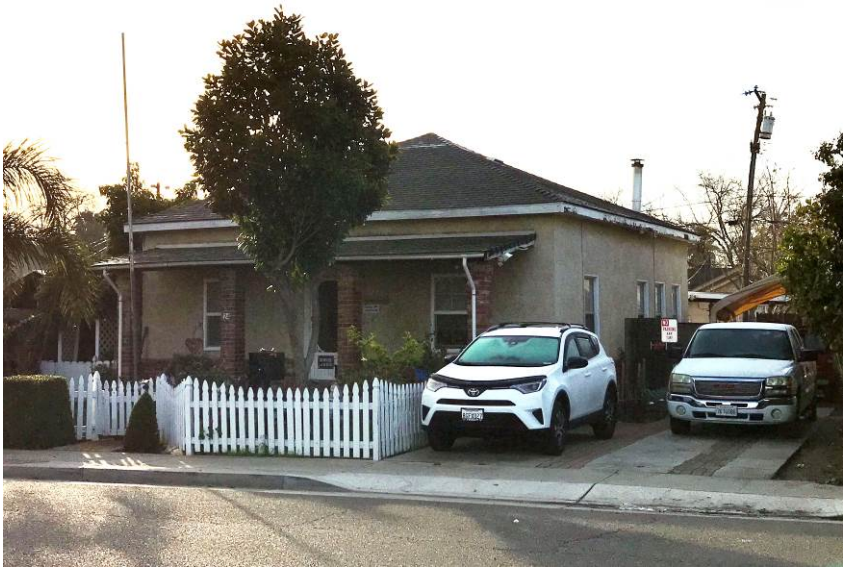
P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy T 2S; **R** 5E; ___ **¼ of** SW **¼ of Sec** 28; M.D.**B.M.**
c. Address 24 West 4th Street **City** Tracy **Zip** 95376

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)
Assessor's Parcel Number (APN): 235-070-60

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This parcel contains a heavily Modified Pyramidal Folk National-style residence, a modern detached garage with living quarters, and a carport. The residence is on the south side of West 4th Street and faces the location of the former Southern Pacific Railroad's (SPRR) Tracy yard and depot (**Photograph 1**). The one-story residence has an irregular shaped plan due to an addition on the south elevation. A pyramidal roof with narrow, closed eaves tops the building, the exterior is clad in a thick layer of stucco, and a common bond brick veneer apron has been affixed to the entire building perimeter, including the addition. A nearly full-width shed-roofed porch supported on four square brick pillars lines the façade. Entry is gained through a centrally located door on the façade that is accessed by brick stairs. All the windows consist of one-over-one, vinyl replacements with false muntins and no surrounds. The addition on the south side has a side-gabled roof with a shed roof extension on the east side with narrow, closed eaves (**Photograph 2**). The exterior has the same stucco and brick treatment as the rest of the residence. A multi-light door is located on the south side of the addition and two sizes of one-over-one vinyl windows with no sills are installed on the three wall surfaces. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and west sides of 24 West 4th Street, camera facing southeast, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
ca. 1890-1900 (Based on field observation)

***P7. Owner and Address:**
Fidel C. Hernandez
24 West 4th Street
Tracy, CA 95376-4523

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 24 West 4th Street
Map ID #: 17

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Modified Pyramidal Folk National
***B6. Construction History:** (Construction date, alterations, and date of alterations) Most likely constructed between 1890 and 1900 (McAlester 2013); moved to this parcel from an unknown location between 1981 and 1993 (R.L. Polk & Co. 1981; San Joaquin County Recorder 1983 Sep 7; Google Earth Pro 1993 May); all architectural details stripped, stucco and brick apron added, brick porch added, replacement windows installed, and addition built at unknown dates. Garage constructed 2003-2004 (Google Earth Pro 2003 Jul, 2004 Jun); residential addition constructed on south side of garage July-November 2008 (Google Earth Pro 2008 Jul, 2008 Nov); carport added to west side of secondary residence 2012-2013 (Google Earth Pro 2012 Aug, 2013 Jan).

***B7. Moved?** ___ **No** _X_ **Yes** _____ **Unknown** **Date:** 1981-1993 **Original Location:** unknown
***B8. Related Features:** Modern detached garage with living quarters

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance ca. 1890-1900; 1981-1993 (moved) **Property Type** Single-Family Property (moved)
Applicable Criteria N/A

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

The property at 24 West 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

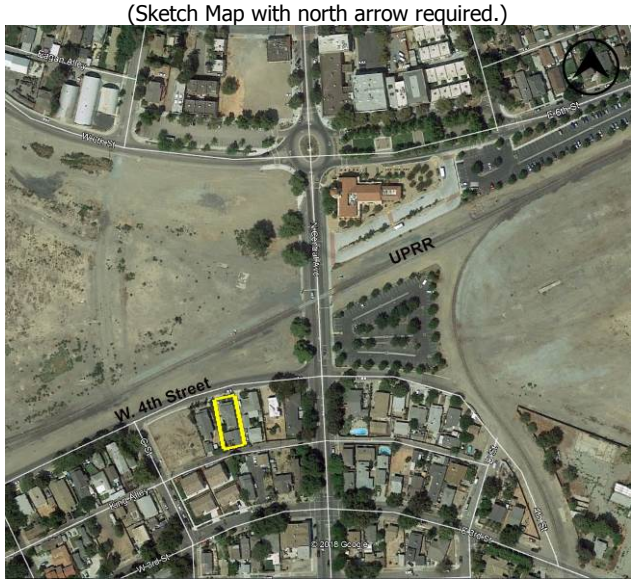
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

The modern detached garage is sited south of the residence and is accessed from King Alley (**Photograph 2**). The garage has a side gable roof with narrow, closed eaves, and is sheathed in vertical grooved plywood siding. A multi-light, overhead door is located on the west side. A low-pitched, side-gable living quarters addition has been constructed on the south side. The exterior is also sheathed in vertical grooved plywood siding and is accessed by a sliding door on the west side. Two fixed vinyl windows with false muntins are located on the south side and a small, two-part vinyl sliding window is located on the east side. A semi-attached wood frame, shed roof carport is sited west of the garage door (**Photograph 3**).

***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

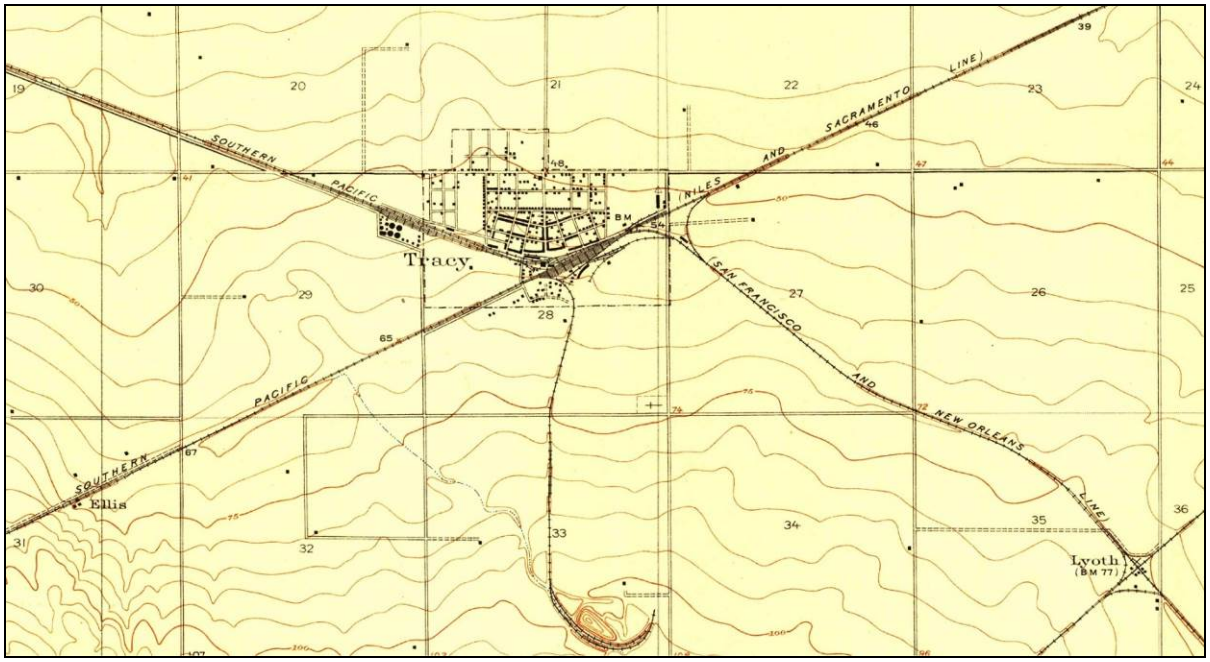


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly under-utilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed

some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting Interstate 5 and Interstate 580 along the northern border of Tracy. Interstate 580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205 freeway was completed and opened to traffic in 1970. These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

According Sanborn Fire Insurance Maps, a two-story billiards and lodgings building, a small residence, and a shed were constructed at this location before 1921 (Sanborn 1921) (**Plate 2**). The three buildings were part of a larger parcel that has since been subdivided. The billiards and lodgings building was operated by Shigezo Yamasaki and the residence was used as a rental property for railroad workers (US Census 1930, 1940). The two-story building and residence were demolished between 1945 and 1957 (**Plate 3**) and the small shed was demolished between 1972 and 1993 (Sanborn 1945; UCSB 1957 Tracyrail.com 2019; UCSB 1972; Google Earth Pro 1993 May). Most of the buildings along West 4th and East 4th Street, which were a combination of residences, restaurants, and lodgings, were demolished between 1945 and 1957 (Sanborn 1945; UCSB 1957).

This parcel did not contain a residence until this heavily Modified Pyramidal Folk National residence was moved here from an undetermined location between 1981 and 1993 (R.L. Polk & Co. 1981; Google Earth Pro 1993 May). Research indicated that the residence was most likely moved here in the mid-1980s because the current parcel boundary was subdivided from the larger lot in September 1983 (San Joaquin County Recorder Sep 1983). It is unknown who moved the residence to this location, who the first occupant was, and whether all of the alterations and the rear building addition occurred before or after it was relocated.

Plate 2: 1921 Sanborn Fire Insurance map with approximate location of 24 West 4th Street indicated by the red box. The two-story building and residence were demolished between 1945 and 1957 and the small shed was demolished between 1972 and 1993 (Sanborn 1945; UCSB 1957; Tracyrail.com 2019; UCSB 1972; Google Earth Pro 1993 May) (Source: Sanborn 1921).

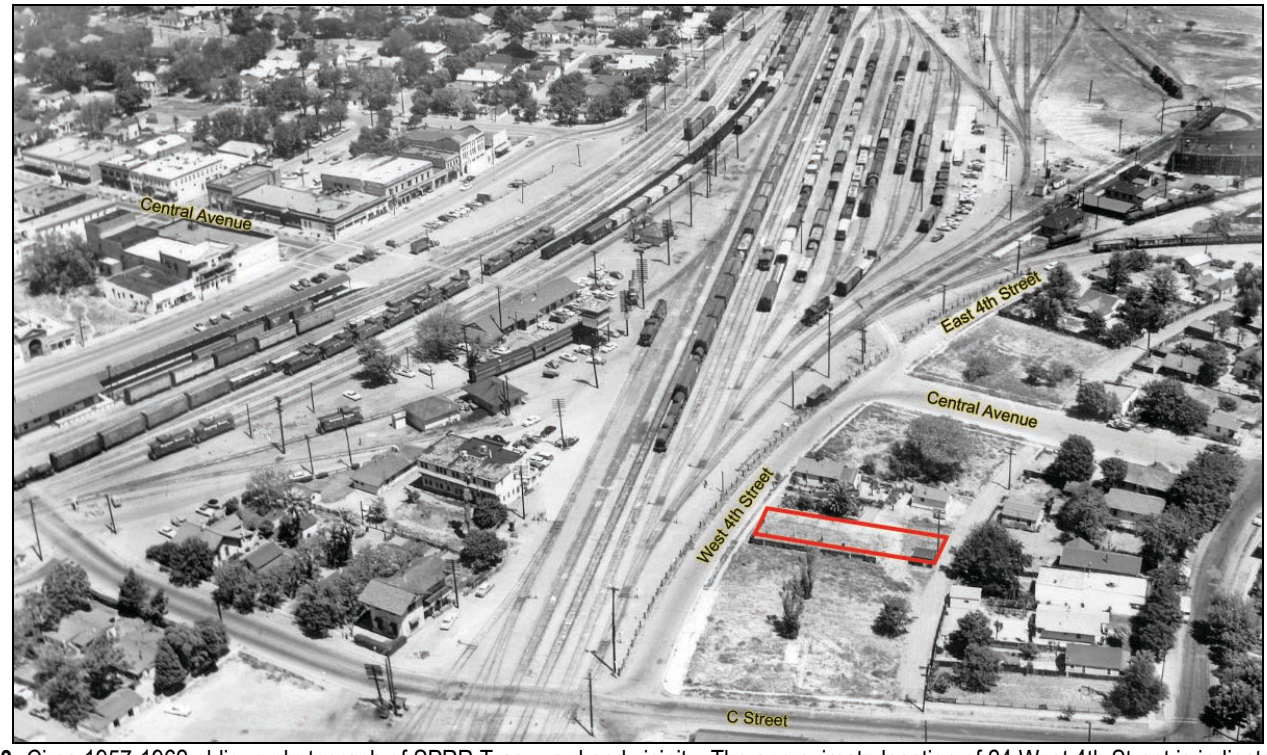


Plate 3: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity. The approximate location of 24 West 4th Street is indicated by the red box. The shed is the same shed depicted on the 1921 Sanborn above. Note the number of vacant lots along West 4th and East 4th streets. Also note that Central Avenue is bisected by, and C Street crosses, the railyard (TracyRail.com 2019).

Pyramidal Folk National Architecture

Although the San Joaquin County Assessor has assigned an effective date of 1935 to this residence, based on its Pyramidal Folk National architectural style, it was most likely built between 1915 and 1920 (San Joaquin County Assessor; McAlester 2013: 134-136, 146-147). This style is generally characterized by a simple form lacking elaborate stylistic design or detailing. These modest houses were economical to build, had a flexible floor plan, and could accommodate a variety of roof forms, including pyramidal. The low cost, simplicity, and adaptability of this design type made it very popular throughout the United States; reaching California with the railroads after 1869 and continuing through the 1930s. Other typical characteristics of the type include unadorned one-over-one double-hung windows with porch variations that could include integral porches, full-width or small porch shelters (McAlester 2013: 134-138, 146-147).

Evaluation

The residence at 24 West 4th Street was moved to this location which requires application of NRHP Criterion Consideration B. This criterion consideration raises the threshold for eligibility and stipulates that in addition to meeting one of the four criterion and retaining integrity, a resource moved from its original or historically significant location can only be eligible if it is also the single surviving property most importantly associated with a historically significant person or event, significant primarily for architectural value, or achieved its significance after it was moved (NPS 1997: 29-31, 41-43). This residence does not rise to any of those levels of significance, as discussed below.

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. The property was moved to this location between 1981 and 1993, and it is not associated with Tracy's founding or formative period. Research identified no important association between this property and the context of residential development on a local, state, or national level.

Research did not identify the names of any individuals directly associated with this residence, but there is no indication that this property is significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Additionally, as a moved property, research did not reveal that the residence is a single surviving property most importantly associated with a historically significant person.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is a heavily Modified Pyramidal Folk National style residence that lacks architectural distinction and exhibits a minimum of the hallmark stylistic elements in the form of a pyramidal roof and nearly full-width porch. Additionally, this residence does not appear to be the work of a master architect or engineer, and therefore is not eligible under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence was initially constructed using typical materials of the time, and does not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. Although the building retains integrity of association because it is still used as a residence, it has lost integrity of location, setting, design, workmanship, materials, and feeling. It has lost integrity of location because it was moved to this location between 1981 and 1993. It has lost integrity of setting because most of the buildings on this block were demolished after 1945 and most of the railyard infrastructure and buildings have been removed after the yard was relocated in 1962. Integrity of design, workmanship and materials have been affected by the removal of all original architectural details, application of non-original stucco and a brick apron, the altered brick porch, installation of replacement vinyl windows, and construction of the addition on the south elevation. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

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1993 24 West 4th Street, Tracy, CA, 95376. May.
2003 24 West 4th Street, Tracy, CA, 95376. July.
2004 24 West 4th Street, Tracy, CA, 95376. June.
2008 24 West 4th Street, Tracy, CA, 95376. July.
2008 24 West 4th Street, Tracy, CA, 95376. November.
2012 24 West 4th Street, Tracy, CA, 95376. August.
2013 24 West 4th Street, Tracy, CA, 95376. January.

Google Street View
2012 24 West 4th Street, Tracy, CA, 95376. June.

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2019 Parcel Number 235-070-060.

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University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

U.S. Census
1930 Population Schedule, California, San Joaquin County, Tulare Township, Tracy City, Enumeration Dist. No. 39-84, Supervisor's Dist. No. 9, Sheet 17A.
1940 Population Schedule, California, San Joaquin County, Tracy City, Supervisor's Dist. No. 3, Enumeration Dist. No. 39-99, Sheet 6A

P5a. Photographs (continued):

Photograph 2. South side of primary residence, west and south sides of garage and living quarters, Google Street View camera facing northeast, June 2012.

Photograph 3. West and south sides living quarter addition of garage and carport that was added between August 2012 and January 2013, camera facing north, February 7, 2019.

State of California - The Resources Agency **Primary#** _____
DEPARTMENT OF PARKS AND RECREATION **HRI#** _____
PRIMARY RECORD
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 22 West 4th Street
Map ID #: 18

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; ___ ¼ **of** SW ¼ **of Sec** 28; M.D.**B.M.**
c. Address 22 West 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-61

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

This parcel contains a heavily modified Bungalow-style residence, a Minimal Ranch-style secondary residence, a detached modern garage, and two gable-roofed sheds. The primary residence is on the south side of West 4th Street and faces the location of the former Southern Pacific Railroad's (SPRR) Tracy yard and depot, and mature vegetation obscures much of the façade, including a shed-roofed porch (**Photograph 1**). The residence is one-story with an L-shaped plan and a cross-gable roof with narrow eaves that are open on the west side (**Photograph 2**). A thick coat of stucco covers the exterior wall surface and a brick veneer apron is located on the façade which is obscured from view by vegetation. All windows have been resized and replaced with two-part, vinyl-frame windows. It also appears that some sort of wall opening on the end gable on West 4th Street has been infilled. A short, gable roof addition is located on the south side.

A prefabricated shed and a plywood shed with gabled roofs are both sited immediately southeast from the primary residence (**Photograph 2**). The detached, gable-roofed garage is sited immediately southwest from the primary residence and is accessed by plywood doors on the north side. The exterior is sheathed in vertical grooved plywood and the gable roof has narrow, closed eaves (**Photograph 3**). (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and west sides of 22 West 4th Street, camera facing southeast, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1915 (San Joaquin County Recorder); 1972-1993 (UCSB 1972, Google Earth Pro 1993 May); 1980-1981 (R.L. Polk & Co. 1980, 1981)

***P7. Owner and Address:**
Santos & Maria Ortega
22 West 4th Street
Tracy, CA, 95376

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 22 West 4th Street
Map ID #: 18

B1. Historic Name: 12 West 4th Street; 18 West 4th Street
B2. Common Name: 22 West 4th Street
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Modified Bungalow into a Minimal Traditional; Minimal Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) End-gable section of the primary residence was constructed in 1915 (San Joaquin County Recorder; 1921 Sanborn); addition on west side constructed 1972-1993 (UCSB 1972; Google Earth Pro 1993 May); resized replacement windows installed and new stucco siding applied in 2007 (Google Streetview 2007 Jul); shed roof addition on south side added 2010-2011 (Google Earth Pro 2010 Nov, 2011 Jun). Secondary residence built or moved to the parcel between 1980-1981 (R.L. Polk & Co. 1980, 1981); detached garage added to the property 1972-1993 (UCSB 1972; Google Earth Pro 1993 May). Both sheds added after 1993 (Google Earth Pro 1993 May, 2018 June).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____

***B8. Related Features:** Detached garage; Secondary residence; sheds

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential
Area Tracy, CA, San Joaquin County
Period of Significance 1915
Property Type Multiple-Family Property
Applicable Criteria N/A

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

The property at 22 West 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

Recorded by: C. Miller and H. Miller ***Date:** February 7, 2019 ☒ Continuation ☐ Update

***P3a. Description (continued):**

The Minimal Ranch-style secondary residence is located off of King Alley on the south end of the parcel (**Photograph 3**). The residence is rectangular in plan and is topped with a hipped roof with narrow, closed eaves. The exterior is clad in thick stucco siding and the primary entry is located on the south side. A plywood storage addition with a shed roof is located on the south side next to the door and a shed roof plywood water heater enclosure is located on the east side. Windows consist of two-part vinyl frame windows with false muntins with wood surrounds.

***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

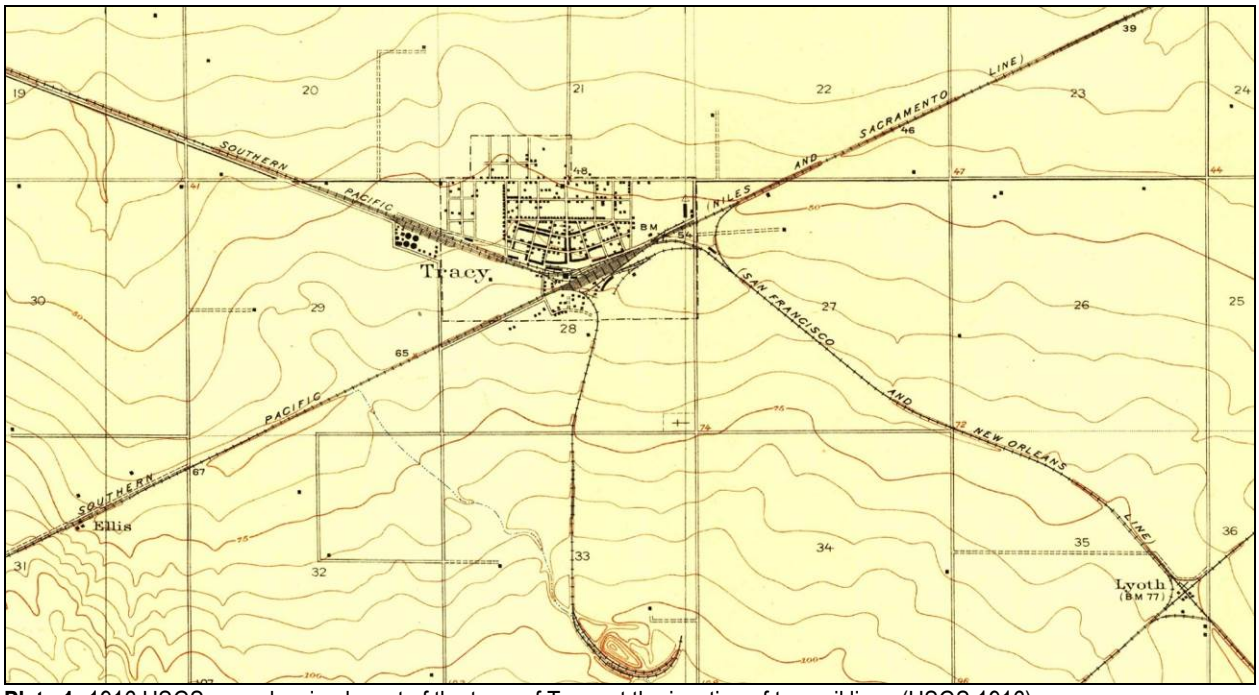

Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting Interstate 5 and Interstate 580 along the northern border of Tracy. Interstate 580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205 freeway was completed and opened to traffic in 1970. These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

The oldest building section on this parcel dates to 1915. The end-gable roof portion of the primary residence that faces West 4th Street was constructed in 1915 and designated as 12 West 4th Street (San Joaquin County Assessor; Sanborn 1921). The rectangular residence was one of six single-story houses and a two-story billiard and lodgings building on a larger parcel that has since been subdivided (**Plate 2**). It is unclear who initially built the residence in 1915, but census data and directory research indicates that this and the other residences were renter occupied, often by foreign-born railroad employees (US Census 1930; R.L Polk & Co. 1927, 1929). At some point between 1921 and 1935, the residence was re-designated as 18 West 4th Street and between 1945 and 1956 it was re-designated again, this time as the current address of 22 West 4th Street (Sanborn 1921, 1945; R.L. Polk Co. 1935, 1956).

By 1935 the residence was rented by Francisco Ornelas, his wife Beatrice and their two sons Antonio and Francisco, Jr. (R.L. Polk & Co. 1935; US Census 1940). Francisco Sr. worked as track walker for the railroad and his sons both worked in the section garage of the railroad (US Census 1940). The family eventually purchased the residence and retained ownership until at least 1980 (R.L. Polk & Co. 1956, 1970, 1980, 1981). During their tenure as property owners, most of the buildings on this block were demolished between 1945 and 1957 (Sanborn 1945; UCSB 1957). Between 1957 and 1962 the only buildings left on the block were the 1915 constructed residence, one small rear dwelling behind the residence, and a small garage (UCSB 1957; TracyRail.com 2019) (**Plate 3**). Between 1957 and 1972 the small rear dwelling was demolished (UCSB 1957; UCSB 1972). In 1981 the primary residence and a "rear" property are both listed as vacant in the city directory (R.L. Polk & Co. 1981). This is the first time a "rear" building is listed at the address, indicating that the secondary residence was constructed on the parcel between 1980 and 1981. The addition on the west side of the primary residence was constructed between 1972 and 1993 (UCSB 1972; Google Earth Pro 1993 May).

Plate 2: 1921 Sanborn Fire Insurance Map with approximate location of 22 West 4th Street indicated by the red box. The only extant building is the dwelling along the northern parcel boundary which now has an addition on the west side. The yellow buildings are the only buildings left on the block in the 1957-1962 dated photograph below (Source: Sanborn 1921).

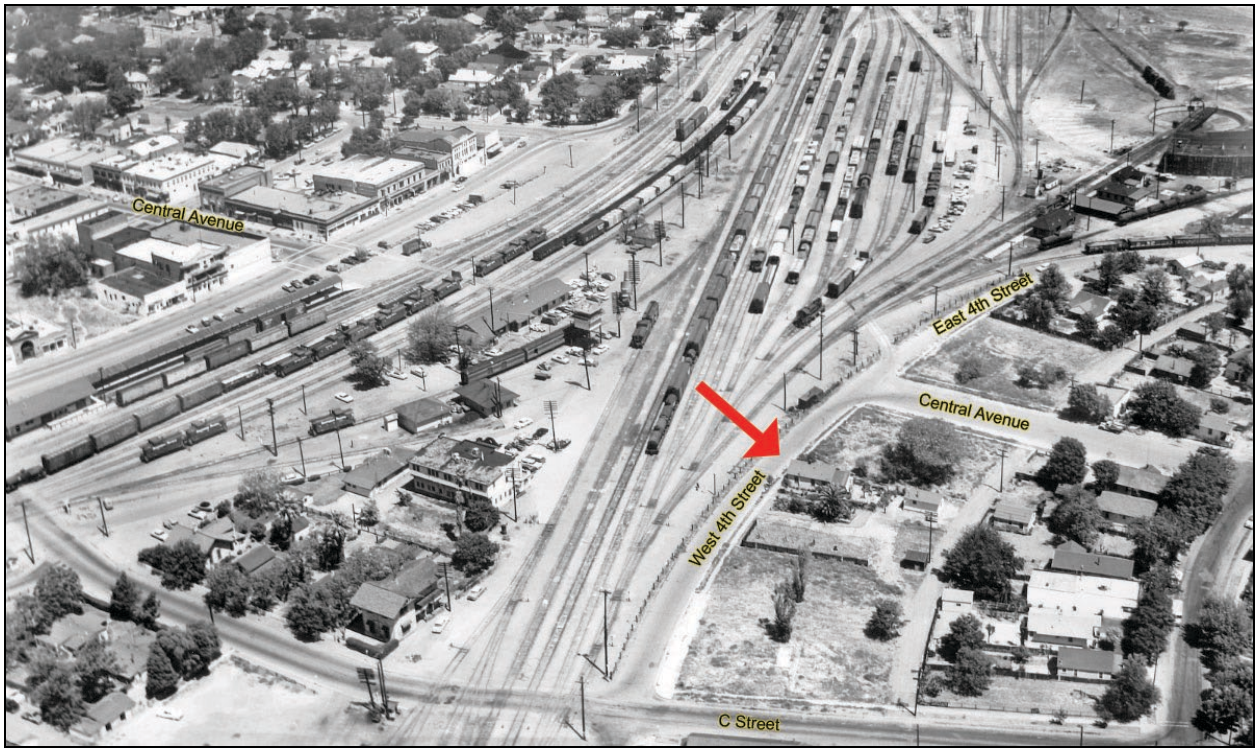

Plate 3: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity. The approximate location of 22 West 4th Street is indicated by the red arrow. The gable roof residence along West 4th Street now has an addition on the west side. Note the number of vacant lots along West 4th and East 4th streets. Also note that Central Avenue is bisected by, and C Street crosses, the railyard (TracyRail.com 2019).

Bungalow Architecture

The primary residence was built in 1915 utilizing the simple Bungalow style. Modest examples of Craftsman Bungalow Style houses, often referred to as California Bungalow, or simply Bungalow, are numerous in California. The style has its roots in the Arts and Crafts movement and the designs of brothers Charles and Henry Greene of Pasadena. The Bungalow style peaked in popularity throughout California and the American West from the 1900s through the 1930s, when working and middle-class residents gravitated toward this type of house because they were modestly priced and relatively easy to build, yet were attractive and could possess an artistic flare. Many Bungalows were constructed from catalog or manufactured house-building kits. They are commonly seen in cities, residential suburbs, as well as in rural settings. Craftsman Bungalows, which are a more formal and ornate form of the style, are usually one- or one-and-a-half-story houses of wood frame construction, symmetrical in plan, with a prominent attached or engaged porch with column and pedestal roof supports. The roof usually features medium pitch gable roofs with open eaves and exposed rafters, knee braces, and fascia boards at the gable ends. Chimneys, foundations, and lower portions of the walls tend to be rusticated brick or stone, with wood shingles or horizontal wood siding above. More elaborate examples can include decorative window arrangements with wide wood casing and rows of smaller panes above larger panes; dormers; slatted stick work, often in gable ends or vents; and glazed wood doors (McAlester 2013: 566-578; Clark 1986: 171-192).

Minimal Ranch Architecture

The secondary residence was built between 1980 and 1981 and is a late example of the Minimal Ranch style. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by a horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. Minimal Ranch houses are differentiated from the typical Ranch house by smaller square-footage, lack of deep eaves, and reserved architectural details and cladding materials (McAlester 2013: 596-604).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. The oldest building section on this property was built in 1915 and was one of the many modest residences in Tracy to house railroad employees and other working-class residents. The building is not associated with Tracy's founding and research identified no important association between this property and the context of residential development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not identify any members of the Ornelas family made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, neither residence is significant for possessing distinctive characteristics of a type, period, or method of construction. The secondary residence is a late example of the Minimal Ranch and is less than 50 years old and does not warrant evaluation. The primary residence was initially built as a modest Bungalow, but was altered into a Minimal Traditional appearance with the addition on the west side that occurred between 1972 and 1993. The building no longer has the appearance of a 1915 Bungalow and is now a prosaic example of a modified Minimal Traditional residence. Additionally, both residences do not appear to be the work of a master architect or engineer, and therefore are not eligible under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residences and additions were constructed using typical materials of the time, and do not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. Although the primary residence retains integrity of location association because it has not been moved and remains in use as a residence, it has lost integrity of setting because all of the contemporaneously built buildings that were located on the block were demolished after 1945 and most of the railyard infrastructure and buildings were removed after the yard was relocated in 1962. The addition on the west side of the residence has also affected integrity of design, workmanship, materials, and feeling of the modest, rectangular-plan, Bungalow. The property, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

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2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
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Google Earth Pro
1993 22 West 4th Street, Tracy, CA, 95376. May
2010 22 West 4th Street, Tracy, CA, 95376. November.
2011 22 West 4th Street, Tracy, CA, 95376. June.
2018 22 West 4th Street, Tracy, CA, 95376. June.

Google Streetview
2007 22 West 4th Street, Tracy, CA, 95376. July.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
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McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

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R.L. Polk & Co.
1927 *Polk's Stockton City and San Joaquin Directory 1927*. San Francisco, CA: R. L. Polk & Co.
1929 *Polk's Stockton City and San Joaquin Directory 1929*. San Francisco, CA: R. L. Polk & Co.
1935 *Polk's Stockton City and San Joaquin Directory 1935*. San Francisco, CA: R. L. Polk & Co.
1956 *Polk's Tracy City Directory 1956*. San Francisco, CA: R. L. Polk & Co.
1970 *Polk's Tracy City Directory 1970*. Monterey Park, CA: R. L. Polk & Co
1980 *1980 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1981 *1981 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-070-61.

Tracy Historical Museum
2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
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1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
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U.S. Census
1930 Population Schedule, California, San Joaquin County, Tulare Township, Tracy City, Enumeration Dist. No. 39-84, Supervisor's Dist. No. 9, Sheet 17A.
1940 Population Schedule, California, San Joaquin County, Tracy City, Supervisor's Dist. No. 3, Enumeration Dist. No. 39-99, Sheet 6A.

P5a. Photographs (continued):

Photograph 2. West side of residence in foreground, two gable-roofed sheds at center, and secondary residence at rear, camera facing southwest February 7, 2019.

Photograph 3. Modern garage on left in background and secondary residence in foreground. Photo taken from King Alley, camera facing northeast, February 7, 2019.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 16 West 4th Street
Map ID #: 19

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; ___ ¼ **of** SW ¼ **of Sec** 28; M.D.**B.M.**
c. Address 16 West 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-15

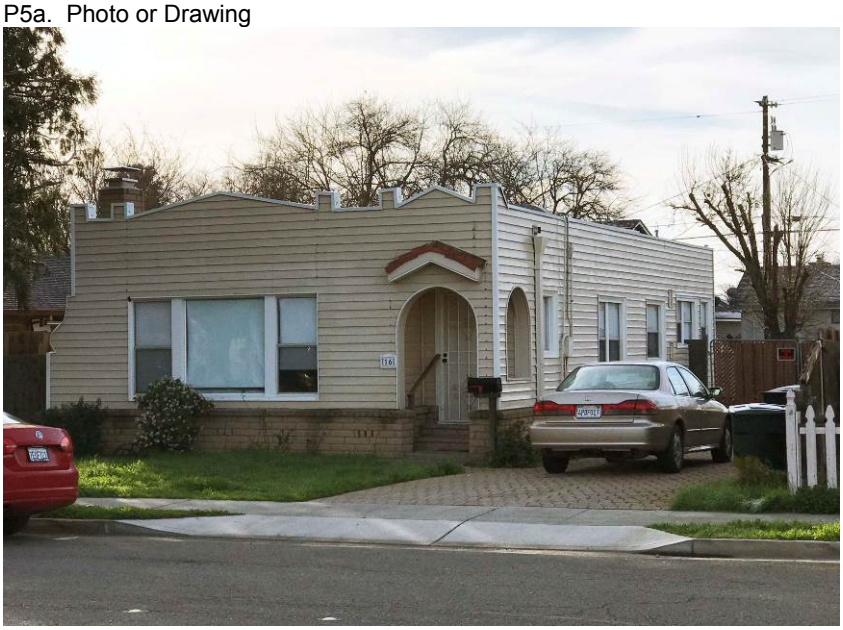
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This parcel contains a heavily modified Mission Revival-style, single-family residence (**Photograph 1**). The residence occupies the center of the lot and has a north-facing orientation which faces the former Southern Pacific Railroad (SPRR) Tracy yard and depot. It is one-story with a roughly rectangular-shaped plan. The residence has a flat roof with a shallow, shaped parapet on the north-facing façade with narrow roof coping. A shaped wing wall is located on the eastern periphery of the façade. The walls are clad with non-original vinyl siding, with an adobe brick veneer apron around the entire building perimeter. The same adobe brick veneer is used on the external chimney located on the east side. A three-part, metal frame picture window is located on the façade and lacks wood surrounds. The remaining windows are also metal frame and are arranged in single and paired groupings throughout. A small recessed porch is located on the west corner of the façade through an arched wall opening. A shallow, gable-roof porch shelter is affixed to the wall above the arched entry and is topped with Mission tile. The door is accessed by low stairs and a wood rail. An arched wall opening is located adjacent to the door on the west wall. Two boxed bays are located on the east side (**Photograph 2**) and a small shed roof addition is located on the south side (**Photograph 3**).

Two small, pre-fabricated metal sheds are located in the backyard.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of North and west sides, camera facing southeast, February 7, 2019.

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
ca. 1915-1920 (Based on field observation)

***P7. Owner and Address:**
James H. and Lola L. Henry
(Private)

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 16 West 4th Street
Map ID #: 19

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Modified Mission-Revival
***B6. Construction History:** (Construction date, alterations, and date of alterations) Most likely constructed between 1915 and 1920 (McAlester 2013); moved to this parcel from an unknown location between 1980 and 1981 (R.L. Polk & Co. 1980, 1981); non-original vinyl siding and replacement windows installed at unknown date(s).

***B7. Moved?** ___ **No** _X_ **Yes** _____ **Unknown** **Date:** 1980-1981 **Original Location:** unknown
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance ca. 1915-1920; 1980-1981 (moved) **Property Type** Single-Family Property (moved)
Applicable Criteria N/A

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

The property at 16 West 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

B10. Significance (continued):

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

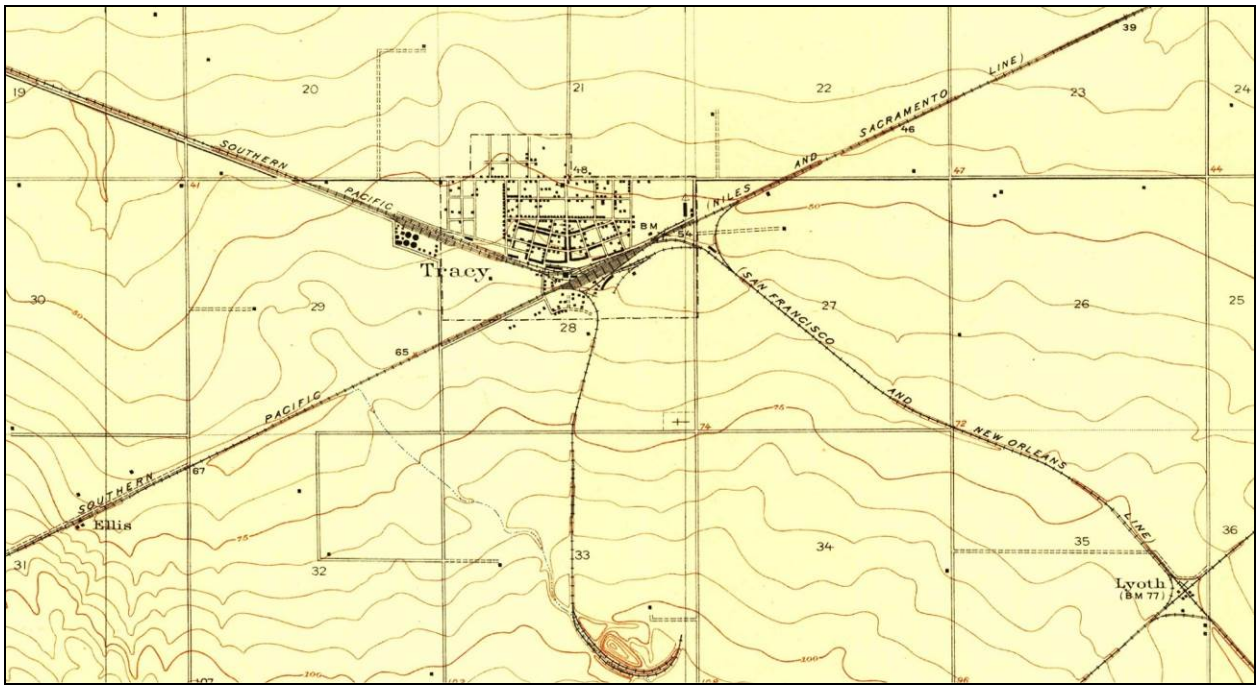


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting Interstate 5 and Interstate 580 along the northern border of Tracy. Interstate 580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205

freeway was completed and opened to traffic in 1970.These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

According Sanborn Fire Insurance Maps and historic aerial photography, two single-story residences and a garage were constructed on this parcel between 1921 and 1937 (Sanborn 1921; UCSB 1937). The primary residence was designated as 22 West 4th Street and abutted the northern parcel boundary, and the secondary residence was designated as 12 West 4th Street and abutted the southern parcel boundary which it shared with the small garage designated as 12 ½ West 4th Street. All three buildings were cleared from the parcel between 1945 and 1957 and the parcel sat vacant until the early 1980s when the residence recorded on this form was moved here from an unknown location and assigned the address of 16 West 4th Street (Sanborn 1945; UCSB 1957, 1972; R.L. Polk & Co. 1980, 1981). Most buildings along West 4th and East 4th Street, which were a combination of residences, restaurants, and lodgings, were demolished between 1945 and 1957(compare **Plate 2** and **Plate 3**). Research did not identify who moved the residence to this location or who the initially occupied the residence.

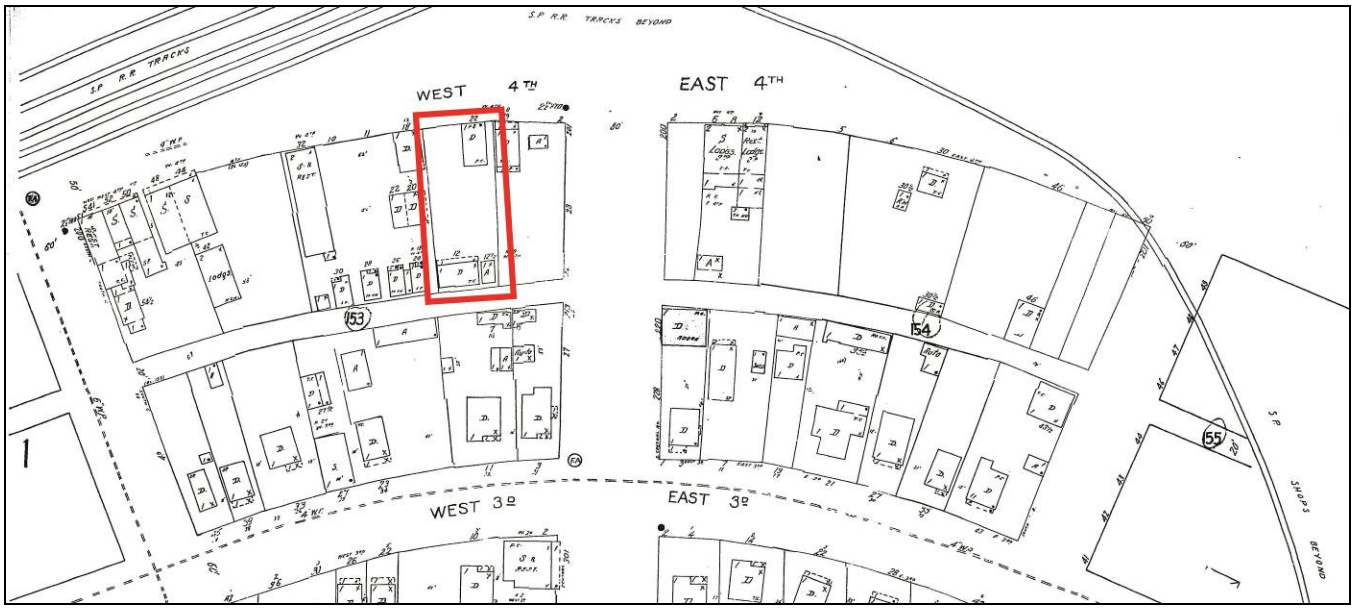


Plate 2: 1945 Sanborn Fire Insurance Map with approximate location of 16 West 4th Street indicated by the red box. All three buildings were demolished between 1945 and 1957. Note the mixture of residences and commercial buildings along West 4th and East 4th streets (Source: Sanborn 1945).

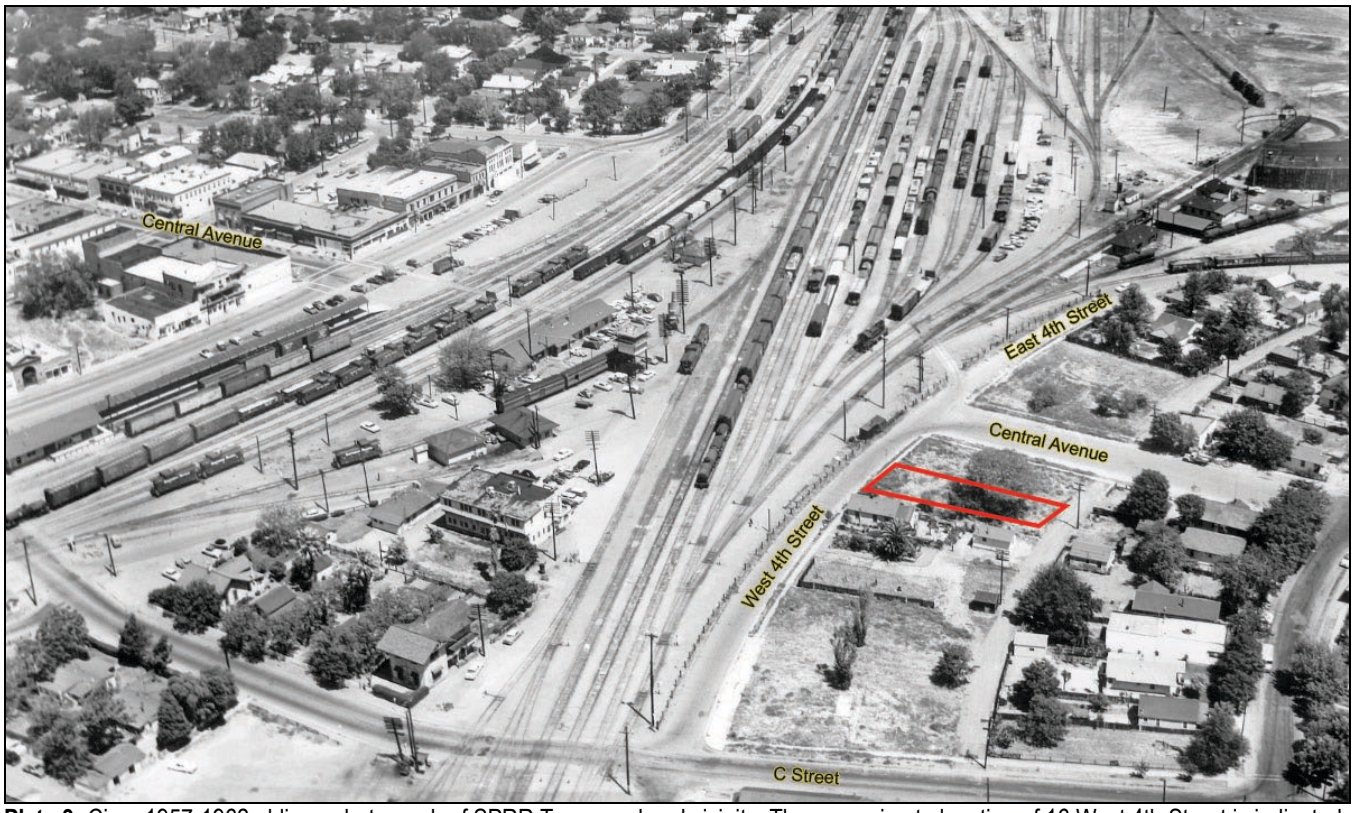


Plate 3: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity. The approximate location of 16 West 4th Street is indicated by the red box. Note the number of vacant lots along West 4th and East 4th streets. Also note that Central Avenue is bisected by, and C Street crosses, the railyard (TracyRail.com 2019).

Mission-Revival Architecture

Although the San Joaquin County Assessor has assigned an effective date of 1950 to this residence, based on its Mission-Revival architectural style, it was most likely built between 1915 and 1920 (San Joaquin County Assessor; McAlester 2013: 510-518). Architecturally, the residence is a modified, prosaic interpretation of the Mission-Revival style. This style originated in California, was popularized between 1890 and 1920, and was applied to both residential and commercial buildings. Common features of the style include a shaped parapet and/or shaped dormers, stucco siding, red tile roofs, and prominent arched porches with square piers. High-style examples could include bell towers, quatrefoil windows, wide overhanging eaves, stonework, and decorative tiles. This residence exhibits a few details of the Mission-Revival style, including a parapeted roof, an arched porch opening, and a small Mission tile gable-roof porch shelter, but does not include design hallmarks like stucco siding and a prominent porch (McAlester 2013: 510-518).

Evaluation

The residence at 16 West 4th Street was moved to this location which requires application of NRHP Criterion Consideration B. This criterion consideration raises the threshold for eligibility by stipulating that in addition to meeting one of the four criterion and retaining integrity, a resource moved from its original or historically significant location can only be eligible if it is also the single surviving property most importantly associated with a historically significant person or event, significant primarily for architectural value, or achieved its significance after it was moved (NPS 1997: 29-31, 41-43). This residence does not rise to any of those levels of significance, as discussed below.

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. The property was oved to this location between 1980 and 1981 and is not associated with Tracy's founding or formative period. Research identified no important association between this property and the context of residential development on a local, state, or national level.

Research did not identify the names of any individuals directly associated with this property, but there is no indication that this property is significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Additionally, as a moved property, research did not reveal that the residence is a single surviving property most importantly associated with a historically significant person.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is a modified, prosaic example of the Mission-Revival style, lacks architectural distinction, and exhibits a minimum of the hallmark stylistic elements in the form of a shaped roof parapet and Mission tile on the small gable-roof porch shelter. Additionally, this residence does not appear to be the work of a master architect or engineer, and therefore is not eligible under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence was initially constructed using typical materials of the time, and does not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has substantial losses to its historic integrity. Although the building retains integrity of association because it retains its original use, it has lost integrity of location, setting, design, workmanship, materials, and feeling due to its relocation in the early 1980s, demolition of the adjacent contemporaneously built buildings after 1945, and relocation of most of the railyard infrastructure and buildings after the railyard was relocated in 1962. Integrity of design, workmanship and materials has been affected by the installation of non-original vinyl siding over what is most likely stucco siding. The building, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

Finally, the property is not located within the boundary of the previously identified Tracy Historic District, located on the north side of the former SPRR rail yard. The property has no potential to warrant an expansion of the historic district boundary to include this property, or any other property located on the 10-20 block of West 4th Street or the 10-50 block of East 4th Street.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

Google Earth Pro
1993 20 East 4th Street, Tracy, CA, 95376. May.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
1978 Historic Resources Inventory Form for "Tracy Historic District." P-39-002871.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
2002 Department of Parks and Recreation (DPR) Sheets for "Tracy Historic District (Update)." P-39-002871. HRE 5376-0001-9999. Created for Windmiller, Ric and Napoli, Donald S. "Archaeological and Historic Building Inventory, Tract Multimodal Station Project, City of Tracy, San Joaquin Country, California." September 6.

National Park Service (NPS)
1997 *Bulletin 15: How to Apply the National Register Criteria for Evaluation* .Washington, D.C.: Department of the Interior.

R.L. Polk & Co.
1980 *1980 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1981 *1981 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-070-15.

Tracy Historical Museum
2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
2019 Railtown Tracy. "Celebrating the History of Railroading in California's San Joaquin Valley." Available at http://tracyrail.org/ (accessed February 2019).

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1937 Aerial photography collection. Flight ID abd-1937, Frame 33-3. August 17.
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

P5a. Photographs (continued):

Photograph 2. North and east sides of 16 West 4th Street, camera facing southwest, February 7, 2019.

Photograph 3. South side of 16 West 4th Street, camera facing north, February 7, 2019.

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

UPDATE SHEET

Primary# P-39-004353
HRI #
Trinomial
NRHP Status Code 6Z

***Resource Name or #:** (Assigned by recorder) 10 East 4th Street
Map ID #: 20

☐ Continuation ☒ Update

P1. Other Identifier: N/A
***P2e. Other Locational Data:** Assessor's Parcel Number (APN): 235-070-17

***P3a. Description:** Donald S. Napoli previously inventoried the property at 10 East 4th Street on a DPR 523 form in 2002 (see attached). The property was field checked in February 2019 and the residence appears unaltered since 2002. The driveway entry pergola has been removed and a fence across the driveway has been constructed since 2002.

***P3b. Resource Attributes:** HP2 – Single family property

P5a. Photograph:

Photograph 1. 10 East 4th Street, camera facing southwest, February 7, 2019.

***P8. Recorded by:** C. Miller and H. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019 ***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance ca. 1920; 1970-1972 (moved) **Property Type** Single-Family Property (moved)
Applicable Criteria N/A

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

Donald S. Napoli inventoried and provided a brief evaluation of the property at 10 East 4th Street in 2002 for the report titled *Archeological and Historic Building Inventory, Tracy Multimodal Station Project, City of Tracy, San Joaquin County, California* (see attached DPR 523 form). Napoli concluded that this property did not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) and no local register criteria were identified. Napoli also reported that the residence was moved to this location from Stockton around 1967 and that the garage addition was most likely built around the same time. Review of city directories and historical aerial photography indicate that the residence was moved to this location between 1970 and 1972 (R.L. Polk & Co. 1970, 1972; UCSB 1972). Napoli did not evaluate the property under *NRHP Criterion Consideration B: Moved Properties*, which raises the threshold for eligibility, requiring that in addition to meeting one of the four criterion and retaining integrity, a resource moved from its original or historically significant location can only be eligible if it is also the single surviving property most importantly associated with a historically significant person or event, significant primarily for architectural value, or achieved its significance after it was moved (NPS 1997: 29-31, 41-43).

Retiree William Eli Myers was the first occupant and owner of the property when it was first listed in city directories in 1972 and lived at the residence with his wife Loicy until they moved elsewhere between 1979 and 1980 (R.L. Polk & Co. 1972, 1979, 1980). There is no indication that William or Loicy made any significant contributions in association with this residence that merits eligibility under this criterion or that the residence is a surviving property importantly associated with a historic event. Napoli noted the alterations to the Craftsman-style residence and stated that there are better, unaltered examples of the style in Tracy that have not been moved. Lastly, research did not reveal that the residence has gained any significance since it was moved to this location in the early 1970s. Therefore, this residence does not appear to rise to any of the levels of significance to warrant eligibility under NRHP Criterion Consideration B.

After review of the previous recordation and current research, Napoli's conclusion that the property is not eligible for listing in the NRHP or the CRHR still appears to be valid. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

***B14. Evaluator:** H. Miller, AECOM ***Date of Evaluation:** February 2019

***B12. References:**

National Park Service (NPS)
1997 *Bulletin 15: How to Apply the National Register Criteria for Evaluation*. Washington, D.C.: Department of the Interior.

R.L. Polk & Co.
1970 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
1972 *Polk's Tracy City Directory 1972.* Monterey Park, CA: R. L. Polk & Co.
1979 *1979 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1980 *1980 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

University of California Santa Barbara (UCSB) Library
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

Not yet ... NRDT

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

PRIMARY RECORD

Primary # P-39-004353
HRI #
Trinomial
NHRP Status Code 6Z3
Other Listings
Review Code ____ Reviewer ____ Date ____

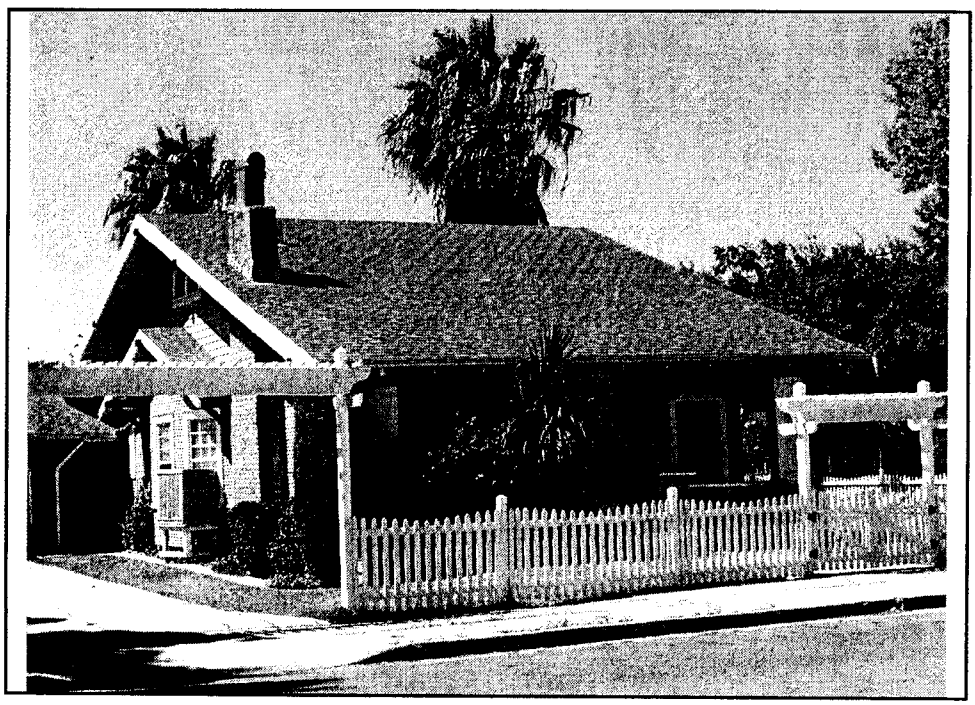
Resource Name: 10 E. 4th Street

3/2003

P1. Other Identifier:
P2. Location: Unrestricted a. County: San Joaquin
b. USGS 7.5' Quad: Tracy, Calif. Date: 1978 T 2 S; R 5 E; NW 1/4 of SE 1/4 of Sec. 28; MDM B. M.
c. Address: 10 E. 4th Street City: Tracy Zip 95376
d. UTM
e. Other Locational Data APN — 235-070-16

P3a. Description: This single-story house has a side-facing gable roof with overhanging eaves supported by knee braces and exposed rafter ends. Shingles side the gables. Horizontal board siding is used below. Windows have vinyl sash, plastic muntin-like strips, and wood frames. An inset porch extends across the entire front elevation. The porch has plain pillars topped by notched brackets. Opening onto the porch are a three-part window on the left and the front door on the right. On the east elevation an external brick chimney rises through the eave. To its left is a bay window capped by a gable roof. Further to the rear is an attached garage with a side-facing gable roof. The garage was probably added when the house was moved to this location in the 1960s. Installation of the vinyl windows, the building's only important alteration, is a later modification. The property's boundary is its current parcel.

P3b. Resource Attributes: HP2—House
P4. Resources Present: Building



P5b. Description of Photo:
Front and East Elevations
July 2002

P6. Date Constructed:
1920 Estimated

P7. Owner and Address:
Robert and J. R. Hernandez
10 E. 4th Street
Tracy, CA 95376

P8. Recorded by:
Donald S. Napoli
1614 26th Street
Sacramento, CA 95816

P9. Date Recorded: 9/6/02

P10. Survey Type: Intensive

P11. Report Citation: Windmiller, Ric and Napoli, Donald S. "Archeological and Historic Building Inventory, Tracy Multimodal Station Project, City of Tracy, San Joaquin County, California." Report available from Central California Information Center, California State University, Stanislaus, Turlock, CA

Attachments: Building, Structure, and Object Record

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # P-39-004353
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

NHRP Status Code 6Z3

Resource Name: 10 E. 4th Street

B1. Historic Name: Unknown
B2. Common Name: None
B3. Original Use: Residential
B4. Present Use: Residential

B5. Architectural Style: Craftsman
B6. Construction History: Garage added, ca. 1967; original windows replaced, ca. 1995

B7. Moved: Yes, from Stockton, ca. 1967
B8. Related Features: None

B9a. Architect: Unknown
b. Builder: Unknown

B10. Significance: Theme: Residential
Area: Tracy
Period of Significance: 1878–1957
Property Type: Houses
Applicable Criteria: N/A

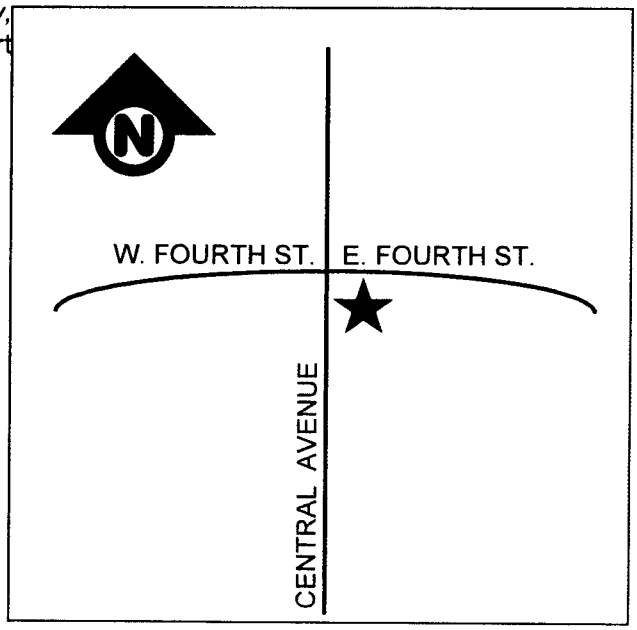
This house fails to convey its historical associations. The building is an easily recognizable example of the Craftsman style, which was very popular throughout California between 1905 and 1925. The building's horizontal orientation, overhanging eaves, and knee braces are typical stylistic features. The replacement of the original windows, however, compromises the design integrity of the structure. In addition, the house was moved to this location from Stockton in the 1960s. It thus played no role in architectural development of Tracy. The city has many unaltered and unmoved examples of Craftsman bungalows. In comparison with these houses, this building appears ineligible for the California Register and the National Register.

B11. Additional Resource Attributes:

B12. References: Tracy Historic Resources Inventory, 1978; *Tracy, California,* Sanborn fire insurance maps, 1945; interview with Robert Breedlove (longtime neighborhood resident), 24 July 2002

B13. Remarks:

Sketch Map



B14. Evaluator: Donald S. Napoli
Date of Evaluation: 09/06/02

(This space reserved for official comments.)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 20 East 4th Street
Map ID #: 21

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; __ ¼ **of** SE ¼ **of Sec** 28; M.D.**B.M.**
c. Address 20 East 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-18

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

This parcel contains a Ranch-style residence and a modern detached garage with living quarters. The residence is on the south side of East 4th Street and faces the former location of the Southern Pacific Railroad (SPRR) Tracy yard and depot (**Photograph 1**). The building is one-story with an L-shaped plan and a low-pitched, cross-gable roof with wide overhangs. Most of the exterior is sheathed in non-original aluminum siding with a faux-stone veneer apron on the north and west sides. Faux-stone is also affixed to the full-height of the primary entry door wall located at the end of the driveway. A secondary entrance is located on the west wall of the residence, also near the end of the driveway. All the windows have been replaced with two-part vinyl frames with false muntins.

The modern detached garage is sited south of the residence and is accessed from King Alley (**Photograph 2**). The garage has a side-gable roof with narrow, closed eaves, and is sheathed in vertical grooved plywood siding. An overhead door is located on the south side. Two-part vinyl sliding windows are located throughout.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and west sides of 20 East 4th Street, camera facing southeast, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1966 (San Joaquin County Assessor)

***P7. Owner and Address:**
Robert V. & Marylane Breedlove
20 East 4th Street
Tracy, CA, 95376

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 20 East 4th Street
Map ID #: 21

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1966; replacement windows and siding installed pre-2007 (Google Street View 2007 Jul). Detached garage constructed in 2007 (Google Earth Pro 2004 Jul, 2004 Nov).

***B7. Moved?** _X_ **No** _____ **Yes** _____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** Modern detached garage with living quarters

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential
Area Tracy, CA, San Joaquin County
Period of Significance 1966
Property Type Single-Family Property
Applicable Criteria N/A

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

The property at 20 East 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

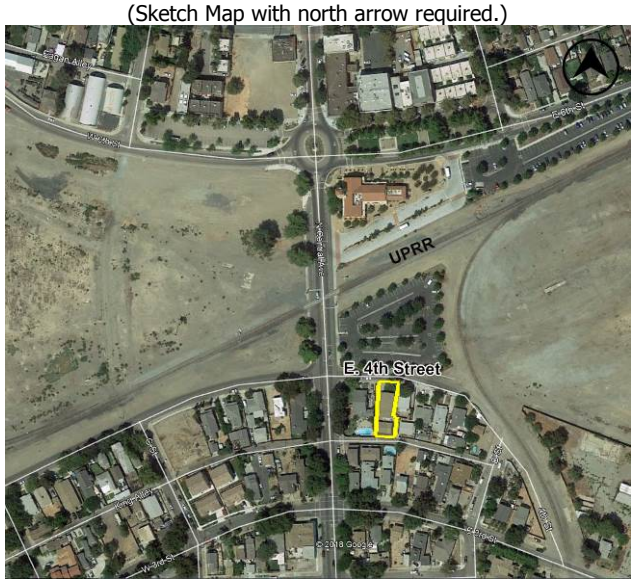
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

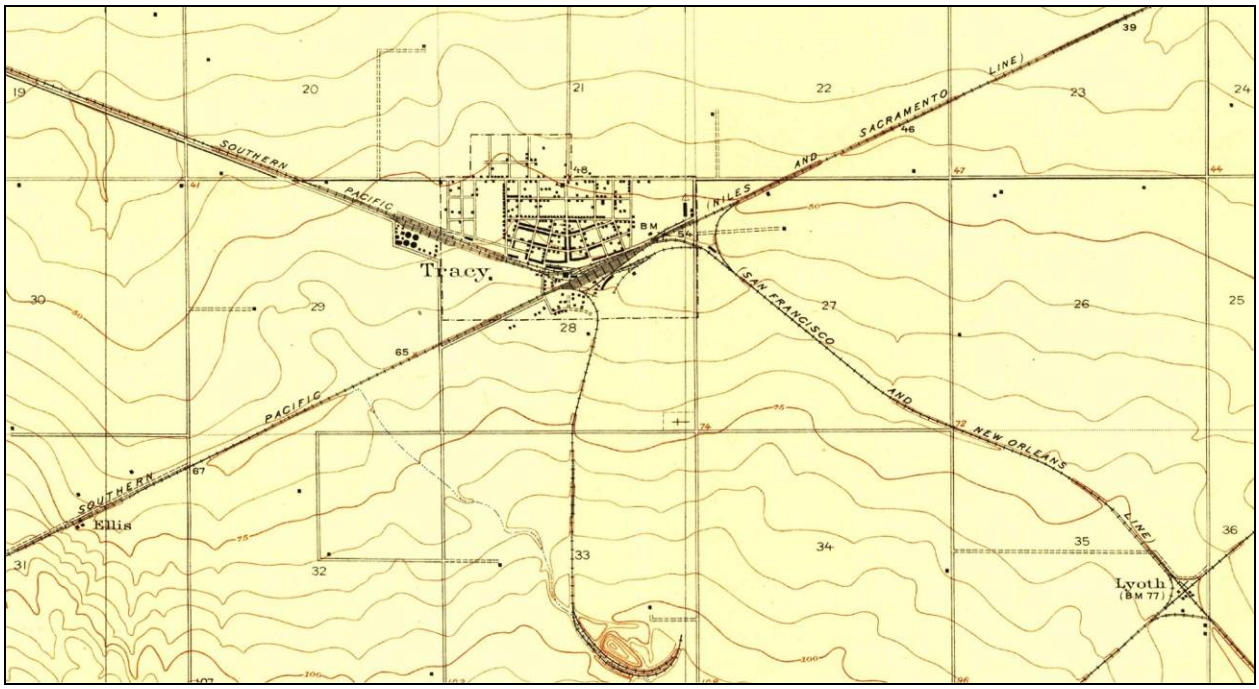


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting Interstate 5 and Interstate 580 along the northern border of Tracy. Interstate 580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205

freeway was completed and opened to traffic in 1970. These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

This residence was constructed in 1966 on a formerly vacant lot (San Joaquin County Assessor 2019; Sanborn 1921, 1945; TracyRail.com 2019; UCSB 1957, 1972). This block, which fronts the former SPRR Tracy yard and depot was originally developed with a combination of a restaurant and lodging building and a rooming house for railroad workers, a wood and coal yard, a coal house, and two small residences (**Plate 2**). Most of the structures on the block were demolished between 1945 and 1957 (compare **Plate 2** and **Plate 3**).

This residence was constructed in 1966 for owner Henry S. Lopez and his wife Frances. Lopez was an employee of the City's Public Works Department (R.L. Polk & Co. 1966). The Lopezs used the residence as a rental from the early 1970s to 1981 when they sold it to their daughter Marylane Breedlove and her husband Robert V. Breedlove (R.L. Polk & Co. 1970, 1972, 1976, 1977, 1981; San Joaquin County Recorder 1981 May 15; California Marriage Index 1961 Feb 10).

Ranch Architecture

This residence was built in 1966 in the Ranch style. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by an elongated, one-story plan with horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. While sprawling, high-style custom Ranch houses were popular during the 1950s and 1960s, most Ranch houses were mass produced in post-war housing tracts and were unassuming in both size and design (McAlester 2013: 596-604).

Plate 2: 1921 Sanborn Fire Insurance Map with approximate location of 20 East 4th Street indicated by the red box. Note the mixture of residences and commercial buildings along West 4th and East 4th streets (Sanborn 1921).

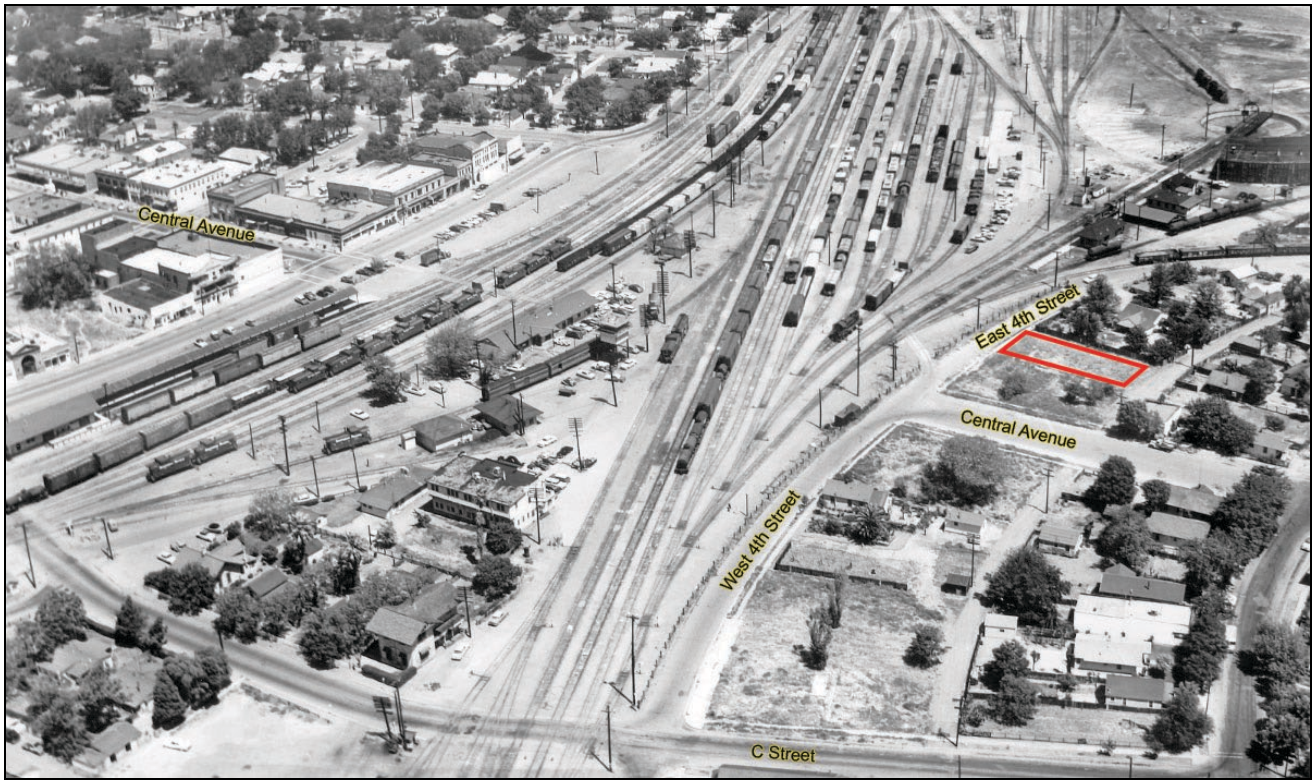


Plate 3: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity. The approximate location of 20 East 4th Street is indicated by the red box. Note the number of vacant lots along West 4th and East 4th streets. Also note that Central Avenue is bisected by, and C Street crosses, the railyard (TracyRail.com 2019).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. This residence was constructed in 1966 and is not associated with Tracy's founding and research identified no important association between this property and the context of residential development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not reveal that Henry S. Lopez, Frances Lopez, their daughter Marylane Breedlove, or her husband Robert Breedlove made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is expresses aspects of the Ranch style through the elongated, one-story plan, low-pitched gable roof, and combination of cladding materials, but it is a modest, somewhat modified example of the type. In addition, the property is not an important work of a master designer, nor does it embody the high artistic value that would merit listing in a national or state register under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence was constructed using typical materials of the time, and does not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has lost integrity of design, workmanship, and materials with the installation of replacement windows and siding. The property has lost integrity of setting because most of the buildings on this block were demolished after 1945 and most of the railyard infrastructure and buildings were relocated in 1962. Although the residence retains integrity of location, feeling, and association, the property lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California Marriage Index
1961 Robert V. Breedlove to Marylane Lopez. San Joaquin County. February 10.

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

Google Earth Pro
1993 20 East 4th Street, Tracy, CA, 95376. May.
2004 20 East 4th Street, Tracy, CA, 95376. July.
2004 20 East 4th Street, Tracy, CA, 95376. November.

Google Street View
2007 20 East 4th Street, Tracy, CA, 95376. July.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
1978 Historic Resources Inventory Form for "Tracy Historic District." P-39-002871.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
2002 Department of Parks and Recreation (DPR) Sheets for "Tracy Historic District (Update)." P-39-002871. HRE 5376-0001-9999. Created for Windmiller, Ric and Napoli, Donald S. "Archaeological and Historic Building Inventory, Tract Multimodal Station Project, City of Tracy, San Joaquin Country, California." September 6.

R.L. Polk & Co.
1966 *Polk's Tracy City Directory 1966.* Monterey Park, CA: R. L. Polk & Co.
1970 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
1972 *Polk's Tracy City Directory 1972.* Monterey Park, CA: R. L. Polk & Co.
1977 *1977 Tracy City Directory.* South El Monte, CA: R. L. Polk & Co.
1981 *1981 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-070-18.

San Joaquin County Recorder
1981 Henry S. & Frances Z. Lopez to Marylane & Robert V. Breedlove. Deed. Record No. 81031806. May 15.

Tracy Historical Museum
2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
2019 Railtown Tracy. "Celebrating the History of Railroading in California's San Joaquin Valley." Available at http://tracyrail.org/ (accessed February 2019).

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

Recorded by: C. Miller and H. Miller *Date: February 7, 2019 ☒ Continuation ☐ Update

P5a. Photographs (continued):

Photograph 2. East and south sides of garage and living quarters in foreground, south side residence in background, Google Street View camera facing northwest, June 2012 (Google Street View 2012 Jun).

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECEATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 34-36 East 4th Street
Map ID #: 23

P1. Other Identifier: 34-36 East 4th Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; ___ ¼ **of** SE ¼ **of Sec** 28; M.D.**B.M.**
c. Address 34-36 East 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-75

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

This parcel contains a Ranch-style primary residence and a Bungalow-style secondary residence. The address of the primary residence is 34A and 34B East 4th Street and it is located on the south side of East 4th Street and faces the former location of the Southern Pacific Railroad (SPRR) Tracy yard and depot (**Photograph 1**). This building is one-story with a square-shaped plan with shallow, partial-width shed roof porches on the façade (north) and south elevation. The roof system consists of a north-south oriented, moderate-pitch gable roof on the east half with an east-west oriented, low-pitched gable roof addition on the west half. The eaves on the moderate-pitch gable roof are narrow while the eaves on the low-pitched roof are wider and have a pronounced overhang at the gable peak. A thick coat of stucco covers the exterior and a brick apron is located around the perimeter. Windows consist of a combination of metal- and vinyl- frame windows, and a pair of decorative shutters is affixed to the easternmost window on the façade. Entry into 34A East 4th Street is gained through a single door on the façade. A sliding glass door is located on the west side that may serve as the entry into 34B. A small, wood-framed, gable-roofed shed with horizontal wood siding is sited northeast of the primary residence (**Photograph 1**).

(See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and west sides of 34A and 34B East 4th Street, shed at far left, camera facing southeast, February 7, 2019.

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1940-1945; 1945-1957; Post-1972 (see B6 on Continuation Sheet)

***P7. Owner and Address:**
Donofrio Family Trust, Michael James Donofrio Trust & Gina Marie Donofrio Trust
P.O. Box 98
Livermore, CA 95376-4540

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z

***Resource Name or #** (Assigned by recorder) 34-36 East 4th Street
Map ID #: 23

B1. Historic Name: 34 East 4th Street / 34 East 4th Street (rear)
B2. Common Name: 34A, 34B, and 36 East 4th Street
B3. Original Use: Single-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Ranch; Bungalow

***B6. Construction History:** (Construction date, alterations, and date of alterations) Eastern half of extant primary residence constructed between 1945 and 1957 (Sanborn 1945; UCSB 1957); cross-gables on west side of primary residence constructed between 1957 and 1962 (UCSB 1957; TracyRail.com 2019) which were removed and replaced with current low-pitched cross-gable roof between 1972 and 1993 (UCSB 1972; Google Earth Pro 1993 May). Secondary residence built between 1940 and 1945 (US Census 1940; Sanborn 1945); replacement windows installed at unknown date.

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** Secondary residence; shed

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance 1940-1945; 1945-1957; Post-1972 **Property Type** Multiple-Family Property
Applicable Criteria N/A

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

The property at 34-36 East 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

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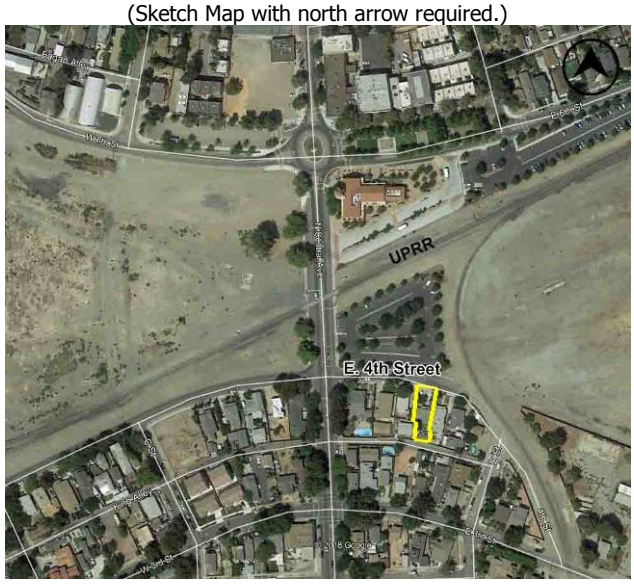
(Sketch Map with north arrow required.)



***P3a. Description (continued):**

The Bungalow-style secondary residence is sited south of the primary residence on the north side King Alley, and is signed as 36 East 4th Street (**Photograph 2**). The building is one-story with a rectangular-shaped plan and a steeply pitched side-gable roof. The roof lacks overhang on the east and west sides and has with narrow eaves on the south side. Aerial photography indicates there is a shed-roofed porch shelter on the north side above the primary entrance, which cannot be viewed from the public right-of-way. The exterior is clad in a combination of stucco siding with narrow vertical boards affixed to the end gables. Windows consist of two-part vinyl windows with false muntins.

***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

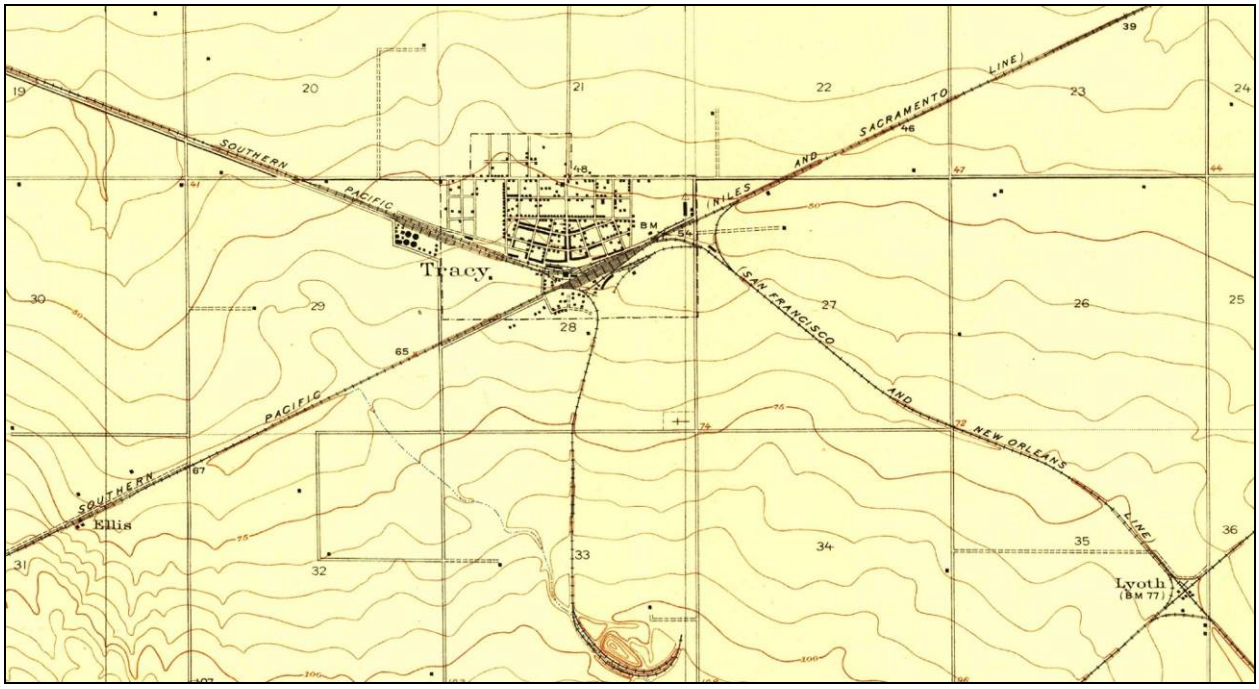


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

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Property History

According Sanborn Fire Insurance Maps, historic aerial photography, and census records, the current parcel has been the location of a number of buildings and structures, but the oldest extant building on this parcel is the secondary Bungalow-style residence on the south end of the parcel which was constructed between 1940 and 1945 (Sanborn 1921, 1945; US Census 1940) (**Plate 2**). This small dwelling was signed as 30 ½ East 4th Street, which it shared with a one-room dwelling on the parcel, and both dwellings served as a secondary residences for an no longer extant residence signed as 30 East 4th Street that was demolished between 1945 and 1957 (Sanborn 1945; UCSB 1957).

The second oldest building section on the parcel is the eastern half of the primary residence which dates between 1945 and 1957 (Sanborn 1945; UCSB 1957) (compare **Plate 2** and **Plate 3**). Between 1957 and 1962, cross-gable additions were constructed on the west side of the primary residence (**Plate 4**), but these gables were removed and replaced with the current single, low-pitched cross-gable roof building section after 1972 (UCSB 1972; Google Earth Pro 1993 May). The construction of the addition on the west side is most likely when the residence was converted into a duplex and the secondary residence was re-signed as 36 East 4th Street.

It is unclear who commissioned construction of the secondary Bungalow-style residence or the east half of the primary Ranch-style residence. Historical research indicates that Juan Sanbrano (Zanbrano), who is listed as the owner of 34 East 4th Street in city directories between 1956 and 1959, has the longest association with the property (R.L Polk & Co. 1956, 1959). By 1963, Sanbrano had sold the property to Henry S. Lopez and became a tenant in the secondary residence for nearly a decade (R.L. Polk & Co. 1963, 1966, 1970, 1972). Another tenant, Margarito Madrigal, also moved between the primary residence and the secondary residence between 1976 and 1981 (R.L. Polk & Co. 1976, 1978, 1979, 1980, 1981). Most recently, it appears that all three units have been used as rentals with high turn-over rates. The current owners consist of a family trust which purchased this property and the adjoining parcel at 24 East 4th Street in 2013 (San Joaquin County Recorder 2013 Jan 4a, 2013 Jan 4b).

Ranch Architecture

The addition on the west side of the primary residence transformed the dwelling to a Ranch-style duplex. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by an elongated, one-story plan with horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. While sprawling, high-style custom Ranch

houses were popular during the 1950s and 1960s, most Ranch houses were mass produced in post-war housing tracts and were unassuming in both size and design (McAlester 2013: 596-604).

Bungalow Architecture

The secondary residence was built between 1940 and 1945 utilizing the simple Bungalow style. Modest examples of Craftsman Bungalow Style houses, often referred to as California Bungalow, or simply Bungalow, are numerous in California. The style has its roots in the Arts and Crafts movement and the designs of brothers Charles and Henry Greene of Pasadena. The Bungalow style peaked in popularity throughout California and the American West from the 1900s through the 1930s, when working and middle-class residents gravitated toward this type of house because they were modestly priced and relatively easy to build, yet were attractive and could possess an artistic flare. Many Bungalows were constructed from catalog or manufactured house-building kits. They are commonly seen in cities, residential suburbs, as well as in rural settings. Craftsman Bungalows, which are a more formal and ornate form of the style, are usually one- or one-and-a-half-story houses of wood frame construction, symmetrical in plan, with a prominent attached or engaged porch with column and pedestal roof supports. The roof usually features medium-pitch gable roofs with open eaves and exposed rafters, knee braces, and fascia boards at the gable ends. Chimneys, foundations, and lower portions of the walls tend to be rusticated brick or stone, with wood shingles or horizontal wood siding above. More elaborate examples can include decorative window arrangements with wide wood casing and rows of smaller panes above larger panes; dormers; slatted stick work, often in gable ends or vents; and glazed wood doors (McAlester 2013: 566-578; Clark 1986: 171-192).

Plate 2: 1945 Sanborn Fire Insurance Map with approximate location of 34 and 36 East 4th Street are indicated by the red box. Note the extant secondary residence. The dwelling at the north end of the parcel was demolished at some point between 1945 and 1957 (Sanborn 1945).

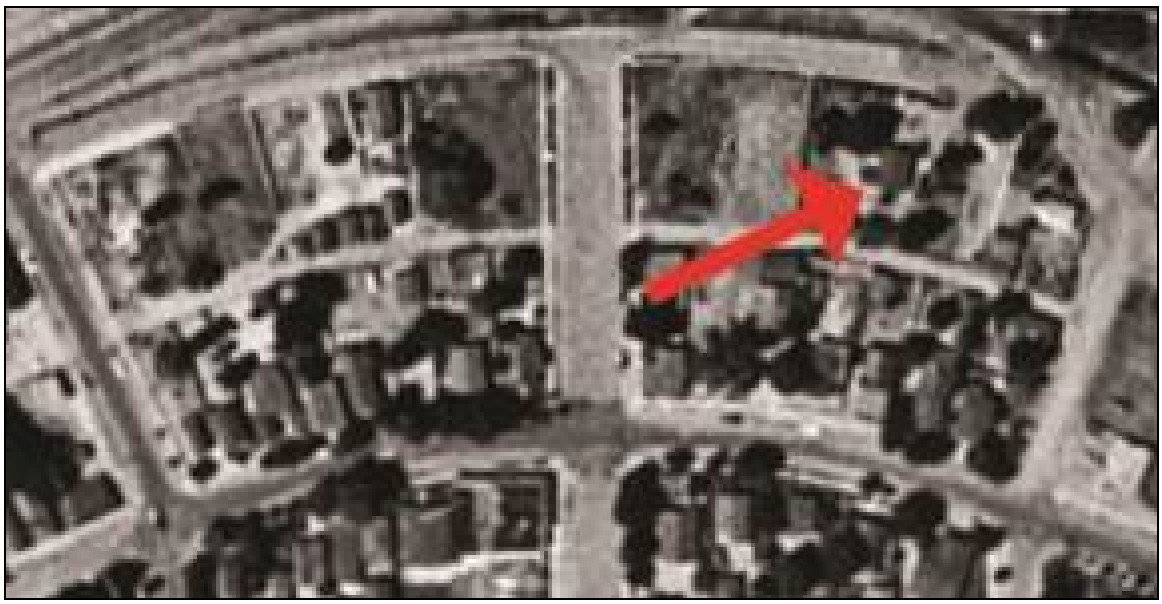


Plate 3: 1957 aerial photograph showing front-gable residence built sometime between 1945 and 1957.
This building is the eastern half of the extant Ranch-style residence. The secondary residence is obscured from view by trees (UCSB 1957).

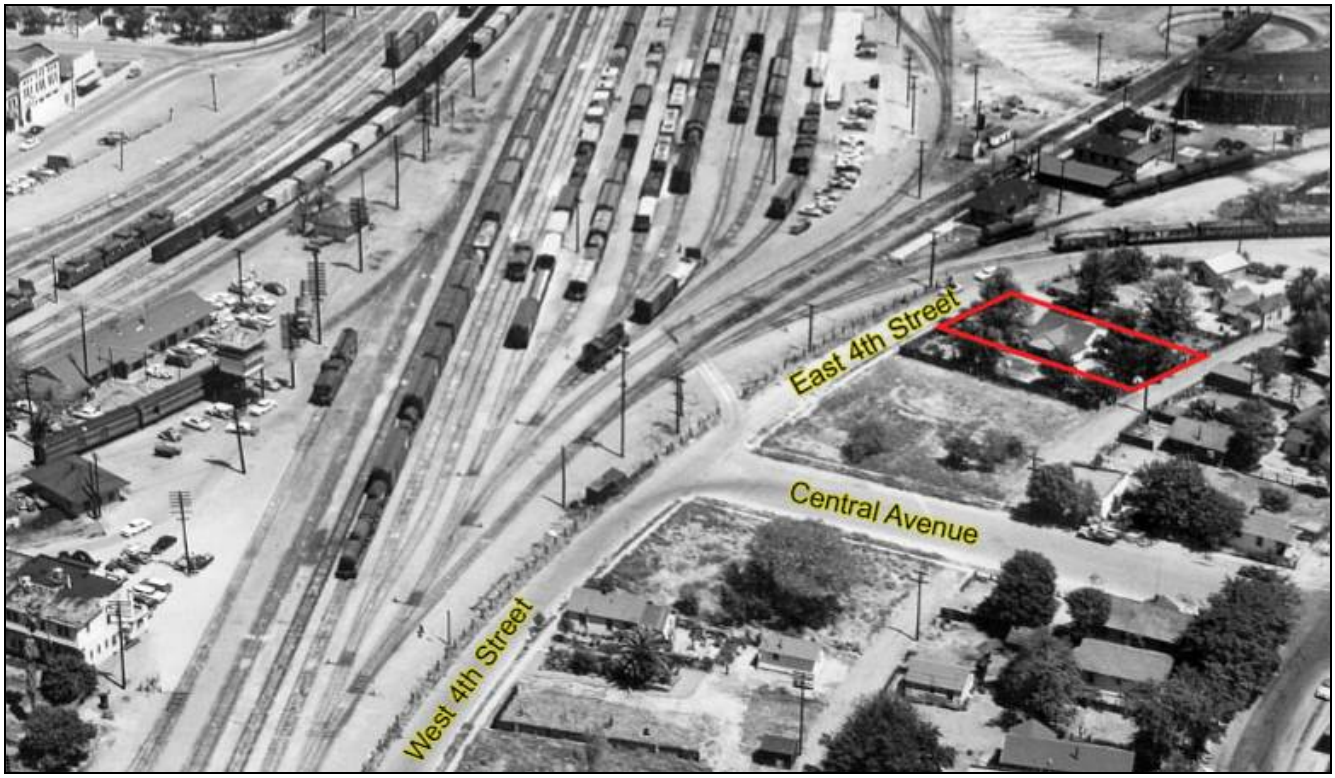


Plate 4: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity with roundhouse in background. The approximate location of 34 and 36 East 4th Street is indicated by the red box. Note the cross-gables that were added on the west-facing façade which were replaced by a single, low-pitched gable at some point after 1972 (TracyRail.com 2019).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. The oldest building on this property was built between 1940 and 1945, and the east half of the primary residence was constructed between 1945 and 1957 with a large addition on the west side constructed after 1972. None of these buildings are associated with Tracy's founding and research identified no important association between this property and the context of residential development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not identify the occupation of former owner and long-term tenant Juan Sanbrano (Zanbrano) or his wife Louisa, and it does not appear that they, or any other tenants, made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, neither residence is significant for possessing distinctive characteristics of a type, period, or method of construction. The primary residence has been modified into a late and unassuming example of the Ranch style that lacks architectural distinction and exhibits a minimum of the hallmark stylistic elements in the form of one-story plan, low-pitched gable roof, and combination of cladding materials. The secondary residence is a modified Bungalow that lacks architectural distinction. Additionally, the property is not an important work of a master designer, nor does it embody the high artistic value that would merit listing in a national or state register under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residences and were constructed using typical materials of the time, and do not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the property's lack of significance, it also has substantial losses to its historic integrity. While the primary residence retains integrity of location association because it has not been moved and continues to be used as a residence, it has lost integrity of setting because all the contemporaneously built adjacent buildings were demolished after 1945 and most of the railyard infrastructure and buildings were relocated in 1962. The addition on the west half of the residence has also affected integrity of design, workmanship, materials, and feeling of the modest, rectangular-plan residence into a cross-gable Ranch. The secondary residence has lost integrity of design, workmanship, and materials with the installation of replacement windows. The property, therefore, does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or the CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

Google Earth Pro
1993 50 East 4th Street, Tracy, CA, 95376. May.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
1978 Historic Resources Inventory Form for "Tracy Historic District." P-39-002871.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
2002 Department of Parks and Recreation (DPR) Sheets for "Tracy Historic District (Update)." P-39-002871. HRE 5376-0001-9999. Created for Windmiller, Ric and Napoli, Donald S. "Archaeological and Historic Building Inventory, Tract Multimodal Station Project, City of Tracy, San Joaquin Country, California." September 6.

R.L. Polk & Co.
1956 *Polk's Tracy City Directory 1956.* San Francisco, CA: R. L. Polk & Co.
1959 *Polk's Tracy City Directory 1959.* Los Angeles, CA: R. L. Polk & Co.
1963 *Polk's Tracy City Directory 1963.* Monterey Park, CA: R. L. Polk & Co.
1966 *Polk's Tracy City Directory 1966.* Monterey Park, CA: R. L. Polk & Co.
1970 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
1972 *Polk's Tracy City Directory 1972.* Monterey Park, CA: R. L. Polk & Co.
1976 *Polk's Tracy City Directory 1976.* Monterey Park, CA: R. L. Polk & Co.
1978 *1978 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1979 *1979 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1980 *1980 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1981 *1981 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-070-75.

San Joaquin County Recorder
2013 Maria Arce Trust, Linda Vega Trust & Lopez Family Trust to Donofrio Family Trust, Michael James Donofrio Trust & Gina Marie Donofrio Trust. Deed. Record No. 2013-001468. January 4a.
2013 Maria Arce Trust, Linda Vega Trust & Lopez Family Trust to Donofrio Family Trust, Michael James Donofrio Trust & Gina Marie Donofrio Trust. Deed. Record No. 2013-001541. January 4b.

Tracy Historical Museum
2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
2019 Railtown Tracy. "Celebrating the History of Railroading in California's San Joaquin Valley." Available at http://tracyrail.org/ (accessed February 2019).

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

U.S. Census
1940 Population Schedule, California, San Joaquin County, Tracy City, Supervisor's Dist. No. 3, Enumeration Dist. No. 39-99, Sheet 8B.

P5a. Photographs (continued):

Photograph 2. East and south sides of 36 East 4th Street, view from King Alley, camera facing northeast, February 7, 2019.

State of California - The Resources Agency **Primary#** _____
DEPARTMENT OF PARKS AND RECREATION **HRI#** _____
PRIMARY RECORD
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 24 & 26 East 4th Street
Map ID #: 22

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; ___ ¼ **of** SE ¼ **of Sec** 28; M.D.**B.M.**
c. Address 24 & 26 East 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-74

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

This parcel contains two nearly identical Ranch-style residences. The residence at 24 East 4th Street is on the south side of East 4th Street and faces the former location of the Southern Pacific Railroad (SPRR) Tracy yard and depot (**Photograph 1**), and the residence at 26 East 4th Street is on the south end of the parcel on the north side of King Alley (**Photograph 2**). Both buildings are one-story with rectangular plans and low-pitched roofs with wide overhangs. The exteriors are clad in rough stucco siding with common bond brick veneer aprons on the north and west sides. Entry into the residence at 24 East 4th Street is gained through a door on the east side, and the windows are non-original vinyl frame units with false muntins. Decorative shutters are affixed to the two windows on the north-facing façade.

Entry into Residence at 26 East 4th Street is gained through a door on the north side that is not visible from the public right-of-way. Its windows are non-original vinyl frame units with false muntins.

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and east sides of 24 East 4th Street, camera facing south west, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1970-1972 (R.L. Polk & Co 1970; UCSB 1972)

***P7. Owner and Address:**
Donofrio Family Trust
Michael James Donofrio Trust
Gina Marie Donofrio Trust
(Private)

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 24 & 26 East 4th Street
Map ID #: 22

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Multiple-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alterations, and date of alterations) Constructed in 1964; replacement windows installed pre-2007 (Google Streetview 2007 Jul).

***B7. Moved?** _X_ **No** _____ **Yes** _____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** N/A

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential
Area Tracy, CA, San Joaquin County
Period of Significance 1970-1972
Property Type Multiple-Family Property
Applicable Criteria N/A

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

The residences at 24 & 26 East 4th Street do not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor do they appear to be historical resources for purposes of the California Environmental Quality Act (CEQA). The properties have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

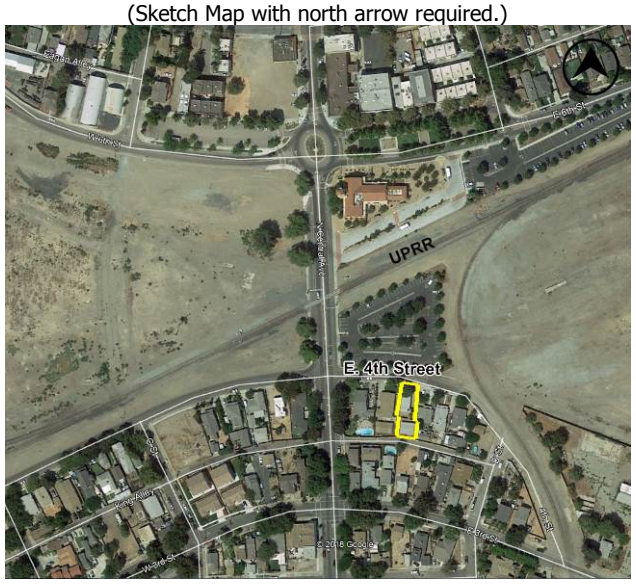
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

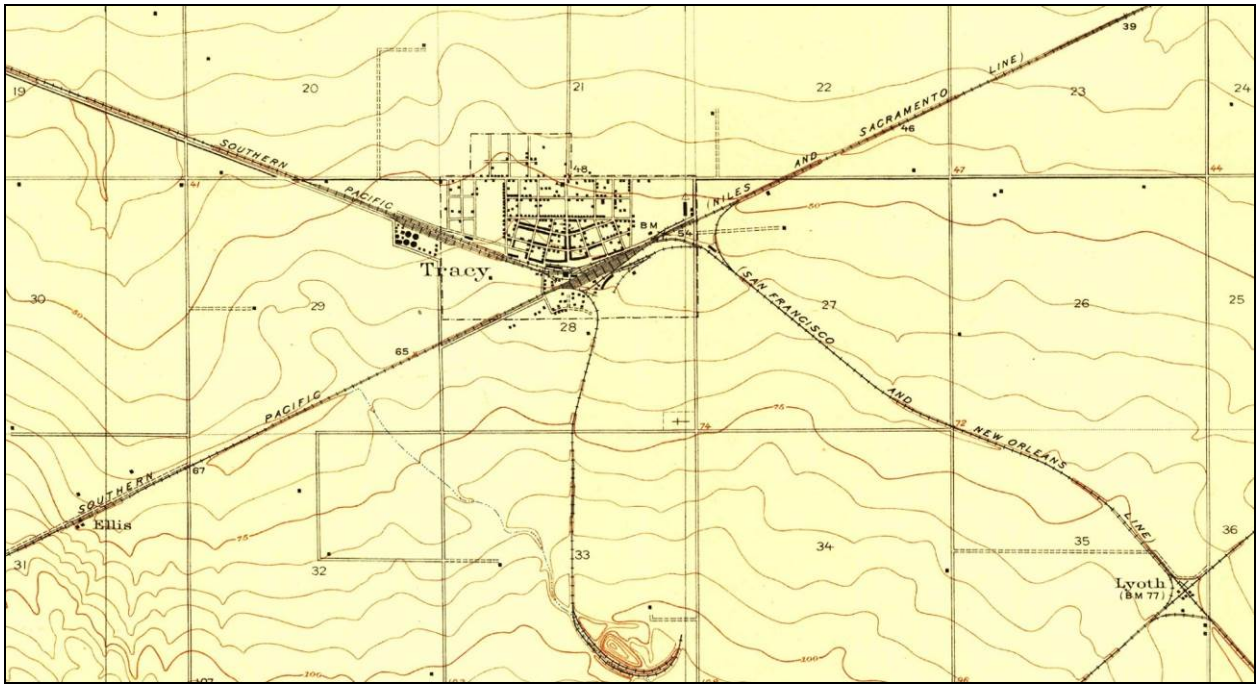


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting Interstate 5 and Interstate 580 along the northern border of Tracy. Interstate 580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205

freeway was completed and opened to traffic in 1970.These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

The residences at 24 and 26 East 4th Street were constructed between 1970 and 1972 on a lot that previously served as a yard for a no longer extant residence (R.L. Polk & Co. 1970, 1972; Sanborn 1921, 1945; TracyRail.com 2019; UCSB 1957, 1972). This block, which fronts the former location of the SPRR Tracy yard and depot, was originally developed with a combination of a restaurant and lodging buildings and a rooming house for railroad workers, a wood and coal yard, a coal house, and two small residences (Sanborn 1921). Most structures on the block were demolished between 1945 and 1957 (compare **Plate 2** and **Plate 3**).

Research did not identify who initiated construction of these residences, but they appear to have been built as income producing properties. SPRR employee Alex Puente was the first tenant at 24 East 4th Street in 1972 and retiree Rafaela Urquidez lived at 26 East 4th Street (R.L. Polk & Co. 1972). Rafaela Urquidez moved into 24 East 4th Street in the mid-1970s and 26 East 4th Street was vacant for a number of years (R.L. Polk & Co.1976, 1979, 1980, 1981). The current owners consist of a family trust which purchased this property and the adjoining parcel at 34-36 East 4th Street in 2013 (San Joaquin County Recorder 2013 Jan 4a, 2013 Jan 4b).

Ranch Architecture

These residences were built between 1970 and 1972 in the Ranch style. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by an elongated, one-story plan with horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. While sprawling, high-style custom Ranch houses were popular during the 1950s and 1960s, most Ranch houses were mass produced in post-war housing tracts and were unassuming in both size and design (McAlester 2013: 596-604).

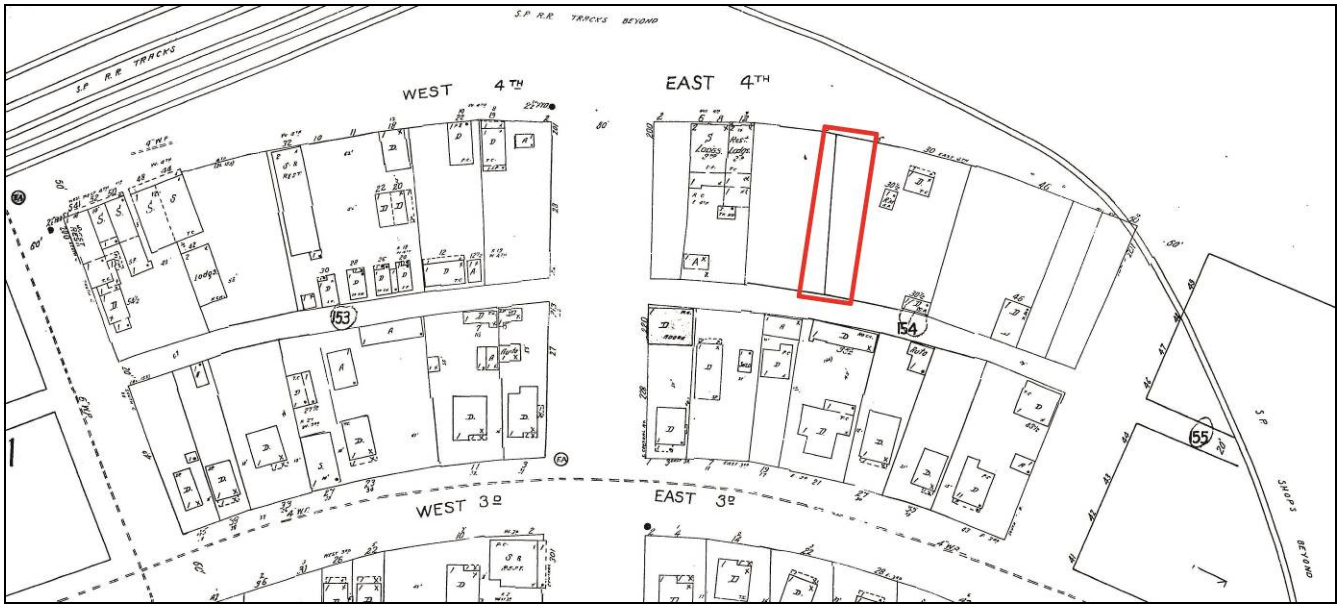


Plate 2: 1945 Sanborn Fire Insurance Map with approximate location of 24 & 26 East 4th Street indicated by the red box. Note the mixture of residences and commercial buildings along West 4th and East 4th streets (Sanborn 1945).

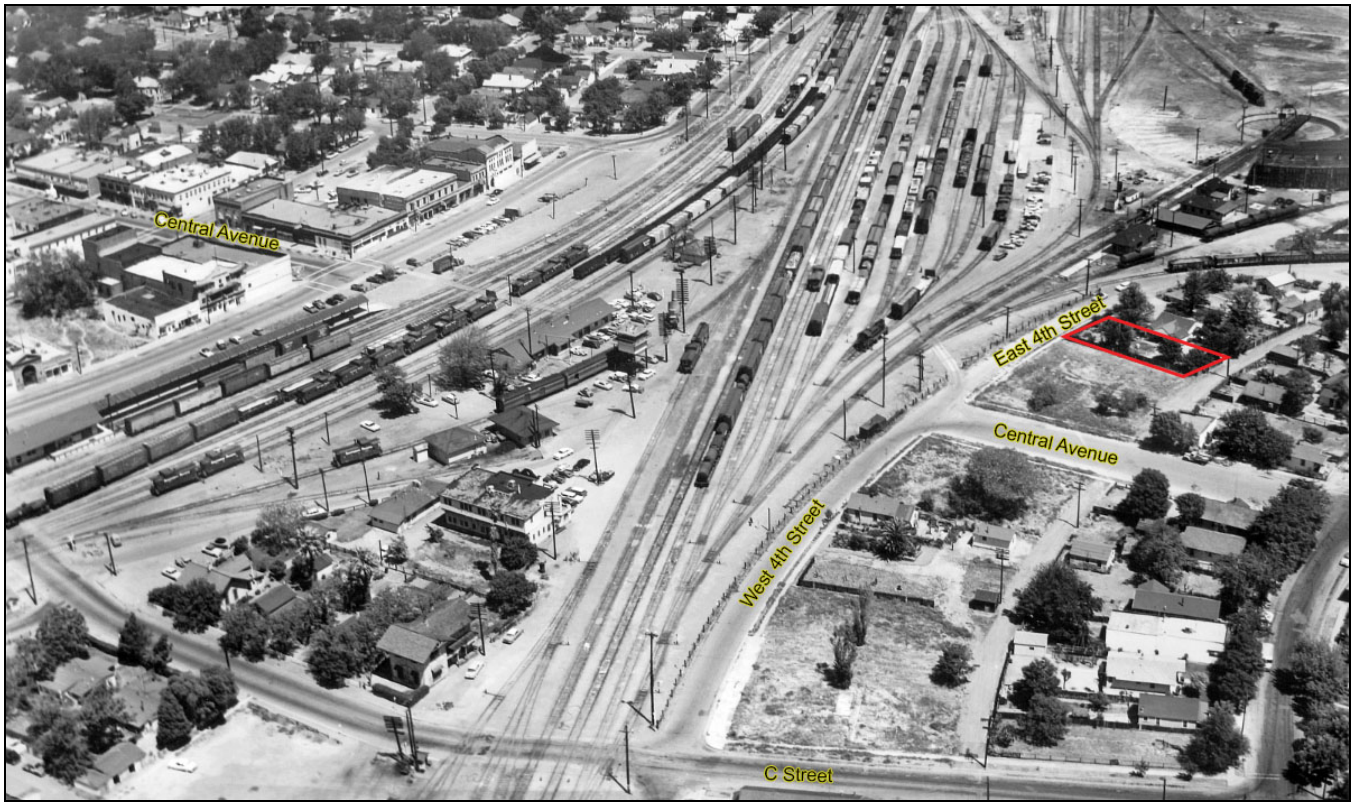


Plate 3: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity. The approximate location of 24 & 26 East 4th Street is indicated by the red box. This location was the yard of a no longer extant residence. Note the number of vacant lots along West 4th and East 4th streets. Also note that Central Avenue is bisected by, and C Street crosses, the railyard (TracyRail.com 2019).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. These residences were constructed in the early 1970s and are not associated with Tracy's founding and research revealed no important association between this property and the context of residential development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not reveal that Rafaela Urquidez or any other tenant associated with this property made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, these residences are not significant for possessing distinctive characteristics of a type, period, or method of construction. The residences express aspects of the Ranch style through the elongated, one-story plan, and low-pitched gable roof, and combination of cladding materials, but it is a modest, somewhat modified, and example of the type. In addition, the property is not an important work of a master designer, nor does it embody the high artistic value that would merit listing in a national or state register under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residences were constructed using typical materials of the time, and do not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the buildings' lack of significance, they have also has lost integrity of design, workmanship, and materials with the installation of replacement windows. The property has lost integrity of setting because most of the buildings on this block were demolished after 1945 and most of the railyard infrastructure and buildings have been removed after the yard was relocated in 1962. While the residences retain integrity of location, feeling, and association, the property lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

Google Streetview
2007 24 East 4th Street, Tracy, CA, 95376. July.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
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McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
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R.L. Polk & Co.
1970 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
1972 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
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1980 *1980 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1981 *1981 Tracy City Directory*. Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
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San Joaquin County Assessor
2019 Parcel Number 235-070-74.

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2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

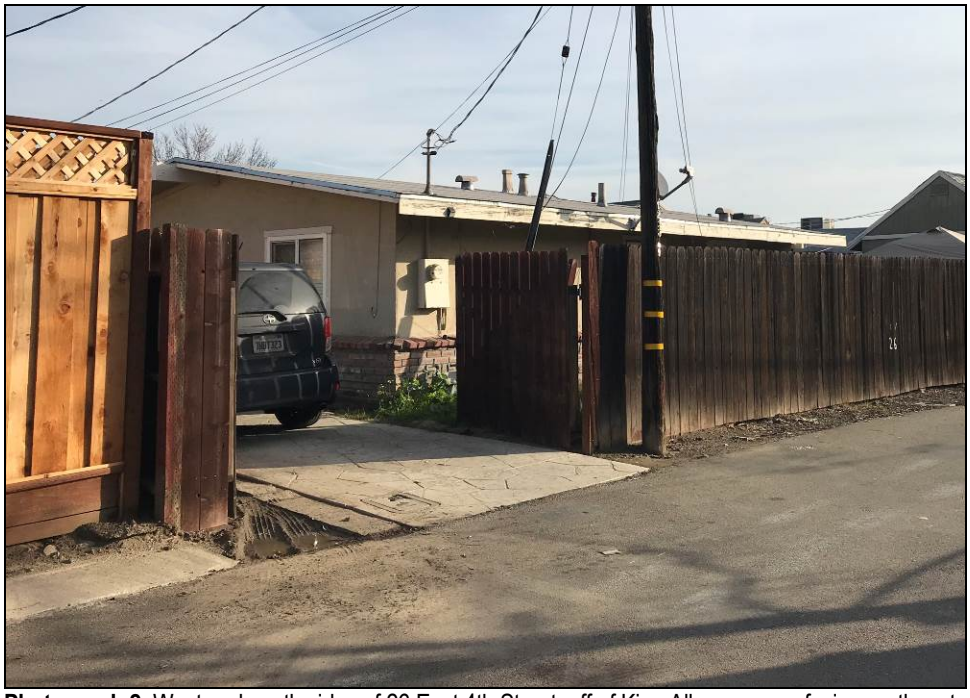
Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
2019 Railtown Tracy. "Celebrating the History of Railroading in California's San Joaquin Valley." Available at http://tracyrail.org/ (accessed February 2019).

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

P5a. Photographs (continued):



Photograph 2. West and south sides of 26 East 4th Street, off of King Alley, camera facing northeast, February 7, 2019.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 50 & 52 East 4th Street
Map ID #: 24

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy T 2S; **R** 5E; __ ¼ **of** SE ¼ **of Sec** 28; M.D.**B.M.**
c. Address 50 & 52 East 4th Street **City** Tracy **Zip** 95376
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)
Assessor's Parcel Number (APN): 235-070-21

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

This parcel contains a Minimal Ranch-style primary residence, a Minimal Traditional-style secondary residence, and a detached garage (**Photograph 1**). The primary residence is signed as 50 East 4th Street and is on the south side of East 4th Street and faces the former location of the Southern Pacific Railroad (SPRR) Tracy yard and depot. This is one-story building is topped with a low-pitched gable roof with moderate, closed eaves and is clad in smooth stucco siding (**Photograph 2**). The residence has an irregular-shaped plan that resulted from to a small addition on the south elevation. Windows consist of horizontally oriented, two-part windows that lack surrounds with affixed screens and metal awnings. The residence faces east and the primary entrance is accessed by a low concrete step. A secondary entrance is located on the west elevation. Both entries are shaded by the same metal awnings that are affixed above the windows. A third entrance is located on the south elevation of the small, gable-roofed addition on the south elevation (**Photograph 3**).

The detached garage is sited east from the primary residence and has a rectangular-shaped plan with a gable roof with narrow overhang (**Photograph 1**). (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP3 – Multiple Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** 52 East 4th Street at center, detached garage in foreground, 50 East 4th Street on far right, camera facing west, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
50 East 4th Street: 1963-1965 (R.L Polk & Co)
52 East 4th Street: Post-1972 (UCSB 1972)
Detached garage: 1945-1957 (Sanborn; UCSB 1957)

***P7. Owner and Address:**
Ambriz Cipriano Jr. & Janice L. Ambriz
50 East 4th Street
Tracy, CA 95376

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 50 & 52 East 4th Street
Map ID #: 24

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property
B4. Present Use: Multiple-Family Property
***B5. Architectural Style:** Minimal Ranch; Minimal Traditional; utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) 50 East 4th Street constructed 1963-1965 (R.L Polk & Co. 1963, 1965); addition on south side built 1972-1993 (UCSB 1972; Google Earth Pro 1993 May). 52 East 4th Street: Post-1972 (UCSB 1972). Detached garage constructed 1945-1957 (Sanborn 1945; UCSB 1957)

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** Detached garage; secondary residence; shed

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance 1945-1957; 1963-1965; Post-1972 **Property Type** Multiple-Family Property
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 50 and 52 East 4th Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The buildings on the property generally retain integrity to their original construction but they do not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

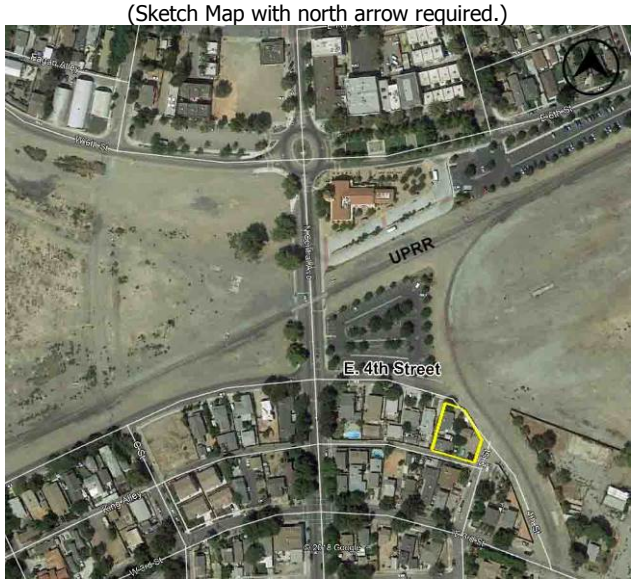
B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

Corrugated metal panels cover the roof and three exterior walls, and south elevation is covered with smooth metal sheets. Two non-original overhead doors and a small in-filled window are located on the south elevation (**Photograph 3**). A small shed roof addition is located on the west elevation.

The secondary residence is sited south of the primary residence on the north side of King Alley and is signed as 52 East 4th Street (**Photograph 1**). The building is one-story with an irregular-shaped plan with a low-pitched cross-gable roof with a full-width, shed roof porch extension on the east side (**Photographs 4 and 5**). The roof system has moderate, closed eaves and the exterior is clad in stucco siding. All the windows are two-part, metal frame sliding windows without surrounds. The building faces east and the primary entrance is accessed by a low brick patio. A secondary entrance is located on the west elevation. A raised seam metal carport supported by metal poles is affixed to the west side of the residence.

A metal, prefabricated gable-roofed shed is sited north of the detached garage and a wood frame prefabricated gable-roofed shed is sited east of the secondary residence.

***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the SPRR, which had assumed control of the 1869 built CPRR line, crisscrossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Plate 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

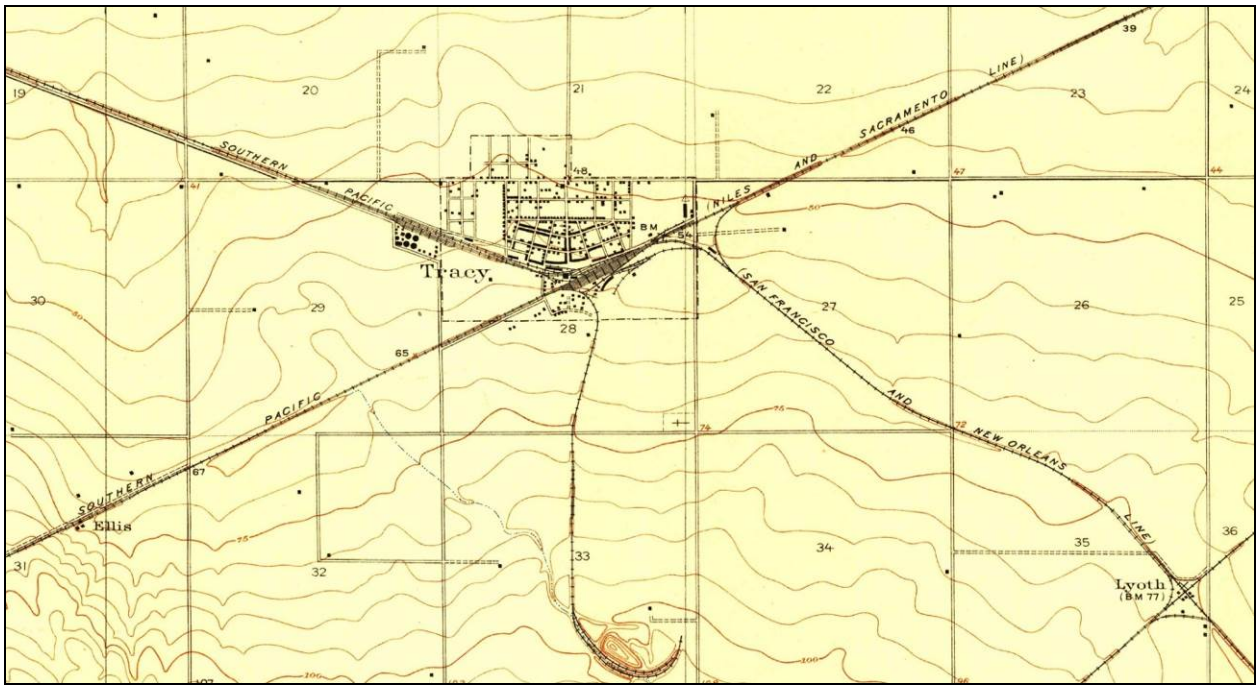


Plate 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy to become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz

plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting Interstate 5 and Interstate 580 along the northern border of Tracy. Interstate 580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). Construction of the new Interstate 205 freeway was completed and opened to traffic in 1970. These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is on the original street grid and concentrated in the oldest part of Tracy, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

According Sanborn Fire Insurance Maps and historic aerial photography, the current parcel has been the location of a number of buildings and structures, but the oldest extant building is the detached garage which was built between 1945 and 1957 (compare **Plates 2-4**) (Sanborn 1945; UCSB 1957).

The primary residence was built between 1963 and 1965 by property owners Cipriano R. Ambriz and his wife Alice (R.L Polk & Co. 1963, 1965). The couple purchased the property prior to 1956 and lived in the residence on the south end of the parcel that is visible in **Plate 4** (R.L. Polk & Co. 1956). It was not determined if the detached garage that was constructed between 1945 and 1957 was built for the Ambrizs or an earlier property owner.

It appears that the Ambrizs commissioned the construction of the current primary residence on the north end of the parcel (50 East 4th Street) between 1963 and 1965. Once completed, the couple moved into the new residence and used the older, smaller residence (52 East 4th Street) as a rental property (R.L. Polk & Co. 1956, 1963, 1965, 1966, 1970, 1976, 1980). Aerial photography from 1972 shows the residence at the south end of the parcel with the same footprint as the 1957-1961 oblique photograph in **Plate 4**, so the current residence was built after 1972 (UCSB 1972; TracyRail.com 2019). The property is currently owned by Cipriano R. Ambriz Jr. (San Joaquin County Assessor 2019).

Minimal Ranch Architecture

The primary residence was built between 1963 and 1965 in the Minimal Ranch style. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by a horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. Minimal Ranch houses are differentiated from the typical Ranch house by smaller square-footage, lack a deep eaves, and reserved architectural details and cladding materials (McAlester 2013: 596-604).

Minimal Traditional Architecture

The secondary residence was built after 1972 and is a very late and prosaic example of the Minimal Traditional style. The Minimal Traditional style, popular between circa 1935 and 1950, reflected traditional architectural forms and eclectic styles but generally displayed simpler and less extensive decorative architectural detailing than revival styles that came previously. Minimal Traditional houses are usually modest in scale with one level, and common decorative features include small, simple porches, and chimneys. The roofs are low pitch with shallow eaves. Pre-World War II examples usually have a detached garage whereas post-World War II examples may have a garage attached (McAlester 2013: 586-591).

Plate 2: 1921 Sanborn Fire Insurance Map with approximate location of 50 & 52 East 4th Street indicated by the red box. All of these buildings and structures were demolished by 1945 (Sanborn 1921).

Plate 3: 1945 Sanborn Fire Insurance Map with approximate location of 50 & 52 East 4th Street indicated by the red box. This building was demolished between 1945 and 1957 (Sanborn 1945).

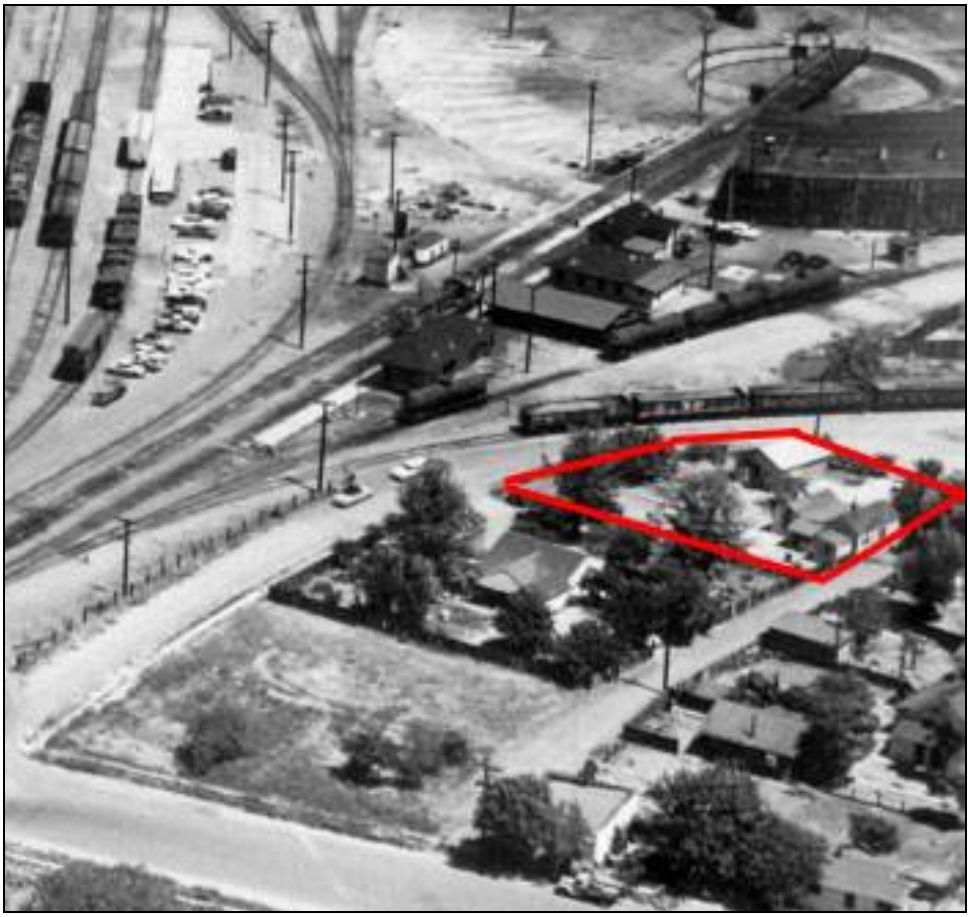


Plate 4: Circa 1957-1962 oblique photograph of SPRR Tracy yard and vicinity with roundhouse in background. Approximate location of 50 & 52 East 4th Street is indicated by the red box. Note the extant garage and the different residence where 52 East 4th Street is now located (TracyRail.com 2019).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. The oldest building on this property is the detached garage that was built between 1945 and 1957 and the two residences were built in the early 1960s and after 1972. None of these buildings are associated with Tracy's founding and research identified no important association between this property and the context of residential development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Cipriano R. Ambriz was employed as a construction worker and his wife Alice worked for H.J. Heinz Co. as a produce packer (R.L. Polk & Co. 1963; FindaGrave.com 2019), and it does not appear that they, or any of their tenants, or their children, made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, neither residence is significant for possessing distinctive characteristics of a type, period, or method of construction. The primary residence is an unassuming example of a Minimal Ranch that lacks architectural distinction and exhibits a minimum of the hallmark stylistic elements in the form of horizontal emphasis with a low-pitch roof and its small size. The secondary residence is a very late and vernacular example of the Minimal Traditional that lacks architectural distinction. Additionally, both residences do not appear to be the work of a master architect or engineer, and therefore are not eligible under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residences and the garage were constructed using typical materials of the time, and do not have any likelihood of yielding important information about historic construction materials or technologies.

Although the integrity of location, design, workmanship, materials, feeling, and association remains intact, the property has lost integrity of setting because most of the adjacent buildings were demolished after 1945 and most of the railyard infrastructure and buildings were relocated in 1962. However, regardless of integrity, the property lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

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2019 Alice Villegas Ambriz. Available at www. Findagrave.com/memorial/107493405# (Accessed February 2019).

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1993 50 East 4th Street, Tracy, CA, 95376. May.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
1978 Historic Resources Inventory Form for "Tracy Historic District." P-39-002871.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
2002 Department of Parks and Recreation (DPR) Sheets for "Tracy Historic District (Update)." P-39-002871. HRE 5376-0001-9999. Created for Windmiller, Ric and Napoli, Donald S. "Archaeological and Historic Building Inventory, Tract Multimodal Station Project, City of Tracy, San Joaquin Country, California." September 6.

R.L. Polk & Co.
1956 *Polk's Tracy City Directory 1956.* San Francisco, CA: R. L. Polk & Co.
1963 *Polk's Tracy City Directory 1963.* Monterey Park, CA: R. L. Polk & Co.
1965 *Polk's Tracy City Directory 1965.* Monterey Park, CA: R. L. Polk & Co.
1966 *Polk's Tracy City Directory 1966.* Monterey Park, CA: R. L. Polk & Co.
1970 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
1976 *Polk's Tracy City Directory 1976.* Monterey Park, CA: R. L. Polk & Co.
1980 *1980 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.
1981 *1981 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-070-21.

Tracy Historical Museum
2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

TracyRail.com
2019 Railtown Tracy. "Celebrating the History of Railroading in California's San Joaquin Valley." Available at http://tracyrail.org/ (accessed February 2019).

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

P5a. Photographs (continued):

Photograph 2. Façade and north elevation of 50 East 4th Street, camera facing southwest, February 7, 2019.

Photograph 3. Façade and south elevation of detached garage in foreground, addition on south elevation of 50 East 4th Street on far left, camera facing west, February 7, 2019.

Photograph 4. East elevation of 52 East 4th Street, camera facing west, February 7, 2019.

Photograph 5. West and south elevations of 52 East 4th Street, camera facing northeast, February 7, 2019.

Resource Name or #: (Assigned by recorder) Southern Pacific Railroad (SPRR)

Map ID #: 25

☐ Continuation ☒ Update

P1. Other Identifier: Western Pacific Railroad (WPRR) Sacramento to San Jose (Altamont Pass Route); Central Pacific Railroad (CPRR) Sacramento to Oakland

*** P2d. UTM:** (Give more than one for large and/or linear resources)

Zone 10

West Endpoint, Tracy Segment:	638735**mE** / 4177441**mN**
East Endpoint, Tracy Segment**:**	639160**mE** / 4177659**mN**
West Endpoint, Mossdale Segment:	646806**mE** / 4182465**mN**
East Endpoint, Mossdale Segment:	648884**mE** / 4183559**mN**

*** P3a. Description:** This update form was completed for two small segments of the SPRR within the ACE*forward* California Environmental Quality Act (CEQA) Study Area. Both segments are part of the WPRR's Sacramento to San Jose line, which was purchased by the CPRR and became part of the first transcontinental railroad. One of the segments is within historic downtown Tracy and the other is just west of the Mossdale Bridge, which completed the connection between San Francisco and Sacramento and is the site of the completion of the first transcontinental railroad (Photographs 1 and 2). The segment in Tracy is about 1,600 feet long (Woodward-Clyde Consultants 1995) and the segment west of Mossdale Bridge is approximately 1.6 miles long. Both segments consist of a single set of standard gauge tracks, tie plates, and ties, as well as the railroad bed. Both are currently in use by the Union Pacific Railroad (UPRR).

(SEE CONTINUATION SHEET)

*** P3b. Resource Attributes:** HP11 – Engineering Structure (Railroad)

P5a. Photograph:

Photograph 1. Altamont Pass Route in Tracy, camera facing northeast, Google Image Capture March 2015

*** P8. Recorded by:** M. Mello and K. Johnson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

*** P9. Date Recorded:** JUNE 2016

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

P3a. Description (continued):

By the late 1860s, the UPRR and the CPRR were nearing completion of the transcontinental railroad with the western terminus in Sacramento, California, and the eastern terminus in Omaha, Nebraska. The Pacific Link in the first transcontinental railroad from Salt Lake City, Utah, to Sacramento was under construction by the CPRR from 1863 to 1869, working eastward to meet UPRR. The CPRR was built largely as a military and strategic line to link the Pacific Coast territory to the United States during and after the Civil War. In order to connect Sacramento with San Francisco, the financial and population center of the west coast, Charles Crocker, Leland Stanford, Mark Hopkins, and Collis P. Huntington, the "Big Four" of the CPRR, conveyed to the WPRR all federal land grants and subsidies for construction of a connection from Sacramento to the Pacific Coast in 1864. In 1865, the WPRR began laying track from San Jose and by 1866 had reached Niles, California. By 1867, WPRR had laid track to a point just east of Livermore and crews working west from Sacramento had reached a point 30 miles south of Brighton. That same year, WPRR began to experience financial difficulties and the CPRR purchased the WPRR, as well as the San Francisco and Alameda Railroad and the San Francisco and Oakland Railroad in order to access the bay area (Brady 2003; Krase 1999; Woodward-Clyde Consultants 1995).

Once the last spike was driven in the transcontinental rail line connecting east and west at Promontory, Utah in May 1869, the CPRR rushed a large labor force to California to complete the Sacramento to Oakland line. Track being laid from the west and east met at the San Joaquin River and the line was completed with the construction of the Mossdale Bridge in September 1869. The WPRR and CPRR subsequently consolidated in 1870. The railroad from Sacramento to San Jose remained the primary rail route into the Bay Area for the remainder of the nineteenth century. In 1885, CPRR operations were consolidated under the SPRR name, although formal corporate consolidation of the railroads did not occur until 1958 (Brady 2003; Krase 1999; Woodward-Clyde Consultants 1995).

*** B10. Significance: Theme** Transportation/Railroad Development **Area** San Joaquin County/Northern California
Period of Significance 1869 **Property Type** railroad
Applicable Criteria N/A

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

In 1995, Woodward-Clyde Associates inventoried and evaluated the Tracy railroad segment for the Mojave Natural Gas Pipeline Northern Extension Project and concluded that the segment was not eligible for the National Register of Historic Places (NRHP). The inventory did not include formal evaluation of the property's eligibility for the California Register of Historic Resources (CRHR) or as a CEQA historical resource. In 2002, consulting archaeologist Ric Windmiller re-inventoried the Tracy segment for the report titled *Tracy Multimodal Station: Cultural Resources Inventory and Evaluation, City of Tracy, San Joaquin County, California*, but he did not evaluate the resource. The Mossdale segment was inventoried and evaluated by Jon L. Brady of Caltrans for the report titled *Historic Resource Survey Evaluation Report for the Mossdale Widening Project*. Mr. Brady concluded that the railroad segment was not eligible for the NRHP or a CEQA historical resource. The inventory did not include formal evaluation of the property's eligibility for the CRHR.

After review of the previous recordation and current field check and research, the present evaluation concludes that the railroad segments do not appear to meet the criteria for listing in the NRHP or the CRHR and are not historical resources for purposes CEQA. No local register criteria were identified. The railroad segments have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, these segments of the SPRR do appear to have significant association with important historic events but have lost historic integrity. The railroad segments were constructed as part of the first transcontinental railroad and the first railroad lines in the area. However, these segments only retain integrity of location and have lost integrity of materials, setting, design, workmanship, feeling, and association. The Niles Canyon Transcontinental Railroad Historic District located to the west of the railroad segments between Niles and Sunol, retains more aspects of its historic integrity and therefore is a better representative example of this historic theme. Therefore, the two segments of the SPRR are not eligible for the NRHP or CRHR under Criterion A or Criterion 1 as individual resources or as contributors to a larger historical resource (such as the entire SPRR).

*** B10. Significance (continued):**

Under NRHP Criterion B or CRHR Criterion 2, the railroad segments are not significant for any associations with the lives of persons important to history. The railroad does not appear to have been a prominent achievement of a specific individual. Individuals that worked on the construction of the railroad segments have not been identified. Numerous people worked to construct the railroad segments and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad or were associated with the railroad during its period of significance had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resource or as contributors to a larger historical resource (such as the entire SPRR).

Under NRHP Criterion C or CRHR Criterion 3, the railroad segments are not significant because they are not important examples of a type, period, or method of construction. The railroad segments do not possess any unique or notable design characteristics or distinctive engineering that would merit listing in the NRHP or CRHR. There is no master architect or builder associated with railroad; therefore, it is not significant as the work of a master. In addition, these segments of the railroad is active and in-use and have been upgraded and maintained and have lost all historic integrity with the exception of location. Therefore, the two segments of the SPRR are not eligible for the NRHP or CRHR under Criterion C or Criterion 3 as individual resources or as contributors to a larger historical resource (such as the entire SPRR).

Under NRHP Criterion D or CRHR Criterion 4, the railroad segments are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as contributors to a larger historical resource (such as the entire SPRR). (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, the segments of the SPRR have lost all aspects of historic integrity with the exception of location and other examples of the SPRR rail alignment that retain more aspects of historic integrity remain extant. Therefore, the segments of the SPRR are not eligible as individual resources or as contributors to a larger historical resource (such as the entire SPRR). No specific local register criteria for San Joaquin County were identified.

*** B14. Evaluator:** K. Johnson, AECOM *** Date of Evaluation:** OCTOBER 2016

*** B12. References:**

Brady, Jon L.
2003 *Historic Resource Evaluation Report for the Mossdale Widening Project, 10-SJ-5-KP R22.4-R25.1 (PM R13.9-R15.6); EA 10-3A1200*. Fresno, California: California Department of Transportation (Caltrans).

Krase, Elizabeth
1999 *First Addendum Historic Architecture Survey Report for the Interstate 880/Mission Boulevard Interchange Project in the Cities of Fremont, Alameda County, and Milpitas, Santa Clara County*. Oakland, California: Caltrans District 4.

Windmiller, Ric, and D.S. Napoli
2003 *Tracy Multimodal Station: Cultural Resources Inventory and Evaluation, City of Tracy, San Joaquin County, California*. Elk Grove, California: Ric Windmiller, Consulting Archaeologist.

Woodward-Clyde Consultants
1995 Southern Pacific: Altamont Pass Route (Western Pacific Railroad Company of California) and the South Bay Route (Sacramento & San Jose Railroad) Site Form.

P5a. Photographs (continued):

Photograph 2. Aerial Photograph of SPRR West of Mossdale Bridge, GoogleEarth 2016

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # P-39-000002 HRI # Trinomial # CA-SJO-000250H NRHP Status Code 6Z
Other Listings Review Code	Reviewer Date

 ***Resource Name or #:** Southern Pacific San Joaquin Valley Mainline

P1. Other Identifier: 7/14

***P2. Location: *a. County:** San Joaquin ☒ **Not for Publication** ☐ **Unrestricted**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Manteca **Date:** 1981 **T**2S; R7E; NE ¼ **of** SE ¼ **of Sec** 10, NW ¼ **of** SW ¼ **of Sec** 11**;** Mount Diablo B.M.

c. Address: Intersection of South Austin Road and South Moffat Boulevard City: Manteca Zip: 95337

d. UTM: Zone: 10; 660355mE/ 4182214mN (centerpoint of RR in APE)

e. Other Locational Data: The railroad segment is located at the southeast corner of the Manteca city limits. From the city of Manteca, go south on highway 99, take the South Austin Road exit. The site is bisected by South Austin Road and is 100 feet south of Moffat Boulevard. Elevation: 50'

***P3a. Description:** This site is a 90-foot segment of the Southern Pacific San Joaquin Valley Mainline that is bisected by South Austin Road on a north-south axis. The grade has a rock ballast foundation, wood ties spaced at six-inch intervals, and two continuous steel rails on a northwest-southeast orientation. South Austin Road bisects the line with a plate girder crossing and railroad crossing signals are located on the northwest and southeast sides of the line/road intersection.

***P3b. Resource Attributes:** AH7, road/trail/railroad grade

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

P5a. Photo or Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: 9/25/2012 view to the southeast of railroad segment.

***P6. Date Constructed/Age and Sources:** ■Historic ☐Prehistoric ☐Both

***P7. Owner and Address:** Southern Pacific Railroad

***P8. Recorded by:** Dawn Ramsey Ford, HDR Engineering, Inc., 2379 Gateway Oaks Drive, Suite 200, Sacramento, CA 95833.

***P9. Date Recorded:** 09/25/2012

***P10. Survey Type:** Intensive

***P11. Report Citation:** Ford, Dawn Ramsey, Monica Mackey, and Matt Behrend. *Archaeological Survey for the Austin Road Interchange Improvements, San Joaquin County, California*. (2012).

***Attachments:** ☐NONE ■Location Map ☐Sketch 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):

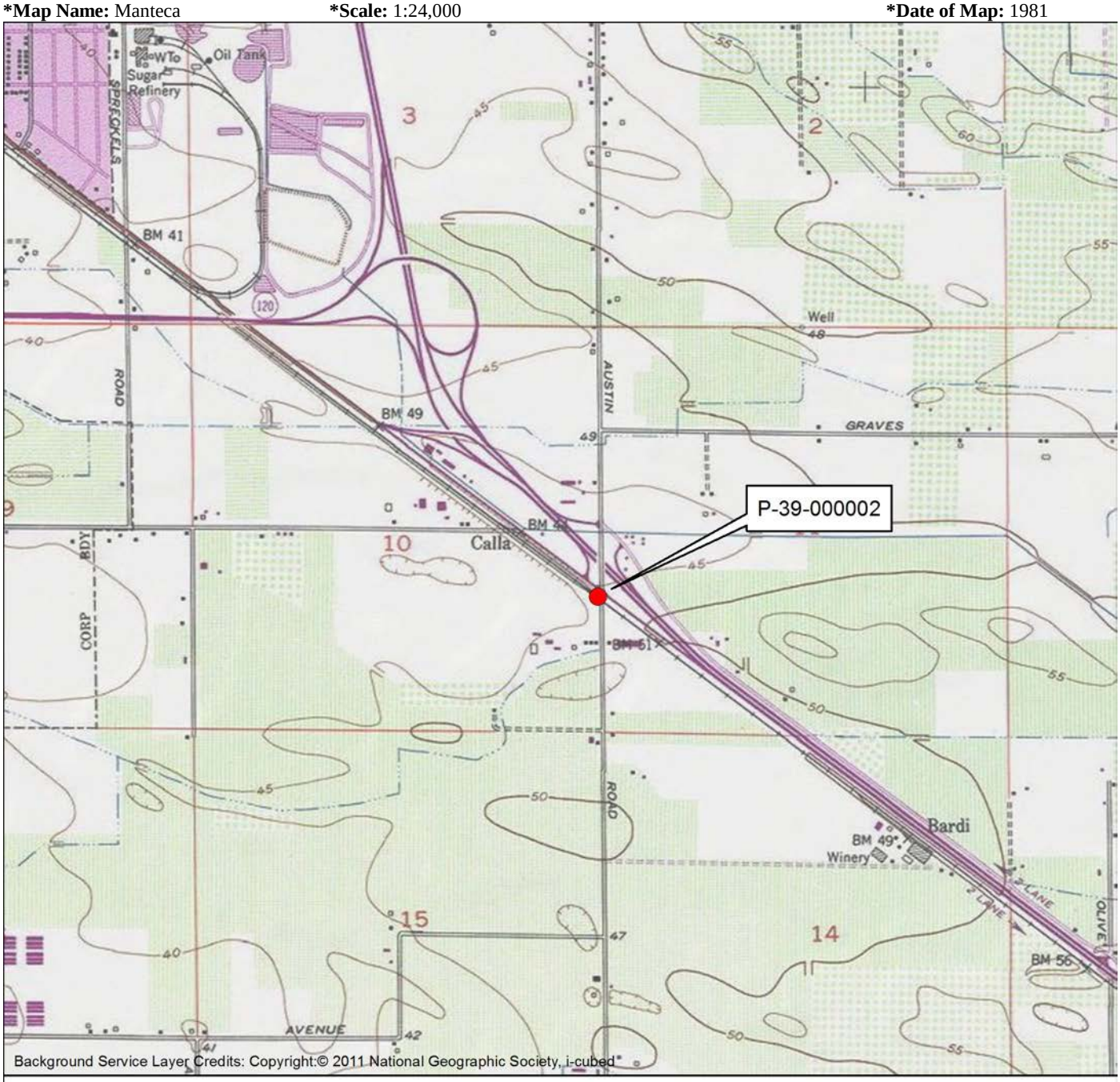
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

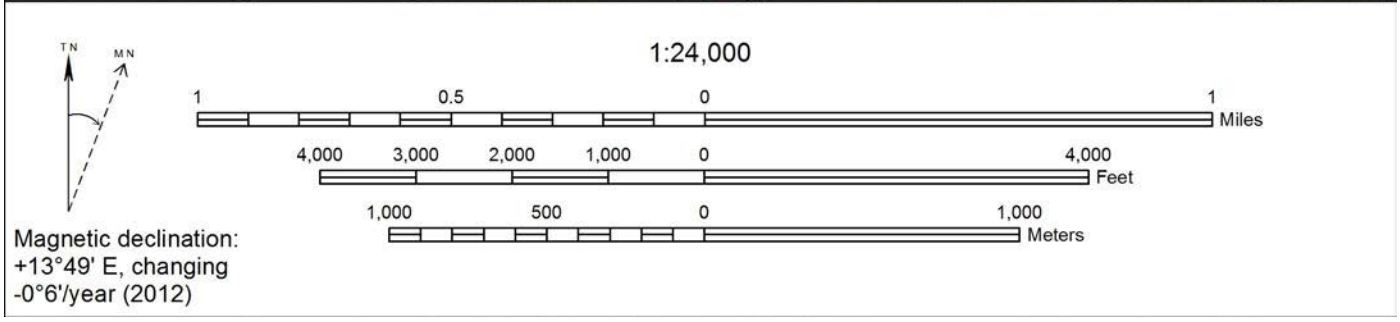
LOCATION MAP

Primary # P-39-000002
HRI#
Trinomial CA-SJO-000250H

***Resource Name or #:** Southern Pacific San Joaquin Valley Mainline

***Map Name:** Manteca ***Scale:** 1:24,000 ***Date of Map:** 1981





L1. Historic and/or Common Name: Souther Pacific San Joaquin Valley Mainline

L2a. Portion Described: ☐ Entire Resource ■ Segment ☐ Point Observation **Designation:**

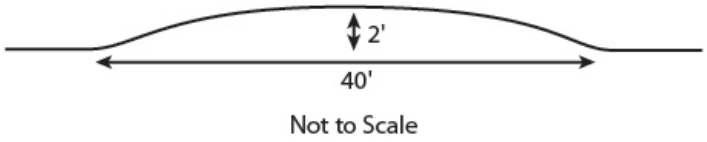
b. Location of point or segment: UTM Zone 10, 660355mE, 4182214mN, NAD83 CONUS
The railroad segment is located approximately 100 feet south of Moffat Boulevard and South Austin Road intersection. The approximate elevation is 50' above mean sea level. The Stanislaus River is located approximately 5.5 miles south east of the railroad segment. From the city of Manteca, go south on highway 99, take the South Austin Rd exit. Project is on both the north and south side opf the freeway.

L3. Description: The segment consists of the Southern Pacific railroad grade which is approximately 40 feet wide. It includes a coarse aggregate roadbed, wood cross ties with a six-inch interval, and two continuous welded steel rails.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width: N/A
b. Bottom Width: 40 feet
c. Height or Depth: 2 feet
d. Length of Segment: 90 feet

L4e. Sketch of Cross-Section (include scale) **Facing:**



L5. Associated Resources: None

L6. Setting: The railroad segment is located in a commercial and agricultural setting along Interstate 99. The area is flat with scrub grass. Agricultural fields are located to the south of the railroad line, a commercial box-store box store is to the northwest, and a propane gas distributor and tank farm are situated to the northeast.

L7. Integrity Considerations: P-39-000002 does not demonstrate sufficient historic integrity as this segment within the rail line system has lost integrity of setting. It no longer reflects the potential 1884 to 1945 period of significance due to the construction of a stucco-clad box store complex immediately to the northwest (circa 2000s construction). A modern propane gas distributor with a tank farm and standing metal seam building are located immediately to the northeast (refer to Figure 1-2 above). There are no associated historic period infrastructure railroad buildings or structures nearby, and thus, this portion can be considered a non-contributing segment of the Southern Pacific San Joaquin Mainline, and therefore is ineligible for inclusion on the CRHR.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)

L9. Remarks:

L8a. Photograph, Map or Drawing

L10. Form Prepared by:
Matt Behrend, HDR Engineering, Inc., 2379 Gateway Oaks Drive, Suite 200, Sacramento, CA 95833.

L11. Date: 11/16/2012

State of California — The Resources Agency **Primary # P-39-000002**
DEPARTMENT OF PARKS AND RECREATION **HRI#**

PHOTOGRAPH RECORD

Trinomial CA-SJO-000250H

 Resource Name or #: Southern Pacific San Joaquin Valley Mainline **Year** 2012

Camera Format: Digital Lens Size: 35mm
Film Type and Speed: Digital Negatives Kept at: HDR Engineering Inc.

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
08	27	12:19	1013	Rectangular rock alignment south of bike path	124˚	
9	25	10:23	1376	View project area south of SR99	SE	
9	25	10:23	1377	Moffat Blvd	NW	
9	25	10:46	1378	RR grade	SE	
9	25	10:47	1379	RR grade	SE	
9	25	10:47	1380	RR grade	SE	
9	25	10:47	1381	RR grade and Austin Road	S	
9	25	10:48	1382	RR grade	SE	
9	25	10:48	1383	RR grade	NW	
9	25	10:55	1384	Barn outside project area	W	
9	25	10:55	1385	Barn outside project area	W	
9	25	10:55	1386	Hay barn outside project area	W	
9	25	10:55	1387	Hay barn outside project area	NW	
9	25	10:57	1388	Building outside project area	NE	
9	25	10:58	1389	Building outside project area	E	
9	25	10:59	1390	SR99 offramp	NW	

(should have been #'d P-39-000002 / CA-SJO-258H)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-006011
HRI #
Trinomial CA-SJO-328H
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

P-39-2 : See also

*Resource Name or # UPRR Mococo Line segment

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County San Joaquin

*b. USGS 7.5′ Quads Union Island, CA Date 1978 T___; R ___; ___ ¼ of Sec ___; _____ B.M.

c. Address _____ City _____ Zip _____ d. UTM (See Linear Records)

e. Other Locational Data: The segment of UPRR's Mococo Line northwest of Tracy between Corral Hollow and Reeve roads.

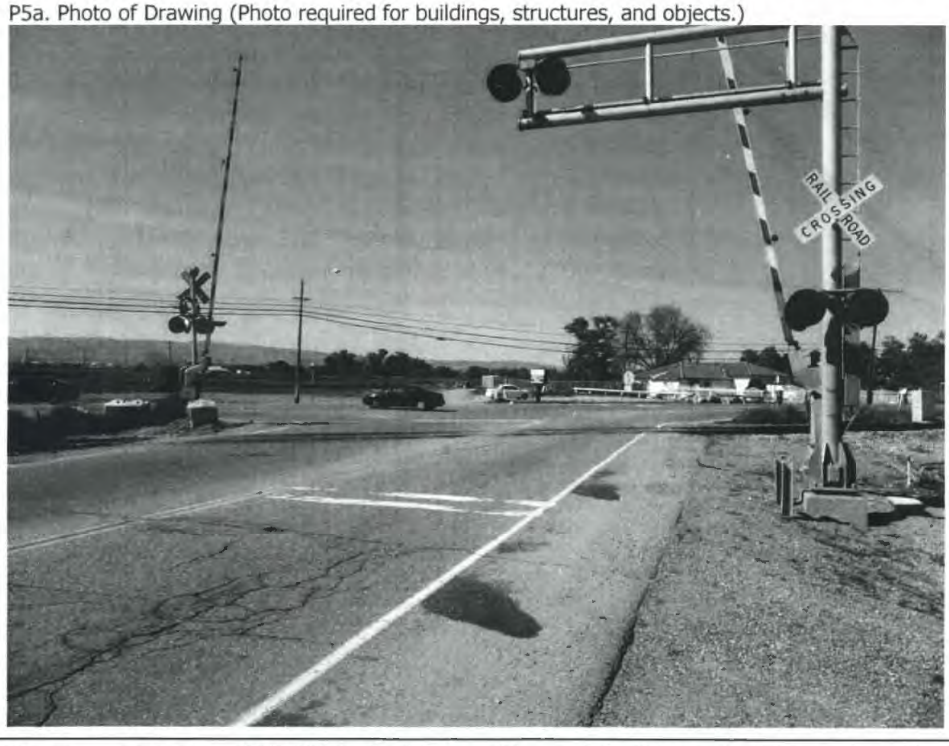
*P3a. Description:

This form inventories a segment of Union Pacific Railroad (UPRR) line at Grant Line Road, as well as two nearby comparison points at Reeve Road and Corral Hollow Road (see **Location Map**). These points are along the 46-mile rail line from Tracy to Martinez that was originally constructed in 1878 by the San Pablo & Tulare Railroad Company, a subsidiary of Southern Pacific Railroad (SPRR). UPRR currently owns the right-of-way, and the line is active. The section of track surveyed for this report runs parallel to Byron Road in Tracy and extends through the Area of Potential Effects (APE) for the San Joaquin County project referenced in P11 for approximately one mile in each direction of the line (northwest to its crossing of Reeve Road and southeast to its crossing of Corral Hollow Road). The standard-gauge single track consists of steel rails set on wood ties embedded in mixed-aggregate ballast. Date stamps of 1942, 1943, and 1945 were found on the rails. The ties and ballast vary in age, but do not appear to be older than the rails on any account. The integrity of the rail line at its road crossings has been compromised due to asphalt infill or embedded hard rubber panels. The track is slightly raised above the surrounding landscape, but makes its road crossings at-grade. The intersection of Grant Line Road and Byron Road – the focus of the county project – is shown in **Photograph 1**.

*P3b. Resource Attributes: AH7 – Railroad

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)



P5b. Description of Photo: **Photograph 1.** Railroad crossing of Grant Line Road near Byron Road intersection, facing west.

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
1878 and ca.1945, published Central Pacific Railroad accounts (see footnotes) and rail date stamp

*P7. Owner and Address:
Union Pacific Railroad
844 East 5th Street
Stockton, CA 95206

*P8. Recorded by:
Greg Rainka
JRP Historical Consulting, LLC
2850 Spafford St.
Davis, CA 95618

*P9. Date Recorded: March 2010

*P10. Survey Type:
Intensive

*P11. Report Citation: JRP Historical Consulting, LLC, "Historical Resources Evaluation Report: Byron Road/Grant Line Road Intersection Improvements Project," 2010

*Attachments: ☐ None ☒ Location Map ☐ Sketch 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) _____

SJ000. update

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000002
HRI#
Trinomial CA-SJo-000250H

Page L1 of L2 *Resource Name or #: (Assigned by recorder) Union Island 7.5' TWRP - 27 6/2003

L1. Historic and/or Common Name: Central Pacific Railroad, Southern Pacific Railroad, Tracy-Martinez line

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation Designation:

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

From the intersection of Tracy Boulevard and Highway 205 in Tracy, California, drive 1.75 miles west on Highway 205 and exit on Grant Line Road. Turn right (west) on Grant Line and drive 1.1 miles to Byron Road. Turn right (northwest) on Byron Road, drive 0.46 miles to where Grant Line Road intersects Byron Road and park on the (right) north side of Byron. The railroad route runs parallel to and just north of Byron Road. The project crosses the railroad route at this point.

633000? 4179800?
Zone 10; ~~632932~~ mE/ ~~4180038~~ mN

The resource is located on the USGS 1978 Union Island 7.5' quadrangle **T** 2 S; **R** 4 E; on unsectioned land within the El Pescadero Land Grant in San Joaquin County.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate)

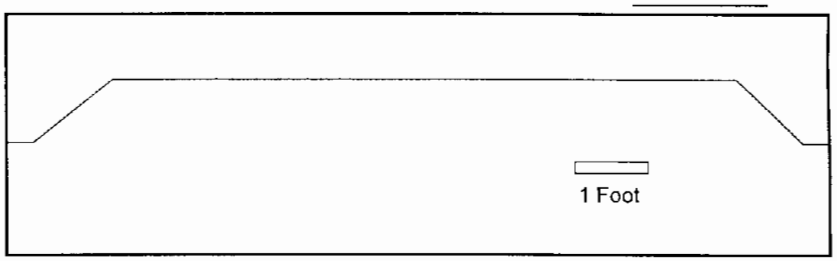
The rails and ballast are in good condition and the track is still in use. The description given on the 2001 primary record by Baker and Bakic is accurate.

L4. Dimensions: (In feet for historic features and Meters for prehistoric features)

a. Top Width: Approximately 8 feet
b. Bottom Width: Approximately 10 feet
c. Height or Depth: Approximately 8 inches
d. Length of Segment: Point observation

L5. Associated Resources:

L4e. Sketch of Cross-Section (Include scale) Facing:



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate)

The area the railroad runs through at this point is on the semi-rural suburban outskirts of the city of Tracy, California. It is on the flat floor of the central valley surrounded by agricultural fields and scattered residences.

L7. Integrity Considerations:

See the 2001 site record by Bakic and Baker for historic discussions and integrity considerations. According to Bakic and Baker, this route is not eligible for the California Register of Historic Resources.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map or Drawing (View, scale, etc.)
No photo available.

L9. Remarks:
None.

L10. Form Prepared by: (Name, affiliation, and address)
M. Schmidt, C. Baker and J. Dougherty
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95814

L11. Date 4/25/2003

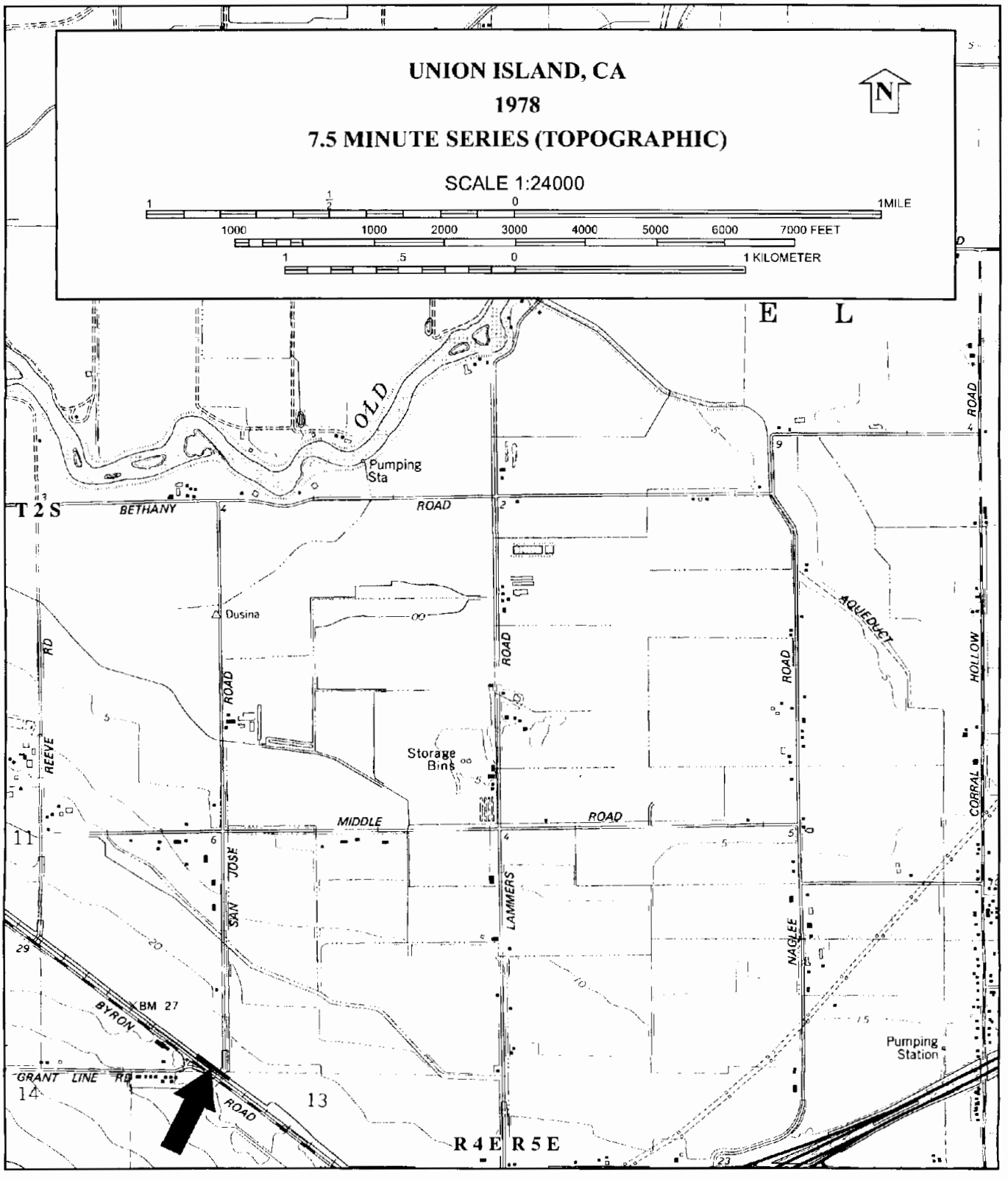
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000780H

Page L2 of L2 * Resource Name or # (Assigned by recorder) TRWP - 27

*Map Name: 7.5 Minute Union Island, CA USGS quadrangle *Scale 1:24,000 * Date of map: 1978



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

PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial
NRHP Status Code 6
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 5 *Resource Name or #: (Assigned by Recorder) SPRR Segment (MR #6)

P1. Other Identifier: 8/05

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Stockton West, CA Date 1978 T 1N ; R 6E ; ___ ¼ of ___ ¼ of Sec ___ ; MD B.M.

c. Address N/A City Zip N/A

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; 652186 mE/ 4195694 mN

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

The segment of railroad is located within the boundaries of Campo de los Franceses land grant in a semi-rural area about .5 mile west of the intersection of Sperry Road and McKinley Avenue. The track crosses French Camp Slough.

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

The segment of Southern Pacific Railroad line that crosses the study area is typical of a well-maintained rail line. The segment is double tracked. The ties and track rest on very fresh basalt rock ballast; the eastern track is elevated slightly higher than the west track. The ties are uniform and exhibit moderate wear and weathering. The rails bear date stamps "1330 RE VT RMSM 1999 IIIIIIIIII" indicating that they were manufactured in 1999 and laid in this location around that time. Many old tie plates are scattered at the base of the berm, further suggesting that the section receives regular maintenance. Vegetation on the tracks and ballast is minimal indicating regular clearing. An 100' long, 8-span bridge carries the tracks across French Camp Slough. The bridge has 5-pier wooden bents with wood cross bracing, a wood substructure and deck, timber abutments and wingwalls, and steel railings. The ballast on the bridge deck is new and is held place by planks set on end that run the length of the bridge.

*P3b. Resource Attributes: (List attributes and codes) HP39 Other

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a.

P5b. Description of Photo: (View, date, accession #)
Photograph 1, facing southeast, 06/12/02

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1871

*P7. Owner and Address:
Union Pacific Railroad
1416 Dodge Street
Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address)
David S. Byrd, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 06/12/02

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Sokes 2002 *Historic Resources Evaluation Report, I-5/French Camp Road Interchange and Sperry Road Extension Project, San Joaquin County, California.* July 2002. Sacramento CA.

*Attachments: NONE ☒ Location Map ☐ Sketch 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):

DPR 523A (1/95) *Required Information

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

Primary # P-39-000002
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) SPRR Segment (MR #6)

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

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

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Completed in 1871. Various alterations and upgrades over the years.

*B7. Moved? [X] No [ ] Yes [ ] Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Transportation Area: San Joaquin County, California

Period of Significance: 1871 Property Type: Railroad Applicable Criteria: N/A

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

The segment of railroad within the study area is in the alignment of the Southern Pacific San Joaquin Valley line. The SPRR dates to 1865, when a group of San Francisco capitalists incorporated the company to build a rail line linking the San Francisco region with the coastal counties and Los Angeles and San Diego. Three years later, the Central Pacific Railroad acquired controlling interest in the fledgling company. Construction on the new line began in 1870. However, instead extending down the coast as originally planned, the route ran through the San Joaquin Valley to take advantage of large tracts of free public land. By 1871, the tracks extended to Lathrop, about nine mile south of Stockton. By 1882, the SPRR controlled not only this route, but also the first southern transcontinental route extending from southern California to New Orleans. Thus began the SPRR's legendary monopoly over California transportation. By 1880, this monopoly had extended to river traffic through its California Steam and Navigation Company, and to ocean commerce with its Occidental and Oriental line and rate agreements with the Pacific Mail steamship. At the height of its power, the SPRR set freight rates according to the highest charge the traffic could bear, and for the special rates it gave to large shipping interests such as Standard Oil. The railroad's influence even extended into the state government, where its operatives controlled the appointments of key officials, who in turn set transportation regulations to favor the SPRR. (See Continuation Sheet)

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

*B12. References:

See references cited in Jones and Stokes, *Historic Resource Evaluation Report: I-5/French Camp Road Interchange and Sperry Road Extension Project, San Joaquin County, California*. June 2002. Sacramento, CA.

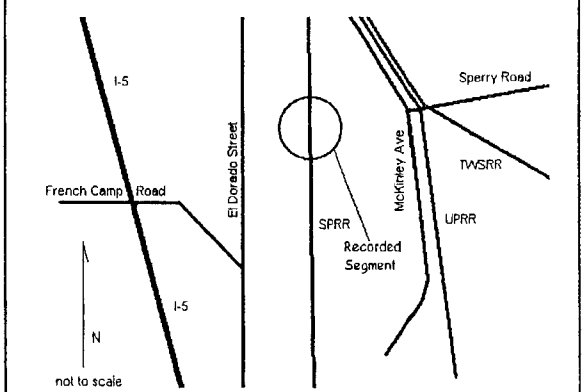
B13. Remarks:

*B14.Evaluator: David S. Byrd

*Date of Evaluation: June 28, 2002

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000002
HRI #
Trinomial

Page 3 of 5 *Resource Name or #: (Assigned by Recorder) SPRR Segment (MR #6)

L1. Historic And/or Common Name:

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)
North end of segment: 10/ 651825mE;4195780mN
South end of segment: 10/ 651825mE;4195567mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The segment of Southern Pacific Railroad line that crosses the study area is typical of a well-maintained rail line. The bed is supported by a well maintained earthen berm. The ties and track rest on what appears to be fresh basalt rock ballast. The ties are uniform and exhibit moderate wear or weathering.

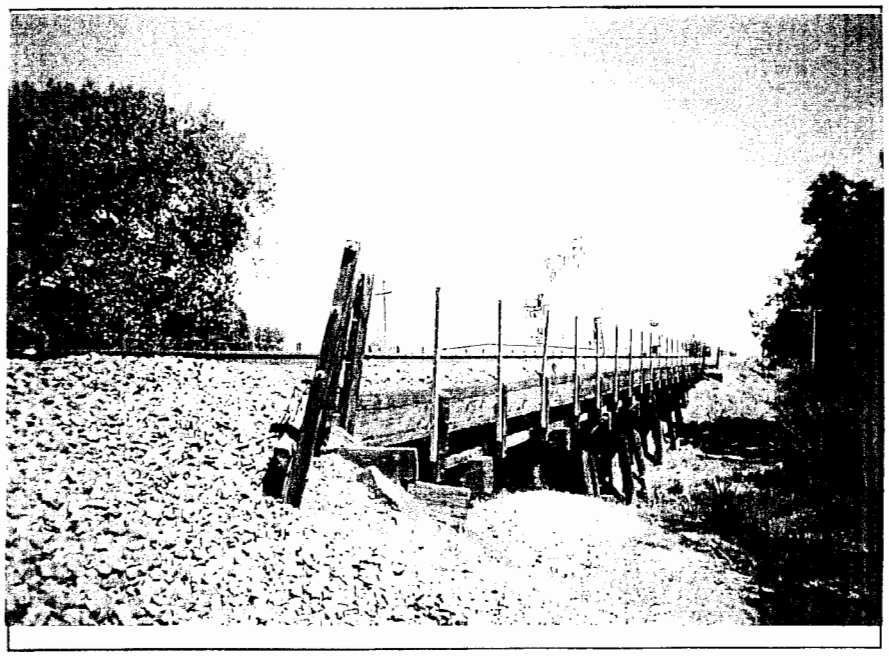
L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width 30-35 feet
b. Bottom Width 60 feet
c. Height or Depth 20 feet
d. Length of Segment 1500'

L5. Associated Resources:
Bridge that carries track over French Camp Slough

L4e. Sketch of Cross-Section (include scale) Facing: south

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
Riparian lands; modern industrial buildings, modern roads.

L7. Integrity Considerations:
See Significance Statement on Building, Structure, and Object Record



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Facing north

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
David S. Byrd
Jones & Stokes
2600 V Street
Sacramento, CA 95816

L11. Date: 06/28/02

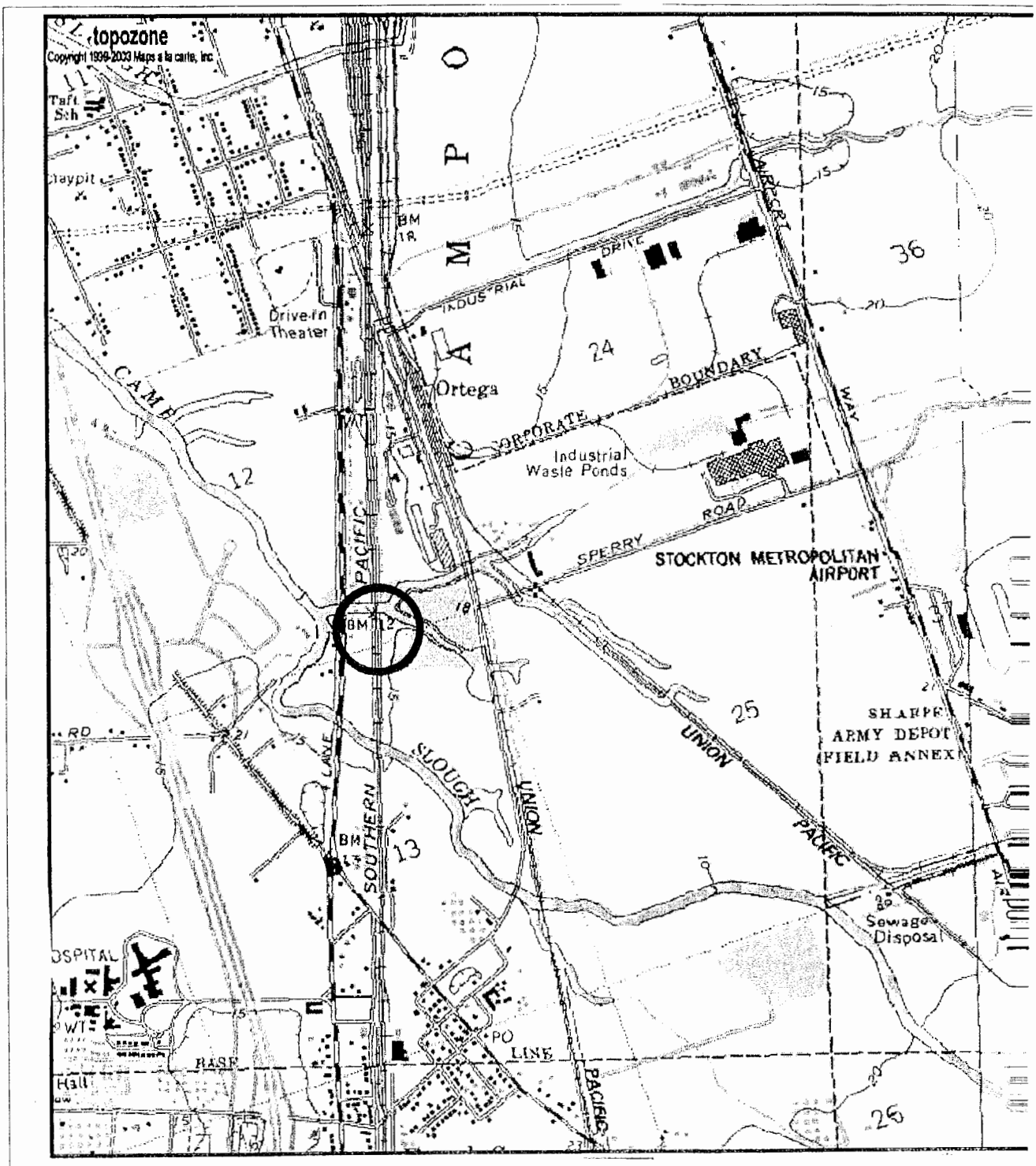
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial

Page 4 of 5 *Resource Name or #: (Assigned by Recorder) SPRR Segment (MR #6)

*Map Name: Stockton West, USGS topo *Scale: 1:24 *Date of Map: 1978



DPR 523J (1/95)

*Required Infor

Significance (Continued)

The SPRR's power in California ended when Hiram Johnson was elected governor in 1910. Johnson was committed to progressive reforms and made good on his campaign promise to "kick the SPRR out of politics" by removing railroad supporters from state offices. A government suit was filed in 1914 to force the SPRR to sell all of its stock in the CPRR because it was in violation of the Sherman Anti-Trust Act. After the original finding that the company was not in violation, years of appeals ensued. In 1920, Congress empowered the Interstate Commerce Commission (ICC) to authorize any carrier to acquire control of another carrier. The SPRR applied to the ICC for control of the CPRR in 1922 and was approved in 1923.Despite the low revenues during the Great Depression, the SPRR pioneered the railroad industry and instituted numerous innovations and improvements in service during the 1930s. The company introduced new features, such as air-conditioned cars, overnight high-speed freight cars, and reduced fares, to attract travelers and businesses. The SPRR engaged in a strong campaign of relocation and travel, and developed mutually beneficial relationships between agricultural shippers. These innovations and improvements succeeded in increasing passengers and freight in the 1930s and 1940s. The SPRR continued to expand during the later twentieth century by acquiring lines outside of California and, begining in the 1950s, diversifying into other types of transportation. In 1988, the Denver & Rio Grande Western Railroad Company merged with the SPRR, although the new company retained the SPRR name. The UPRR purchased the SPRR in 1996, forming the largest railroad company in the United States.

The segment of SPRR does not appear to meet the criteria for listing in the National Register primarily because it lacks integrity to its period of significance. The period of significance for this railroad segment is 1871, or the period of initial construction. There is no doubt that the SPRR played an important role in the early economic development of California and that persons associated with the early company (most notably the Big Four: Leland Stanford, Charles Crocker, Collis P. Huntington, and Mark Hopkins) are highly significant in our past. It is possible, then to argue that this segment of SPRR is significant under NRHP Criteria A and B. As one of the first rail lines built in the San Joaquin Valley it might also be possible to argue for significance under Criterion C. However, lacks the integrity of design, materials, workmanship, setting, and feeling to convey its period of significance. Loss of integrity, if sufficiently great, will render a resource ineligible for listing in the National Register irrespective of significance. The segment of SPRR line that crosses the study area is typical of a well-maintained railroad line. In other words, it does not appear that this section retains any of the engineering features or materials from the period of significance. The berm that supports the track is well maintained, with even geometry and indication of machined maintenance. The ties and track rest on fresh basalt rock ballast. The ties are uniform and exhibit only moderate wear or weathering. The rails bear date stamps 1999 indicating that the track in this segment was laid less than years ago. Tie plates strewn at the base of the berm indicate regular maintenance and replacement of worn features. The bridge that carries the railroad across French Creek Slough appears to be a Southern Pacific Chief of Engineers Common Standard 039 type trestle. In other words, the bridge was built according to a standards developed by SPRR in the early 20th century. Hundreds of this type of trestle exist within the old SPRR system. In essence, from an engineering standpoint, the segment of railroad in the study area is a modern railroad track that happens to follow a historic alignment. Furthermore, the sense of time and place is diminished by the intrusion of a nearby mills and lumberyards. Standing at the recorded point, one does not get the sense of a late 19th century railroad line. Because it lacks integrity of design, materials, workmanship, setting, and feeling, the segment of SPRR does not appear to meet the criteria for listing in the National Register. Additionally, in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Section 5024.1 of the California Public Resources Code, the buildings do not appear to be historical resources for the purposes of CEQA.

P-39-000002 CA-SJO-250H

BioSystems Analysis, Inc.
ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: CA-STA-350H Supplement [ ]
Other Designations: OBP-1; Abandoned Southern Pacific Railroad Line

(DPR 422, Rev. 4/86)

P-50-000301

The line in this record goes through multiple quads, but was only field-checked at a point at Oakdale, Sta. Co.

1. County: Stanislaus & San Joaquin

2. USGS Quad: Oakdale, California, 7.5' (1968; photorevised 1987); Escalon, California, 7.5' (1968; photorevised 1976); Farmington, California 7.5' (1968; photorevised 1987); Peters, California 7.5' (1952; photorevised 1968); Stockton East, California, 7.5' (1968; photorevised 1987); Stockton West, California (1968; Photorevised 1987).

3. UTM Coordinates: Southern terminus, in Oakdale: Zone 10; 689,180 Easting; 4,183,060 Northing.
Northern terminus, in Stockton: Zone 10; 651,780 Easting; 4,202,230 Northing.

4. Township: 2S Range: 10E; Southern terminus: SW 1/4 of the SE 1/4 of the NE 1/4 of Section 10;
Township: 1N Range: 6E; Northern terminus: within the Campo de los Franceses Land Grant

5. Map Coordinates: Southern terminus: 451 mmS, 84 mmE (from NW corner of Oakdale map.)
Northern terminus: 199 mmS, 382mmE (from NW corner of Stockton West map.)

6. Elevation: 100-180 feet AMSL

7. Location: The southern end of this abandoned section of railroad line is the trestle crossing of the Stanislaus River, adjacent to Highway 120 on the north side of Oakdale. The northern terminus is within the city of Stockton.

8. Time Period: Historic
Temporal Periods Represented
___ Pre-Colonization (1500-1769)
___ Spanish Mexican (1769-1848)
_X_ Early American (1848-1880)
_X_ Turn of the Century (1880-WWI)
_X_ Early Twentieth Century (WWI-1945)
_X_ Post WWII (1945-present)

9. Site Description: This site consists of the remains of a section of the old Stockton and Visalia Railroad constructed to Oakdale in 1871. Only the portion of the site just north of Oakdale, from its southern end (the former trestle abutment on the north side of the Stanislaus River) to Gilbert Road, has been inspected for this recording. In this area, the rails have been torn up and the 100-foot right of way abandoned. Besides the old grade, which is evident in some places, no physical evidence of this railroad line remains.

The line was taken over by the Southern Pacific Railway in the early twentieth century and continued service to Peters, Farmington, Valley Home, and Oakdale. In 1980 the line was abandoned and the right-of-way sold to the various landowners along its route.

10. Area: About 29 miles long and 30 feet wide, the area would be 4,593,600 square feet or 426,745 square meters.

11. Depth: Not applicable

12. Features: None recorded

13. Artifacts: None recorded

14. **Non-Artifactual Constituents and Faunal Remains:** None

15. **Date Recorded:** 26 May 1993

16. **Recorded by:** J. Costello and J. Marvin

17. **Affiliation and Address:** Foothill Resources, Ltd, Mokelumne Hill, California for Caltrans, District 10.

18. **Human Remains:** None

19. **Site Disturbance:** When the railroad line was abandoned in 1980, the tracks and rails were pulled up and the 100-foot right-of-way abandoned. In places, the old grade has been obliterated through incorporation into agricultural fields or other construction.

20. **Nearest Water:** Not applicable

21. **Vegetation Community:** Grassland

22. **Vegetation on site:** Varies over the length of the site

23. **Site Soil:** Sandy, silty clay loam overlain with crushed granite baserock or washed river rock

24. **Surrounding Soil:** Sandy, silty clay loam

25. **Geology:** Quaternary alluvium

26. **Landform:** Valley floor

27. **Slope:** 0° to 1°

28. **Exposure:** 100% exposed to sun and wind

29. **Landowner and Address:** Various

30. **Historical Information:**
The town of Oakdale owes its existence to the railroad. The town began to develop in the late 1860s when the directors of the Stockton and Copperopolis Railroad were seeking a terminal in the area. With considerable foresight, local settlers offered land to the railroad for a right of way and terminus. In 1871 the Stockton and Visalia Railroad (previously the Stockton and Copperopolis) arrived at the new townsite, whose street grids were laid out parallel with the railroad line.

The rapidly growing community became the center of goods and passengers moving to and from the rich gold country of the Mother Lode. Agriculture also played a part in the community's development as wheat, barley, and other grains grown on the rich plains were shipped to distant markets from the terminal. After 1897, however, when the Sierra Railway extended the tracks to Jamestown, Oakdale experienced a decline (Cunningham and Costello 1986:9-12).

The Southern Pacific Railroad acquired the old Stockton and Visalia Railroad and continued service to Stockton over the main line via Valley Home, Farmington, and Peters for many years. This line was abandoned about 1980, but the

Southern Pacific has continued service to Oakdale via a lease agreement with the Santa Fe Railroad. The train now travels over the Santa Fe line from Stockton to Escalon and Riverbank, where it turns east and enters Oakdale from the south (personal communication, Baroni 1993).

After its abandonment, the old Southern Pacific section between Stockton and Oakdale was purchased by the various landowners along its route. A small segment, from E to A Streets in Oakdale, belongs to the feed and seed company of A. L. Gilbert (personal communication, Baroni 1993).

31. **References:**

Cunningham, Judith, and Julia G. Costello
1986 *Historic Sites Inventory, Oakdale, California.* For the City of Oakdale, Oakdale.

Persons Interviewed:
Baroni, Art - Southern Pacific Railroad Agent in Oakdale from 1968 to 1975 and then in Stockton until his retirement in 1983. Oakdale, CA.

32. **Name of Project:** Caltrans, District 10: State Route 120 Oakdale Bypass Project. PM 00/10.13.

33. **Type of Investigation:** Supplemental archaeological survey

34. **Site Accession Number:** None

35. **Photos:** B/W Roll OBP-1, frames 1,2; on file at Biosystems Analysis, Inc., Tiburon, CA.

CA-STA-350H
CA-SJO-350H
P-50-000000

SCALE 1:24 000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 .5 0 1 KILOMETER

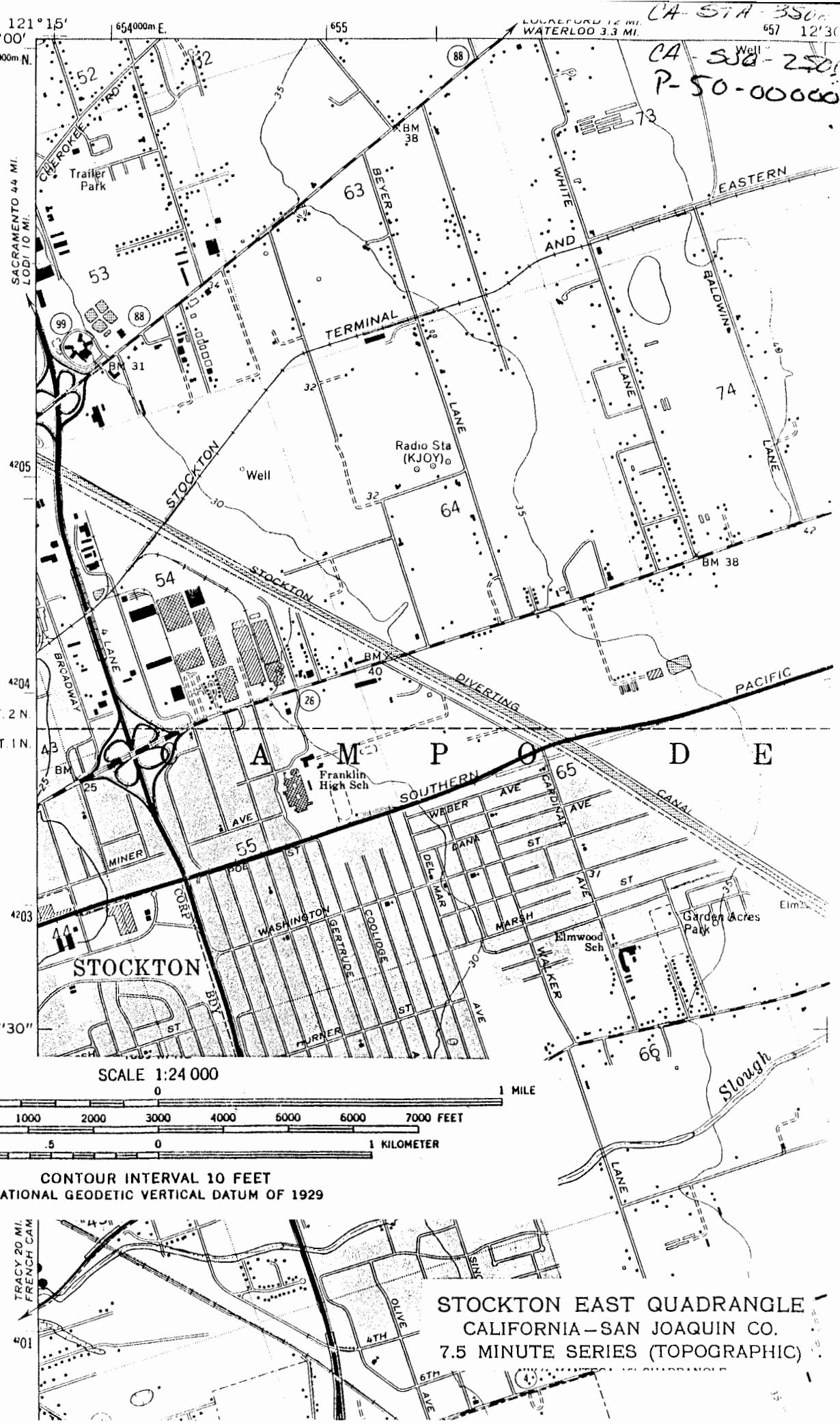
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

STOCKTON WEST QUADRANGLE
CALIFORNIA—SAN JOAQUIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

NE/4 STOCKTON 15' QUADRANGLE
SACRAMENTO 45 MI.

MANTECA 14 MI.
MODESTO 27 MI.
MANTECA 11 MI.
KTON EAST)
759 I NW

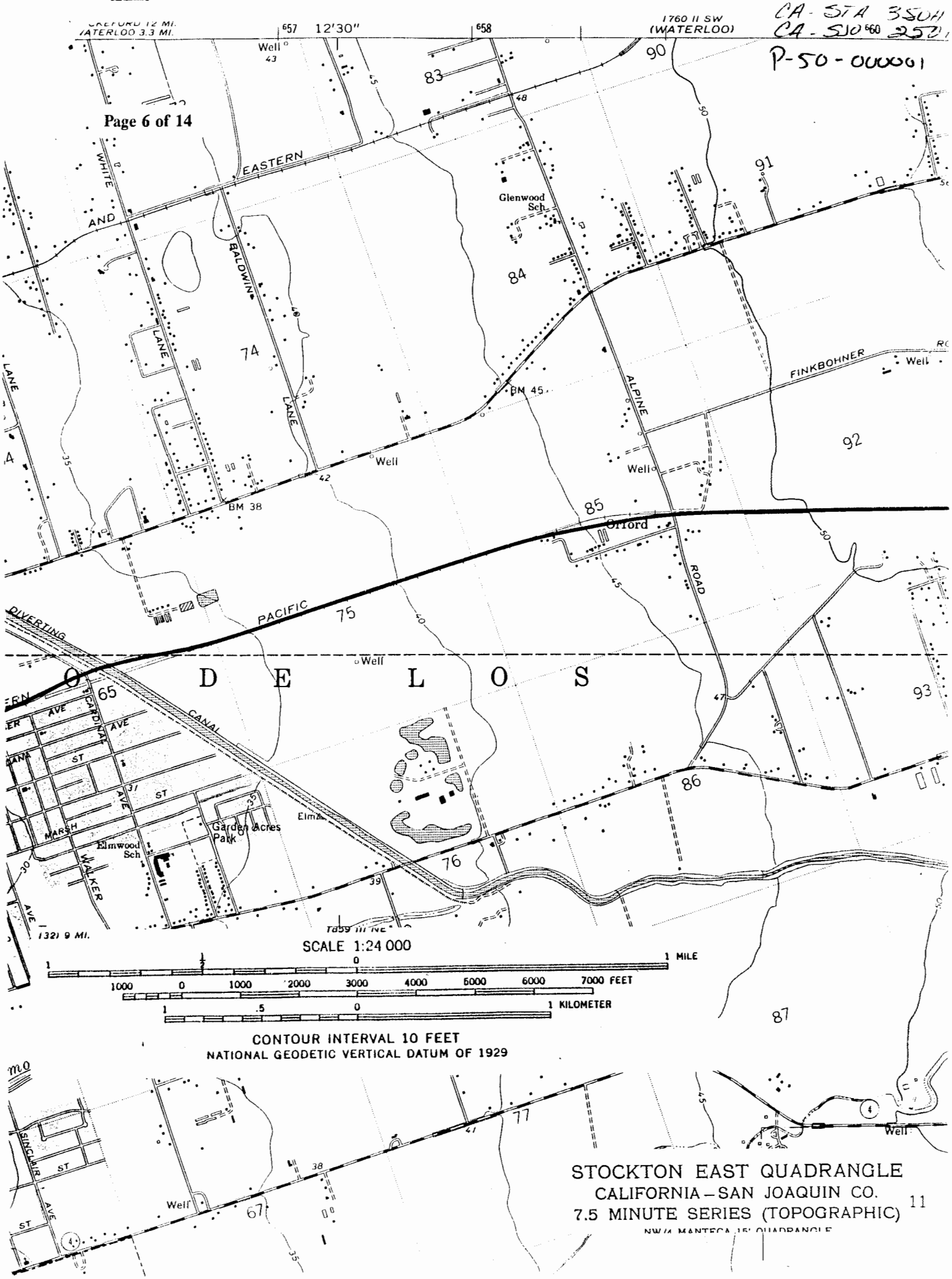
CA-STA-350
CA-SJO-250
P-50-000001



STOCKTON EAST QUADRANGLE
CALIFORNIA—SAN JOAQUIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

CA-STA 350H
CA-SJO 660 252

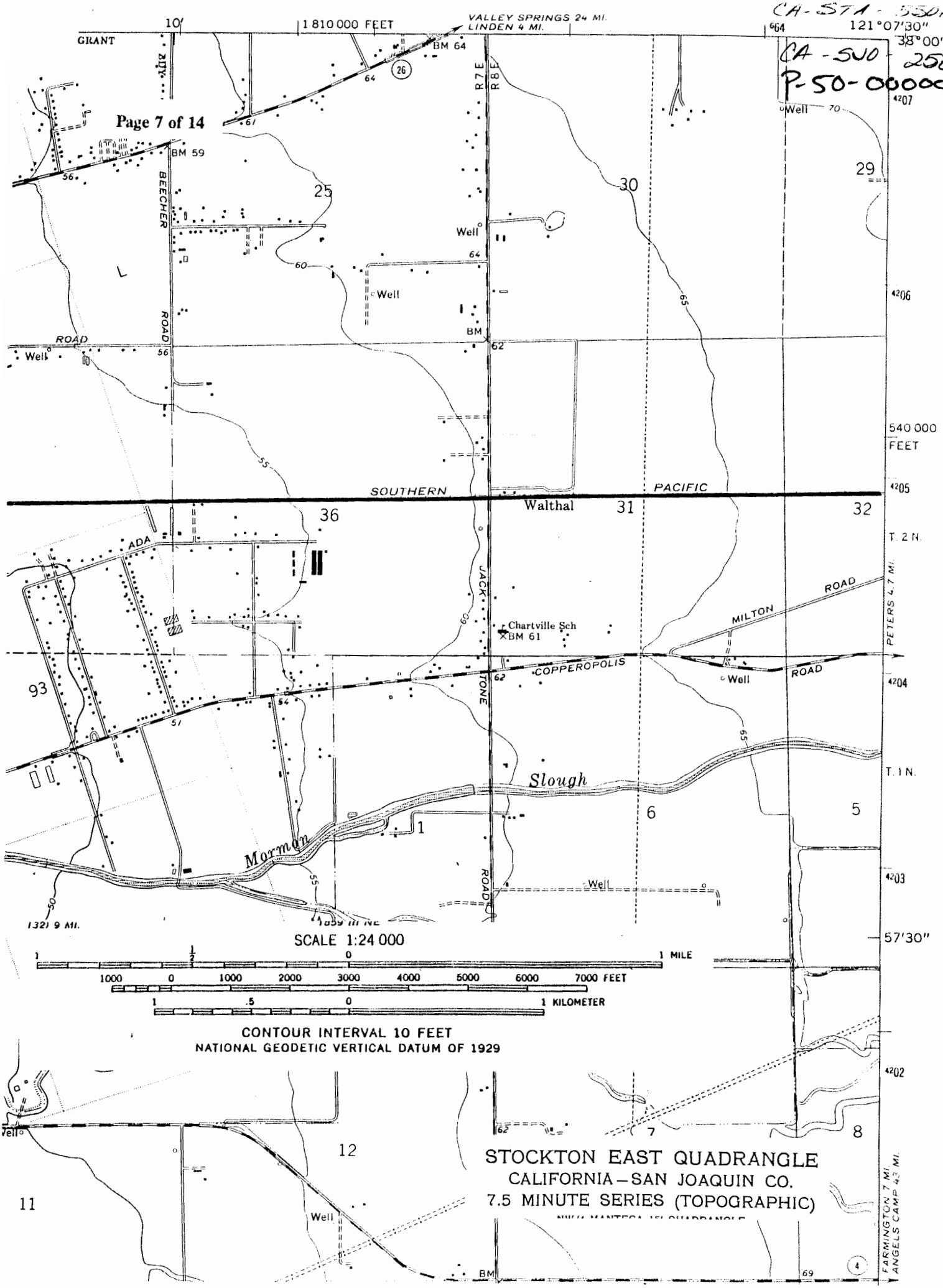
P-50-000001



STOCKTON EAST QUADRANGLE
CALIFORNIA—SAN JOAQUIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)
NW/4 MANTECA 15' QUADRANGLE

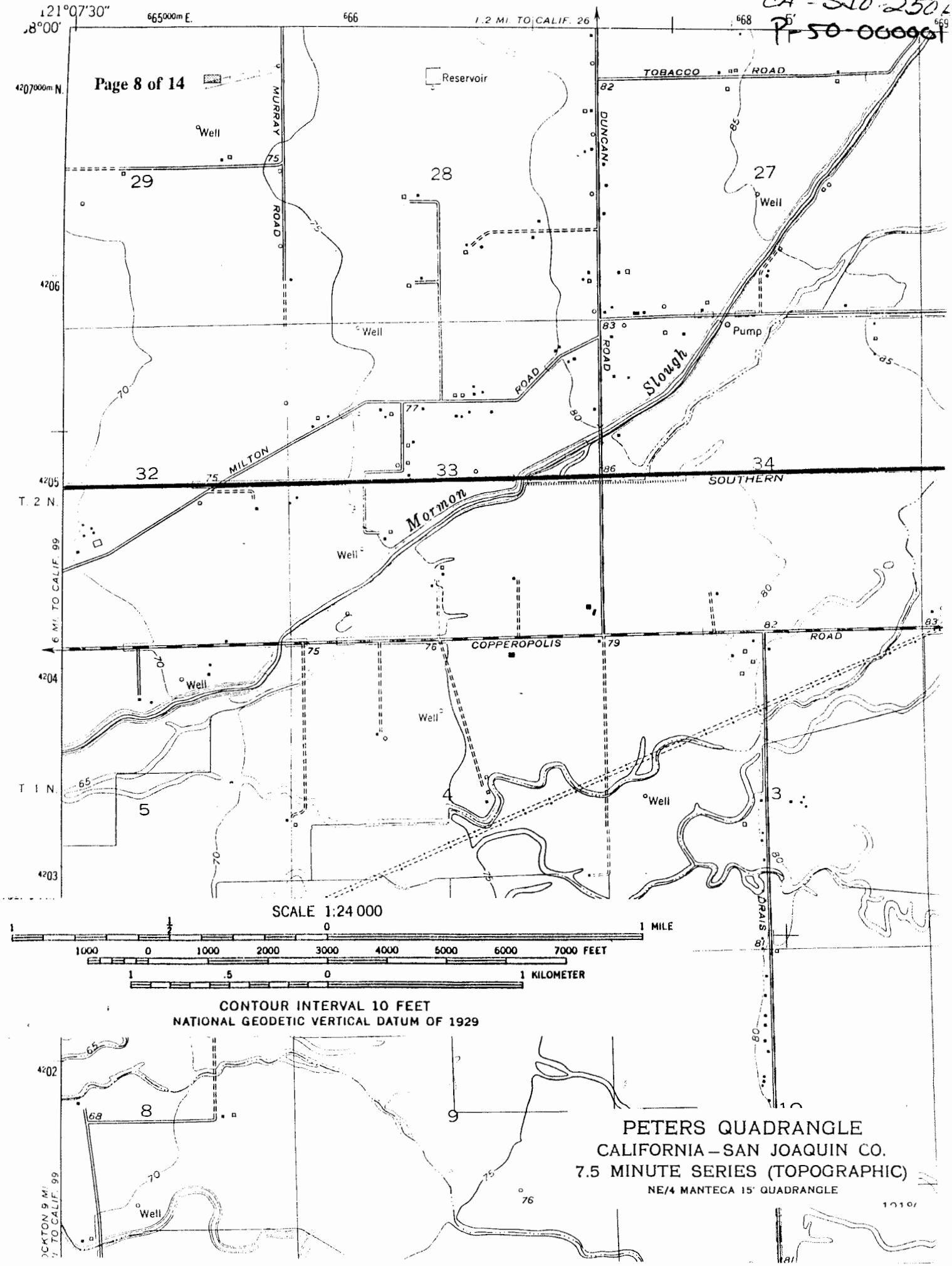
11

CA-STA-550H
CA-SJO-250H
P-50-000001

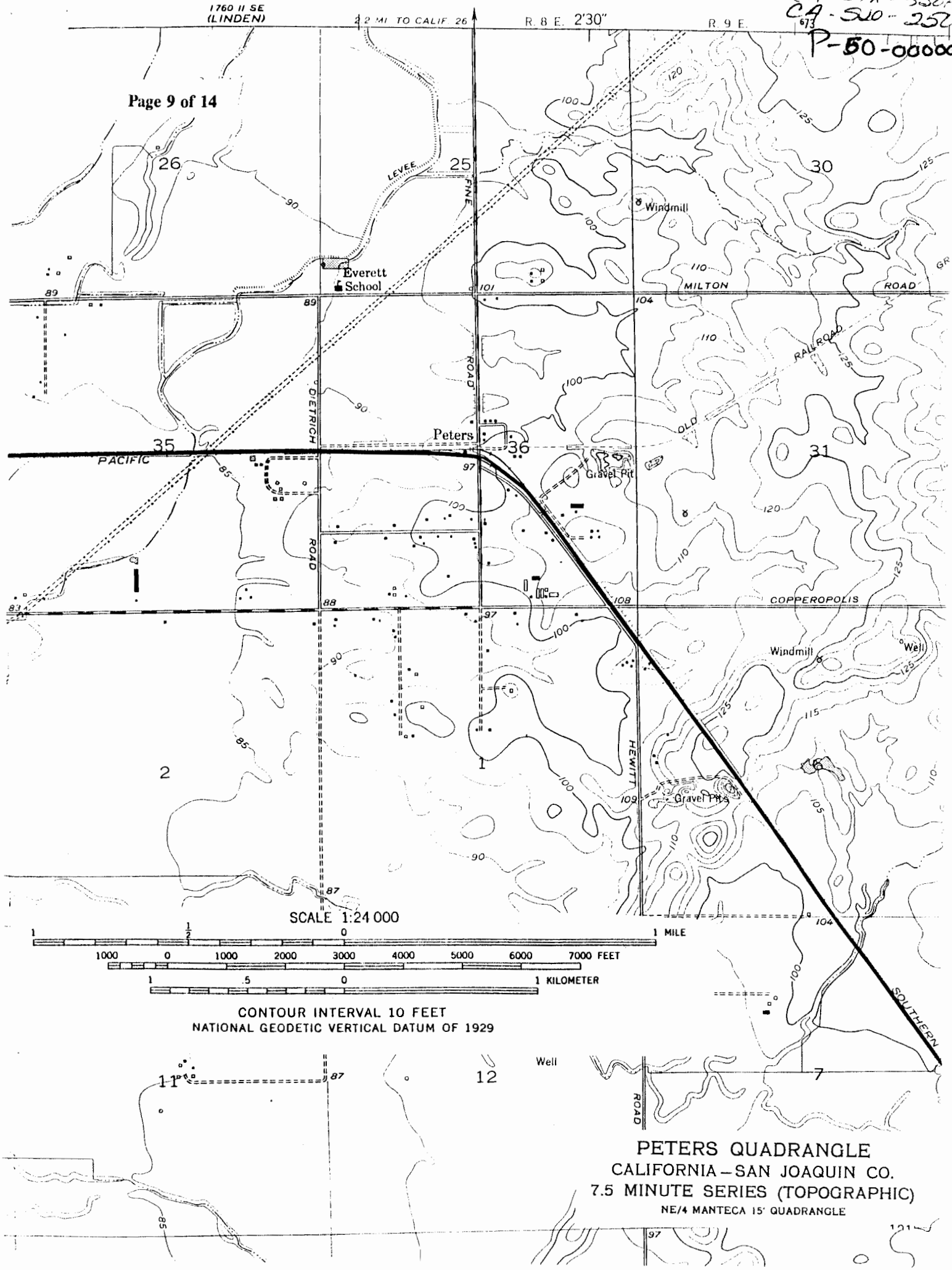


STOCKTON EAST QUADRANGLE
CALIFORNIA—SAN JOAQUIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

CA-STA-350H
CA-SLO-250L
P-50-000001



CA - STA - 352
CA - SJO - 252
P-50-000001



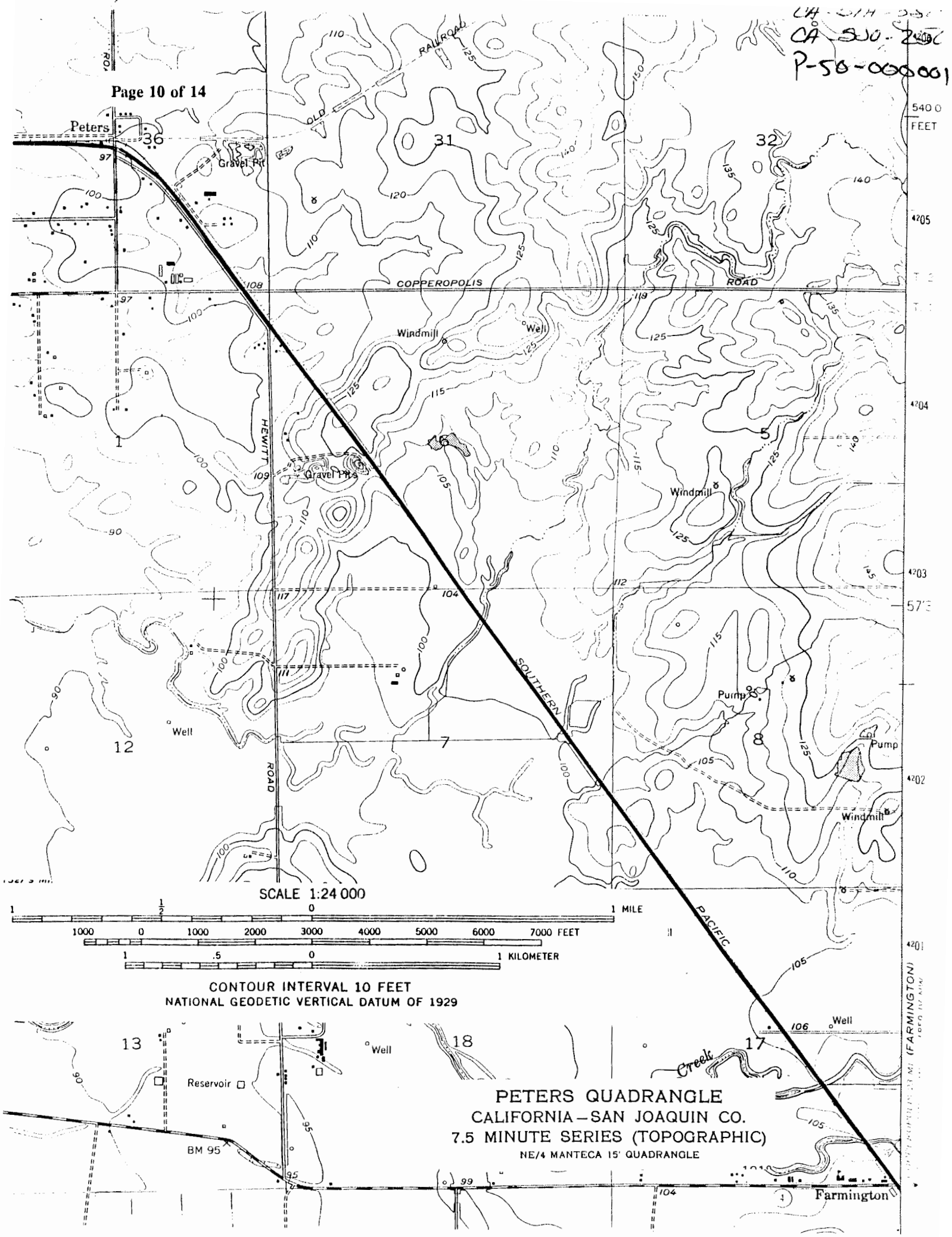
PETERS QUADRANGLE

CALIFORNIA—SAN JOAQUIN CO.

7.5 MINUTE SERIES (TOPOGRAPHIC)

NE/4 MANTECA 15' QUADRANGLE

CA-SJO-250
P-50-000001



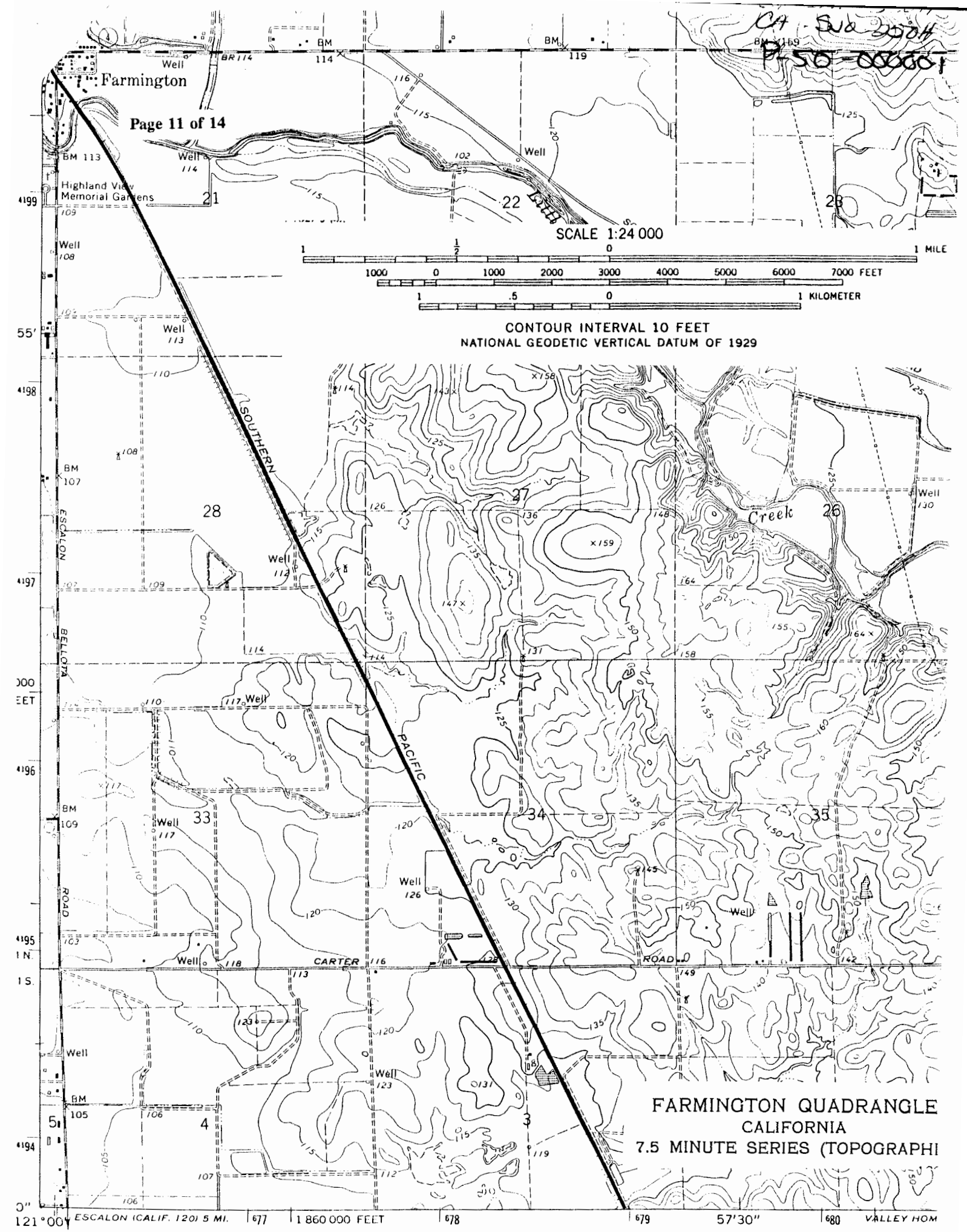
PETERS QUADRANGLE

CALIFORNIA—SAN JOAQUIN CO.

7.5 MINUTE SERIES (TOPOGRAPHIC)

NE/4 MANTECA 15' QUADRANGLE

CA - SJV 2204
P-50-000001



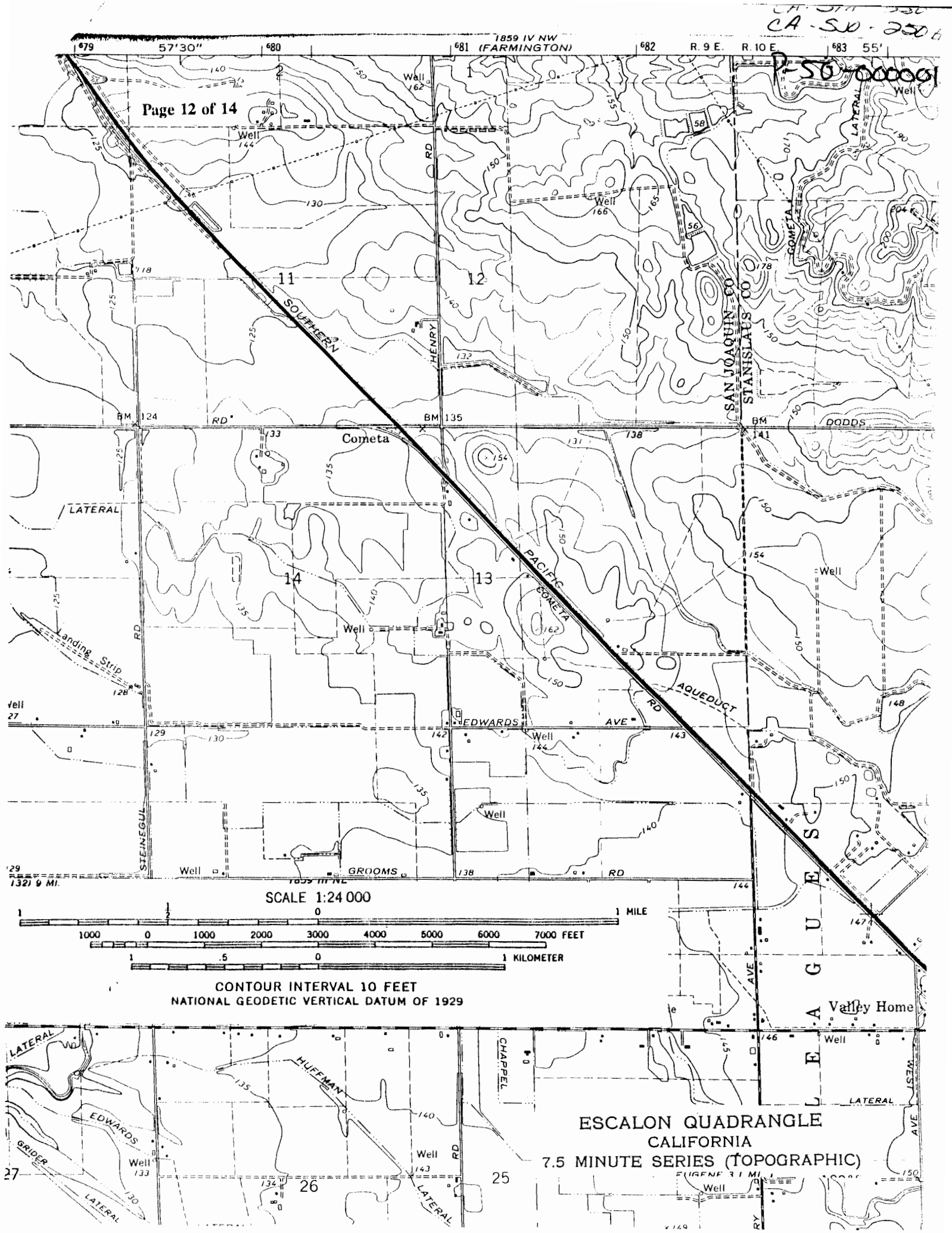
FARMINGTON QUADRANGLE
CALIFORNIA
7.5 MINUTE SERIES (TOPOGRAPHI

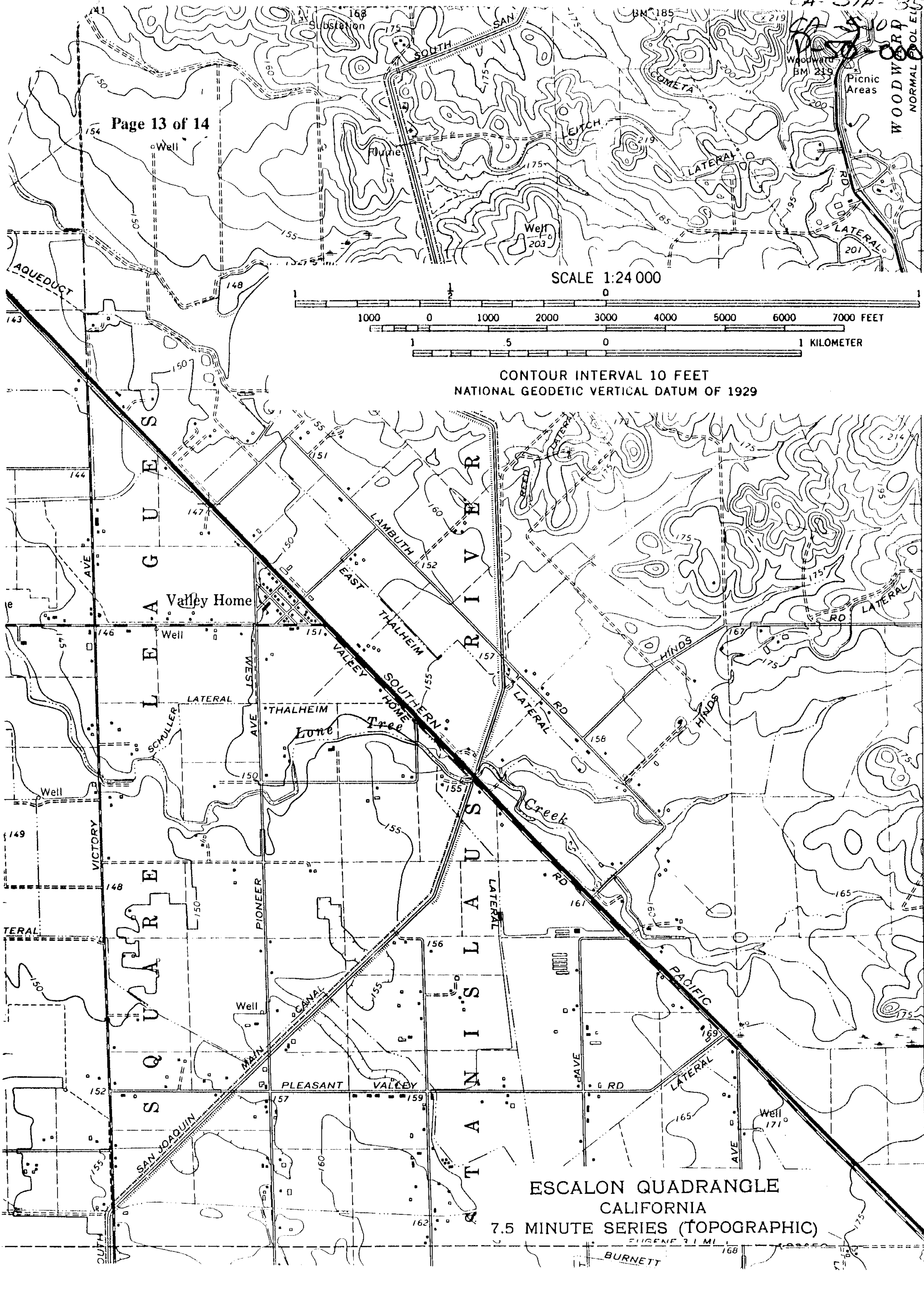
ESCALON (CALIF. 1201 5 MI.) 677 1 860 000 FEET 678 679 57'30" 680 VALLEY HOM

Mapped, edited, and published by the Geological Survey

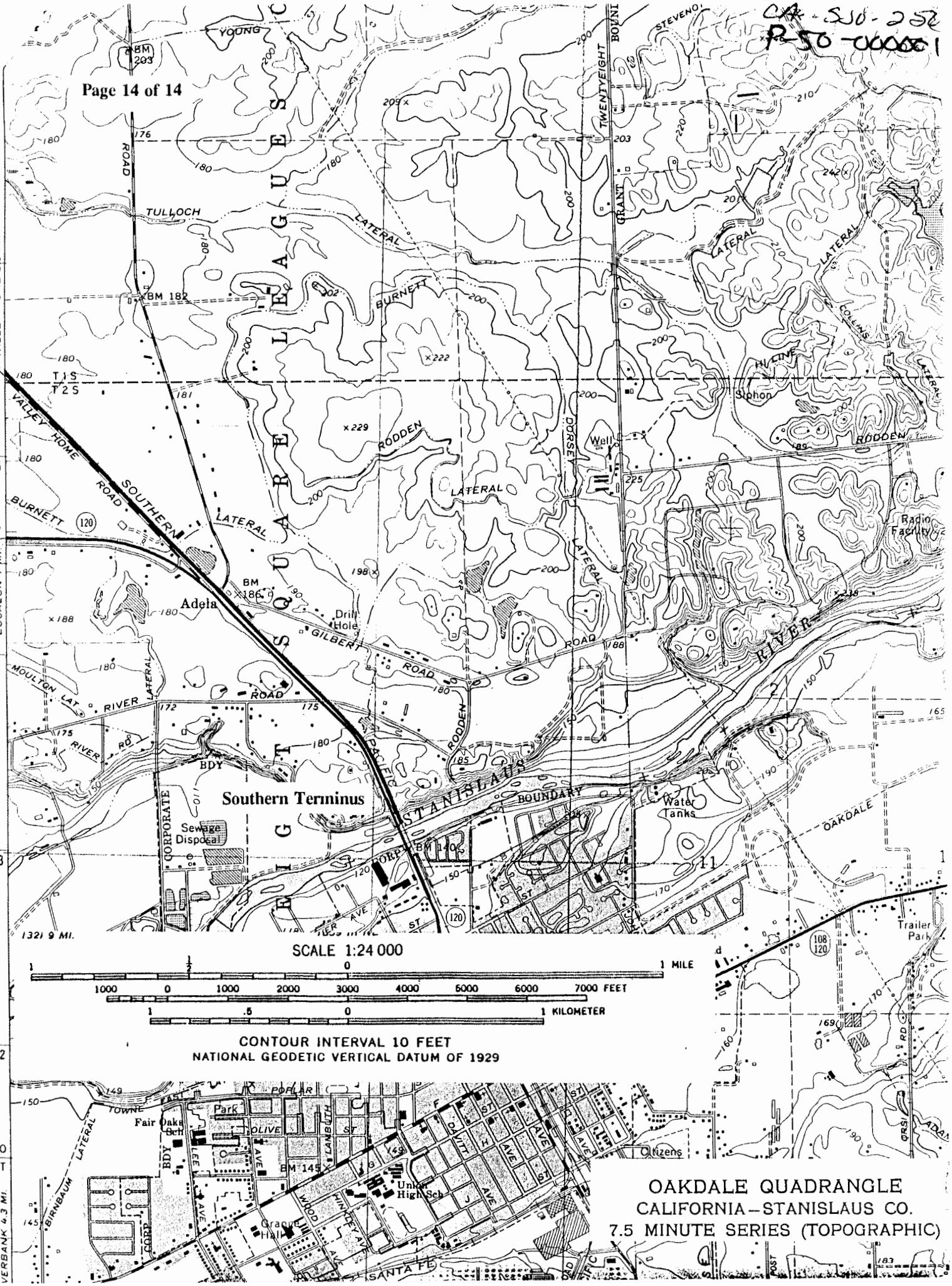
CA-SJ-250

P-50-000091




SCALE 1:24 000
1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
ESCALON QUADRANGLE
CALIFORNIA
7.5 MINUTE SERIES (TOPOGRAPHIC)
Valley Home
Lone Tree Creek
STANISLAUS RIVER
SQUARE LEAGUE
SOUTHERN PACIFIC
SAN JOAQUIN MAIN CANAL
AQUEDUCT
VICTORY AVE
PIONEER
WEST AVE
PLEASANT VALLEY RD
LAMBUTH
EAST THALHEIM
THALHEIM
VALLEY HOME RD
SCHULLER
HINDS
LATERAL
BURNETT
Woodward BM 219
Picnic Areas
Substation
Flume
Well
(OAKDALE)
1859 IV SE
4191
4189
4188
4186
50′

CA-57A-350
CR-SJO-252
R50-00001



OAKDALE QUADRANGLE
CALIFORNIA—STANISLAUS CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

During ECORP's PG&E Stockton "A" Reconductoring survey, one previously recorded segment (Costello & Marvin 1993) of the abandoned Southern Pacific Railroad (SPRR) line was updated. ECORP's portion of the line consisted of a 100' long segment located approximately 150 feet north of the intersection of Webber Avenue and the Central California Traction railroad (CCTRR) line (also identified as "B" street). The segment of the SPRR line identified by ECORP was found to be in poor condition. The two adjacent lines were overgrown with vegetation and appeared to be missing almost all railroad ties. The only remaining portions of the railroad were the rails and the gravel underneath. Piles of modern refuse were found surrounding the lines.

The previous record for the SPRR did not include a description of the condition of the resource, therefore, it is unknown as to the degredation of the line between the original recording from 1993 to present.

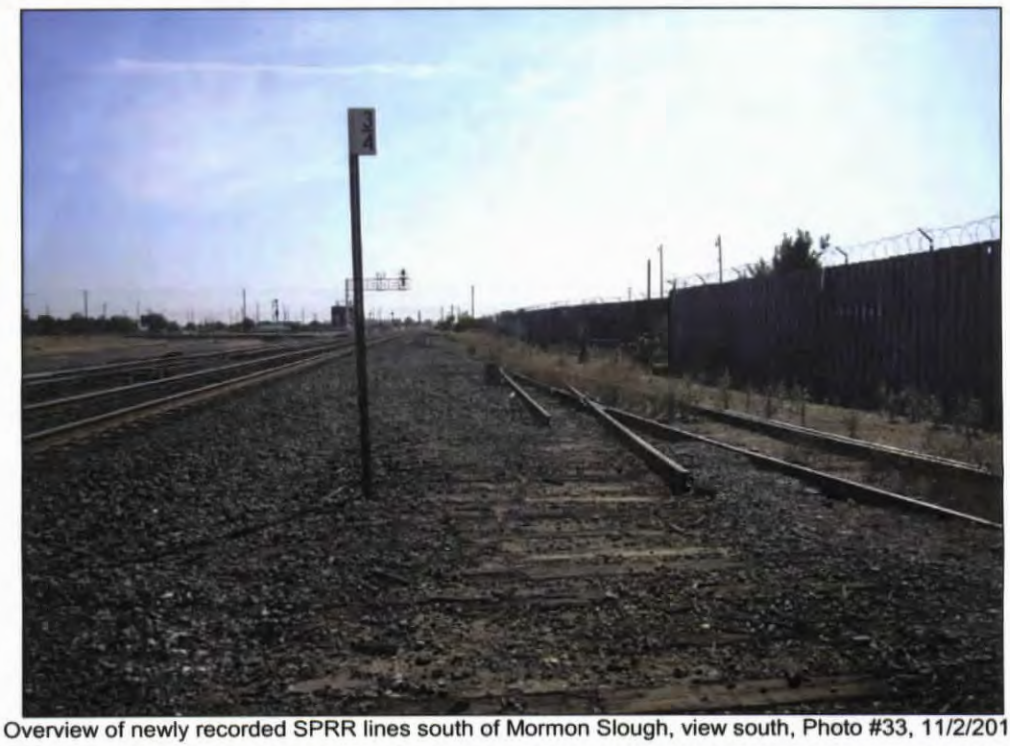
In addition to the previously recorded segment of the SPRR line, two newly identified segments were recorded during the field survey. The newly identified segments consist two parallel lines. An abandoned line, and a functioning line that is located directly east of the abandoned line. The studied portions of both lines consisted of 100-foot long segments located south of Mormon Slough and east of the intersection of East Anderson Street and Aurora Street in Stockton, California. The abandoned segment had the rails and all metal pieces removed, with several wooden ties in situ. The functioning line has been raised with gravels and is located approximately eight feet east of the abandoned line. The functioning line appears to be in good condition. The exact age of the functioning line is unknown, but is likely to have been constructed some time after the adjacent line was abandoned due to the close proximity of the lines.

Reference:

J. Costello and J. Marvin (BioSystems Analysis, Inc.)
1993 Archaeological Site Record for P-39-002 Abandoned Southern Pacific Railroad Line.

***P11. Report Citation:** Lisa Westwood. 2011. Pacific Gas & Electric Company's Stockton "A" Reconductoring Project, San Joaquin County, California. Prepared by ECORP Consulting Inc. Rocklin, California. Prepared for Cardno ENTRIX, Sacramento, California.

Overview of previously recorded SPRR lines at intersection w/ CCTRR, view east, Photo #39, 11/14/2011



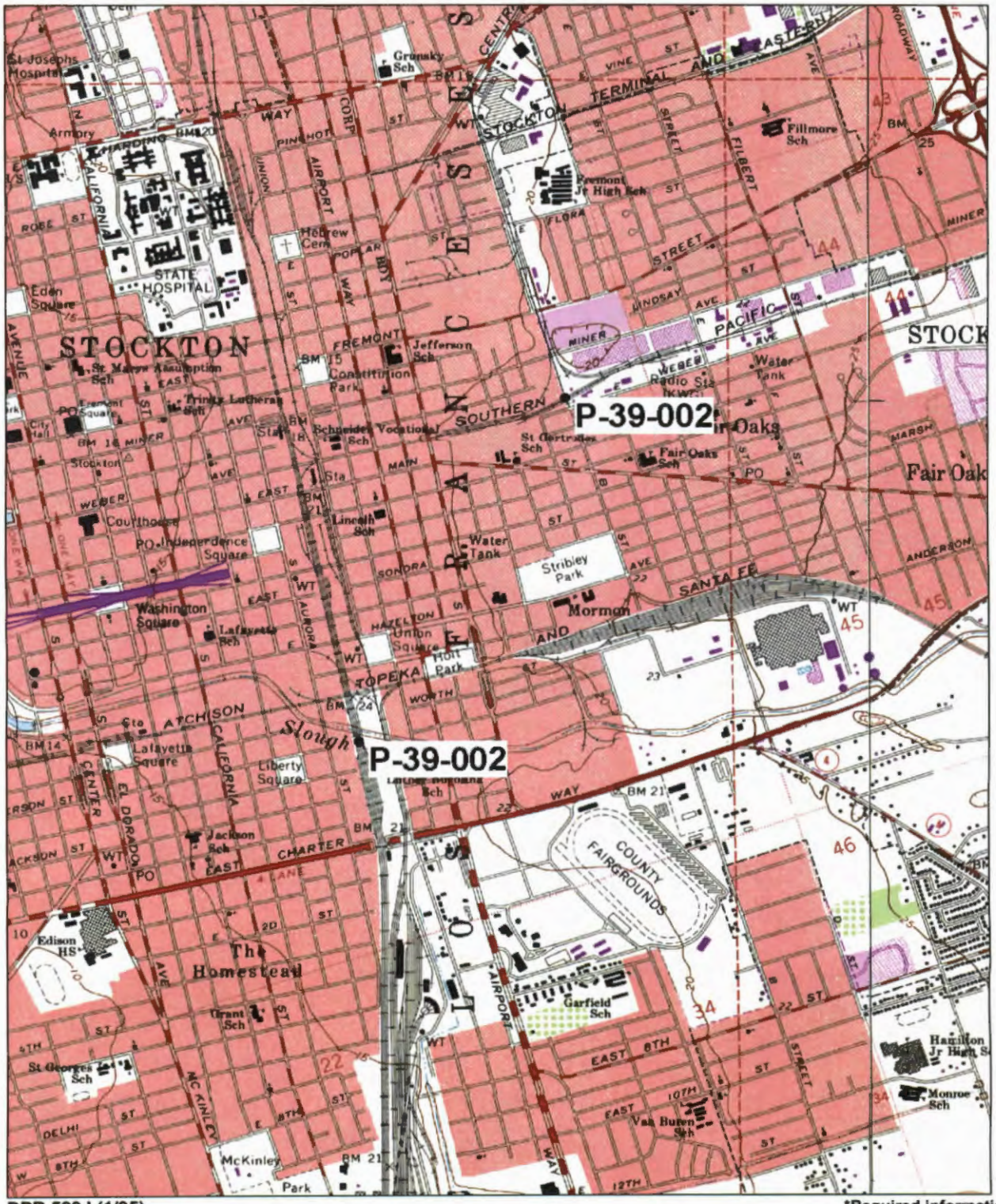
Overview of newly recorded SPRR lines south of Mormon Slough, view south, Photo #33, 11/2/2011

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

LOCATION MAP

Primary # P-39-002
HRI#
Trinomial CA-SJO-250H

***Resource Name or #:** Southern Pacific Railroad Line
***Map Name:** Stockton West, CA
***Scale:** 1:24,000
***Date of Map:** 1967, rev. 1987



DPR 523J (1/95)

*Required information

New Segment

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

Primary # P-39-000002
HRI#
Trinomial CA-SJO-250H

 ***Resource Name or #** (Assigned by recorder) Southern Pacific Railroad

PRS+I? 9/08

***Recorded by:** Jesse Martinez Stockton West 7.5' ***Date:** August 8, 2008☐ Continuation **X** Update

The resource was first recorded by Jones and Stokes in June of 2002. The Southern Pacific Railroad was formed in 1865 by a group of San Francisco capitalists. The original intent was to link the San Francisco area with coastal counties as well as Los Angeles and San Diego. The line was diverted towards the central valley to take advantage of free tracts of land. The company was purchased by the Union Pacific Railroad in 1996.

The updated segment is approximately 1125 feet long Many of the original components have been replaced over the course of many years. This resource does not maintain sufficient historic integrity for NRHP or CRHR eligibility. Urbanization and roadway improvements have altered the original setting. The resource has undergone regular maintenance, including tie and track replacement. These changes have compromised the integrity of design, workmanship, and feeling of the resource. Therefore, this resource segment is recommended as not eligible for the listing in the NRHP or the CRHR. It is still in use.

The UTM coordinates for the segment being updated are given below.

UTM coordinates given in Nad 83.
North End: 650810mE/4205445mN
South End: 650819mE/4205071mN

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

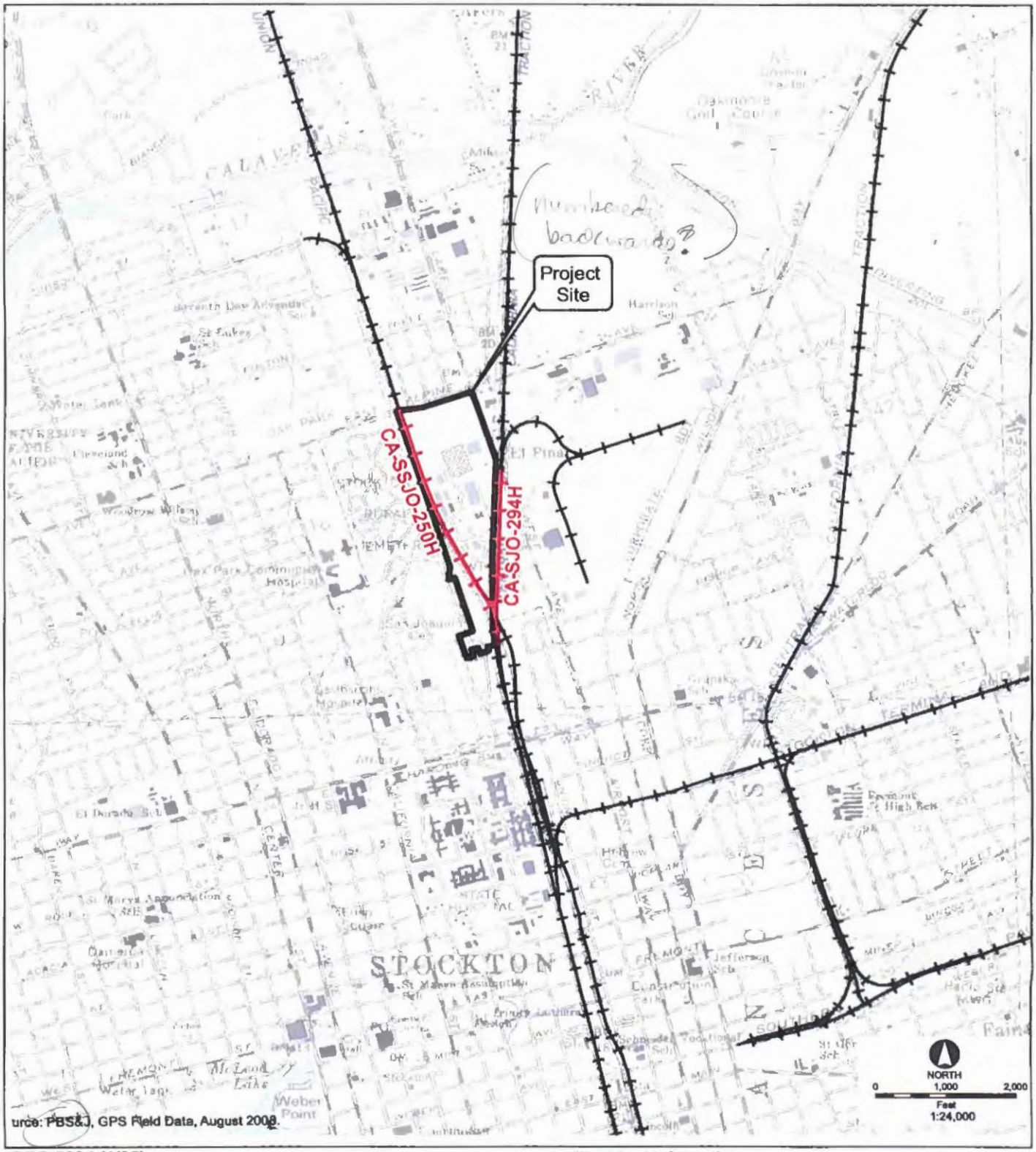
LOCATION MAP

Primary # P-39-000002
HRI#
Trinomial CA-SJO-250H

***Resource Name or #:** Southern Pacific Rilroad

***Map Name:** Stockton West

***Scale:** 1:24000 ***Date of Map:** 1968 (revised 1987)



urce: PBS&J, GPS Field Data, August 2008.

*Required information

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

PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000252H
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 1
Map Reference: Union Pacific Railroad aka Southern Pacific R.R. 1/05

10-SJ-5-KP R22.4-R25.1 (PM R13.9-R15.6); EA 10-3A1200

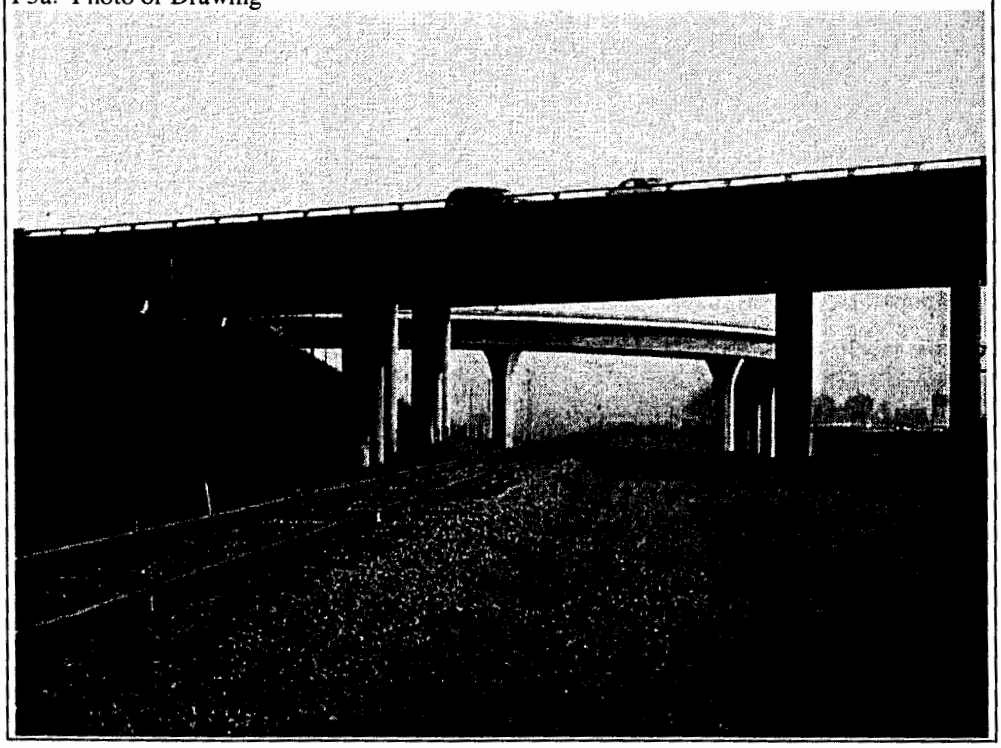
*Resource Name Union Pacific Railroad (Mossdale)

P1. Other Identifier:
*P2. Location: *a. County: San Joaquin
and
*b. USGS 7.5' Quad_ Lathrop, California, 1952 (Photo Revised 1987; Minor Revision 1994)
c. Address N/A City N/A Zip N/A.

*P3a. Description: A segment of the Union Pacific Railroad lies within the project right-of-way. It extends from just northeast of the intersection of the railroad line and the Manthey Road Underpass and continues another 427.97 meters (1404.10 feet) northeast. The structure includes a single set of standard gauge tracks, tie plates, ties, as well as the railroad bed.

*P3b. Resource Attributes: HP39: Railroad Grade
*P4. Resources Present: ■ Structure

P5a. Photo or Drawing



P5b. Description of Photo: View east of railroad grade

*P6. Date Constructed/Age and Sources: 1869
UPRR Web Site

*P7. Owner and Address:
Union Pacific
Railroad

*P8. Recorded by:
Jon L. Brady
Caltrans
2015 E. Shields, #100
Fresno, CA 93726-5306

*P9. Date Recorded: January 2003

*P10. Survey Type: Intensive

*P11. Report Citation: *Historic Resource Evaluation Report for the Mossdale Widening Project, 10-SJ-5-KP R22.4-R25.1 (PM R13.9-R15.6); EA 10-3A1200*

*Attachments ■ Building, Structure, and Object Record

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

Primary # P-39-000002
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

Page _1__ of _2__ *NRHP Status Code 6Z
10-SJ-5-KP R22.4-R25.1 (PM R13.9-R15.6); EA 10-3A1200
*Resource Name: Union Pacific Railroad

B2. Common Name: Union Pacific Railroad grade (Mossdale)
B3. Original Use: Main RR line to Oakland B4. Present Use: Siding Track.
*B5. Architectural Style: Commercial
*B6. Construction History: Construction began on the railroad in 1867 and was completed in 1869. The rails and ties have been replaced several times since construction

*B7. Moved? ■ No
*B8. Related Features: None.

B9a. Architect: Unknown b. Builder Western Pacific Railroad and Central Pacific Railroad
*B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A Applicable Criteria N/A
The desire to connect California with the East Coast was but a thought in 1854; by the late 1860s both the Union Pacific Railroad and the Central Pacific Railroad were nearing completion of the Transcontinental Railroad with the western terminus at Sacramento, California and the eastern terminus in Omaha, Nebraska. However, the Central Pacific struggled to overcome the obstacles the Sierra Nevada posed. The Big Four had given little thought to connecting Sacramento with San Francisco. However, the owners of the San Francisco and San Jose Railroad decided to incorporate the Western Pacific Railroad to accomplish that task. In 1865 the Western Pacific began laying track from San Jose and by 1866 they had reached Niles California. In 1867 Western Pacific had laid track to a point just east of Livermore and crews working west from Sacramento had reached Liberty, 30 miles south of Brighton. In that same year Western Pacific began to experience financial difficulties and to complicate things more, Central Pacific, having overcome the obstacles the Sierras posed, now considered constructing their own line between the Bay Area and Sacramento. Rather than build a separate line, Central Pacific bought out Western Pacific. They also purchased the San Francisco and Alameda Railroad and then the San Francisco and Oakland Railroad to have acces to the bay area.

Once the last spike was driven in the transcontinental rail line connecting east and west at Promontory, Utah in May 1869; the Central Pacific rushed a large labor force to California to complete the Sacramento to Oakland rail line. Track being laid from the west and east met at the San Joaquin River and the line completed when the drawbridge across the San Joaquin River at Mossdale was finished in September 1869.

The Sacramento to Oakland line was not part of the transcontinental line, nor was initial construction started by either Central Pacific or Union Pacific, but rather by Western Pacific that had been incorporated in 1865. The main goal of the Western Pacific was to connect San Franciso to Sacramento.

Only that section of the Union Pacific Railroad within the APE was evaluated for this project. That section of track extends from a point just northeast of the intersection of the railroad line and the Manthey Road Underpass and continues northeast another 427.97 meters (1404.10 feet). The structure includes a single set of standard gauge tracks, tie plates, ties, as well as the railroad grade. In the latter 1800s this section of track was used rather heavily delivering freight and passengers between Sacramento and coastal cities. Today, this line is used less frequently, with perhaps one train coming through. The condition of the tracks support this. For example some of the rail spikes appear to be only partially driven into the ties.

While that section of the Union Pacific track within the APE has integrity of location, its integrity of setting, association and feeling have been compromised. The original material that include rails and ties have been changed several times over. Thus, the integrity of materials for that portion of the Union Pacific track within the APE has also been compromised. Because the Sacramento to Oakland track was not part of the original Transcontinental Railroad, this segment of the Union Pacific Railroad is not associated with important event in the history of the country or the region. Consequently, it is not eligible for the National Register of Historic Places under Criterion A. The railroad company that began construction of the Western Pacific rail line is but one of many in California, therefore this section of rail line is not associated with important individuals (Criterion B). This section of railroad does not demonstrate any unique design or style characteristics (Criterion C). Neither is the property a historic resource for the purposes of CEQA.

B11. Additional Resource Attributes: N/A
d*B12. References: Mikesell, S. D., *Historic Highway Bridges of California.* California Department of Transportation, 1990.; Thompson, John and Edward A. Dutra. *The Tule Breakers – The Story of the California Dredge.* Stockton: The Stockton Corral of Westerners International, University of the Pacific.; Hillman, Raymond W. and Leonard A. Covello. *Cities and Towns of San Joaquin County Since 1847.* Fresno: Panorama West Books, 1985.

(This space reserved for official comments.)

B13. Remarks: None

*Required information

DPR 523B (1/95)

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

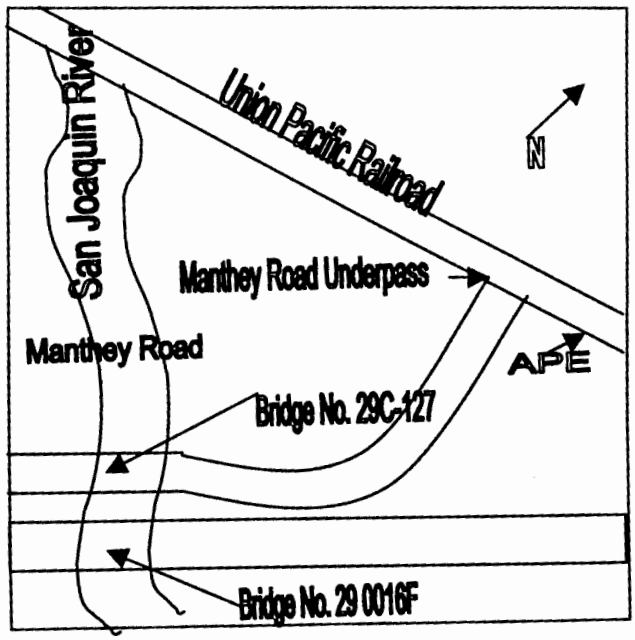
Primary # P-39-000002
HRI# _____

BUILDING, STRUCTURE, AND OBJECT RECORD

 Resource Name: Union Pacific Railroad

***B14. Evaluator:** Jon L. Brady, Associate Environmental Planner/Architectural Historian
California Department of Transportation
2015 E. Shields
Fresno, CA 93726-5306

***Date of Evaluation:** January 2003



P-39-000002
CA-SJO-000250H

SITE NAME: Southern Pacific: Calaveras Branch
SITE NUMBERS: SPC-1, with comparison points SPC-1(w) and SPC-1(e)
QUAD SHEET: Lockeford (37.4)
PIPELINE LOCATION: Milepost 29.1

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's Lodi to Calaveras Branch at one site in San Joaquin County, SPC-1. At this site there is a single track with no other features. In order to provide a comparative context, JRP recorded the railroad branch at two other locations, SPC-1(w) and SPC-1(e).

SPC-1 is located in a rural setting, west of Lockeford at the intersection of Locke Road, Brandt Road, and the railroad. SPC-1(w) is at its junction with Bruella Road in Victor, approximately 2 miles to the west, in a commercial and light industrial area; and SPC-1(e) is located just at the railroad's crossing of Tully Road 1.5 blocks south of Highway 12/88 in residential and commercial Lockeford. Of the three sites, SPC-1(w) appears the least "abandoned"; at SPC-1 and SPC-1(e) the line is heavily overgrown with weeds. SPC-1, where the proposed pipeline crosses the branch, is a single track. At SPC-1(e) and SPC-1(w) the line has sidings to accommodate adjacent businesses. None of the crossings have automatic gates, which is consonant with very light use.

Detailed information regarding the site and its comparison points, with photographs and site maps showing locations are provided in the attached "Railroad Feature Inventory Forms."

History of Feature

The Calaveras Branch connects Calaveras County and eastern San Joaquin County with the Southern Pacific mainline at Lodi. A fuller overview of the construction of the mainline can be found in Section 2.2 above.

On March 21, 1882 leading citizens of Woodbridge, Lodi, and Lockeford organized the San Joaquin & Sierra Nevada Railroad to the purpose of building a narrow gauge railway from tidewater through their communities to a terminal point at Camanche in Calaveras County. The citizens obtained much of their financial backing from Frederick Birdsall, a Sacramento capitalist who became president of the SJ&SN. Between 1882 and 1885, the San Joaquin & Sierra Nevada Railroad (SJ&SN) built 40.3 miles of narrow gauge track through northern San Joaquin County to the copper mines at Valley Springs in western Calaveras County.

Service began over the route from Brack's Landing to Lockeford by July 1882 and was extended to Valley Springs in April 1885. A regular steamboat line was established at Brack's Landing to carry passengers to San Francisco. Freight was shipped to Brack's landing from the Washington Street wharf in San Francisco by steamer. Outgoing freight could be sent to Benicia, Vallejo, Port Costa, or San Francisco.

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Construction of the SJ&SN had been financed through capital subscriptions and bonds. The company experienced difficulty in paying the $9,000 annual interest on its bonds. When the chief financial backer of the project died in October 1886, the railroad fell into the hands of the Southern Pacific. Along with ten other shortline railroads, the SJ&SN was consolidated by the Southern Pacific into the Northern Railway Company in 1888. The railroad was renamed the Lodi Branch (Demarest 1954: 1-6; Wagers 1975: 82-86; Stindt 1956: 2-11).

The Southern Pacific decided to shut down the line west of Woodbridge (1897) and convert the railroad to standard gauge (1904). Freight traffic in wheat, wine, mine products, and general merchandise were just sufficient to keep the railroad in operation. Then, in 1922 near San Andreas, William Macnider discovered enormous quantities of high grade limestone and shale suitable for the manufacture of cement.

The fortunes of the railroad changed dramatically. An eight mile extension was built easterly from Valley Springs to Kentucky House in 1925-1926 where it joined a privately-owned, four mile branch line constructed by the Calaveras Cement Company. The cement company's railroad serviced its manufacturing plant and lime quarries located 2.5 miles south of San Andreas (Southern Pacific Bulletin June 1928: 15). As recently as the mid-1970s, Southern Pacific was still shipping cement on its line. By 1975, however, the only buildings remaining on the Lodi Branch that dated to its operation as a narrow gauge railroad were the depot buildings at Lockeford and Valley Springs. The stations at Woodbridge, Lodi, Clements, Wallace, and Burson have all been destroyed.

Evaluation of Feature

SPC-1, on the Southern Pacific Lodi to Calaveras Branch recorded as a part of this inventory does not appear to be eligible for listing in the National Register of Historic Places. The line was built relatively early -- 1882-85 -- but has over the years undergone several period of rebuilding and major refurbishment, most importantly in 1904 when it was converted to standard gauge. It played a role in connecting eastern San Joaquin County and Calaveras County to the mainline at Lodi, and was an important carrier of cement products well into the 1970s. However, SPC-1 exhibits insufficient integrity of materials, setting, design, workmanship, feeling and association to the period of significance (1875-77) to be eligible to the National Register.

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the narrow gauge line, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. The remaining resources, however, date to the period 1910 - 1922, when the railroad was firmly in the hands of the Southern Pacific and after its conversion to standard gauge. SPC-1 does not have resources from the period of significance, nor does it provide any particular feeling of time and place.

In the case of SPC-1, the major resource related to the period of significance is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, even the over-all gauge of the system -- have been replaced and exhibit either dates or characteristics that place

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their installation well after the period of significance. The right of way appears abandoned at Lockeford (at both SPC-1 and SPC-1(e). At SPC-1(w) local residents reported that the line had not carried cars in approximately five years, and then just a single engine. Owing therefore to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association, SPC-1 is not eligible for listing in the National Register.

P-39-000002
CA-SJO-000504

RAILROAD FEATURE INVENTORY FORM

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 29.1Sacramento Mainline
QUAD NAME & NO.: Lockeford (37.4)

LOCATION NO: SPC-1
PHOTO DATE: April 15, 1994

1. **Name of Line:** Southern Pacific Calaveras Branch (San Joaquin and Sierra Nevada Railroad)

2. **Location of recordation:** This site is west of Lockeford, at the point where Locke Road and Brandt Road meet, just south of Harmony Grove Church, approximately a mile north of Highway 12 (**Photographs 1 and 2**).

3. **Structures at or near this location:** None.

4. **Setting at this location:** Site SPC-1 is located west of Lockeford, adjacent to Locke Road and Harmony Grove Church. To the south are open pastures, while to the east and north are orchards and scattered residences.

5. **Integrity considerations for this feature:** The tracks appear to be unused. The crossing is marked with warning signs, but there are no guard arms. The tracks are probably in their original location, and except for deteriorated condition are relatively intact, and have been ballasted relatively recently.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 16

   Top width (crown): 16

   Height or Depth: At grade

   Ballast Material: Apparently recent crushed granite

7. **Observed dates:**

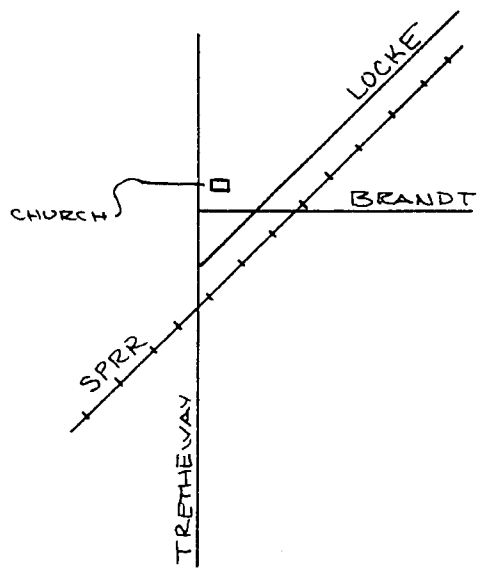
   Rails: 1908, consistently along line

   Tieplates: Several marked Pat. 1-27-25

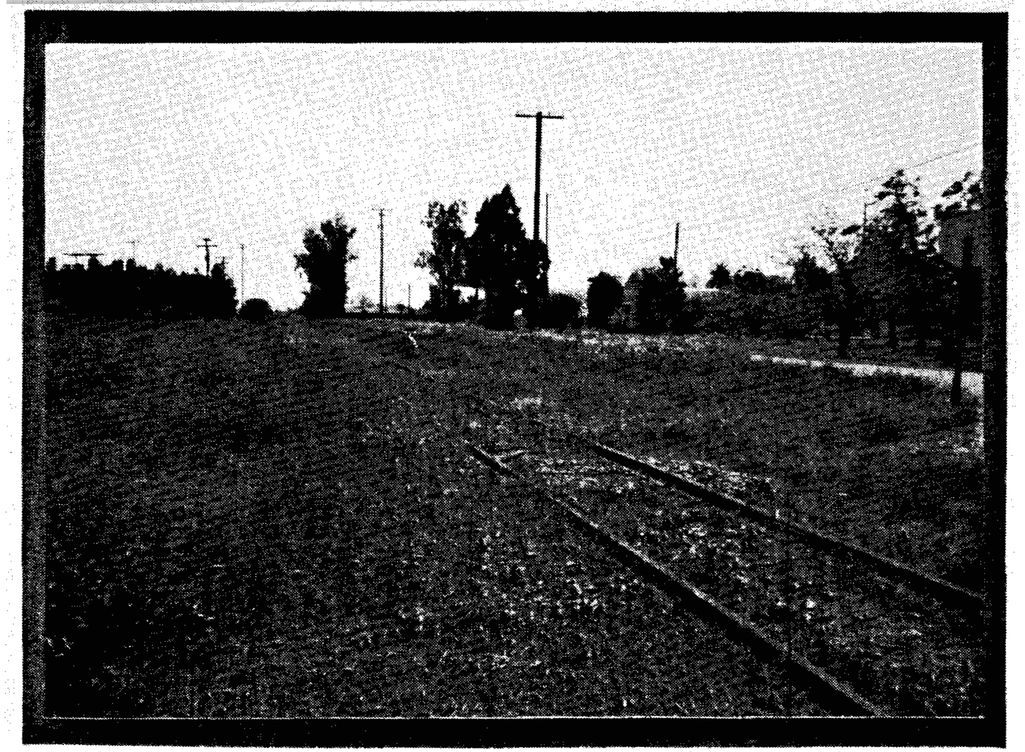
   Other:

Sketch, in cross section: At grade

Location Sketch:



1



2

Photograph Number: 1
Site Number: SPC-1
Common Name: Southern Pacific Calaveras Branch

Photograph Number: 2
Site Number: SPC-1
Common Name: Southern Pacific Calaveras Branch

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CA-SJO-002524

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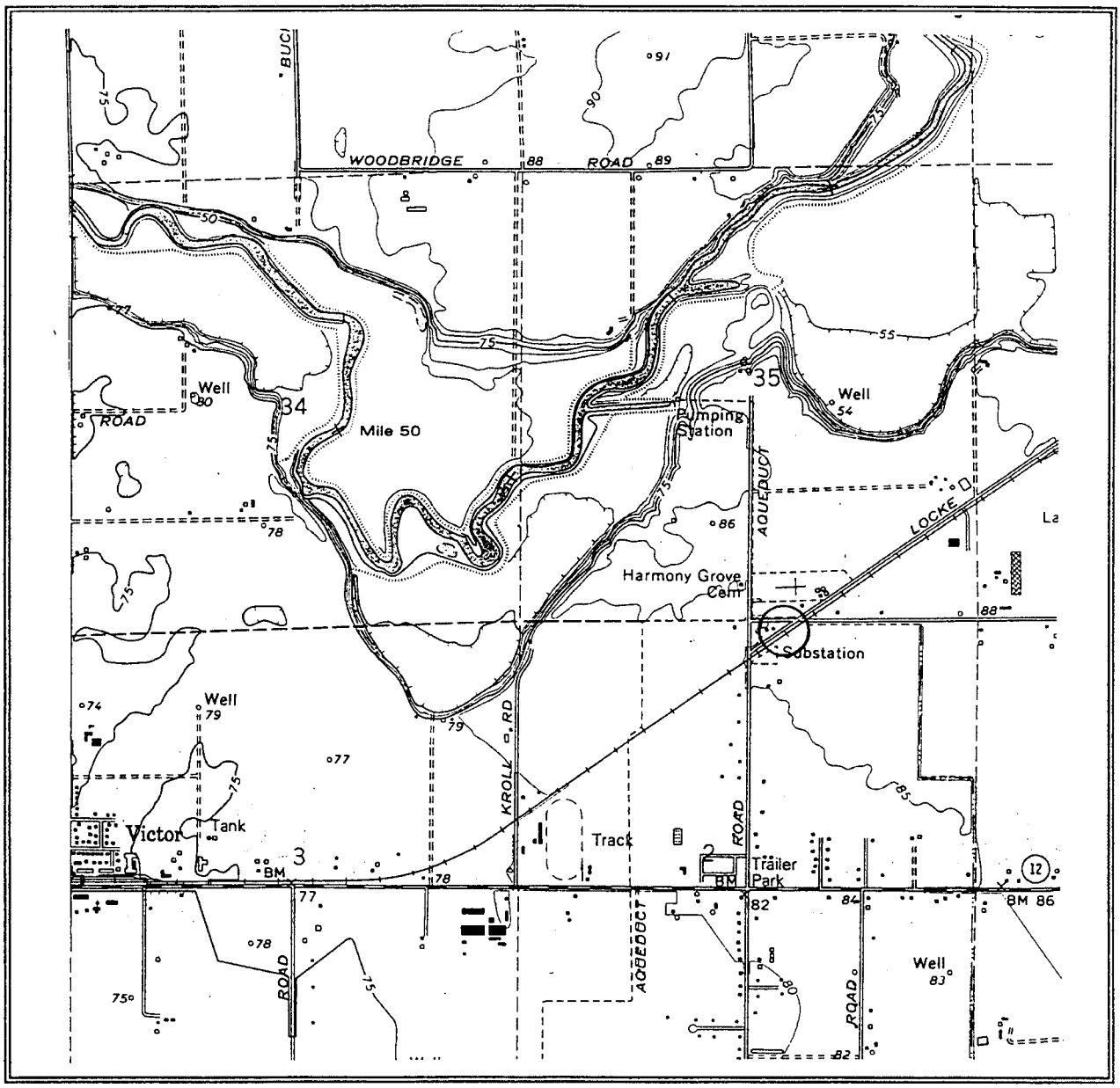


SITE NAME: Southern Pacific Calaveras Branch (San Joaquin & Sierra Nevada Railroad), San Joaquin County
SITE NUMBER: SPC-1
QUAD SHEET: "Lockeford Quadrangle," USGS: 1968, photorevised 1979
PIPELINE LOCATION: MP 29.1 Sacramento Mainline

1

Photograph Number: 1
Site Number: SPC-1 (w)
Common Name: Southern Pacific Calaveras Branch

P-39-000027
CA-SJO-000507H

RAILROAD FEATURE INVENTORY FORM

P-39-000002
CA-SJO-000250H

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** SPC-1(w)
MILEPOST: Comparison point **PHOTO DATE:** April 15, 1994
QUAD NAME & NO.: Lockeford (37.4)

1. **Name of Line:** Southern Pacific Calaveras Branch (San Joaquin and Sierra Nevada Railroad)

2. **Location of recordation:** This site is located at the corner of Victor Road (Highway 12) and Bruella Road, east of the Lodi city limits **(Photograph 1)**.

3. **Structures at or near this location:** There is a siding and associated switch at this site.

4. **Setting at this location:** Site SPC-1(w) is located along Highway 12 in Victor. To the south, running parallel to the railroad, is Highway 12, across which is a collection of retail shops. Modern warehouses are located north of the site.

5. **Integrity considerations for this feature:** The tracks appear to be unused. An informant interviewed at Landmark Produce, located to the north of the track, stated that they had not seen an engine on the line since 1989 or 1990. The tracks are probably in their original location, and except for their deteriorated condition are relatively intact. Modern crossing arms are located where the line crosses Bruella Road.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 30, width of roadbed

   Top width (crown): N/A

   Height or Depth: At grade

   Ballast Material: Crushed granite

7. **Observed dates:**

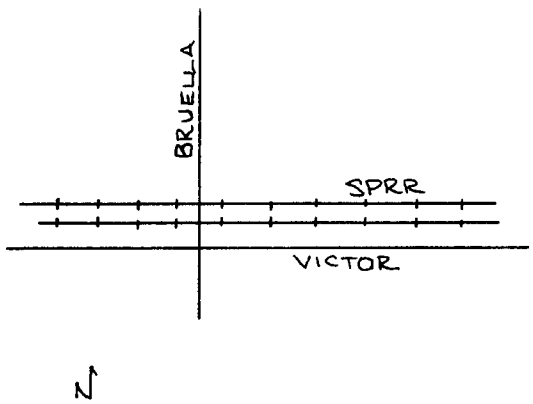
   Rails: APE: 1910 East: 1922 West: 1910

   Tieplates: the plates are unmarked

   Other:

Sketch, in cross section: At grade

Location Sketch:



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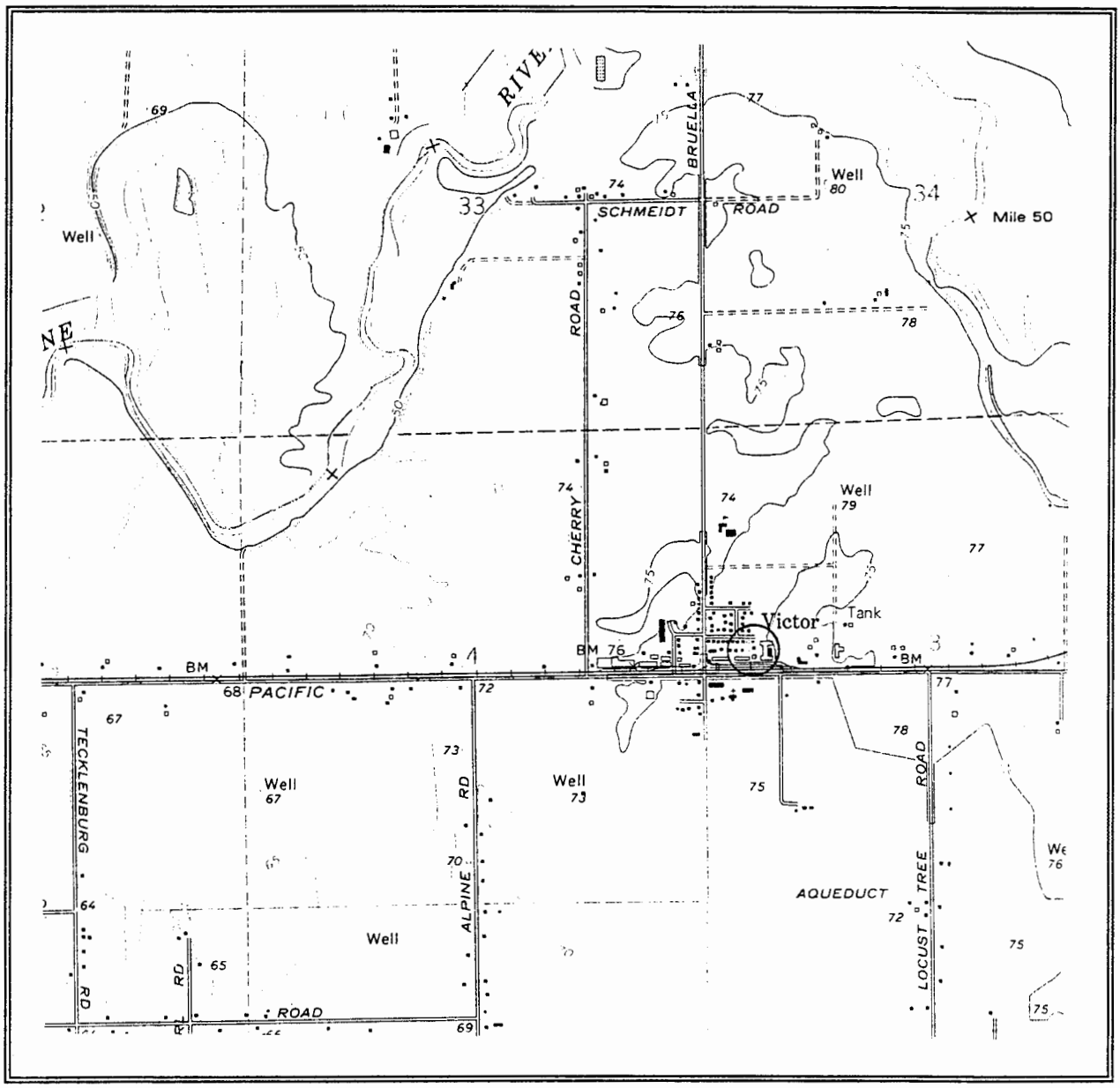


SITE NAME: Southern Pacific Calaveras Branch (San Joaquin & Sierra Nevada Railroad), San Joaquin County
SITE NUMBER: SPC-1(w)
QUAD SHEET: "Lockeford Quadrangle," USGS: 1968, photorevised 1979
PIPELINE LOCATION: Comparison point

RAILROAD FEATURE INVENTORY FORM

P-39-000002
CA-SJO-000259H

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: Comparison point
QUAD NAME & NO.: Lockeford (37.4)

LOCATION NO: SPC-1(e)
PHOTO DATE: April 15, 1994

1. **Name of Line:** Southern Pacific Calaveras Branch (San Joaquin and Sierra Nevada Railroad)

2. **Location of recordation:** This site is in Lockeford, at the point where Tully Road crosses the railroad, south of Highway 12/88 **(Photograph 1)**.

3. **Structures at or near this location:** There are sidings and associated switches at this site.

4. **Setting at this location:** Site SPC-1(e) is located in Lockeford, one and one-half blocks south of Highway 12/88. To the north are residences and scattered buildings. To the southeast and east is pasture/open field, while to the southwest is a gravel company occupying an old warehouse. The area in front of the warehouse, including the railroad bed, is surfaced with asphalt.

5. **Integrity considerations for this feature:** The tracks appear to be unused. The crossing is marked with warning signs, but there are no guard arms. The tracks are probably in their original location, and except for their deteriorated condition are relatively intact.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 25, width of roadbed

   Top width (crown): N/A

   Height or Depth: At grade

   Ballast Material: River gravel

7. **Observed dates:**

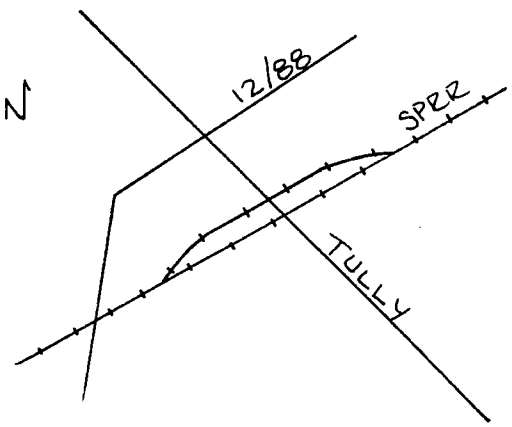
   Rails: 1910 (where visible: asphalt/weeds obscured dates)

   Tieplates: None visible

   Other:

Sketch, in cross section: At grade

Location Sketch:



1

2

Photograph Number: 1
Site Number: SPC-1 (e)
Common Name: Southern Pacific Calaveras Branch

Photograph Number: 2
Site Number: SPC-1 (e)
Common Name: Southern Pacific Calaveras Branch

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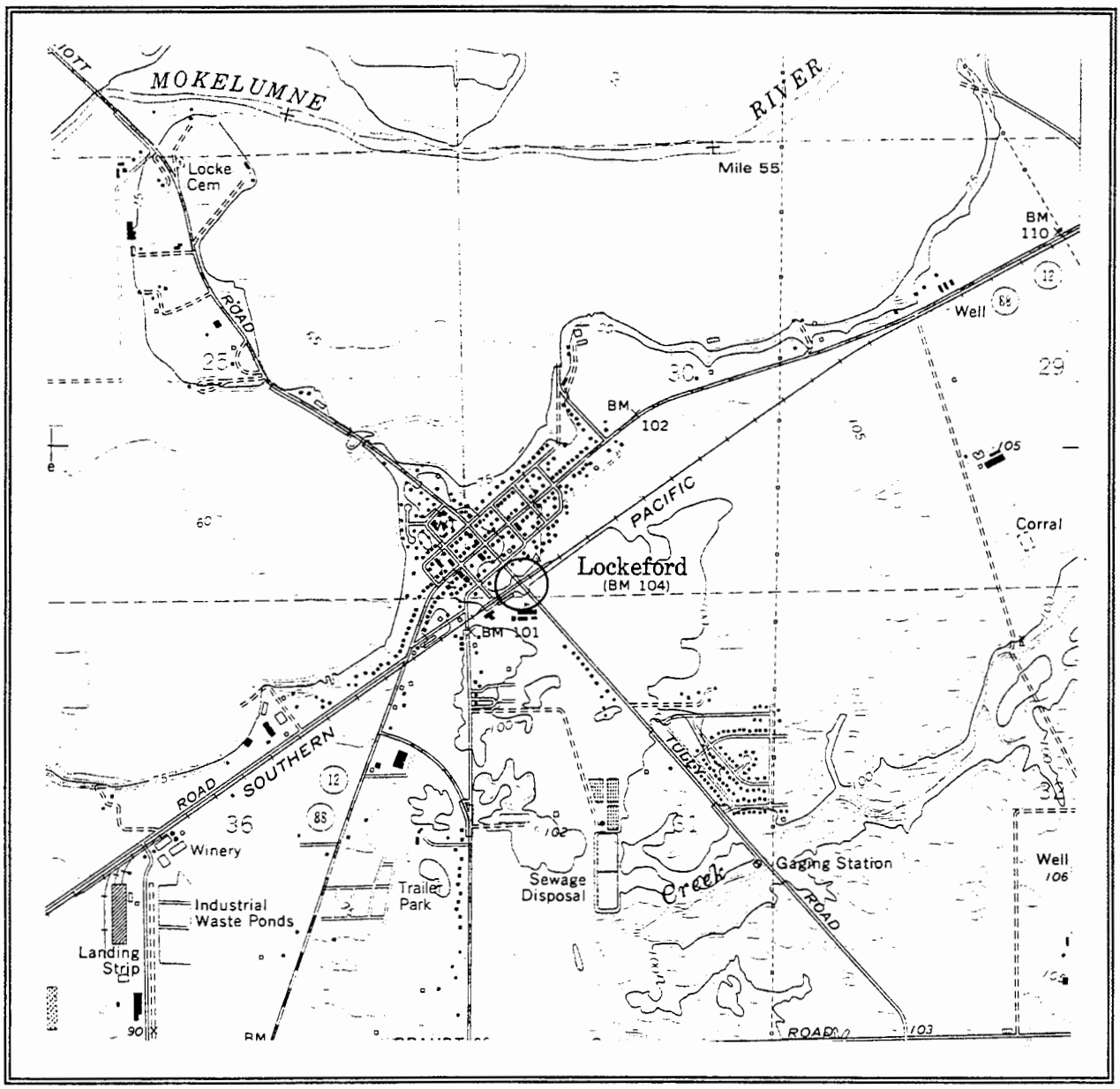
CA-SJO-0002501H



SITE NAME: Southern Pacific Calaveras Branch (San Joaquin & Sierra Nevada Railroad), San Joaquin County
SITE NUMBER: SPC-1(e)
QUAD SHEET: "Lockeford Quadrangle," USGS: 1968, photorevised 1979
PIPELINE LOCATION: Comparison point

P-39-000302
CA-SJO-0002S041

SITE NAME: Southern Pacific San Joaquin Valley Mainline
SITE NUMBERS: SPM-1 through SPM-35
QUAD SHEET: Various; see site forms
PIPELINE LOCATION: Various; see site forms

Manteca 7.5

5/96

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's San Joaquin Valley lines at 35 places in Kern, Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin and Sacramento counties. The sites fall into eight categories (the total equals 36 because one site fit into two categories):

Mainline single track, no other features	8
Mainline double track, no other features	4
Mainline with road crossing at grade, with gates, warning equipment	9
Mainline with sidings or side tracks	7
Mainline single or double track with a street or highway over/undercrossing	2
Mainline junctions with branch line	1
Sidings and spurs off mainline	2
Mainline with trestle or bridge	3

At all of the mainline sites (33 of 35) the tracks show evidence of heavy use (shiny rails) and recent maintenance (regular shaping of embankment, consistent ballasting, etc.) Rail dates indicate that of the 106 observed dates on the mainline, only 15 were before 1950; 91 date from 1950-1990. Of the three railroad bridges or trestles, one was a standard plate girder bridge over Highway 99, the second was a wooden trestle on wood pilings crossing a stream bed, and the third a wooden trestle on concrete abutments carrying the railroad over a Highway 99 underpass.

The 35 sites are located in a variety of settings: rural points in the San Joaquin Valley; rural/residential zones at the edges of valley towns; commercial/industrial sites at the edge of towns; or sites within valley towns. In several instances the railroad runs adjacent to new residential subdivisions created in what were rural agricultural areas.

Detailed information regarding the 35 sites, with photographs and site maps showing location is provided in the attached "Railroad Feature Inventory Forms."

History of Feature

Construction of the Southern Pacific line on the east side of the San Joaquin Valley began in December 1869 at Lathrop, the Western Pacific junction nine miles south of Stockton. The specific route was not dictated by the wishes of valley residents, but by engineering considerations, and grant requirements, local aid, and the desire for monopoly control.

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The line was located about midway between the San Joaquin River and the Sierra Nevada foothills in the northern part of the valley and tapped the region with the highest population density and agricultural potential. In the arid southern portion of the San Joaquin Valley the railroad continued along the eastern side of the plains where streams flowing from the mountains made irrigation possible. Whereas engineering considerations such as favorable sites for bridging rivers were important, the potential for town promotion and townsite acquisition by the railroad to a large degree controlled route selection. The absence of urban centers southward from Lathrop and the small requirements for grading facilitated construction of an efficient, straight route through the valley. Crossing rivers and streams would be the main item of expense, but as Charles Crocker pointed out in most cases they could be crossed in culverts, instead of bridges (Smith 1976:116)

Employing a crew of about 200 Chinese laborers, the company pushed the San Joaquin Valley mainline south eleven miles to the Stanislaus River by May 1870. The first Central Pacific locomotive entered the new railroad town of Modesto, sixteen miles south of Lathrop, on May 5, 1870. The railroad had a profound effect on earlier local supply and service centers. People from the surrounding towns of Tuolumne City, Paradise, Empire, and Westport, for example, moved their businesses and many commercial buildings to the new town site of Modesto. Early settlements on the Kings, Kaweah, and Tule river fans were similarly drained of population by new railroad towns.

The Southern Pacific bridged the Tuolumne River just south of Modesto in June 1871 and continued its construction south founding the towns of Turlock and Merced before year's end. To meet the Southern Pacific's contractual obligations under the congressional land grant, the company settled on the solution of connecting their twenty miles of Southern Pacific lines south of Visalia to the San Joaquin Valley railroad before July 1, 1872. During early 1872 the Southern Pacific drove with extraordinary intensity southeast through Merced County to the new town of Fresno in May 1872 (Tinkham 1923: 94; Carothers 1934: 47-48, 52-54; Preston 1981: 128-129).

The Southern Pacific proceeded south to the proposed Goshen junction with the Southern Pacific's west side line that was planned to link the main valley line with San Francisco by way of Gilroy, Tres Pinos, and Huron. Goshen, located seven miles east of Visalia, dates from the completion of the railroad tracks to that point in June 1872. The town was laid out with more than ordinary care as it was made a division point with a roundhouse, machine shop, hotel, and depot (Carothers 1934: 56-57).

Visalia, one of the few pre-railroad towns in the valley and nearly 1,000 residents in 1870, was bypassed when its citizens voted not to pay the subsidies demanded by the Southern Pacific. The Big Four chose to continue their southern trajectory from Goshen to a point midway between the foothills and Tulare Lake where the railroad founded the town of Tulare City. Tracks were laid out over the semi-barren, dusty plains to Tipton and reached Delano Station, an important shipping point for wool and stock, in July 1873. In April 1874 construction resumed south of Delano to the Kern River. When the town of Bakersfield balked at providing a right of way and land grant to the railroad, the company constructed a bridge over the river on higher land upstream a short distance east of Bakersfield and laid out a new town called Sumner (East Bakersfield). The Southern

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CA-SJO-000280H

Pacific railroad was open for travel to Sumner in August 1874. Two years later the line had been completed through the foothills through Tehachapi Pass and the Mojave Desert, to Los Angeles (Preston 1981: 122-123).

The Southern Pacific contracted out much of its construction work in the San Joaquin Valley to the Contract and Finance Company, a construction company controlled by the Southern Pacific, and which had built other lines for the company elsewhere in the state. The Big Four set up the Western Development Company in 1874 to replace the Contract and Finance Company. It built the line from Sumner to San Fernando (Daggett 1966: 75-82, 131-133).

Railroad building on the flat, alluvial plains enabled the crews to make rapid progress, wrote another observer: "A few furrows are made on each side, the dirt thrown to the center and the grade is made. Then the ties are laid, and the rails, a few spikes driven, and the road is complete." (Small 1926: 164). Bridge builders constructed trestles across creeks and rivers ahead of the crews laying track. Track laying proceeded in a highly regimented manner with several miles laid each day.

Loading platforms and water stations were located at five to seven mile intervals along the tracks. Town sites were not platted at these crossroad locations (Preston 1981: 123, 125). When the construction crews reached an area the company selected as a future townsite, the engineers staked off a large tract for a railroad yard for warehouses, switching tracks, a depot, and the townsite. Many of the valley's larger cities were laid out as isolated railroad towns in the 1870s and 1880s by the Southern Pacific, which built, settled, and nurtured the infant cities until settlement was successful. Nearly all San Joaquin (and for that matter Central Valley) railroad towns share a common plan: a central depot with a surrounding uniform plat. Lots were laid out in a regular pattern on a rectangular grid aligned with the tracks rather than with the grid of the government survey. As railroad towns grew, surrounding landowners who subdivided their property did not always conform to the railroad plat. The legacy of this two-phase process of subdivision is a special hybrid street pattern characteristic of all Central Valley railroad towns (Smith 1976: passim).

The Central Pacific, its leased lines, and, later, the Southern Pacific were from the beginning under unified control. In March 1884 the Central Pacific and Southern Pacific combined into the Southern Pacific Company. During the next 15 years the Southern Pacific added a total of 2,630 miles of lines (Hofsommer 1986: 1-8).

In a brief time, the Big Four had created a prodigious railroad empire that transformed California and much of the American West. Nowhere was the transformation more profound than in the San Joaquin Valley. Between 1870 and 1880 the population grew by 45 percent and the acreage of improved land increased by 71.6 percent. By the 1880s the Southern Pacific had established about 50 stations in the six San Joaquin Valley counties. Townsite locations were founded at 24 of these stations; of these eight became major towns. Also, by the end of the 1880s Southern Pacific held patents to more than a million acres of valley land. Much of the land went to large land developers, but the railroad made hundreds of thousands of acres available to small farmers and pioneer agricultural colonies (Smith 1976).

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CA-SJO-000150H

Since the time of its construction the San Joaquin mainline has served the San Joaquin Valley. At numerous points sidings, spurs and side tracks were added to tap local industries or commercial centers. For example, two sites, SPM-24 and SPM-25, are connected to the mainline by spurs originally built in 1898s (Kathy Bisphas, Heublein Wines, April 27, 1994)

In 1923 the Southern Pacific began a major program of rehabilitation and development that lasted through 1930 and cost $387,000,000; it was one of the largest such programs in the company's history (Heath 1945: 25-30). During the Great Depression, Southern Pacific's revenue dropped and reduction of services followed; some branch lines were abandoned and torn up, unprofitable services curtailed, and old equipment scrapped.

In contrast, World War II brought record freight orders and greatly increased passenger traffic. Because most of the Southern Pacific's mainline in California is single track, increased traffic presented a serious problem. To speed wartime delivery schedules, the company installed a Centralized Traffic Control system on its California lines. Further major improvements in the tracks included: installation of 1,400 miles of new rail, mostly 113-pound and 132-pound replacement track for lighter, older rails; 268 sidings and siding extensions; strengthening track structures, such as bridges and trestles; construction of new roundhouse and shop facilities; and expansion of stations (Hofsommer 1986: 190-1207; Heath 1945:44-50).

After the war, Southern Pacific used its wartime gains to enhance its operating system. Perhaps the biggest improvement to the Southern Pacific railway route in California during the post-World War II period was its impressive 78.3 mile, $22 million Palmdale cut-off completed in 1967, which included upgrading the main line through the San Joaquin Valley with new welded "ribbon rails" manufactured at the Tracy rail-welding plant. The ties, rails, and ballast were laid with newly developed, mechanized track-laying machines that placed the ties, aligned rails, drove spikes, and spread ballast with precision impossible to obtain in the previous century. These rails are still functioning on hundreds of miles of Southern Pacific track throughout the Central Valley (*Sacramento Bee*, May 14, 1967; Southern Pacific Bulletin, December 1967). This program accounts, to a large degree, for the modern condition of the San Joaquin mainline seen at the recordation points.

Evaluation of Feature

The Southern Pacific San Joaquin Valley mainline crossing sites evaluated as a part of this inventory do not appear to be eligible for listing in the National Register of Historic Places. While the line was built in the 1870s, and played an important role in the history of transportation in California and the western United States, and to the development of towns and agriculture in the San Joaquin Valley, the railroad related resources at the 35 sites recorded have insufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible to the National Register.

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CA-SJO-[illegible]H

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the Southern Pacific main line through the San Joaquin Valley during the period 1869-1876, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. None of the crossing points surveyed, however, have resources from the period of significance.

Like most heavily used main railroad routes, this line has aspects that are more similar to a machine than a structure. As with all pieces of heavy equipment, over time parts become worn out or break and are then replaced. The technology of railroad construction has also undergone significant evolution in the past 100 years with respect to rail manufacturing. The iron rails laid in the 1870s were far different from the modern rails rolling out of steel plants today. In the case of the 35 mainline sites (SPM-1 through SPM-35), the major resource related to the period of significance (1869-1876) is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, signals, warning arms, road crossings, etc. -- have been replaced and exhibit either dates or characteristics that place their installation well after the period of significance.

Rail dates at these locations provide an insight into the process of rebuilding the valley railroad in the 20th century. JRP field crews collected 106 rail dates at the 35 sites on the mainline. Of these, only 15 were from the period 1928-1949; none were earlier. Ten rail dates were from 1956, 40 from 1966-67 (consonant with the Southern Pacific's rebuilding program of that time), 28 were from 1969-70, and 14 were from the years 1971-1990. The sites that have the oldest elements, such as SPM-17, SPM-24, and SPM-25 still only dated to the late 1920s; and those have survived primarily because of lighter and less regular use off the mainline. Furthermore these sites, primarily sidings or short spurs, are not of the same historical significance as the mainline. Therefore none of the 35 Southern Pacific San Joaquin Valley Lines sites crossed by the Mojave Pipeline proposed main line or alternatives described above are eligible for listing in the National Register owing to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association.

RAILROAD FEATURE INVENTORY FORM

P-39-000002
CA-SJO-000304

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** SPM-32
MILEPOST: 2.1 Sacramento Segment **PHOTO DATE:** April 20, 1994
QUAD NAME & NO.: Manteca (37.1)

1. **Name of Line:** Southern Pacific - San Joaquin Mainline

2. **Location of recordation:** This site is located about 100' east of South 99 Frontage Road and 200' south of Highland Avenue, just north of Ripon. Highway 99 parallels the railroad alignment in a southeast-northwest direction, roughly 300' east of the APE **(Photograph 1)**.

3. **Structures at or near this location:** At this location there are no structures related to the single welded track.

4. **Setting at this location:** Orchards lie west of the APE. East of the APE along North 99 Frontage Road is a commercial area. Further east is Highway 99.

5. **Integrity considerations for this feature:** Southern Pacific replaced the rails in this area sometime after 1966. The rails are welded into a continuous track.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 20' 6"

   Top width (crown): 12

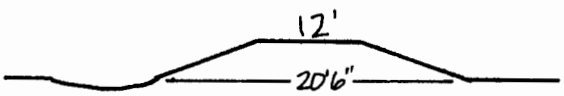
   Height or Depth: 2' 6"

   Ballast Material: Crushed granite

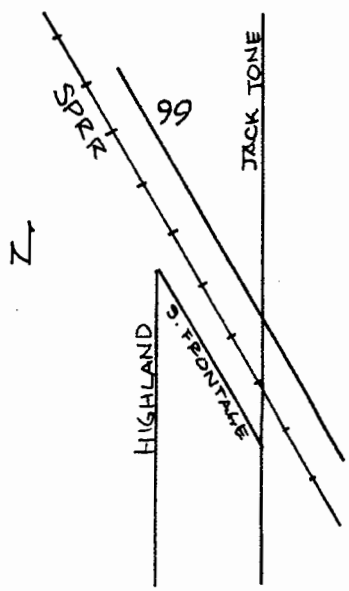
7. **Observed dates:**

Rails:	APE: 1966	North: 1966	South: 1966
Tieplates:	APE: 1966	North: 1955	South: 1966
Other:			

Sketch, in cross section: Looking north



Location Sketch:



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1

Photograph Number: 1
Site Number: SPM-32
Common Name: Southern Pacific San Joaquin Mainline

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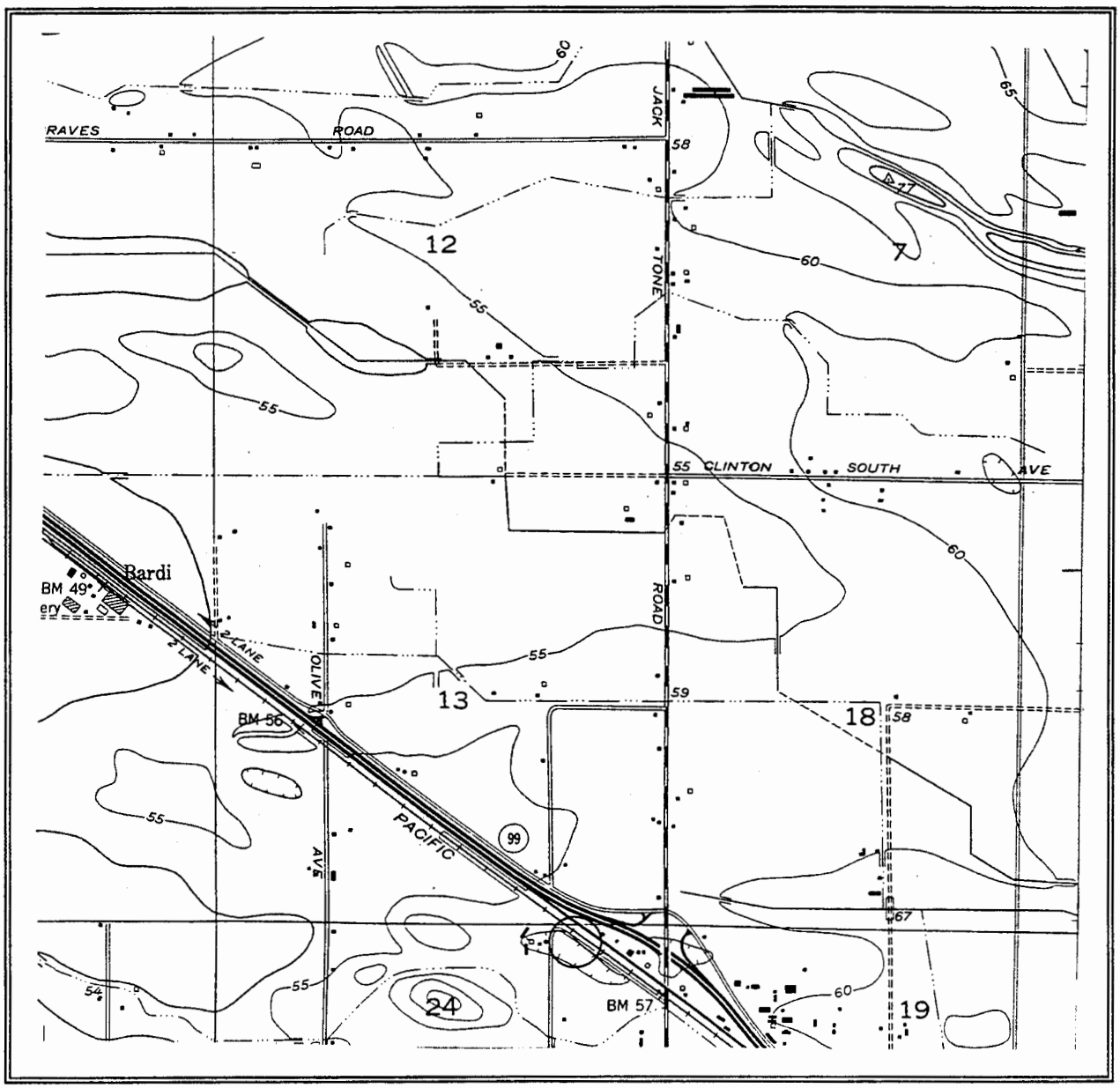
CA-SJO-000150H



SITE NAME: Southern Pacific San Joaquin Mainline, San Joaquin County
SITE NUMBER: SPM-32
QUAD SHEET: "Manteca Quadrangle," USGS: 1952, photorevised 1987
PIPELINE LOCATION: MP 2.1 Sacramento Segment

RAILROAD FEATURE INVENTORY FORM

P-39-000002
CA-SJO-000304/H

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** SPM-33
MILEPOST: 2.5 A-50 **PHOTO DATE:** April 20, 1994
QUAD NAME & NO.: Manteca (37.1)

1. **Name of Line:** Southern Pacific - San Joaquin Mainline

2. **Location of recordation:** This site is located on the south side of the intersection of the Southern Pacific tracks and Louise Avenue in Manteca **(Photograph 1)**.

3. **Structures at or near this location:** Louise Avenue extends east-west through Manteca. The single track intersects Louise Avenue in a southeast-northwest direction. There are gates with signals located at the Louise Avenue crossing. An electrical control box for the crossing gates is situated on the east side of the tracks, south of the road. Dirt access roads parallel the railroad alignment. North of Louise Avenue and 100' east of the tracks is a roughly 30'-wide earthen canal. North of Louise Avenue and 100' west of the tracks is a roughly 10'-wide concrete lined canal. Both canals parallel the railroad alignment extending northwest. The area between the tracks and the canals is open.

4. **Setting at this location:** The setting at this site is a mixture of residential and commercial agriculture. Approximately 100' east of the APE a residential tract begins, and extends east. Directly west of the APE is open agricultural land. North of Louise Avenue are orchards, and a residential area starts about 200' east of the earthen canal.

5. **Integrity considerations for this feature:** Southern Pacific began wholesale replacement of rails in this area sometime after 1966.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 23' 10"

   Top width (crown): 10' 10"

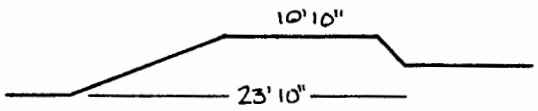
   Height or Depth: 4 on east; 2 on west

   Ballast Material: Crushed granite

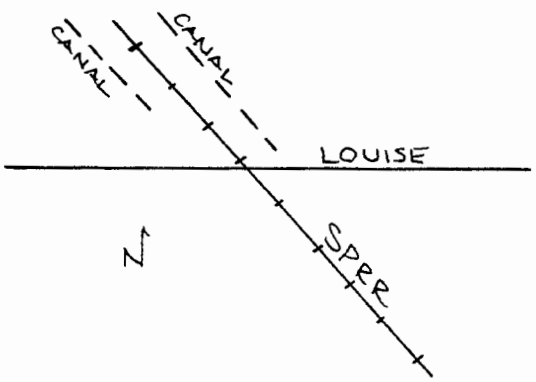
7. **Observed dates:**

Rails:	APE: 1966	North: 1966	South: 1966
Tieplates:	APE: 1955	North: 1955	South: 1955
Other:			

Sketch, in cross section: Looking northwest



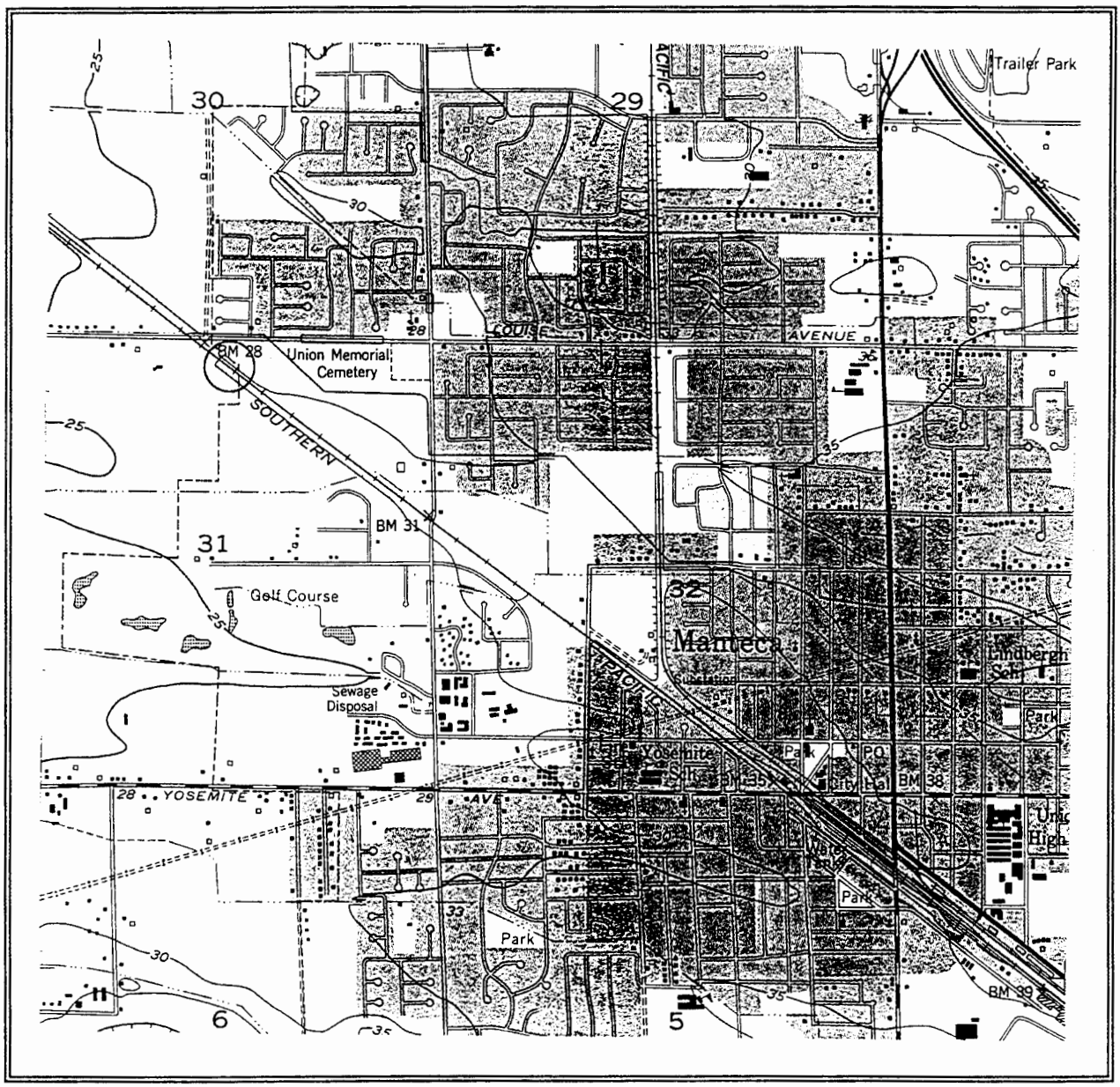
Location Sketch:



1

Photograph Number: 1
Site Number: SPM-33
Common Name: Southern Pacific San Joaquin Mainline

P-39-000000-
CA-SJO-000250H



SITE NAME: Southern Pacific San Joaquin Mainline, San Joaquin County
SITE NUMBER: SPM-33
QUAD SHEET: "Manteca Quadrangle," USGS: 1952, photorevised 1987
PIPELINE LOCATION: MP 2.5 A-50

RAILROAD FEATURE INVENTORY FORM

P-39-000002
CA-SJO-000204

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 5.7 Lathrop Segment
QUAD NAME & NO.: Manteca (37.1)

LOCATION NO: SPM-34
PHOTO DATE: April 20, 1994

1. **Name of Line:** Southern Pacific - San Joaquin Mainline

2. **Location of recordation:** This site is located where the tracks intersect the north side of Louise Avenue in Manteca **(Photograph 1)**.

3. **Structures at or near this location:** Louise Avenue extends east-west. The Southern Pacific alignment intersects Louise Avenue in a southeast-northwest direction. There are signals and gates at the Louise Avenue crossing. Extending adjacent and parallel to the railroad are 15' dirt access roads and gates prevent traffic access to these dirt roads. Roughly 100' east of the APE is a dirt canal. A concrete canal is located about 100' west of the APE.

4. **Setting at this location:** To the east and west of the APE are orchards and open agricultural areas. The area to the southwest is open agriculture an the area southeast of the APE is residential.

5. **Integrity considerations for this feature:** Southern Pacific replaced rails in this area sometime after 1966.

6. **Attributes at this location (measurements in feet):**

Width, berm-berm: 26

Top width (crown): 11

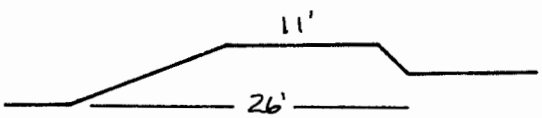
Height or Depth: 5 on the east, 3 on the west

Ballast Material: Crushed granite

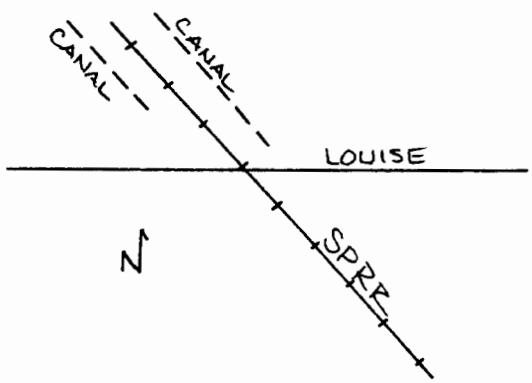
7. **Observed dates:**

Rails:	APE: 1966	North: 1966	South: 1966
Tieplates:	APE: 1955	North: 1955	South: 1955
Other:			

Sketch, in cross section: Looking northwest



Location Sketch:



1

Photograph Number: 1
Site Number: SPM-34
Common Name: Southern Pacific San Joaquin Mainline

P-39-000004
CA-SOL-000504

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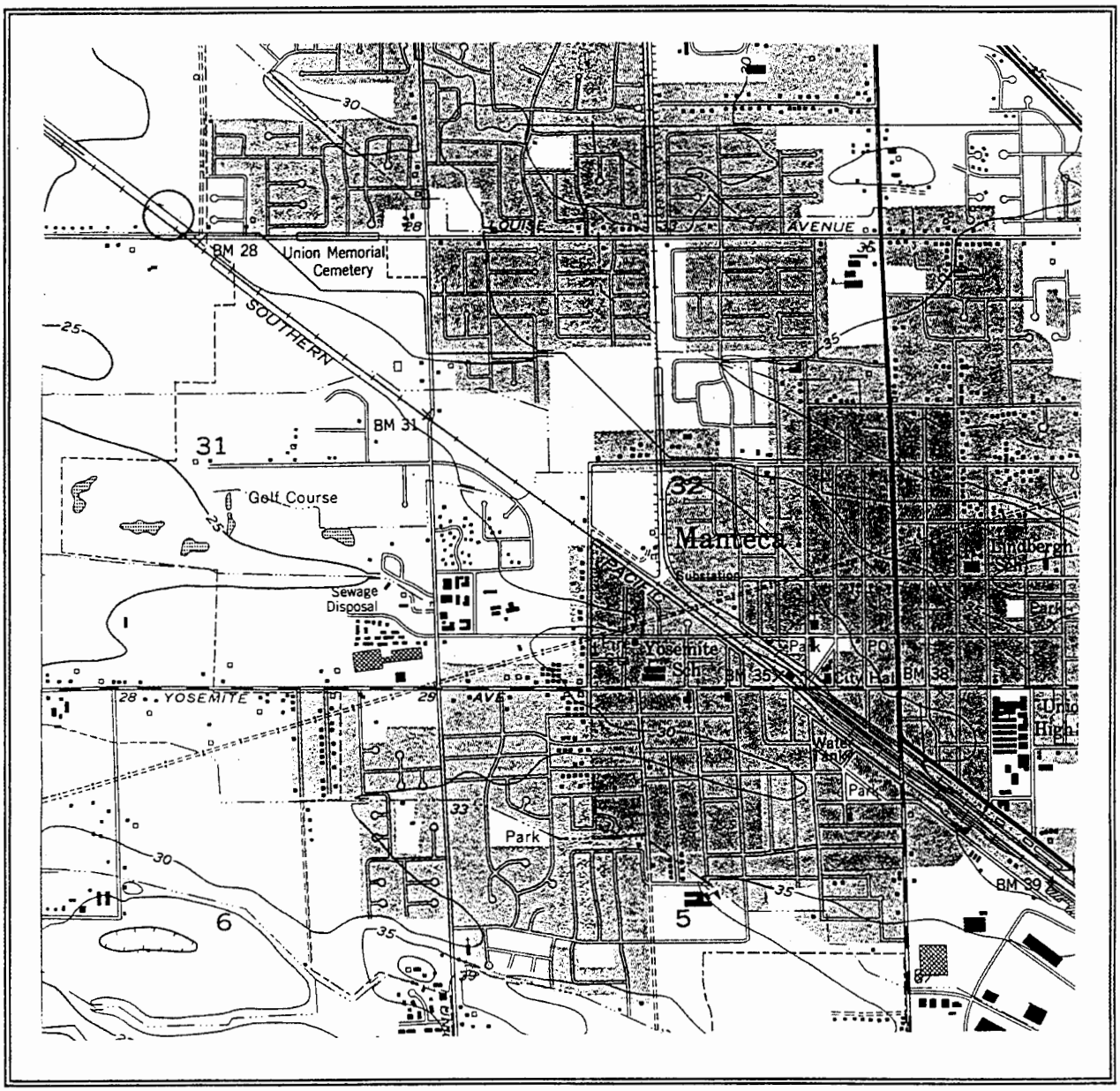
CA SJO-000250H



SITE NAME: Southern Pacific San Joaquin Mainline, San Joaquin County
SITE NUMBER: SPM-34
QUAD SHEET: "Manteca Quadrangle," USGS: 1952, photorevised 1987
PIPELINE LOCATION: MP 5.7 Lathrop Segment

P-39-000002
CA-SJO-000250

SITE NAME: Abandoned Southern Pacific Railroad Line, San Joaquin County
SITE NUMBER: DG-47
QUAD SHEET: "Stockton East Quadrangle," USGS: 1968, photorevised 1987
PIPELINE LOCATION: Milepost 17.7, Sacramento Mainline

4/96

Description of Feature

Site DG-47 represents the point at which the APE for the proposed Mojave Pipeline Northward Expansion Project will cross a section of abandoned Southern Pacific Railroad which formerly intersected Jack Tone Road in an east-west direction near the site of the former Walthall Station of the Stockton and Copperopolis Railroad, located in Section 31, T2N/R8E. Within the APE along the former railroad alignment a gravel road extends east from Jack Tone Road (**Photograph 1**). The expansion plans place the pipeline adjacent to the east side of Jack Tone Road, a paved two-lane route extending north-south. Southern Pacific abandoned use of the Walthall Station in 1941 and the line itself in September of 1984, and has since removed the main line and siding materials (metal rails, wooden ties, and rock-fill ballast) in and east of Jack Tone Road, as well as the loading platform located adjacent to the north side of the tracks roughly 210' east of Jack Tone Road. West of Jack Tone Road the railroad track remains intact, and rests on an embankment measuring approximately 18' at the crown, 38' at the base, and 2.5-3' in height (**Photograph 2**).

Cultivated fields are located adjacent to both the abandoned line and Jack Tone Road, except for a fenced compound located approximately ten yards east of Jack Tone Road and ten yards north of the gravel road. The wood-post and wire perimeter fence encloses an area measuring about thirty yards by one hundred yards. Within the compound is a metal "Quonset hut" storage shed (**Photograph 3**).

History of Feature

In 1860 in the foothills east of Stockton, gold prospectors discovered vast deposits of copper ore, and a copper mining boom developed in the area. In an effort to provide economical transportation of ore from the mines in Calaveras County to tide-water at Stockton, Dr. E. S. Holden led local businessmen in forming the Stockton and Copperopolis Railroad Company (S&CRR) in 1862. Promoters also hoped the road would open access to markets for, and encourage development of, local agricultural and mineral supplies. Later that year the S&CRR hired San Joaquin County Surveyor R. P. Handy to survey the proposed line. Handy provided a survey of the line, as well as construction cost estimates placed at over one million dollars. Because of the Civil War the federal government concentrated on developing railroads in the east to aid military efforts, and did not provide funding necessary to construct the local line. Without federal aid or the support of local voters, who defeated a bond issue to build the proposed line in May of 1863, the S&CRR could not afford to construct the line it had surveyed.

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CA-SJO-003250H

Finally in October of 1865, driven by excessive freight costs between Stockton and the copper mining region, the Stockton and Copperopolis Railroad Company incorporated with a capital stock of 1.5 million dollars. In 1866 the company again surveyed the line, and in March of 1867 Congress granted the company a right of way over the public domain. The S&CRR completed the line from Stockton to Milton by early 1871. About 200' east of Jack Tone Road the S&CRR built one of its five stations at Walthall, and a siding over 1100' in length extending east from Jack Tone Road on the south side of the railroad. The S&CRR "station" at Walthall was nothing more than a 105' long, 12' wide loading platform located on the north side of the railroad tracks. Southern Pacific Railroad, successor to the S&CRR, abandoned use of this freight station in early 1941. Nothing remains of the siding, platform, or main line east of Jack Tone Road (Howell-North Books 1968, p. 54; The Lewis Publishing Company 1890, pp. 133-134; Tinkham 1923, p. 248; W. C. Curtis, "Chief Engineer's Notebook," 1873).

A collapse in copper mining caused economic and operational difficulties for the S&CRR, forcing the company to convey its rights and properties to the California Pacific Company (CPC) in 1869. However, the S&CRRC did retain its federal land grant and franchise to operate. Late in 1871, after completion of the line from Stockton to Milton, the Stockton and Visalia Company, in cooperation with the Stockton-Copperopolis road, constructed a branch line off the S&CRR, extending south from Peters to the Stanislaus River at Oakdale (known as the Stockton & Visalia Railroad). Late in 1874 the Central Pacific Railroad began operations over both lines under lease, and on November 17, 1877, the Central Pacific Company gained control of, and consolidated, the main line and branch to Oakdale, and continued operations until April of 1885, when the Southern Pacific Company took over operation of the lines. In May of 1888 the Southern Pacific Railroad (SP) included this line, among others, in its consolidation efforts, and continued to operate freight and passenger service over the original S&CRR lines. Because of competition from increased popularity of the automobile and buses travelling on improved roadways, SP discontinued passenger service on the line after the 1920s. However, SP continued freighting operations (mostly agricultural and livestock) through the APE area until they abandoned the line in September, 1984. Increased trucking of agricultural products over the years encroached on SP's freighting activity. SP abandoned the line between Peters and Milton (east of the APE) in 1940 and the Walthall Station in the spring of 1941. Increases in the economic advantages of shipping goods by truck from fields to processing plants continued to impinge on SP's share of the freighting market in this region, until eventually SP abandoned use of the line altogether in 1984 (Howell-North Books 1968, p. 54-55; The Lewis Publishing Company 1890, p. 134-135; Hillman and Covello 1985, p. 223; Dunscomb 1967, pp. 418-419; Telephone interview, Tak Jo, California Public Utilities Commission, May 24, 1993; Southern Pacific Railroad Station Index, *Walthall Station*).

Evaluation of Feature

Site DG-47 does not appear eligible for listing in the National Register of Historic Places because it has no integrity as a railroad site. As San Joaquin County's first railroad the Stockton and Copperopolis Railroad is generally considered important in the context of

P-39-000500
CA-SJO-0002501H

railroading history of the county. However, the S&CRR was not successful as a railroad enterprise because of the sudden collapse of the copper mining industry in Calaveras County in 1867. The Central Pacific Railroad absorbed the short-line railroad, and it became a part of the consolidated Southern Pacific line by the 1880s. The railroad as a whole retains no integrity to its period of significance as the pioneering railroad line of San Joaquin County. Southern Pacific abandoned most of the freight stations along the line in the 1940s, and the track itself in 1984. Within the APE the railroad retains no integrity because the track and ties have been removed and the embankment regraded into a gravel road.

P-37-000002
CA-SJO-000250H

RAILROAD FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 17.7, Sacramento Mainline

LOCATION NO: DG-47
PHOTO DATE: May 17, 1993

1. **Name of Feature:** Abandoned Southern Pacific Railroad

2. **Location of recordation:** The eastern intersection of the abandoned SP line and Jack Tone Road in section 31, T2N/R8E.

3. **Other locations for recording this feature:** N/A

4. **Structures at or near this location:** A gravel road extends east from Jack Tone Road, following the former railroad alignment. A wood-post and wire fenced compound, extending approximately thirty yards along Jack Tone Road and one hundred yards along the gravel road, is located approximately ten yards east of Jack Tone Road and ten yards north of the gravel road. Within the compound is a metal quonset hut, approximately seventy yards east of Jack Tone Road and twenty yards north of the gravel road.

5. **Setting at this location:** Cultivated fields are located adjacent to all sides of Jack Tone Road, the remaining railroad grade west of Jack Tone Road, and south of the gravel road which extends east from Jack Tone Road. There is a fenced compound ten yards north of the gravel road and ten yards east of Jack Tone Road, which includes the aforementioned quonset hut.

6. **Integrity considerations for this feature:** Because Southern Pacific has removed the rails and ties, and regraded the embankment, this site lacks integrity of materials, design, and workmanship.

7. Attributes at this location **(measurements in feet)**:

   Top width: N/A
   Bottom width: N/A
   Height or Depth: N/A
   Material: N/A

8. **Sketch:**

1

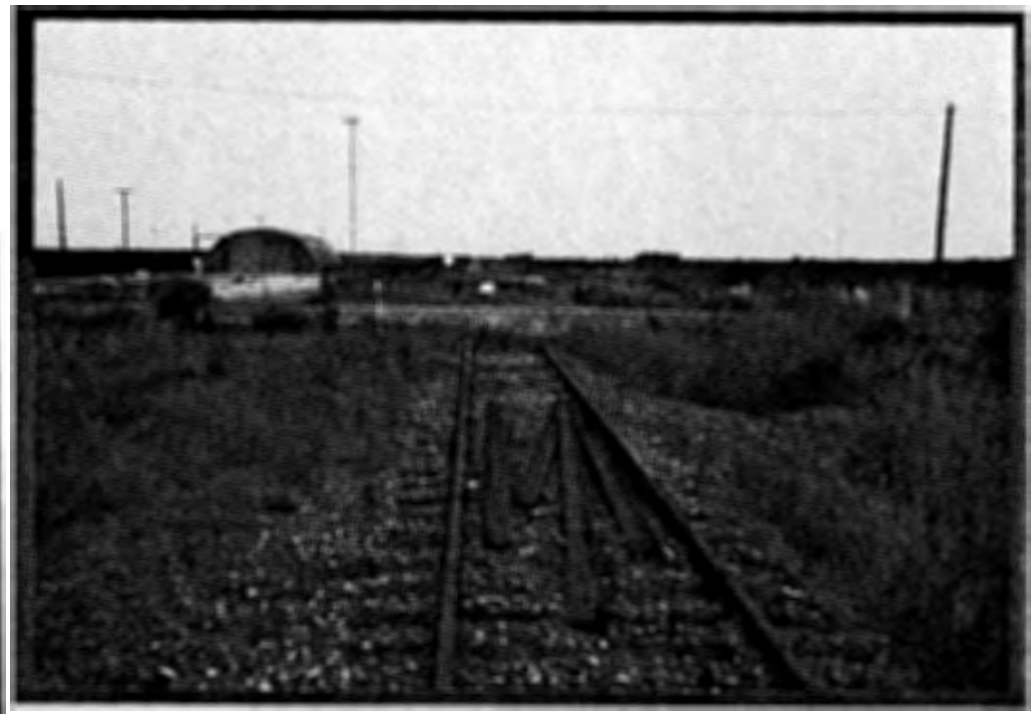
2

Photograph Number: 1
Site Number: DG-47
Common Name: Abandoned Southern Pacific Railroad Line
Camera Facing: East

Photograph Number: 2
Site Number: DG-47
Common Name: Abandoned Southern Pacific Railroad Line
Camera Facing: West

Photograph Number: 3
Site Number: DG-47
Common Name: Abandoned Southern Pacific Railroad Line
Camera Facing: East

3



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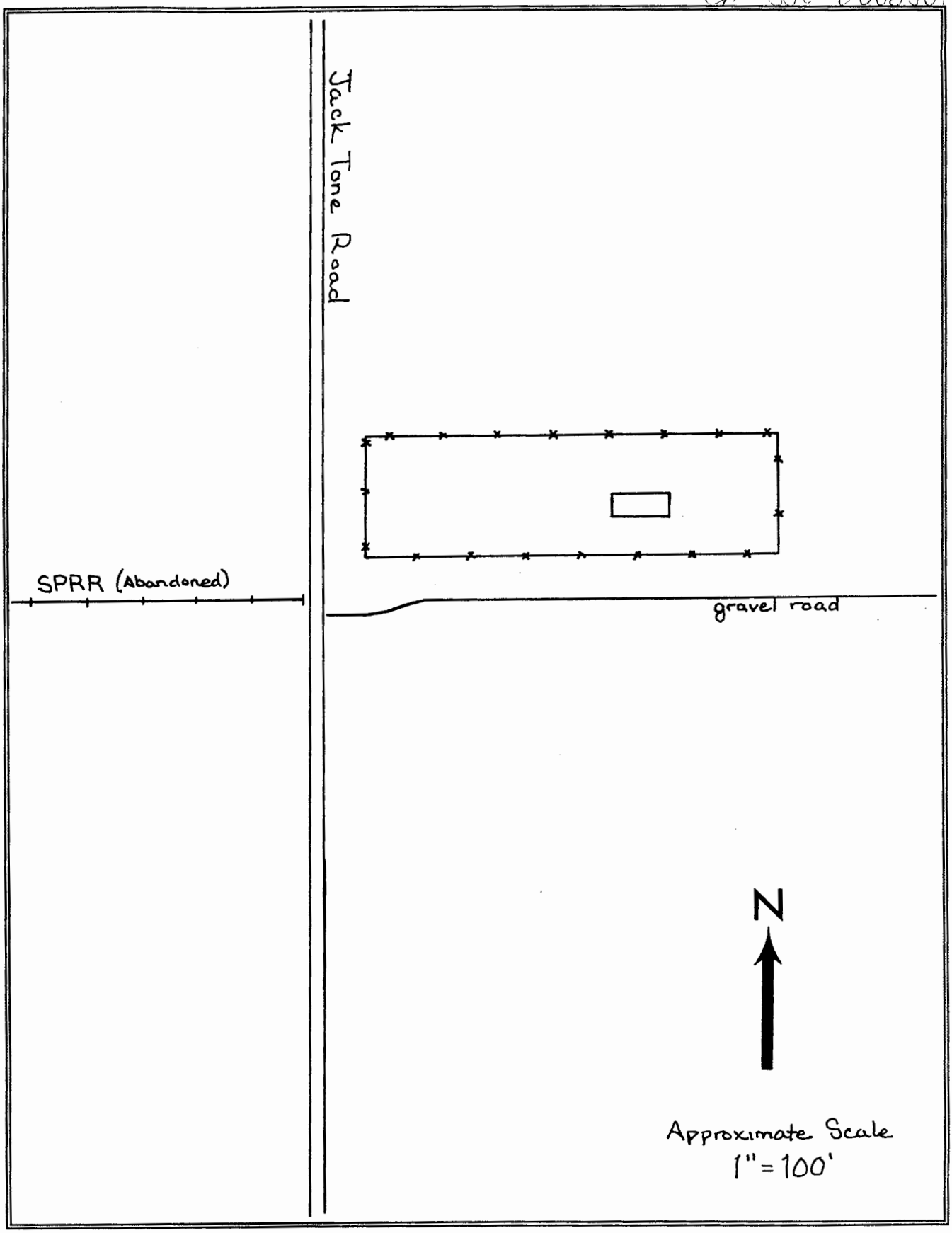


SITE SKETCH: Abandoned Southern Pacific Railroad Line, San Joaquin County
SITE NUMBER: DG-47
PIPELINE LOCATION: Milepost 17.7, Sacramento Mainline

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

PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial
NRHP Status Code 6
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 5 *Resource Name or #: (Assigned by Recorder) SPRR Segment (MR #6)

P1. Other Identifier: 8/05

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Stockton West, CA Date 1978 T 1N ; R 6E ; ___ ¼ of ___ ¼ of Sec ___ ; MD B.M.

c. Address N/A City Zip N/A

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; 652186 mE/ 4195694 mN

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

The segment of railroad is located within the boundaries of Campo de los Franceses land grant in a semi-rural area about .5 mile west of the intersection of Sperry Road and McKinley Avenue. The track crosses French Camp Slough.

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

The segment of Southern Pacific Railroad line that crosses the study area is typical of a well-maintained rail line. The segment is double tracked. The ties and track rest on very fresh basalt rock ballast; the eastern track is elevated slightly higher than the west track. The ties are uniform and exhibit moderate wear and weathering. The rails bear date stamps "1330 RE VT RMSM 1999 IIIIIIIIII" indicating that they were manufactured in 1999 and laid in this location around that time. Many old tie plates are scattered at the base of the berm, further suggesting that the section receives regular maintenance. Vegetation on the tracks and ballast is minimal indicating regular clearing. An 100' long, 8-span bridge carries the tracks across French Camp Slough. The bridge has 5-pier wooden bents with wood cross bracing, a wood substructure and deck, timber abutments and wingwalls, and steel railings. The ballast on the bridge deck is new and is held place by planks set on end that run the length of the bridge.

*P3b. Resource Attributes: (List attributes and codes) HP39 Other

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5a.

P5b. Description of Photo: (View, date, accession #)
Photograph 1, facing southeast, 06/12/02

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1871

*P7. Owner and Address:
Union Pacific Railroad
1416 Dodge Street
Omaha, NE 68179

*P8. Recorded by: (Name, affiliation, and address)
David S. Byrd, Jones & Stokes
2600 V Street
Sacramento CA, 95818

*P9. Date Recorded: 06/12/02

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Sokes 2002 *Historic Resources Evaluation Report, I-5/French Camp Road Interchange and Sperry Road Extension Project, San Joaquin County, California.* July 2002. Sacramento CA.

*Attachments: NONE ☒ Location Map ☐ Sketch 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):

DPR 523A (1/95) *Required Information

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

Primary # P-39-000002
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6

*Resource Name or # (Assigned by recorder) SPRR Segment (MR #6)

B1. Historic Name: Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

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

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
Completed in 1871. Various alterations and upgrades over the years.

*B7. Moved? [X] No [ ] Yes [ ] Unknown Date: _____ Original Location: _____

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Transportation Area: San Joaquin County, California

Period of Significance: 1871 Property Type: Railroad Applicable Criteria: N/A

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

The segment of railroad within the study area is in the alignment of the Southern Pacific San Joaquin Valley line. The SPRR dates to 1865, when a group of San Francisco capitalists incorporated the company to build a rail line linking the San Francisco region with the coastal counties and Los Angeles and San Diego. Three years later, the Central Pacific Railroad acquired controlling interest in the fledgling company. Construction on the new line began in 1870. However, instead extending down the coast as originally planned, the route ran through the San Joaquin Valley to take advantage of large tracts of free public land. By 1871, the tracks extended to Lathrop, about nine mile south of Stockton. By 1882, the SPRR controlled not only this route, but also the first southern transcontinental route extending from southern California to New Orleans. Thus began the SPRR's legendary monopoly over California transportation. By 1880, this monopoly had extended to river traffic through its California Steam and Navigation Company, and to ocean commerce with its Occidental and Oriental line and rate agreements with the Pacific Mail steamship. At the height of its power, the SPRR set freight rates according to the highest charge the traffic could bear, and for the special rates it gave to large shipping interests such as Standard Oil. The railroad's influence even extended into the state government, where its operatives controlled the appointments of key officials, who in turn set transportation regulations to favor the SPRR. (See Continuation Sheet)

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

*B12. References:

See references cited in Jones and Stokes, *Historic Resource Evaluation Report: I-5/French Camp Road Interchange and Sperry Road Extension Project, San Joaquin County, California*. June 2002. Sacramento, CA.

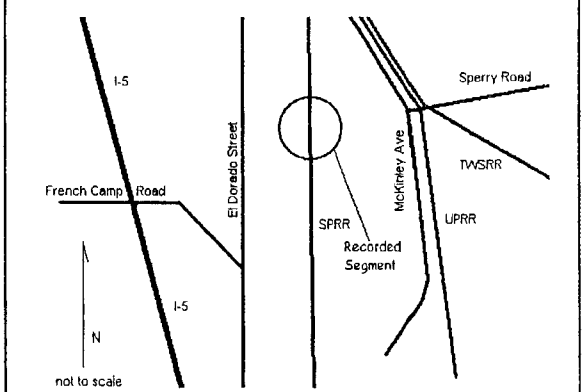
B13. Remarks:

*B14.Evaluator: David S. Byrd

*Date of Evaluation: June 28, 2002

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



*Required Information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000002
HRI #
Trinomial

Page 3 of 5 *Resource Name or #: (Assigned by Recorder) SPRR Segment (MR #6)

L1. Historic And/or Common Name:

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)
North end of segment: 10/ 651825mE;4195780mN
South end of segment: 10/ 651825mE;4195567mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The segment of Southern Pacific Railroad line that crosses the study area is typical of a well-maintained rail line. The bed is supported by a well maintained earthen berm. The ties and track rest on what appears to be fresh basalt rock ballast. The ties are uniform and exhibit moderate wear or weathering.

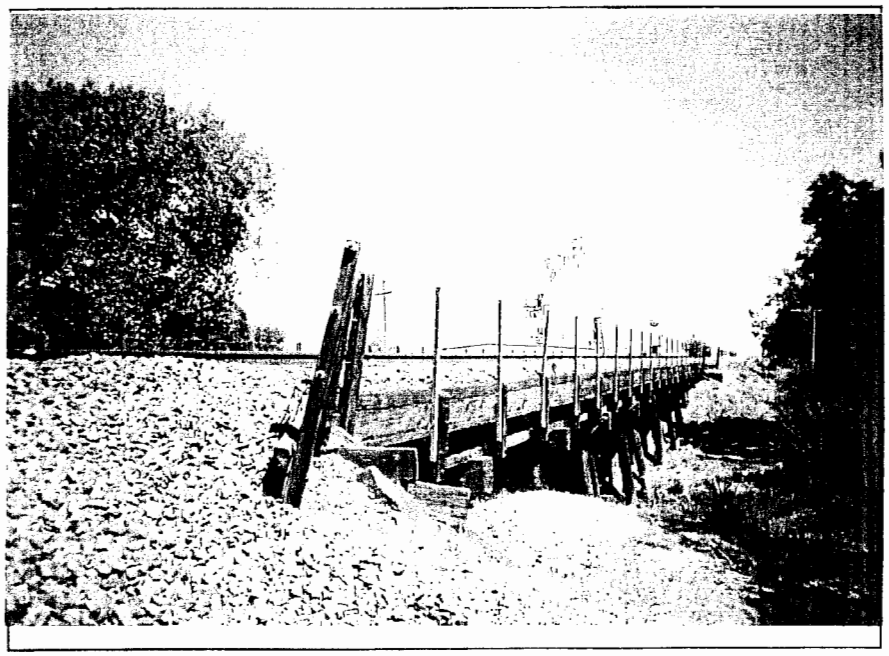
L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width 30-35 feet
b. Bottom Width 60 feet
c. Height or Depth 20 feet
d. Length of Segment 1500'

L5. Associated Resources:
Bridge that carries track over French Camp Slough

L4e. Sketch of Cross-Section (include scale) Facing: south

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
Riparian lands; modern industrial buildings, modern roads.

L7. Integrity Considerations:
See Significance Statement on Building, Structure, and Object Record



L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
Facing north

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
David S. Byrd
Jones & Stokes
2600 V Street
Sacramento, CA 95816

L11. Date: 06/28/02

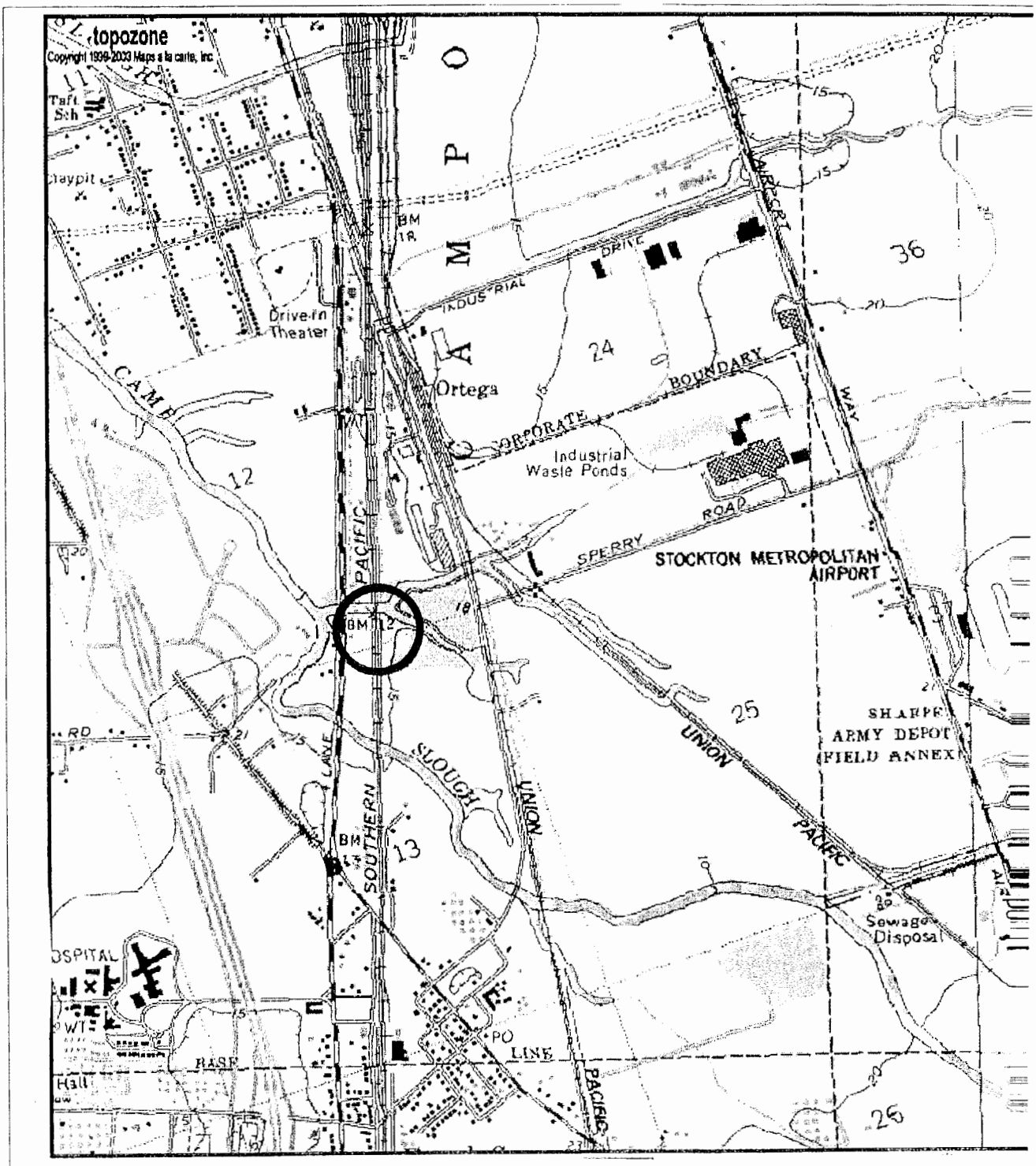
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial

Page 4 of 5 *Resource Name or #: (Assigned by Recorder) SPRR Segment (MR #6)

*Map Name: Stockton West, USGS topo *Scale: 1:24 *Date of Map: 1978



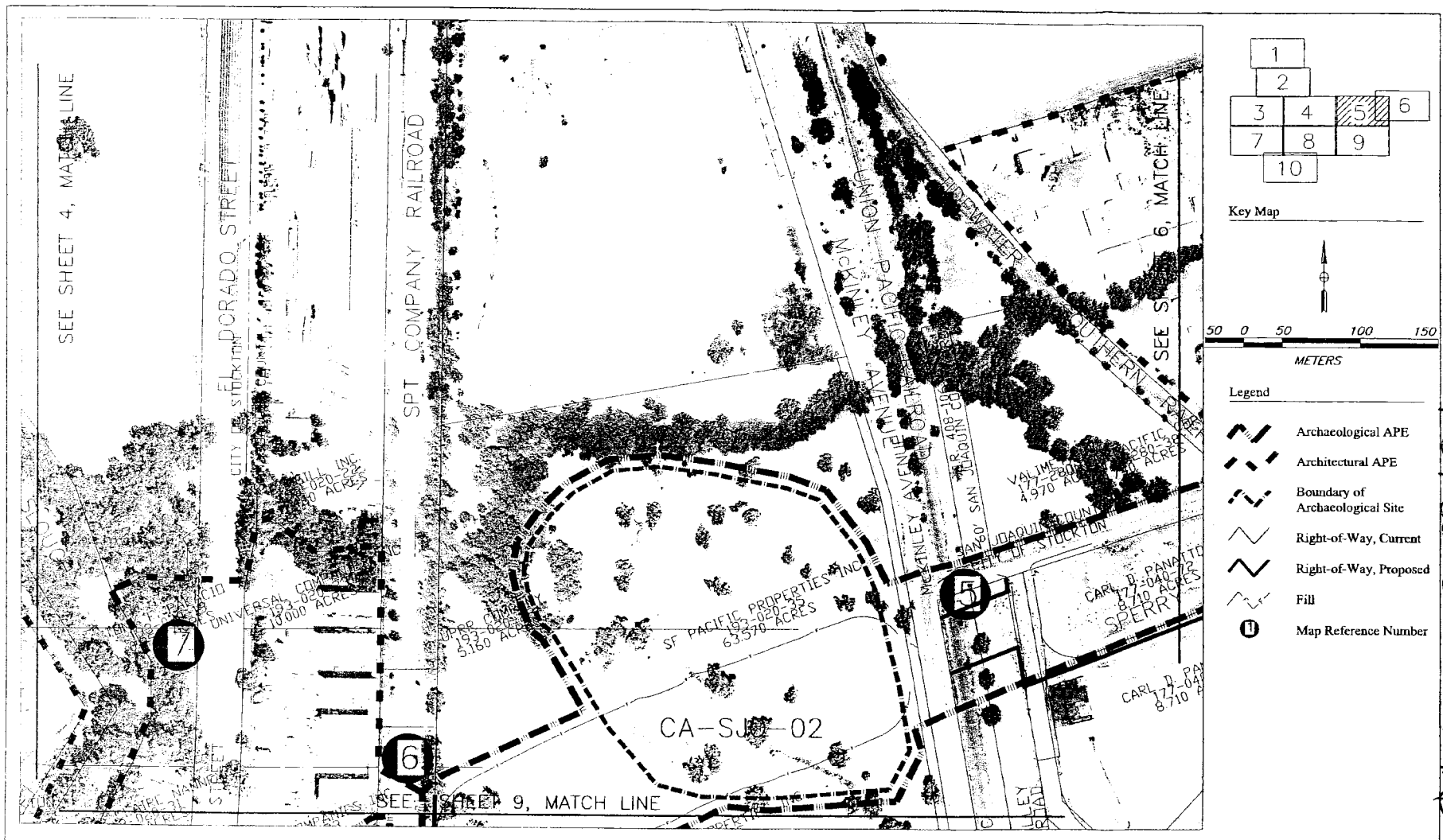
DPR 523J (1/95)

*Required Infor

Significance (Continued)

The SPRR's power in California ended when Hiram Johnson was elected governor in 1910. Johnson was committed to progressive reforms and made good on his campaign promise to "kick the SPRR out of politics" by removing railroad supporters from state offices. A government suit was filed in 1914 to force the SPRR to sell all of its stock in the CPRR because it was in violation of the Sherman Anti-Trust Act. After the original finding that the company was not in violation, years of appeals ensued. In 1920, Congress empowered the Interstate Commerce Commission (ICC) to authorize any carrier to acquire control of another carrier. The SPRR applied to the ICC for control of the CPRR in 1922 and was approved in 1923.Despite the low revenues during the Great Depression, the SPRR pioneered the railroad industry and instituted numerous innovations and improvements in service during the 1930s. The company introduced new features, such as air-conditioned cars, overnight high-speed freight cars, and reduced fares, to attract travelers and businesses. The SPRR engaged in a strong campaign of relocation and travel, and developed mutually beneficial relationships between agricultural shippers. These innovations and improvements succeeded in increasing passengers and freight in the 1930s and 1940s. The SPRR continued to expand during the later twentieth century by acquiring lines outside of California and, begining in the 1950s, diversifying into other types of transportation. In 1988, the Denver & Rio Grande Western Railroad Company merged with the SPRR, although the new company retained the SPRR name. The UPRR purchased the SPRR in 1996, forming the largest railroad company in the United States.

The segment of SPRR does not appear to meet the criteria for listing in the National Register primarily because it lacks integrity to its period of significance. The period of significance for this railroad segment is 1871, or the period of initial construction. There is no doubt that the SPRR played an important role in the early economic development of California and that persons associated with the early company (most notably the Big Four: Leland Stanford, Charles Crocker, Collis P. Huntington, and Mark Hopkins) are highly significant in our past. It is possible, then to argue that this segment of SPRR is significant under NRHP Criteria A and B. As one of the first rail lines built in the San Joaquin Valley it might also be possible to argue for significance under Criterion C. However, lacks the integrity of design, materials, workmanship, setting, and feeling to convey its period of significance. Loss of integrity, if sufficiently great, will render a resource ineligible for listing in the National Register irrespective of significance. The segment of SPRR line that crosses the study area is typical of a well-maintained railroad line. In other words, it does not appear that this section retains any of the engineering features or materials from the period of significance. The berm that supports the track is well maintained, with even geometry and indication of machined maintenance. The ties and track rest on fresh basalt rock ballast. The ties are uniform and exhibit only moderate wear or weathering. The rails bear date stamps 1999 indicating that the track in this segment was laid less than years ago. Tie plates strewn at the base of the berm indicate regular maintenance and replacement of worn features. The bridge that carries the railroad across French Creek Slough appears to be a Southern Pacific Chief of Engineers Common Standard 039 type trestle. In other words, the bridge was built according to a standards developed by SPRR in the early 20th century. Hundreds of this type of trestle exist within the old SPRR system. In essence, from an engineering standpoint, the segment of railroad in the study area is a modern railroad track that happens to follow a historic alignment. Furthermore, the sense of time and place is diminished by the intrusion of a nearby mills and lumberyards. Standing at the recorded point, one does not get the sense of a late 19th century railroad line. Because it lacks integrity of design, materials, workmanship, setting, and feeling, the segment of SPRR does not appear to meet the criteria for listing in the National Register. Additionally, in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines and using the criteria outlined in Section 5024.1 of the California Public Resources Code, the buildings do not appear to be historical resources for the purposes of CEQA.



P-39-000002 MR#6

update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000002
HRI#
Trinomial CA-SJO-000250H
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 17 *Resource Name or #: Southern Pacific Railroad (update 3) 9/2003

P1. Other Identifier: Southern Pacific Railroad (SPRR); Western Pacific Railroad (WPRR); Central Pacific Railroad (CPRR)

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County San Joaquin
And
*b. USGS 7.5' Quad Tracy Date 1954 rev 1981 T2S; R 4E; NW and NE ¼ of SE ¼ of Sec 36; NW and NE ¼ of SW ¼ of Sec 36; Mt Diablo B.M.

c. Address City Zip

d. UTM: (see page 4 for UTM of features) E end: Zone 10 634,365 mE/ 4,175,012 mN
W end: 632,765 mE/ 4,174,789 mN

e. Other Locational Data: The eastern end of the segment is at the point where the site crosses Lammers Ferry Road. The western End of the segment is near the new crossing of the Tracy Peaker Power Plant road (that originates on Schulte Road) over the SPRR.

*P3a. Description: The site is the Altamont Pass Route of the WPRR, which provided access from the southern San Francisco Bay region to points east. The description of the main site and its history are covered in previous forms (attached). This update focuses on additional information regarding surface features and artifacts, along with subsurface details available due to excavations on both sides of the railroad berm (but not the berm itself, which was avoided) as a result of construction of an access road and underground utilities for the GWF Tracy Peaker Power Plant. A detailed map of these excavations is on page 17. (continued on p. 4)

*P3b. Resource Attributes: HP11 Engineering Structure; AH2 Foundations/structure pads; AH4 trash scatter; AH11 walls

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

See pages 6-9 for modern photos

See pages 10-11 for historic comparative photos of retaining wall/curb/riprap.

See page 14 for photos of identifiable collected historic artifacts.

P5b. Description of Photo:

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1869-present

*P7. Owner and Address:
Southern Pacific Railroad

*P8. Recorded by: R. Reno
MACTEC,
1572 E. College Pkwy, Ste 162
Carson City, NV 89706

*P9. Date Recorded: Aug-Sept 2002

*P10. Survey Type:
Archaeological Monitoring

*P11. Report Citation: R. Reno, 2003. Tracy Peaker Project Cultural Resources Monitoring Report. MACTEC, Carson City.

*Attachments: ☐None ☐Location Map ☒Sketch 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

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary # _P-39-000002_____
Trinomial __CA-SJO-000250H_____

 Resource Name or # Southern Pacific Railroad (update3)

*A1. Dimensions: a. Length 1 mile (E-W) x b. Width 100 ft (N-S)
Method of Measurement: ☐ Paced ☐ Taped ☐ Visual estimate ☒ Other: GPS and USGS map
Method of Determination: ☒ Artifacts ☒ Features ☐ Soil ☐ Vegetation ☒ Topography
☐ Cut bank ☐ Animal burrow ☒ Excavation ☒ Property boundary ☐ Other:
Reliability of Determination: ☒ High ☐ Low Explain: Railroad ROW well established on maps and partially fenced.
Limitations: ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined
☒ Disturbances ☐ Vegetation ☐ Other: Southern edge of ROW obscured by plowing for agriculture

A2. Depth: 5 ft ☐ None ☐ Unknown Method of Determination: Height of railroad grade above surroundings.

*A3. Human Remains: ☐ Present ☒ Absent ☐ Possible ☐ Unknown:

*A4. Features: For surface description of railroad grade, ditches, fence and utility line see Linear Feature Record on page 3. From east to west, non-linear features are as follows (see sketch map on p. 16):

Eastern Switch Signal Station Foundation (photo p. 9): Same dimensions and design as the western station shown on p.13, with flat-topped earth terraces on both sides of the track. No wood or stone riprap is present. A small fragment of concrete slab is partly displaced in center of the northern terrace. One large cut nail is on the southern berm. Two sun-colored amethyst glass fragments are on the north berm. (continued on p. 4)

*A5. Cultural Constituents: Artifacts are scattered along the entire length of the railroad berm. These include many very oxidized steel tie plates (rail couches), bolts, unidentifiable metal fragments, and aqua and amethyst glass fragments. Materials related to the nearby glass factory found on the tracks include calcined furnace lining fragments and sand. An embossed fragment of an aqua mouth-blown cod liver oil bottle was collected from the side of the railroad berm at the location of the Tracy Power Plant road crossing.

*A6. Were Specimens Collected? ☐ No ☒ Yes All from Tracy Power Plant road crossing. Catalog on page 15.

*A7. Site Condition: ☐ Good ☐ Fair ☒ Poor Disturbances: Track, rails, and ballast replaced in the 1930s, most of ROW fencing is gone, most of associated utility line has fallen, agricultural fields have obscured ditching along most of south side of ROW in this segment. However, the retaining wall/curb within the railroad berm is in very good condition over most of its length.

*A8. Nearest Water: Irrigated fields surround site.

*A9. Elevation: 125-180 ft

A10. Environmental Setting: Most of the segment is surrounded by irrigated agricultural fields. A large portion of the site is bordered by bladed roads and parking areas for the glass works/warehouse complex.

A11. Historical Information: See overview data by JRP and Hatoff et al. 1995 (attached).

*A12. Age: ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☒ 1848-1880 ☒ 1880-1914 ☒ 1914-1945 ☒ Post 1945 ☐ Undetermined Dates: Constructed in 1869, largely abandoned except for local traffic by ca. 1960 but still used on a limited basis.

A13. Interpretations: As noted above, the retaining wall/curb, appears to be eligible to the NRHP under Criterion C. The artifact scatter, including subsurface finds, are of types and quantities consistent with what has been recorded along many other segments of the transcontinental railroad system but due to the extensive disturbance and covering of these materials by adjacent construction and agricultural land moving, they do not appear to have sufficient integrity to warrant considering this segment eligible under Criterion D for their research potential. By comparision (for example along the Fernley Swales segment recorded by Reno 2002 and the Cobre to Moor segment recorded by Zeanah and Rogers 1990), other segments have been abandoned and have intact artifact "toss zones" on both sides of the tracks which invite various studies of spatial patterning making them eligible under Criterion D. The integrity of the switch signal foundations, terrace, and section-car turnaround is sufficiently degraded by dismantling that they do not appear to be significant under any criteria.

A14. Remarks:

A15. References:

Beebe, L. 1963. The Central Pacific & The Southern Pacific Railroads. Howell-North, Berkeley.

Egherman, R. 2001. GWF Tracy Peaker Project: Cultural Resources: Appendix C of Application for Certification.

Hatoff, B. 1995. Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project. URS, Oakland.

Reno, R. 2002. Cultural Resources Inventory Report: Nevada Pacific Parkway Interchange, Lyon and Washoe Counties, Nevada. Harding ESE, Carson City.

Reno, R. et al. 1997. CA-LAS-1734H (N-C-O Railroad). In Mackey et al. Culture Change Along the Eastern Sierra Nevada/Cascade Front, Vol. VIII. Archaeological Research Services and JRP Associates.

Zeanah, D.W. and C.L. Rogers. 1990. A Class III Archaeological Survey of Proposed Land Acquisitions and Transportation Corridors Associated with the Thousand Springs Power Project, Toano Draw, Elko County, Nevada. Intermountain Research, Silver City, Nevada.

A16. Photographs: See continuations.
Original Media/Negatives Kept at: Nevada State Museum, Carson City, NV.

*A17. Form Prepared by: R. Reno Date: Aug-Sept, 2002
Affiliation and Address: Mactec, 1572 E. College Pkwy, Ste 162, Carson City, NV 89706

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000250H

 Resource Name or # Southern Pacific Railroad (update 3)

L1. Historic and/or Common Name: Western Pacific Railroad; Central Pacific Railroad; Southern Pacific Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation Designation: None
b. Location of point or segment: The segment runs from Lammers Ferry Road west to the boundary of sections 35 and 36.

L3. Description: The standard-gauge rails are set on ties embedded in fairly recent (post-1930s) coarse crushed gravel ballast. Many date nails and other equipment date stamps indicate that in the 1930s the ties, ballast, and rails were all replaced. It appears that the new ballast was simply place on top of the old, serving to raise the grade somewhat and importantly, serving to protect an unusual feature of the previous construction. This is a continuous curb made of angular (but not shaped) stones selected to make a fairly uniform flat-topped wall that barely protruded above the silt loam subgrade to contain the gravel ballast. An identical curb is shown in the 1920 photo details on page 10. This curb extends the entire length of the recorded segment but in most places has been covered by the 1930s ballast. At the Tracy Peaker road crossing, probing showed that the wall is intact on the north side of the berm but had previously been damaged on the south side, resulting in scattering the displaced stones down the berm. This makes the road crossing one of the least intact portions of the walls, so a different location was selected to clean and photograph the walls (photos on page 6) and to draw a measured cross-section (page 12). Probing with a tile probe showed that the walls only were about 3 courses deep on the north side of the grade and only a single course deep on the south side. It is very likely that original ballast and molds from the original ties are preserved within the grade (similar preserved remnants were observed within an abandoned grade by Reno et al. 1997). Detailed descriptions of a sample of the retaining wall stones in the vicinity of the Tracy road crossing are in the following table. (continued on page 5)

L4. Dimensions: (berm only at cross-section)
a. Top Width 10 ft
b. Bottom Width 40 ft (originally about 45 ft before plowing)
c. Height or Depth 5'6" to bottom of ditch
d. Length of Segment 1 mile

L4e. Sketch of Cross-Section Facing:

See page 12 and 1994 "Railroad Feature Inventory Form"

L5. Associated Resources:
P-39-004287 (TPP-1) is the northern SPRR right of way fence.
P-39-004288 (TPP-2) is the overhead utility line along the southern edge of the SPRR right of way.

L6. Setting: See A10
L7. Integrity Considerations: See A13

L8a. Photograph, Map, or Drawing

See continuations

L8b. Description of Photo, Map, or Drawing:

L9. Remarks: Although impacts on The site as a result of the GWF project are limited to the road crossing, the mile-long segment recorded by URS for the project was revised due to omission of descriptions of associated retaining walls, ditches, and artifacts on the on the 2001 forms.

L10. Form Prepared by:
R. Reno
Mactec, 1572 E College Pkwy,
Ste 162, Carson City, NV 89706
L11. Date: Aug-Sept, 2002

P2d. UTM of individual features and key points, all on railroad centerline. WAAS GPS with approx. 5m accuracy. Zone 10.

Lammers Ferry Road crossing	634,368 mE	4,175,003 mN	(railroad milepost 67.40)
Eastern switch signal station foundation	633,994 mE	4,174,858 mN	
Section car turnout	633,941 mE	4,174,846 mN	
Eastern end of switch	633,758 mE	4,174,816 mN	
Western end of switch	633,473 mE	4,174,813 mN	
Western switch signal station foundation	633,308 mE	4,174,824 mN	
Small terrace on south side of tracks	633,288 mE	4,174,821 mN	
Railroad cross-section	633,043 mE	4,174,829 mN	
Pipeline crossing	632,921 mE	4,174,818 mN	
GWF Tracy access road crossing	632,811 mE	4,174,804 mN	

P3a. Description

This site includes several linear and nonlinear features within the right of way, which is 100 feet wide in this area. Linear features are the railroad berm and track in the center of the right of way, a largely intact ditch on the north side of the tracks, portions of a similar ditch on the south side of the tracks, a siding, fenceline on the northern right of way boundary (separately recorded as TPP-1) and an overhead utility line that was originally for telegraph but which later supported lines for switch signals, telephone, and power (separately recorded as TPP-2).

The most important finding in this update is that there is a remarkably intact stone retaining wall or curb embedded in the railroad berm for the entire length of the mile-long segment. Construction date of the wall is unknown, but it appears to pre-date the 1920s and warrants upgrading the evaluation of the segment from non-significant to significant under Criterion C as a the best known example of a rare railroad construction detail. Historic photos from the 1920s (attached) suggest that this kind of curb installation was a local phenomenon peculiar to the SPRR. Investigation of dozens of other railroad grades in the western United States has failed to result in identification of other similar features.

A4. Features. (nonlinear)

Section Car Turnout (photo p. 9): On the north side of the track is the remnants of a small section car turnout. The north end of the turnout is supported by a wood retaining wall made of treated milled timbers fastened with round spikes. The earth built up to track level has partly eroded away and the tracks and ties have been removed. New replacement ties are directly in front of the turnout as a result of dismantling. One old tie still has a large spike and a lag bolt on the upper surface that formerly held part of the wooden apron adjacent to the tracks.

Siding: Fully described and photographed on previous forms.

Western Switch Signal Station Foundation (Photos p. 8, map p. 13): This feature is two flat-topped earth terraces flanking the track with the top at about the level of the base of the ballast. A square concrete foundation in the center of the northern terrace has four embedded 7/8" dia. threaded kingbolts that once stood 8" high, forming a 2 ft square pattern. A pipe embedded in the concrete presumably was electrical conduit. A clear Edison battery oil bottle is adjacent to the north berm. The periphery of both terraces is partly covered with stone riprap (same source of gray sandstone as retaining wall/curb). When new, the feature would have looked just like the 1920s SPRR signal station shown on p. 11. A piece of milled wood with embedded wire nails and a piece of rubber-insulated wire protrude from the southern terrace.

Terrace: A small earth platform is adjacent to the south side of the railroad grade. It does not appear to have been riprapped. A railroad tie is embedded on the surface and the oldest artifact (a "Pilgrim hat" insulator) associated with the telegraph line (TPP-2) is on the surface.

L3. Description (Linear Features)

Curb Stone Sample. All are angular with fairly rectangular cross-section for stacking.					
Inches			Color		Stone
L	W	Th	Weathered	Fresh Break	
8	6	5	Lt brownish gray 10YR6/2	Yellowish brown 10YR5/4	Massive sandstone
8.5	9	6	Brown 10YR5/3	Gray 5Y6/1	Massive sandstone
6.5	6	4.5	Grayish brown 10YR5/2	Greenish gray 5GY6/1	Massive sandstone
13	12	7.5	Grayish brown 10YR5/2	Lt olive gray 5Y6/2	Sandstone and conglomerate with pebbles to ½" and a slickenside on one face.
13.5	5.5	4.5	Pale brown 10YR6/3	Lt yellowish brown 2.5Y6/4	Massive sandstone
14.5	5	3	Grayish brown 10YR5/2	Lt yellowish brown 2.5Y6/4	Massive sandstone
11	10	5	Pale brown 10YR6/3	Pale olive 5Y6/3	Massive sandstone
12	9.5	6	Brown 10YR5/3	Pale olive 5Y6/3	Massive sandstone
9	6	3	Pale brown 10YR6/3	Pale yellow 5Y7/4	Massive sandstone
11	10	5	Grayish brown 10YR5/2	Pale olive 5Y6/3	Massive sandstone
15	9	8	Grayish brown 10YR5/2	Gray 5Y5/1	Volcanic

Northern ROW Fence : This fence is made of split and milled wood posts and barbed wire with associated cut nails, separately recorded as TPP-1 (P-39-004287). It is at general ground level immediately north of the ditch. A large cut spike was found in the bore hole entry pit adjacent to a stub of one of the ROW fence posts (photo on p. 14).

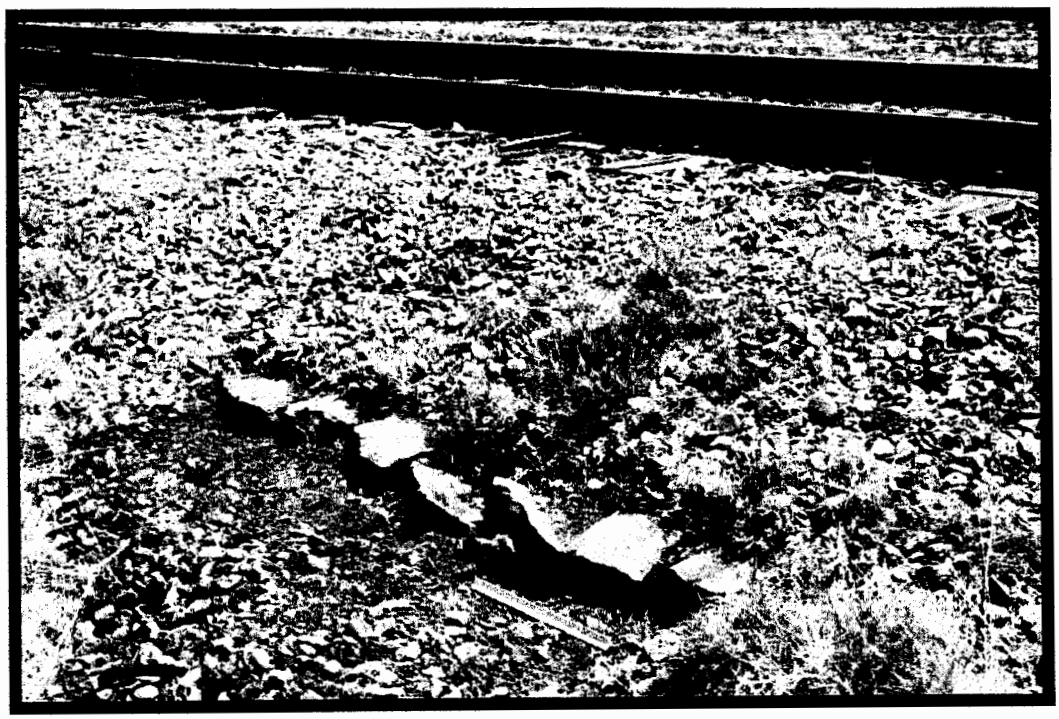
Utility Line: Integral to all major railroads was a utility line carrying at a minimum a telegraph line. Only one artifact (an insulator) was found associated with the original telegraph. The extant line carried a combination of telegraph, telephone, switching, and power cables. This line is separately recorded as TPP-2 (P-39-004288).

Northern Ditch: As shown on the cross-section, this ditch is broad and shallow. It is 22 ft wide at the bottom and presently only from 1 to 1.5 feet deep. The excavation of the utilities bore hole at the road crossing indicates that from 9-14 inches of sediment has accumulated in the ditch, making an original depth of about 2 to 2.5 ft below surrounding grade (the figure in photo RR2 Fr 6 on p. 7 is pointing to the ditch sediments buried under recent construction debris). The perimeter ditches also served as borrow pits for making the raised berm, which is composed entirely of local sediments. Artifacts found in the ditch sediments at the bore hole include two fragments of an aqua insulator of a similar design to those present on TPP-2, one fragment of an aqua beehive style insulator similar to those found at nearby utility line CA-SJO-000285H, a large hand-forged lag bolt, and two fragments of aqua window glass (photos on p. 14).

Southern Ditch: A short portion of this ditch is still intact near Lammers Ferry Road and it is present west of the recorded segment. For most of the segment this ditch has been covered with fill to produce a level agricultural field as shown on the cross-section and on the right side of Photo RR2 Fr.25 on page 9. Excavation for culverts (photo p. 7), bore hole exit pit, and underground utility line linking the bore hole with the plant area immediately to the south yielded sediments that had accumulated in the former ditch bottom, 20 inches below the general ground surface. These sediments, like those from the north ditch, are gray. Present are charcoal flecks and discoloration and oxidization mottles from decayed iron. Two small unidentifiable fragments of wire, two can fragments, and a fragment of wood were observed. Identifiable artifacts include a cut nail and a saw cut rib midsection from a medium-size mammal such as sheep (photo on p. 14).

Southern ROW Fence: Only a small section of modern barbed wire fence is present near Lammers Crossing Road. However, a fragment of barbed wire was found 8" below surface in the plow zone during excavation of the bore exit pit (photo on p. 14, map on p.17). This fence was removed to enable agricultural fields to extend into the ROW all the way to the berm (shown on profile, p. 12).

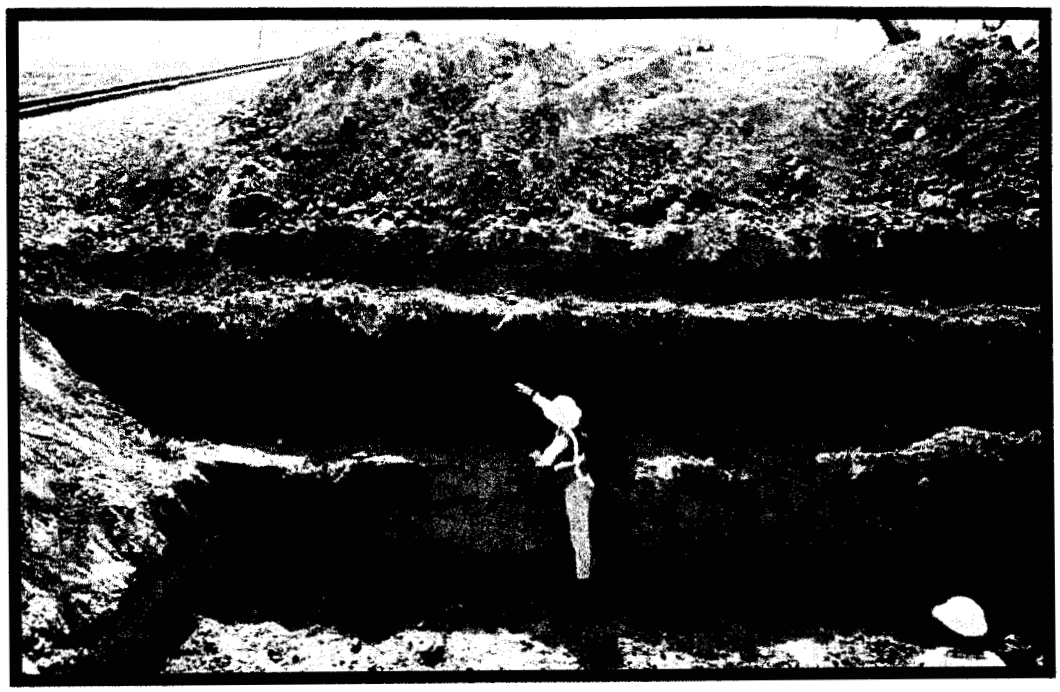
P5a: Photos



Stone retaining wall, north side of tracks at cross-section; 1ft. scale foreground; view SE.
Roll RR2, Fr.2. 8-06-02, 1:45 PM.

Stone retaining wall, south side of tracks at cross-section; 1ft. scale foreground; view north.
Roll RR2, Fr.1. 8-06-02, 1:40 PM.

P5a: Photos



Utility bore pad; profile with ditch. Roll RR2, Fr.6. 8-13-02, 4:20 PM.

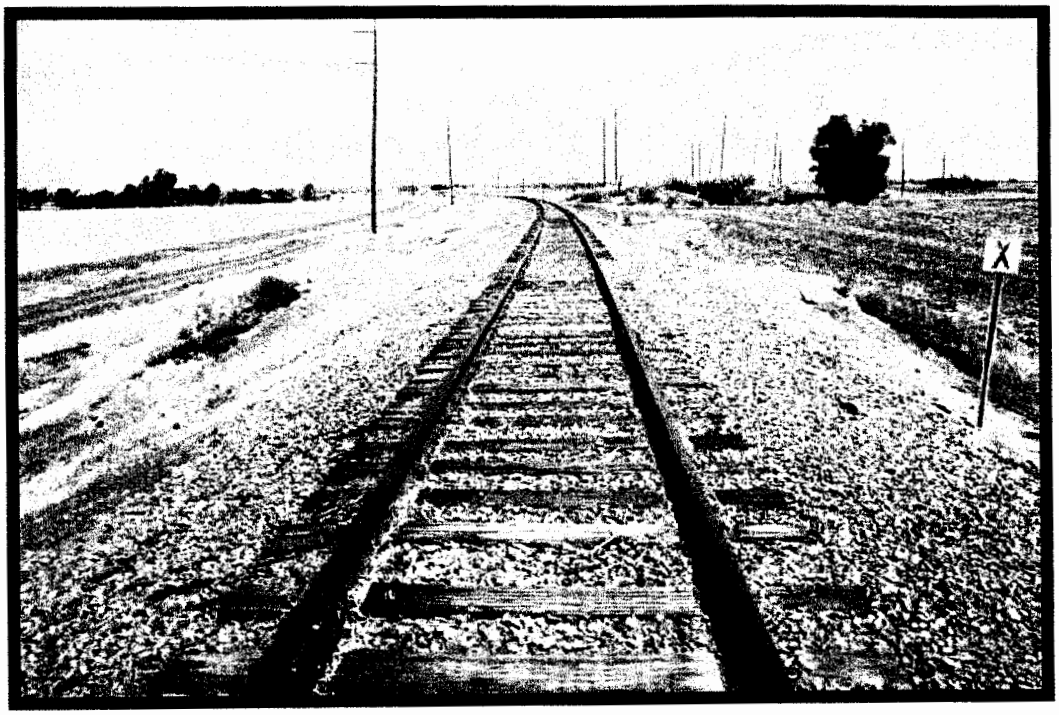
Railroad crossing culvert; south pit, west half. Nail, wood and charcoal from location of bag. View north. Roll RR4, Fr.26. 9-05-02, 10:35 AM.

P5a: Photos

Western switch station. Retaining wall to platform on north side of tracks.
View west. Roll RR2, Fr.20. 8-19-02, 7:50 AM.

Western switch station. Retaining wall to platform on south side of tracks with wooden foundation.
View NW. Roll RR2, Fr.22. 8-19-02, 8:05 AM.

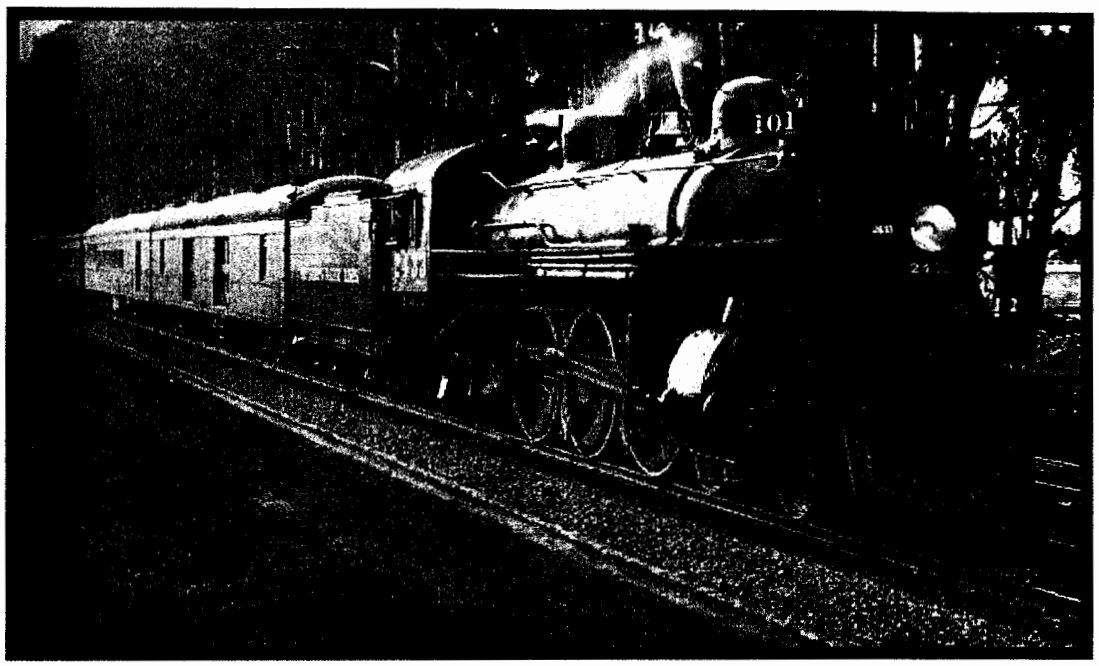
P5a: Photos

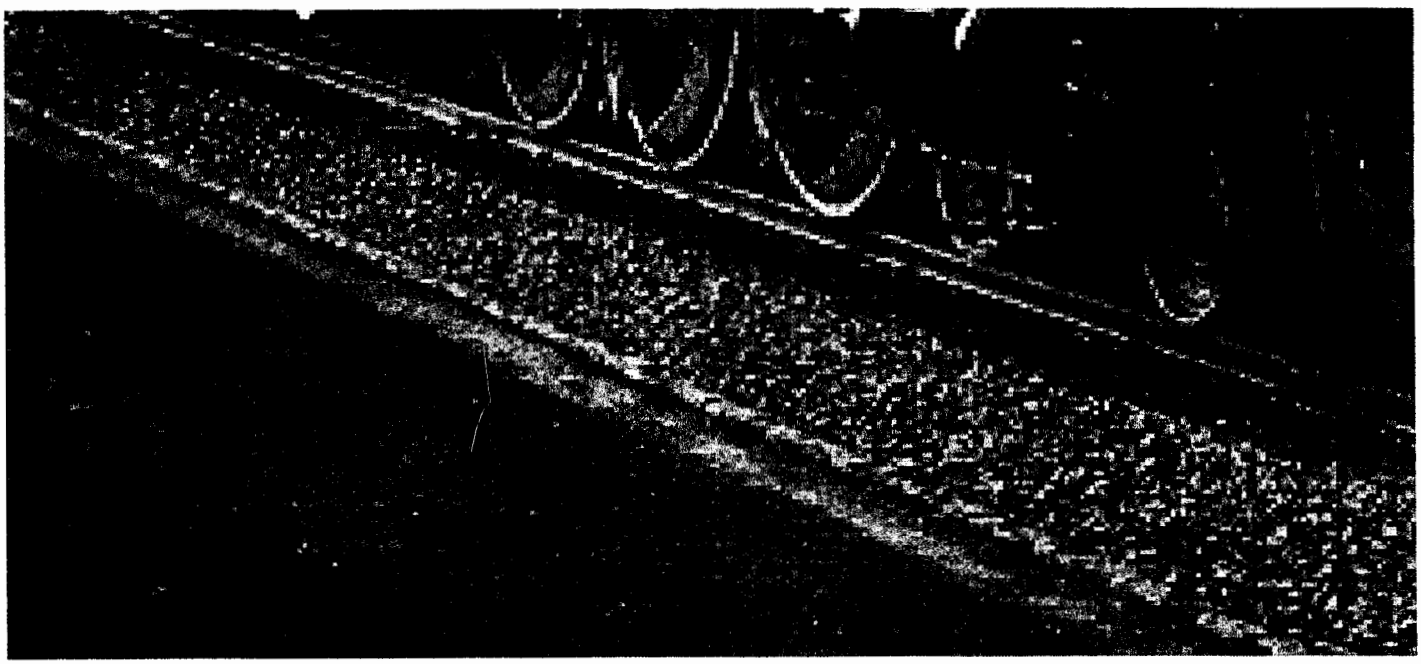


Eastern switch station, view east. Roll RR2, Fr.25. 8-19-02, 2:00 PM.

Section car turnout, View NE. Roll RR2, Fr.26. 8-19-02, 2:05 PM.

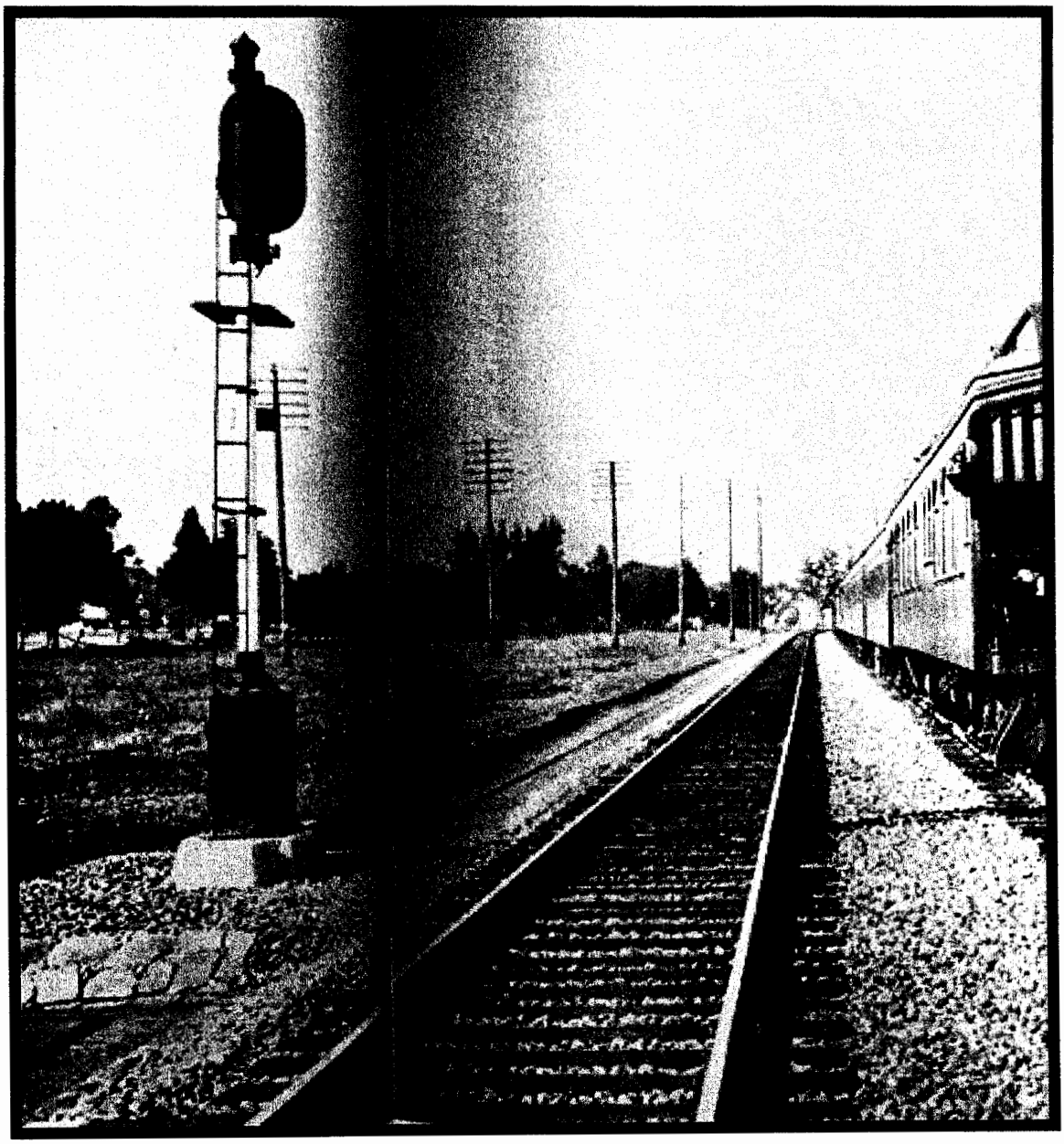
P5a: Photos





This 1920 photograph shows a portion of the Southern Pacific line used between San Francisco and New Orleans. A low stone retaining wall/curb identical to the one recorded at this segment is visible along the base of the gravel ballast. (Details of photo from the Southern Pacific archive reproduced by Beebe 1963:485)

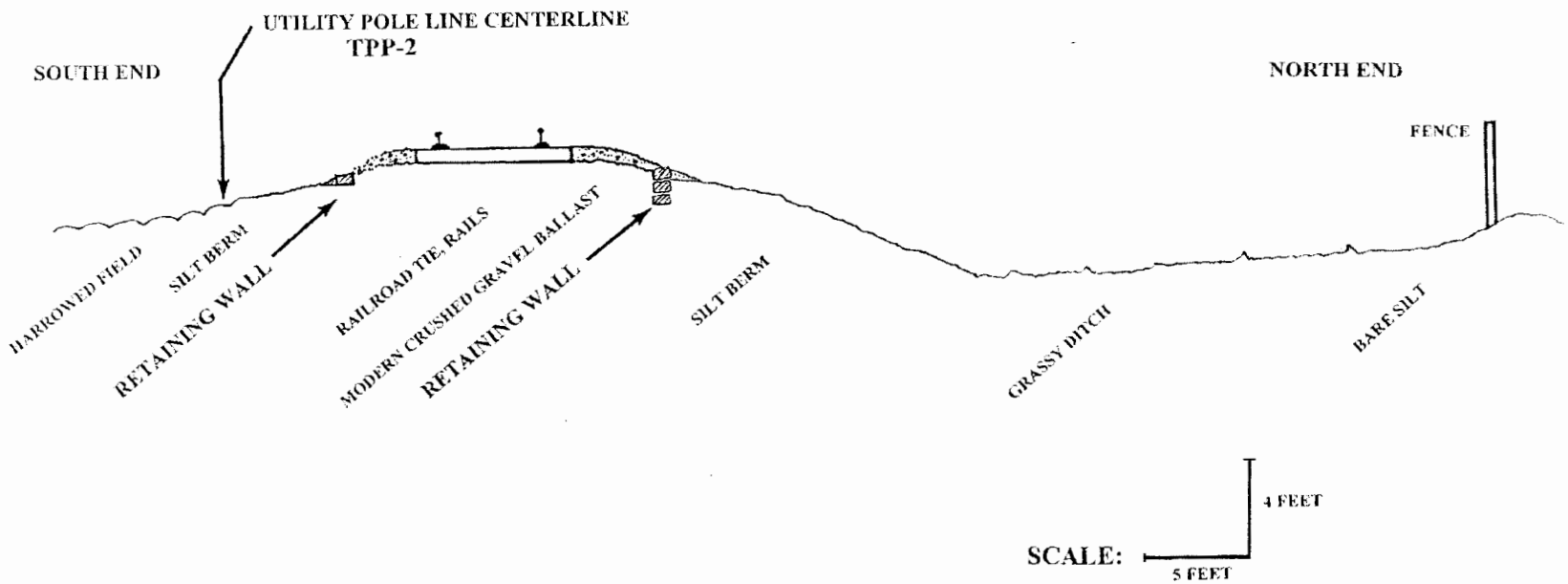
P5a: Photos



This 1920s photo of a portion of Southern Pacific line in San Mateo County shows riprap around the base of a switch signal identical to that found in the segment recorded here. (Detail of a photo from the Southern Pacific archives reproduced by Beebe 1963:339)

CROSS SECTION THROUGH RAILROAD GRADE

ROW Fence is TPP-1

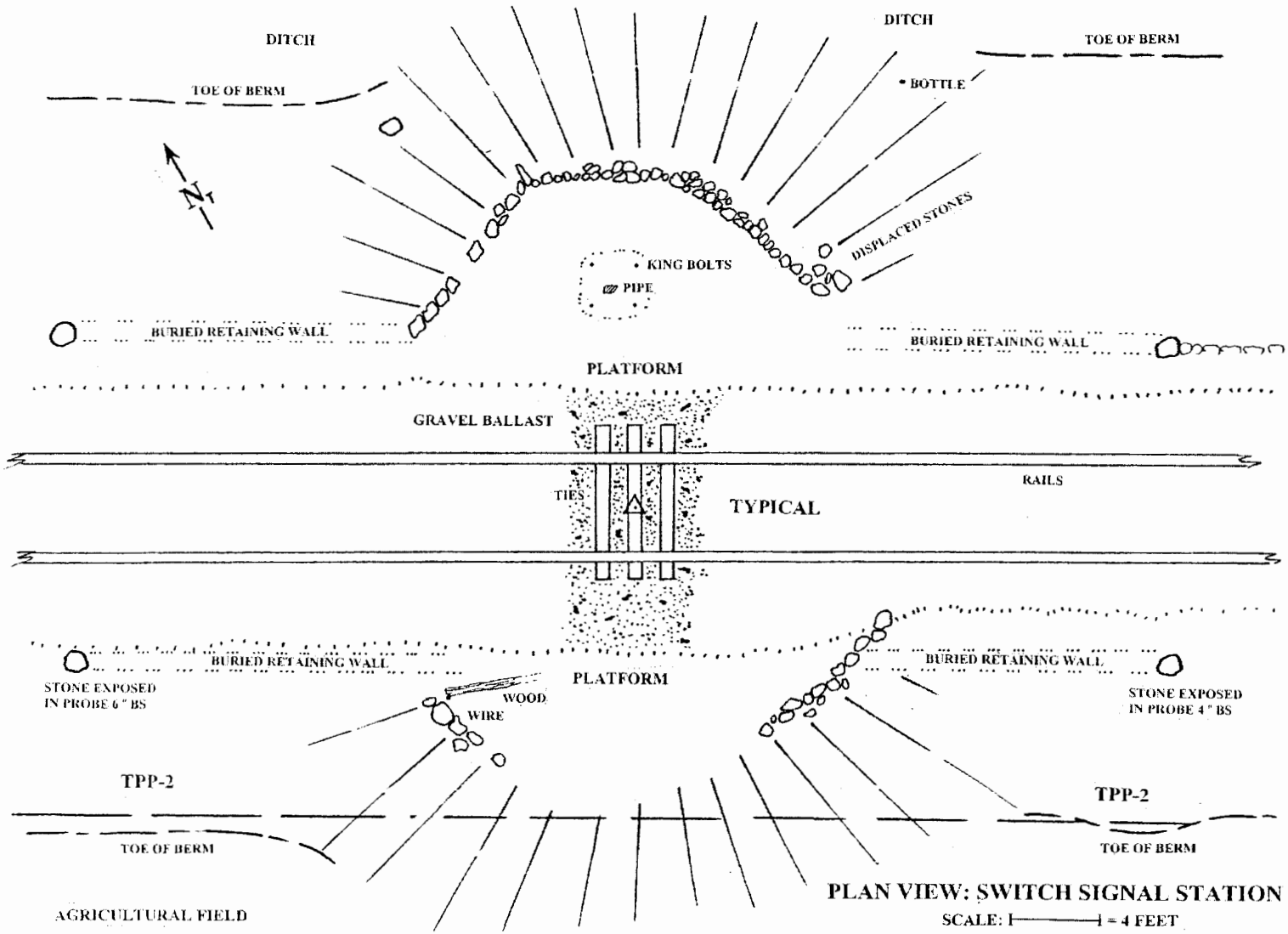


State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # P-39-000002
HRI #
Trinomial : CA-SJO-000250H

Page 13 of 17 WESTERN SWITCH SIGNAL STATION FOUNDATION
*Recorded by: R. Reno Date : Aug-Sept,2002
Control: Alidade and EDM. Datum is a nail in center of railroad tie.

Resource Name or # Southern Pacific Railroad (update 3)
☐ Continuation ☒ Update



DPR 523L (1/95)

*Required Information

A5. Cultural Constituents: Photographs of selected collected artifacts.

Left side from top to bottom:

Artifact No. 2, lag bolt.
Artifact No. 6, barbed wire.
Artifact No. 7, cut spike.
Artifact No. 5, cut nail.

Digital photo.

Right side from top to bottom:

Artifact No. 9, cut rib midsection.
Artifact No. 3, insulator fragment.

COLLECTED ARTIFACT CATALOG.

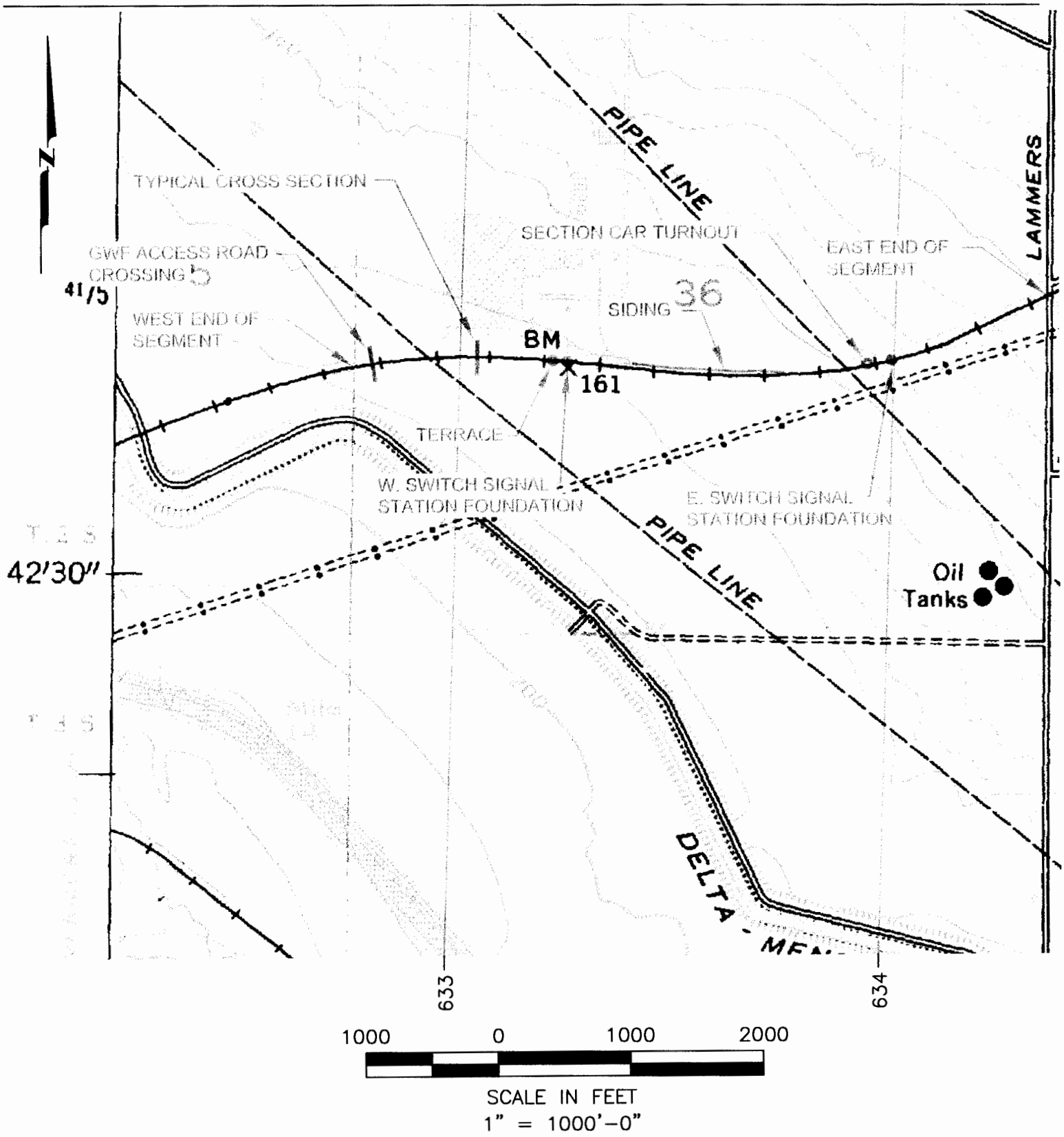
Artifacts curated at Nevada State Museum, Carson City, Nevada.

ARTIFACT CATALOG CATALOGED BY R. Reno DATE 06-03

PROVENIENCE		MATERIAL		ARTIFACT FUNCTIONAL					
REF	LOCATION	CLASS	TYPE	GROUP	CLASS	TYPE	VAR	QTY	NOTES
1	RR Crossing on berm, south side of tracks.	Glass	Aqua	Personal	Medicinal	Patent Medicine	Cod Liver Oil	1	Fragment embossed "-LIVE". Mouth-blown molded cylindrical bottle.
2	Bore entry pit. In ditch on N side of RR berm, about 4" BS.	Metal	Iron	Architectural	Hardware	Screw	Lag Bolt	1	Hand forged, 7" long, ½" dia. shank, 7/8" square head.
3	Bore entry pit. In ditch on N side of RR berm, about 6" BS.	Glass	Aqua	Group Services	Communi-cations	Insulator		2	2 frags of one insulator. Double petticoat with drip points. Same design as Hemingray 19 but embossing not on frags.
4	Bore entry pit. In ditch on N side of RR berm, about 6" BS.	Glass	Aqua	Architectural	Materials	Window Glass		2	2 frags of one item. 0.154" thick.
5	S culvert pit, W ½. 20" BS	Metal	Iron	Architectural	Hardware	Cut Nail	10d	1	Complete, very oxidized.
6	S culvert pit, W ½. 8" BS	Metal	Iron	Architectural	Materials	Barbed Wire		2	2 strand, 2 barb, very oxidized.
7	Bore entry pit next to fence post stub.	Metal	Iron	Architectural	Hardware	Cut Nail	60d	1	Complete, very oxidized.
8	Bore entry pit next to fence post stub.	Glass	Aqua	Group Services	Communi-cations	Insulator		1	Fragment of Beehive style with double petticoat without drip points.
9	Electric utility trench just S of bore exit pit on S side of RR berm.	Bone	Mammal	Food Preparation/ Consumption	Bone			1	Medium mammal rib (1-1/8" wide) saw cut 1-3/4 long.

State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP
Page 16 of 17 *Resource Name or #: Southern Pacific Railroad (Update 3)
*Drawn By: R. Reno, K. Howell Control: GPS Date of Map: June, 2003

Primary # P-39-000002
HRI#
Trinomial CA-SJO-000250H



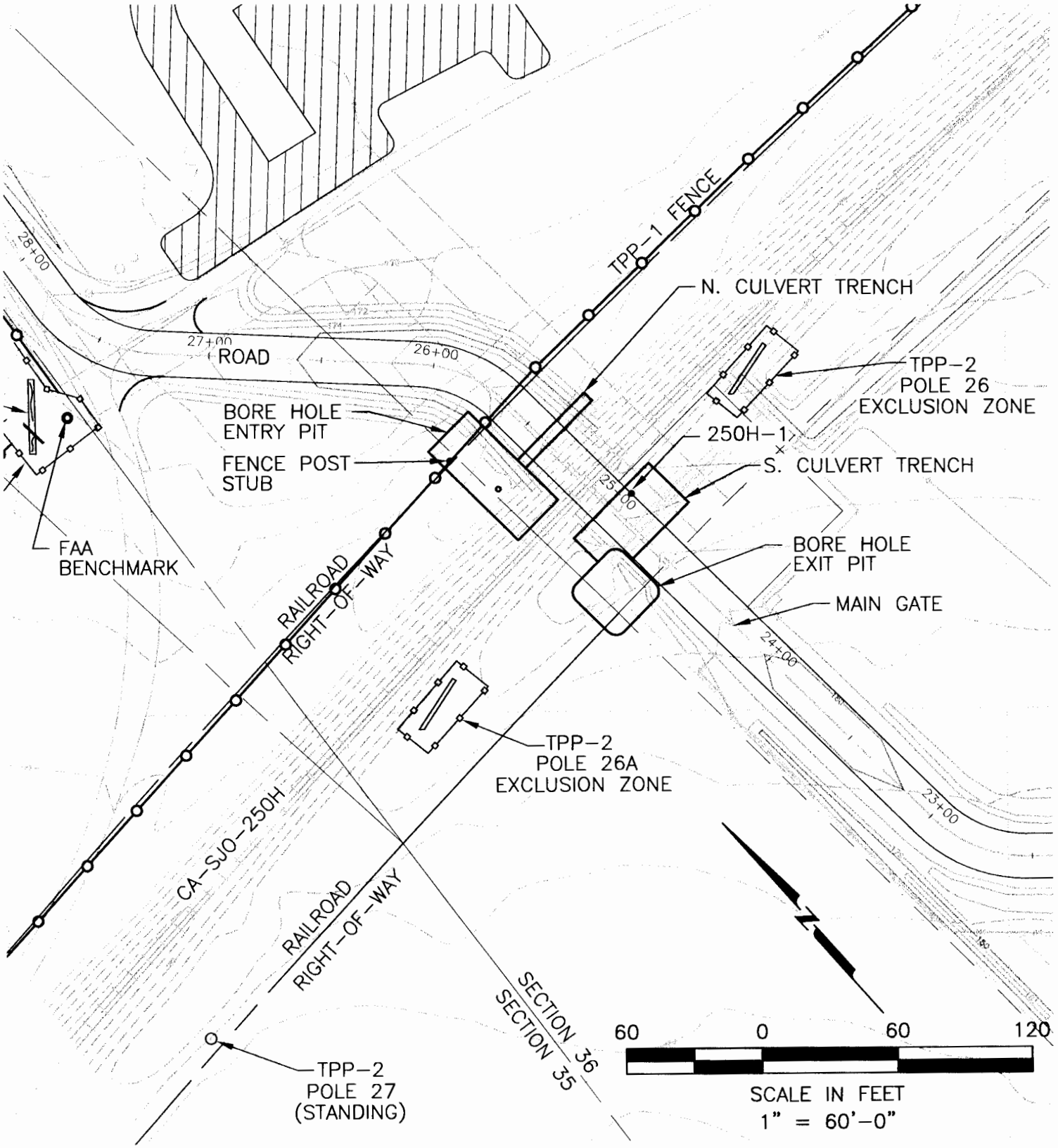
State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
SKETCH MAP
Page 17 of 17

Primary # P-39-000002
HRI#
Trinomial CA-SJO-000250H

*Resource Name or #: Southern Pacific Railroad (Update 3)
GWF Tracy Peaker Railroad Crossing

*Drawn By: R. Reno, K. Howell

Date of Map: June, 2003



update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H (Updated)
NRHP Status Code
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 2 *Resource Name or #: (Assigned by recorder) Southern Pacific Altamont Pass Route
P1. Other Identifier: Tracy Depot Segment
*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin 3/2003
and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
*b. USGS 7.5' Quad Tracy, Calif. Date 1954 (1981) T 2S ; R 5E ; SW ¼ of NE ¼ of Sec 28 ; MDM B.M.
c. Address [vicinity only] City Tracy Zip 95376
d. UTM: (Give more than one for large and/or linear resources) Zone see , below mE/ mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
This site is located south of Sixth Street, North of Fourth Street and east of Central Avenue in the old portion of Tracy. UTM A: Zone 10: 638833mE; 4177246mN UTM B: Zone 10: 639242mE; 4177448mN.

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

Segments of the Altamont Pass Route have been previously recorded in the immediate vicinity by Woodward-Clyde Consultants during their study for the Mojave Northward Expansion Pipeline in 1995. Noted by Woodward-Clyde as SPW-3, this short segment, approximately 1,600 feet in length, measured eastward from Central Avenue in Tracy, is notable only for the modern structure of the Union Pacific Railroad tracks. Apparently, some original segments of the Altamont Route are abandoned and are true historic archaeological features of CA-SJO-250H. However, the segment described here for the historic Tracy Depot vicinity, is a modern structure with no evidence of an archaeological site.

*P3b. Resource Attributes: (List attributes and codes) AH7. Railroad Grade
*P4. Resources Present: ☐Building ☐Structure ☐Object ☐ Site ☐ District ☐ Element of District ☒ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: (view, date, accession #) None

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
Original grade: 1870 (factual)

*P7. Owner and Address:
Union Pacific Railroad
6330 McCleod Dr., Suite 3
Las Vegas, NV 89120

*P8. Recorded by: (Name, affiliation, and address) Ric Windmiller
Consulting Archaeologist
P.O. Box 1358
Elk Grove, CA 95759

*P9. Date Recorded: 7-19-2002

*P10. Survey Type: (Describe)
Intensive
NHPA Sec. 106 Consultation

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Windmiller, R. and D. S. Napoli. 2003. Tracy Multimodal Station: Cultural Resources Inventory and Evaluation, City of Tracy, San Joaquin County, California. Ric Windmiller, Consulting Archaeologist. Copies available from the Central California Information Center, CSU-Stanislaus.

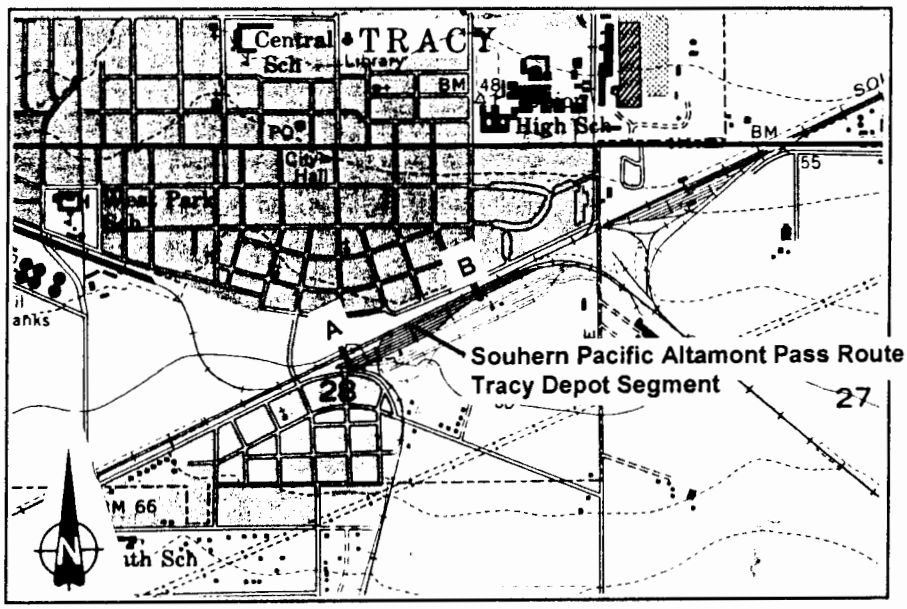
*Attachments: ☐NONE ☒Location Map ☐Continuation Sheet ☐Building, Structure, and Object Record ☐Archaeological Record ☐District Record ☐Linear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

P-39-000002

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # CA-SJO-250H (Updated)
HRI#
Trinomial

*Resource Name or # (Assigned by recorder) Southern Pacific Altamont Pass Route
*Map Name: Tracy, Calif. *Scale: 1:24,000 *Date of map: 1954 (1981)



*Required information

update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000250H
NRHP Status Code
Other
Review Code ____ Reviewer ____ Date 2/2002

Page 1 of 4 **Resource Name or #:** (Assigned by recorder) CA-SJO-250H (Update 2)

P1. Other Identifier Southern Pacific Railroad

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County** San Joaquin County

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

*b. **USGS 7.5' Quad** Tracy **Date** 1954 (photorevised 1981) **T** 2 S; **R** 4 E; ~~NW and NE ¼ of SE ¼~~ NW and NE ¼ of SW ¼ of **Sec** 36; MD **B.M.**

c. Address ____ City ____ 633,765 4174,790 Zip ____

d. UTM: (Give more than one for large and/or linear resources) Zone 10, Point A: ~~634,365~~mE/ ~~4,175,012~~ mN
Point B: 633,460mE/ 4,174,792 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Traveling south on Highway 580, exit on Patterson Pass. Turn left at stop sign, then turn right onto Schulte Road. Travel 2.1 miles east on Schulte Road and turn right onto unnamed dirt road. Drive 0.6 miles and park. Railroad tracks are due south.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This CA-SJO-250H update is an augmentation to a site record previously recorded by JRP Consulting Services in 1994 (Hatoff 1995). The update describes two locations on the railroad alignment (see point A and point B on the location map). JRP's overall evaluation stated that although this railroad played an important role in the history of transportation in California and the western United States, and to the development of the San Joaquin Valley and Bay Area, the segments recorded have insufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible to the National Register. The newly recorded segments included within this update are identical in materials, setting, design, workmanship, feeling and association with the segments previously recorded by JRP and are not eligible for listing in the National Register (see original site record). Photos one and two included within the continuation for this update depict identical segments of the Southern Pacific Railroad, one segment previously recorded by JRP and the other segment newly recorded by URS Corporation (point A). The segment previously recorded by JRP is less than 700 feet east of the segment recorded by URS. Another segment recorded by URS (point B) is depicted in photo 3. It is approximately 600 feet east of one of the segments previously recorded by JRP.

***P3b. Resource Attributes:** (List attributes and codes) HP11; Engineering structure

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

P5b. Description of Photo: (view, date, accession #) Newly recorded segment of Southern Pacific Railroad; view to the east.

***P6. Date Constructed/Age and Sources:**
☒Historic
☐Prehistoric ☐Both

***P7. Owner and Address:**
Southern Pacific Railroad – address unknown

***P8. Recorded by:** (Name, affiliation, and address)
R.Egherman
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

***P9. Date Recorded:** 9/5/01

***P10. Survey Type:** (Describe) Intensive Pedestrian Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Hatoff. 1995 [27593]
Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project; URS Corp., 2001. Technical Report: GWF Tracy Peaker Project: Appendix C of Application for Certification. [45097]

***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): Photos

Photo 1: View of railroad segment newly recorded by URS Corporation (west end), note the water tower in the background (point A). View to the east.

Photo 2: View of railroad segment previously recorded by JRP Consulting Services, water tower at the left of frame. View to the east.

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

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000250H

 *Resource Name or # (Assigned by recorder) CA-SJO-250H (Update 2)
*Recorded by: R.Egherman *Date Recorded 9-5-01 ☐ Continuation ☒ Update

Photo 3: Southern Pacific Railroad and spur (to the right of frame), Nutting-Rice Warehouse and Owens-Brockway Glass Bottle Plant in the background and to the north (point B). View to the west.

*Required information

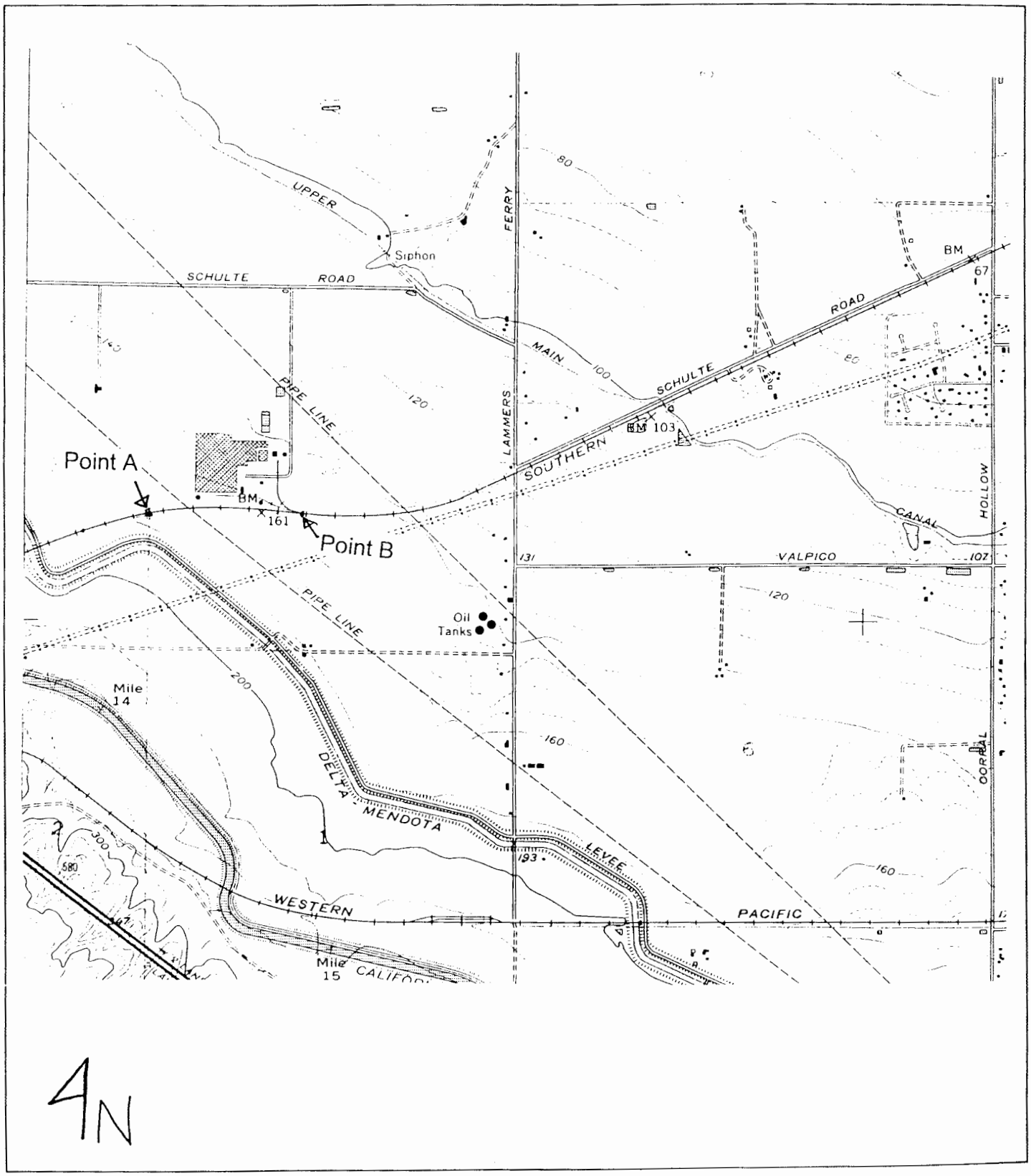
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI#
Trinomial CA-SJO-000250H

*Resource Name or # (Assigned by recorder) CA—SJO-250H (Update 2)

*Map Name: Tracy *Scale: 1:24,000 *Date of map: 1954 (photorevised 1981)



4N

*Required information

update

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000250H
NRHP Status Code
Other
Review Code ____ Reviewer ____ Date 2/2002

Page 1 of 3 **Resource Name or #:** (Assigned by recorder) CA-SJO-250H (Update)

P1. Other Identifier Southern Pacific Railroad

***P2. Location:** ☒ **Not for Publication** ☐ **Unrestricted** ***a. County** San Joaquin County

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

*b. **USGS 7.5' Quad** Tracy **Date** 1954 (photorevised 1981) **T** 2 S; **R** 4 E; NW and NE ¼ **of** SE ¼ **of Sec** 36; NW and NE ¼ **of** SW ¼ **of Sec** 36; MD **B.M.**

c. Address ____ City ____ Zip ____

d. UTM: (Give more than one for large and/or linear resources) Zone 10, east end: 634,365mE/ 4,175,012 mN
west end: 632,765mE/ 4,174,789 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Travelling south on Highway 580, exit on Patterson Pass. Turn left at stop sign, then turn right onto Schulte Road. Travel 2.1 miles east on Schulte Road and turn right onto unnamed dirt road. Drive 0.6 miles and park. Railroad tracks are due south.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This CA-SJO-250H update includes a 1-mile railroad segment, a portion of which that has been previously recorded by JRP Consulting Services in 1994 (Hatoff 1995). JRP's overall evaluation stated that although this railroad played an important role in the history of transportation in California and the western United States, and to the development of the San Joaquin Valley and Bay Area, the segments recorded have insufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible to the National Register. The newly recorded segment included within this update is consistent in materials, setting, design, workmanship, feeling and association with the segments previously recorded by JRP (See original Site Record).

***P3b. Resource Attributes:** (List attributes and codes) HP11; Engineering structure

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

P5b. Description of Photo: (view, date, accession #) Southern Pacific Railroad and spur (to the left of frame); view to the east

***P6. Date Constructed/Age and Sources:** ☒Historic ☐Prehistoric ☐Both

***P7. Owner and Address:** Southern Pacific Railroad – address unknown

***P8. Recorded by:** (Name, affiliation, and address) R.Egherman
URS Corporation
500 12th St., Suite 200
Oakland, CA 94607-4014

***P9. Date Recorded:** 6/8/01

***P10. Survey Type:** (Describe) Intensive Pedestrian Survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Hatoff. 1995 Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project; URS Corp., 2001. Technical Report: GWF Tracy Peaker Project: Appendix C of Application for Certification.

***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): Photos

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

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000250H

 ***Resource Name or #** (Assigned by recorder) CA-SJO-250H (Update)
***Recorded by:** R.Egherman ***Date Recorded** 6-8-01 ☐ Continuation ☒ Update

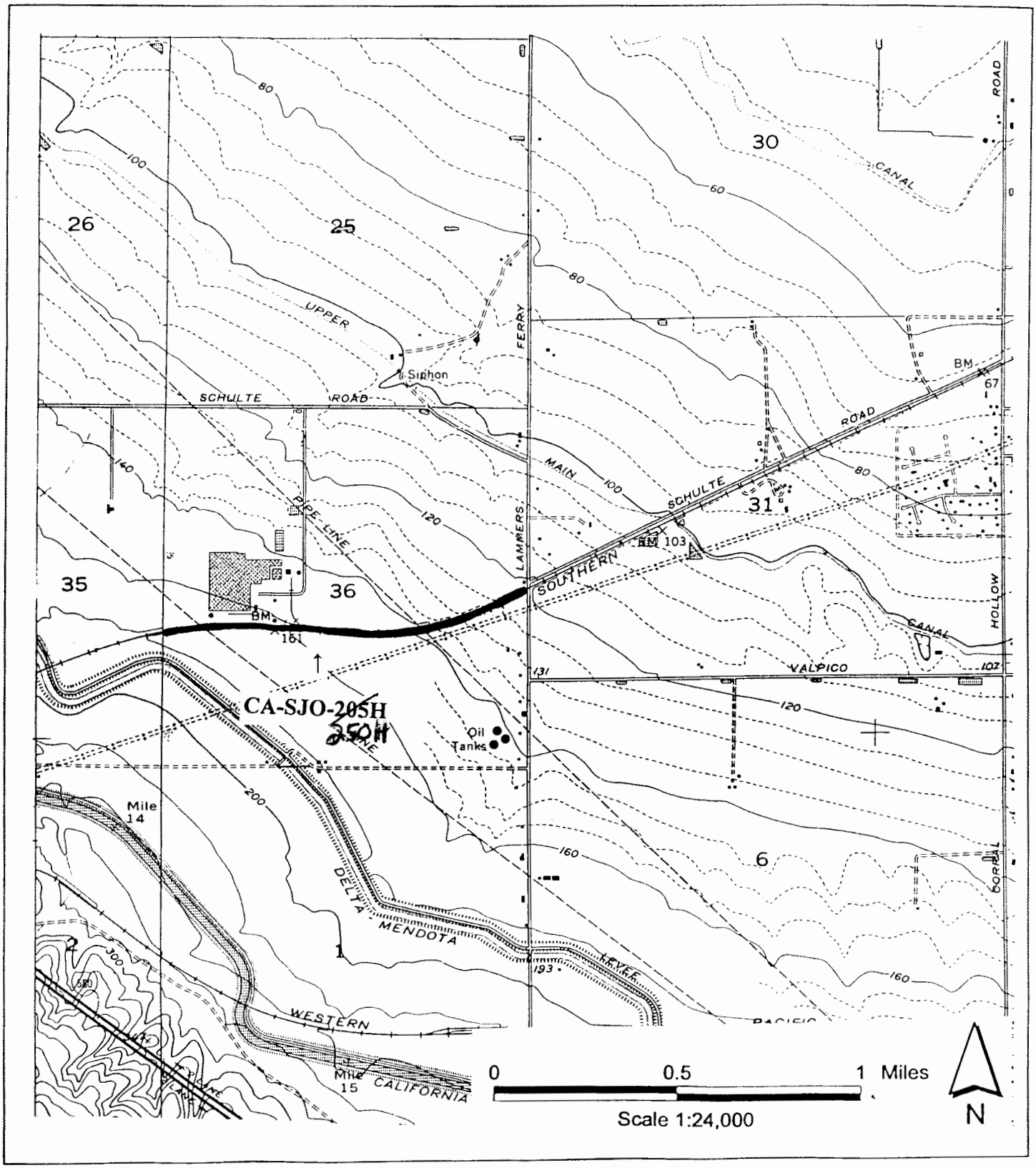
Photo 1: Southern Pacific Railroad and spur (to the right of frame), Nutting-Rice Warehouse and Owens-Brockway Glass Bottle Plant in the background and to the north. View to the west.

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

LOCATION MAP

Primary # P-39-000002
HRI#
Trinomial CA-SJO-000250H

Page 3 of 3 *Resource Name or # (Assigned by recorder) CA-SJO-250H
*Map Name: Tracy *Scale: 1:24,000 *Date of map: 1954 (photorevised 1981)



DPR 523J (1/95)

*Required information

P-39-000002
CA-SJO-000250H

5/96

SITE NAME: Southern Pacific: San Joaquin Valley West Side Branch
SITE NUMBERS: SPW-2
QUAD SHEET: Vernalis (38)
PIPELINE LOCATION: Milepost 226.5

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's west branch line from Fresno to Tracy at one site in San Joaquin County, SWP-2. At this site there is a single track with no other features.

SPW-2 is located in a rural setting, between an irrigation canal of the Banta-Carbona Irrigation District and a 1930s-era farmstead with modern outbuildings. The tracks show evidence of regular use (shiny rails) and maintenance (regular shaping of embankment, consistent ballasting, etc.). There are no other related railroad resources at this site.

Detailed information regarding the site, with photographs and site map showing location is provided in the attached "Railroad Feature Inventory Form."

History of Feature

During the 1870s the Big Four expanded and maintained their effective monopoly over California's railroad network. (A overview of California railroads can be found in Section 2.2 above). In the southern San Joaquin Valley irrigated farming developed in the 1870s west of Southern Pacific's main line in what was known as the Mussel Slough Country on the Kings River fan. In 1877 the Southern Pacific opened a branch road for traffic from Goshen westward into this region (Preston 1981: 122-123).

As on the east side of the valley, in 1888 the Southern Pacific also laid plans for a new railroad down the west side of the valley by acquiring a right-of-way through the vast Miller & Lux westside holdings. Later that year the Southern Pacific began laying rails on a thirty-seven mile stretch southeast of Tracy. Scheduled service was extended to Newman in Stanislaus County on July 1, 1888, to Los Banos (Merced County) on November 1, 1889, and to Armona (Tulare County) on August 28, 1891. The west side line was connected to the main line by the Collis Branch from Collis to Fresno in July 1892. The express night trains of the Southern Pacific followed the west side route from the San Francisco Bay region as the scarcity of towns and passenger traffic made high speed travel possible.

As on the main and east side line, the railroad promoted new town sites on railroad land adjacent to its west side tracks. During the last two decades of the nineteenth century, the railroad established or planned at least 21 towns or stations on the Tracy, Armona, and Collis branches. Following abandonment of smaller branches, the Collis Branch running east from Collis to Fresno became the only southern connection with the main line (Carothers 1934: 45).

P-39-000002
CA-SJO-000250H

In 1923 the Southern Pacific began a major program of rehabilitation and development that lasted through 1930 and cost $387 million; it was one of the largest such programs in the company's history (Heath 1945: 25-30). During the Great Depression, Southern Pacific's revenue dropped and reduction of services followed; some branch lines were abandoned and torn up, unprofitable services curtailed, and old equipment scrapped. In contrast during World War II the company set all time freight records, and passenger traffic rose even faster. During the war years, the Southern Pacific made great strides in improvement of its rolling stock, including better traffic control, 1,400 miles of heavier duty rails, additional sidings and siding extensions (necessary because so much of the line was single track), strengthening and improving bridges and trestles, installation of new roundhouse and shop facilities, and station expansion (Hofsommer 1986: 190-1207; Heath 1945:44-50). After the war, Southern Pacific used its wartime gains to enhance its operating system. Rails between San Francisco and Los Angeles on the West Valley Route were improved to accommodate streamline train *Lark*, a luxury overnight travel service. SPW-2 is on this line.

Evaluation of Feature

SPW-2, on the Southern Pacific West Valley Route between Fresno and Tracy, recorded as a part of this inventory does not appear to be eligible for listing in the National Register of Historic Places. The line was built in the 1880s. While it played a role in the history of transportation in California and the western United States, and to the development of the San Joaquin Valley, the railroad related resources at SPW-2 exhibit insufficient integrity of materials, setting, design, workmanship, feeling and association to the period of significance (1877-1892) to be eligible to the National Register.

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the line, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. SPW-2 does not have resources from the period of significance, nor does it provide a feeling of time and place.

Like most heavily used main railroad routes, this line has aspects that are more similar to a machine than a structure. As with all pieces of heavy equipment, over time parts become worn out or break and are then replaced. In the case of SPW-2, the major resource related to the period of significance is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, etc. -- have been replaced and exhibit either dates or characteristics that place their installation well after the period of significance. For example, the rails date from 1929, and the ties from 1941 or later; the tie plates date from 1929-1941. The line is uniformly shaped and evenly ballasted, suggesting recent maintenance and exhibiting a modern appearance. Therefore SPW-2 is not eligible for listing in the National Register owing to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association.

RAILROAD FEATURE INVENTORY FORM

P-39-000002
CA-SJO-0002SOH

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project **LOCATION NO:** SPW-2
MILEPOST: 226.5 **PHOTO DATE:** April 17, 1994
QUAD NAME & NO.: Vernalis (38)

1. **Name of Line:** Southern Pacific Railroad (old Western Pacific Line Sacramento to San Jose)

2. **Location of recordation:** This site is located on the north side of Linne Road if it extended across the West Branch Canal and Ahern Road, and east of Bird Road **(Photograph 1)**.

3. **Structures at or near this location:** None.

4. **Setting at this location:** Site SPW-2 is located southeast of Tracy in an agricultural area with scattered farmsteads. The railroad at this site parallels an irrigation canal and main county road (Ahern). There is a farmstead with a residence (20' x 40' front gables with horizontal board siding and new aluminum slider windows), a mobile home, and a barn and outbuildings to the northwest of the site, in the triangle formed by Bird Road, Linne Road (if continued east) and the railroad.

5. **Integrity considerations for this feature:** This mainline is very uniform in appearance. The tracks are not welded, and the line was recently reballasted. The rails at this location date to 1929, while the tie spikes indicate dates of 1929 - 1941.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: 18

   Top width (crown): 11

   Height or Depth: 2

   Ballast Material: New crushed granite and pumice

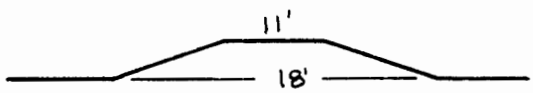
7. **Observed dates:**

   Rails: 1929, consistently along line

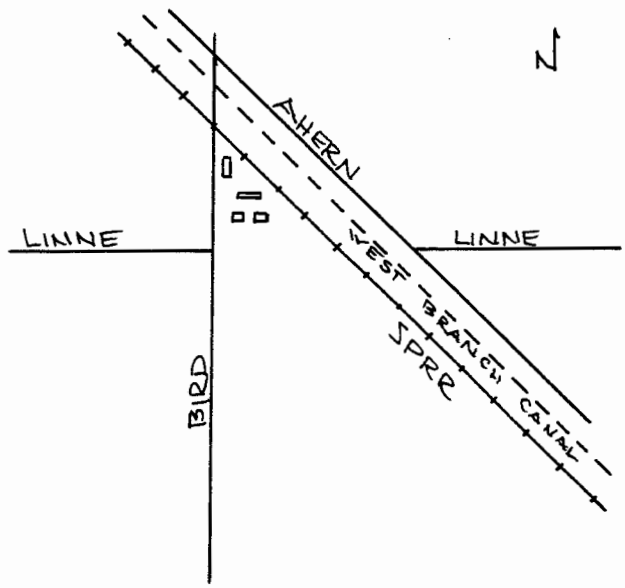
   Tieplates: 1929-1941

   Other: pressure treated ties

Sketch, in cross section: Looking northwest



Location Sketch:

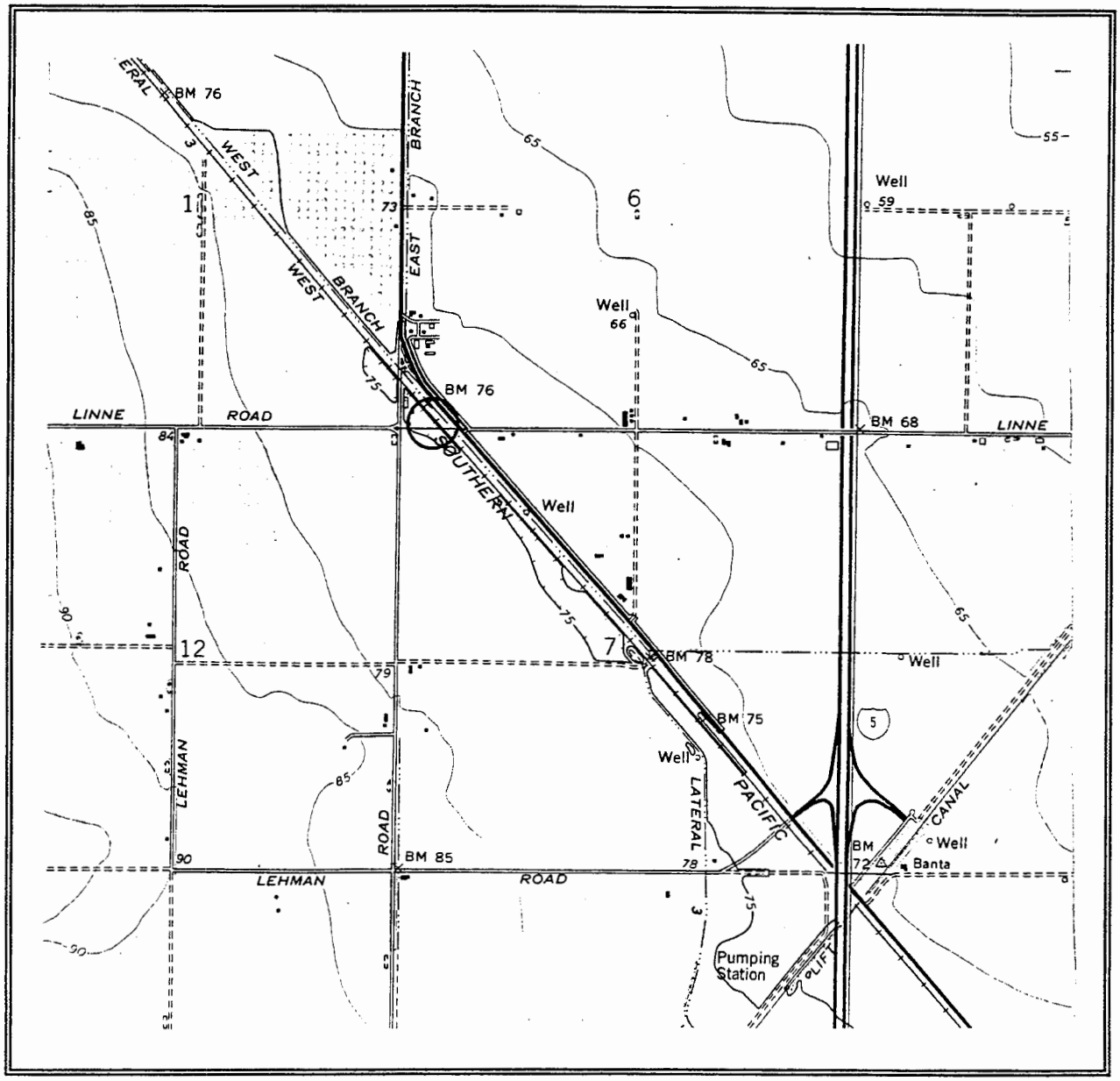


Photograph Number: 1
Site Number: SPW-2
Common Name: Southern Pacific

1

P-39-000002
CA-SJO-000250H

P-39-000002
CA-SJO-000250H



SITE NAME: Southern Pacific, San Joaquin County
SITE NUMBER: SPW-2
QUAD SHEET: "Vernalis Quadrangle," USGS: 1969, photorevised 1980
PIPELINE LOCATION: MP 226.5

New segment

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-000250H
NRHP Status Code

Other Listings
Review Code _____ Reviewer _____ Date

 Resource Name: ADM-3

P1. **Other Identifier:** San Joaquin and Sierra Nevada Railroad (SJSNRR) and Southern Pacific Railroad (SPRR)

P2. **Location** ☐ **Not for Publication** ☑ **Unrestricted:**

a. **County:** San Joaquin

b. **USGS 7.5' Quad:** Lockeford **Date:** 1968 (PR 1979) **T** 3N; **R** 7E; SE ¼ **of** NE ¼ of **Sec** 6; Mount Diablo Baseline & Meridian

c. **Address:** **City** **Zip**

d. **UTM:** Western terminus of recorded segment: **Zone** 10; 653555 **mE** 4222551 **mN** (NAD83)
Eastern terminus of recorded segment: **Zone** 10; 653890 **mE** 4222557 **mN** (NAD83)

e. **Other Locational Data:** This segment of abandoned railroad grade is situated parallel and adjacent to East Victor Road, Lodi, California.

P3a. **Description:** This resource consists of an approximately 1,100 linear feet segment of abandoned and dismantled railroad. The San Joaquin and Sierra Nevada Railroad (SJSNRR) narrow gauge tracks at this location were originally built by the SJSNRR in 1882. The SJSNRR was incorporated by a group of local businessmen from Lodi and surrounding areas on March 21, 1882 (Wagers 1975:83). The SJSNRR was acquired by the Southern Pacific Railroad in 1886, which used the railroad until it was dismantled in the early 1990s. Currently the resource is characterized by an approximately 10-feet wide low berm. Except for a couple of railroad tie fragments, all rails and ties from this segment have been removed.

P3b. **Resource Attributes:** (AH7) roads/trails railroad grades

P4. **Resources Present:** ☑ **Structure**

P5a. **Photograph:**

P5b. Description of Photo: East facing view of railroad grade taken from western terminus of the recorded segment.

P6. Date Constructed/Age and Source:
☑ **Historic**
SJSNRR (1882-1886); and SPRR (1886-ca. 1992)

P7. Owner and Address:
Archer Daniels Midland Company
4666 Faries Parkway
Decatur, IL 62526

P8. Recorded by:
E. Timothy Jones
LSA Associates, Inc.
157 Park Place
Point Richmond, CA 94801

P9. Date recorded: July 28, 2006

P10. Survey Type: Intensive

P11. Report citation: Jones, E. Timothy, Toni Douglass, and Ben Matzen. 2007. *A Cultural and Paleontological Resources Study for the Archer Daniels Midland Sweetener Distribution Center Project.* LSA Associates, Inc., Point Richmond, California.

Attachments: ☑**Location Map**

DPR 523A (1/95)

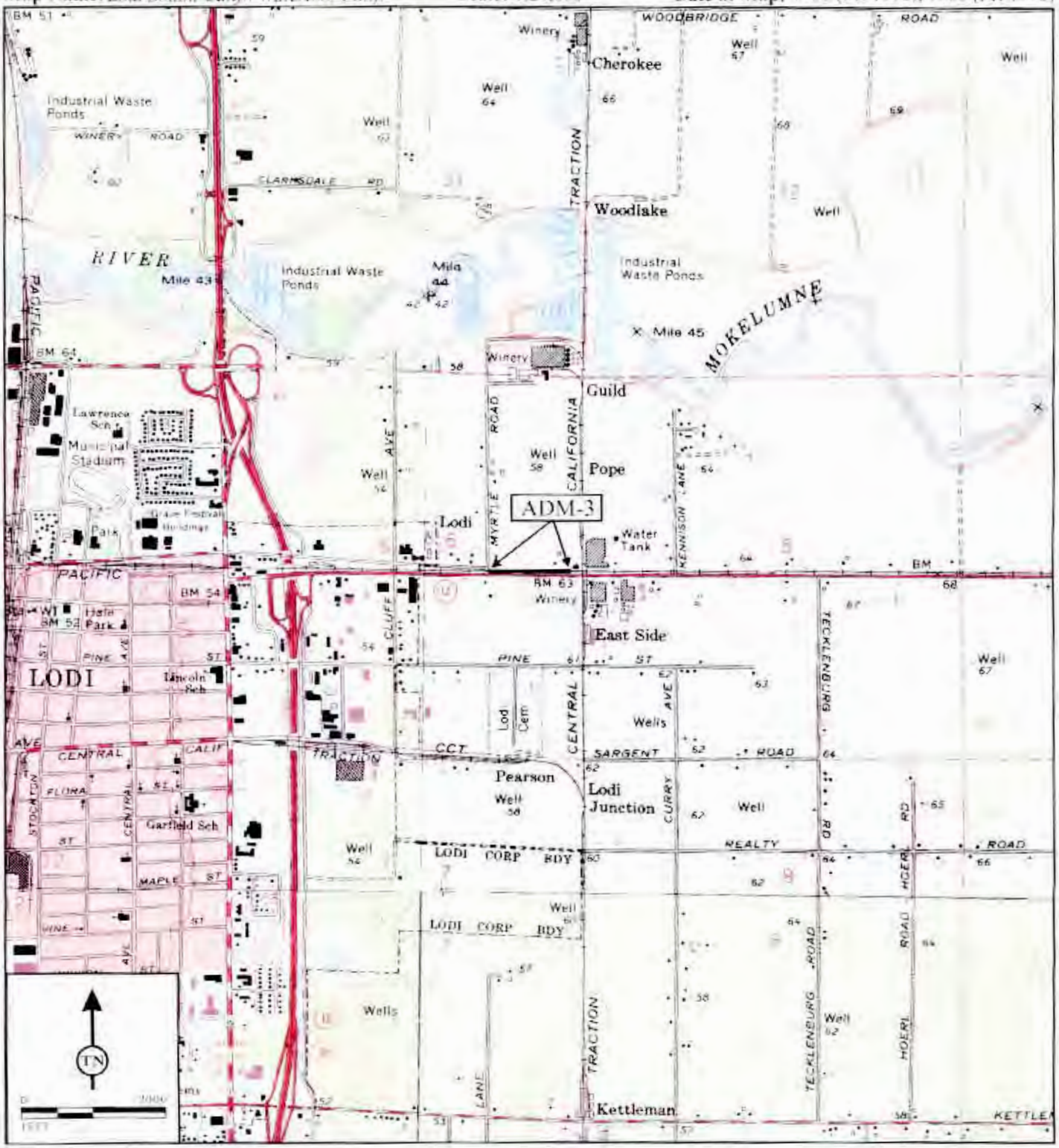
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002-
HRI #
Trinomial CA-SJO-000350H

Resource Name: ADM-3

Map Name: *Lodi North, Calif.; Lockeford, Calif.* / *Lodi South, Calif.; Waterloo, Calif.* **Scale:** 1:24,000 **Date of Map:** 1968 (PR 1976); 1968 (PR 1979) / 1968 (PR 1976); 1968 (PR 1978)



State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-2504
NRHP Status Code 7
Other Listings
Review Code Reviewer Date 11

Page 1 of 4 409

*Resource Name or #: JSA-EBMUD-10

P1. Other Identifier: Kentucky House Branch of the Southern Pacific Railroad

*P2. Location: ☐ Not for Publication ■ Unrestricted a. County San Joaquin

b. USGS 7.5' Quad Lockeford, Calif. Date 1968 T 03N; R 07E; 1/4 of SW/4 of Sec 5; MDM B.M.

c. Address Clements City Zip

d. UTM: (Give more than one for large and/or linear feature) Zone 10, 653952 mE/ 4222565 mN

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

Also SE 1/4 of section 6. UTM datum:NAD 1983. SECOND LOCATION RECORDED:USGS Clements,CA 1968. T 04N; R 09E; SW 1/4 of section 17, SE 1/4 of section 18. UTM: 673580 mE 4229260 mN UTM datum: NAD 1927.

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

The resource is two 100 feet long segments of the former Lodi to Kentucky House Branch of the Southern Pacific Railroad. It is a standard gauge railroad that has been abandoned. At the western segment, located at the intersection with the Central California Traction Railroad (JSA-EBMUD-1), the cross track has been removed. The eastern segment is intact. The railroad originated as a narrow gauge line of the San Joaquin & Sierra Nevada Rail Road Company. It was completed to Wallace by October 1882. The line became part of the Southern Pacific in 1888. In 1925 the line, now standard guage, was extended to Kentucky House for the purpose of hauling cement. Cement from the Calaveras Cement Company was used to build San Francisco-Oakland Bay Bridge and the Friant Dam along with other large Northern California projects. Historic information was provided by John R. Signor in a letter dated February 7, 1997.

*P3b. Resource Attributes: (List attributes and codes) HP18. Train

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

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)

*P6. Date Constructed/Age and Sources:
☐ Prehistoric ■ Historic ☐ Both
1882 Original narrow gauge at this location.

*P7. Owner and Address:
Union Pacific Railroad
1416 Dodge
Omaha, NE 68179
P–Private

*P8. Recorded by: (Name, affiliation, address)
Christopher Dore, W.L. Norton
Jones & Stokes Associates
2600 V Street, Suite 100
Sacramento, CA. 95815-1914

*P9. Date Recorded: 07/09/1997

*P10. Survey Type: (Describe)
Reconnaissance:
Pedestrian survey

*P11. Report Citation: (Cite survey report/other sources or "none") Interim Cultural Resources Inventory Report for the EBMUD Folsom South Canal Connection Project, Sacramento & San Joaquin Co.'s CA.

*Attachments: ☐ NONE ■ Location Map ☐ Sketch 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)

DPR 523A (1/95) *Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H

Resource Name or #: JSA-EBMUD-10

L1. Historic and/or Common Name: Lodi Branch

L2a. Portion Described: ☐ Entire Resource ■ Segment ☐ Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, legal description, etc. Show field inspected area on a Location Map.)

Western segment is located at the intersection with the Central California Traction Railroad (JSA-EBMUD-1). The eastern segment is centered immediately west of the railroad intersection with Cord Road, south of State Route 12, in eastern San Joaquin County.

L3. Description: (Describe construction details, materials, and artifacts found at this segment or point. Provide plans or sections as appropriate.)

The western segment of the resource is no longer intact, the rail cross-piece that intersected with the Central California Traction Railroad has been removed. The eastern segment is intact.

L4. Dimensions: (in feet for historic features and meters for prehistoric features.)

a. Top Width bed approx 10 feet
b. Bottom Width N/A
c. Height or Depth N/A
d. Length of Segment 2- 100 feet segments

L5. Associated Resources:

Central California Traction Railroad (JSA-EBMUD-1)

L4e. Sketch of Cross-Section (include scale) Facing:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc. as appropriate.)

Western segment is on the Central Valley Floor, in a light industry area. Eastern segment is an area of rolling hills and small drainages.

L7. Integrity Considerations:

The western segment has been partially dismantled.

L8a. Photograph, Map or Drawing

Date of Photo: / /

Photo Number:

Graphics Filename: @ 0DPI

L8b. Description of Photo, Map, or Drawing: (View, scale, etc.)

L9. Remarks:

L10. Form Prepared by: (Name, affiliation & address)

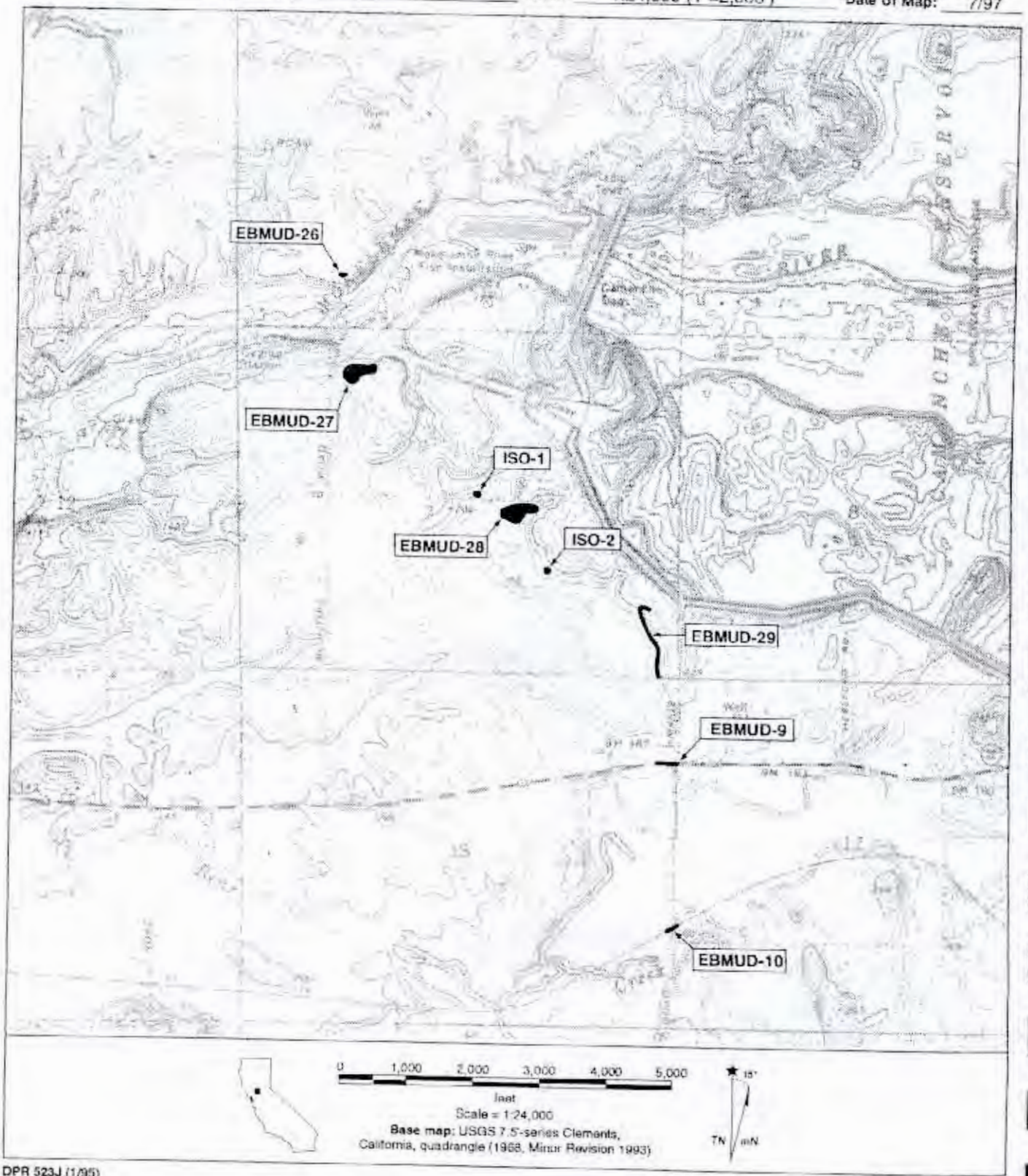
L11. Date: / /

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial CA-SOL-250H

*Resource Name or #: EBMUD-10 (East Segment)
*Map Name: Location Map *Scale: 1:24,000 (1"=2,000') *Date of Map: 7/97



DPR 523J (1/95)

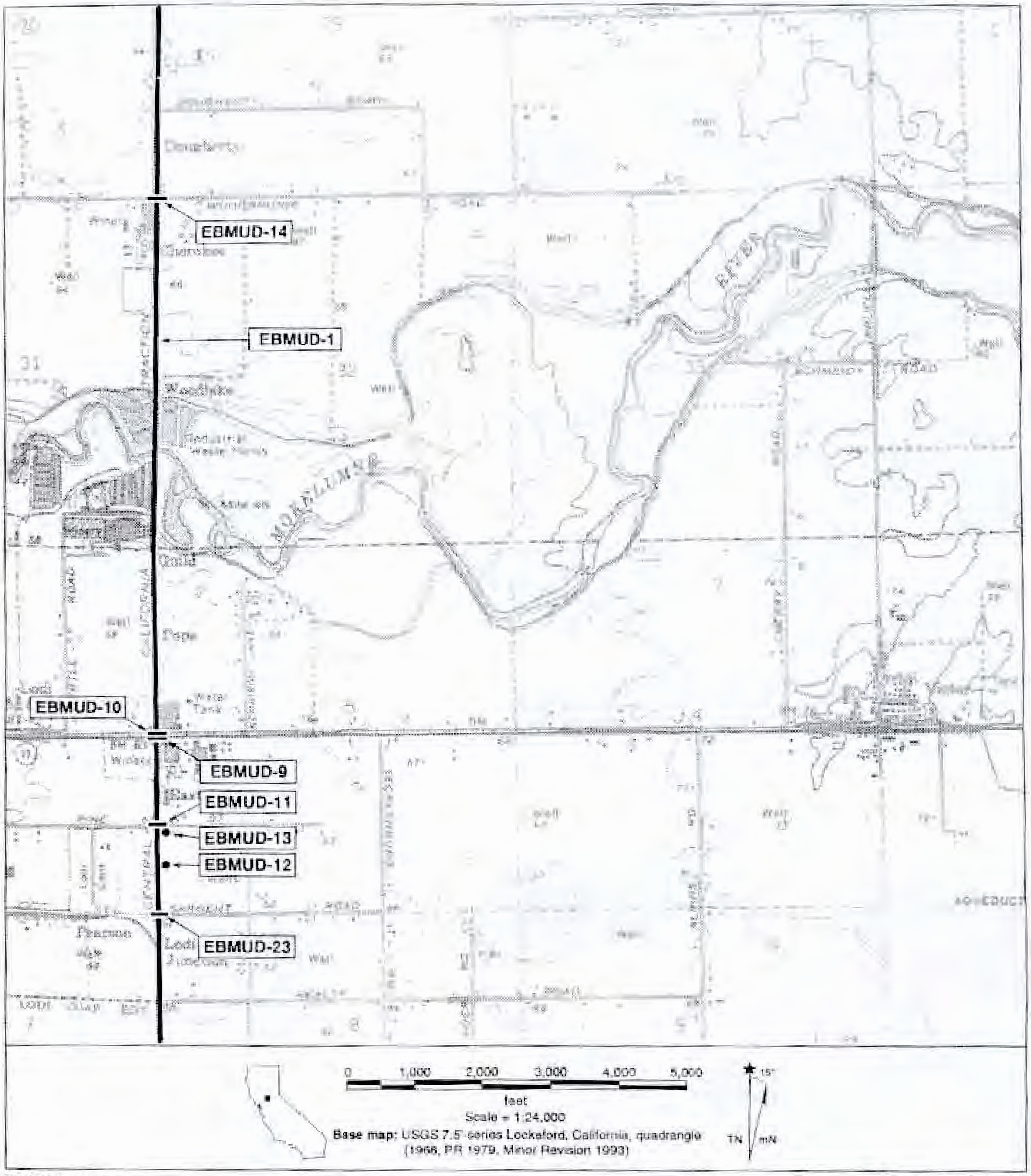
*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H

*Resource Name or #: EBMUD-10 (West Segment)

*Map Name: Location Map *Scale: 1:24,000 (1"=2,000') *Date of Map: 7/97



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

PRIMARY RECORD

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: CA-SJo-250H

4/09

P1. Other Identifier: Lodi to Kentucky House Branch of the SSPR

*P2. Location: ☐ Not for Publication XUnrestricted

*a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Clements Date: 1969. PR 1993 T4N; R 9E; ¼ of ¼ of Sec ; M.D. B.M.

c. Address: City: Zip:

d. UTM: Zone: 10 ; 673500 mE/ 4229459 mN (G.P.S.)

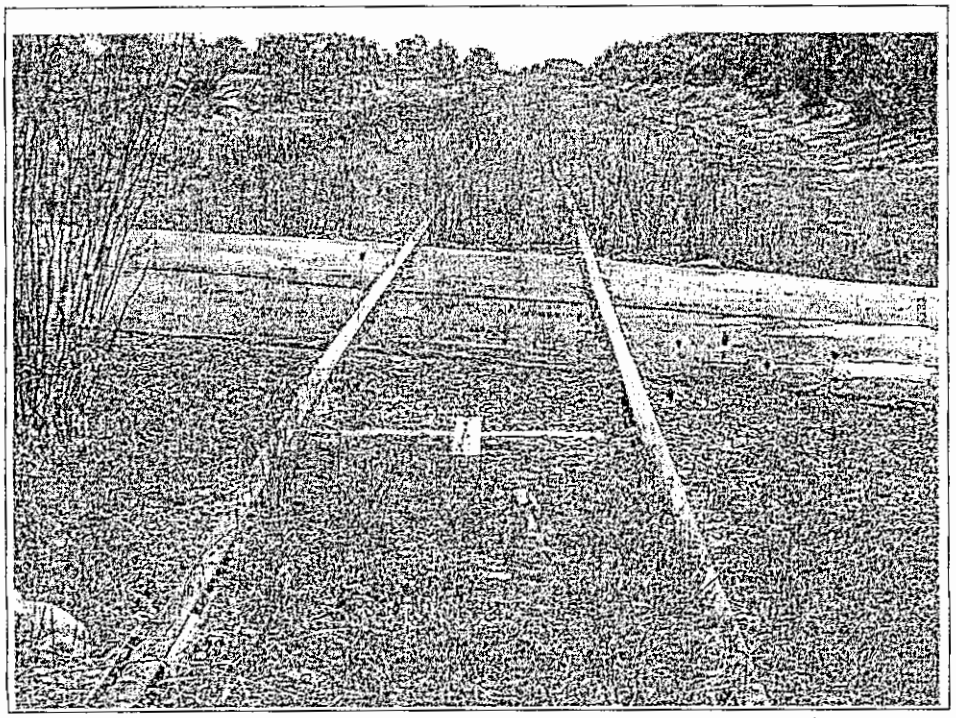
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation:

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

CA-SJo-250H is a standard-gauge railroad, though it was initially constructed as a narrow-gauge railroad.

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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



P5b. Description of Photo: (View, date, accession #)
Facing West, 9/28/05

*P6. Date Constructed/Age and Sources: XHistoric
☐Prehistoric ☐Both
Circa 1880

*P7. Owner and Address:
UPRR

*P8. Recorded by: (Name, affiliation, and address)
MR Bowen
Jones & Stokes
2600 V Street
Sacramento, CA 95818

*P9. Date Recorded: 9-28-05

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2006 *Cultural Resources Inventory Report for the Freeport Regional Water Project, Sacramento and San Joaquin Counties, California.*

*Attachments: ☐NONE ☐Location Map ☐Sketch Map ☐Continuation Sheet XBuilding, Structure, and Object Record ☐Archaeological Record ☐District Record XLinear Feature Record ☐Milling Station Record ☐Rock Art Record ☐Artifact Record ☐Photograph Record ☐ Other (List):

*Required information

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

Primary # P-39-000002
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD CA-SJO-250H

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CA-SJo-250H

B1. Historic Name: Lodi to Kentucky House Branch of the SSPR
B2. Common Name:
B3. Original Use: Railroad B4. Present Use: Railroad
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)

*B7. Moved? XNo ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features:

B9a. Architect: N/A b. Builder: N/A
*B10. Significance: Theme: Transportation development Area: Sacramento
Period of Significance: Circa 1880 Property Type: Railroad Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 1997, Jones and Stokes recorded a segment of the railroad located in the project area. The railroad line served as the former Lodi to Kentucky House Branch of the SPRR and is now abandoned. The railroad has been determined ineligible for listing in the NRHP.

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

*B12. References:
Jones & Stokes Associates 1997, California Office of Historic Preservation 2002:1.

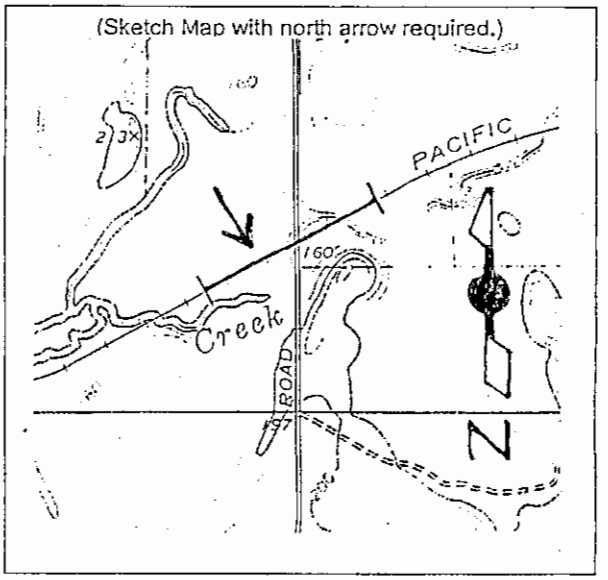
B13. Remarks:

*B14. Evaluator: MR Bowen, Jones & Stokes

*Date of Evaluation: 12/15/05

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P39-000002
HRI #
Trinomial CA-SJO-250H

Resource Name or #: (Assigned by recorder) CA-SJo-250H

L1. Historic and/or Common Name: Lodi to Kentucky House Branch of the SSPR

L2a. Portion Described: ☐ Entire Resource X Segment ☐ Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)
UTM: Zone: 10; 673500 mE/ 4229459mN

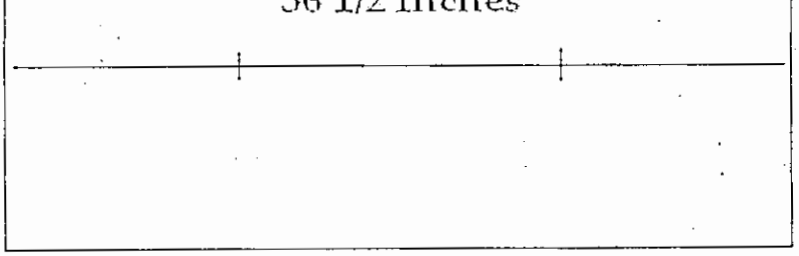
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

CA-SJo-250H is a standard-gauge railroad, though it was initially constructed as a narrow-gauge railroad.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)
a. Top Width: 56 ½ Inches
b. Bottom Width: N/A
c. Height or Depth: N/A
d. Length of Segment: Approx. 2000 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) Facing: West



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
Rural setting, agricutlral field adjacent to alignment.

L7. Integrity Considerations: See Building, Structre, Object Record.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing (View, scale, etc.)
See Primary Record form.

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
MR Bowen
Jones & Stokes
2600 V Street
Sacramento, CA 95818

L11. Date: 12/15/05

Undertaking Identifier: ICC941110A 06/18/98 Page: 2
Undertaking Name: DOCKET #AB-12,SUB #155X,SP RR ABANDONMT,39.30 MI,SJO/CAL
Property number: 094317
BRIDGE-MP117.90 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Clements 75'??
(no map)

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1924 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval	Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0002-0000	6Y2		01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2		01/23/95	CLARENCE CAESAR

****
Property number: 094318
BRIDGE-MP118.19 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1922 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval	Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0003-0000	6Y2		01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2		01/23/95	CLARENCE CAESAR

1-39-000002 form 23379 S.P.T.Co.

PROJ.REVW AND RES.PROT.UNIT LOG-OUT PRINTOUT CLARENCE CAESAR

Undertaking Identifier: ICC941110A 06/18/98 Page: 3
Undertaking Name: DOCKET #AB-12,SUB #155X,SP RR ABANDONMT,39.30 MI,SJO/CAL
Property number: 094320
BRIDGE-MP118.44 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Clements 7.5'?? (no map)

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1922 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0004-0000	6Y2	01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2	01/23/95	CLARENCE CAESAR

****

Property number: 094321
BRIDGE-MP118.53 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Category: B # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1922 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0005-0000	6Y2	01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2	01/23/95	CLARENCE CAESAR

F-39-00002 from 23195 S.P.T.Co.

PROJ.REVW AND RES.PROT.UNIT LOG-OUT PRINTOUT CLARENCE CAESAR

Undertaking Identifier: ICC941110A 06/18/98 Page: 4
Undertaking Name: DOCKET #AB-12,SUB #155X,SP RR ABANDONMT,39.30 MI,SJO/CAL
Property number: 094322
BRIDGE-MP118.90 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Clements 75' ??
(no map)

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1923 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0006-0000	6Y2	01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2	01/23/95	CLARENCE CAESAR

****

Property number: 094323
BRIDGE-MP119.14 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1920 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0007-0000	6Y2	01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2	01/23/95	CLARENCE CAESAR

P- 000002

PROJ.REVW AND RES.PROT.UNIT LOG-OUT PRINTOUT CLARENCE CAESAR

Undertaking Identifier: ICC941110A 06/18/98 Page: 5
Undertaking Name: DOCKET #AB-12,SUB #155X,SP RR ABANDONMT,39.30 MI,SJO/CAL
Property number: 094324
BRIDGE-MP119.22 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Clements 7.5' ??
(no map)

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1936 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval	Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0008-0000	6Y2		01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2		01/23/95	CLARENCE CAESAR

****

PROJ.REVW AND RES.PROT.UNIT LOG-OUT PRINTOUT CLARENCE CAESAR

Undertaking Identifier: ICC941110A 06/18/98 Page: 1
Undertaking Name: DOCKET #AB-12,SUB #155X,SP RR ABANDONMT,39.30 MI,SJO/CAL
Applicant: S P RR City: LODI
County(ies): SJO

Clements 7.5' ??
(no map)

Due: 06/07/95

TRANSACTION HISTORY

DATE IN	TO		DATE OUT	BY	ACTION
05/08/95	CC	-	07/24/95	CC	H3
11/10/94	CC	-	01/23/95	CC	C5,D7

****
****
There are 17 Hist. Prop. and no Arch. Sites involved in this undertaking :
****

Property number: 094316
BRIDGE-MP116.09 - SOUTHERN PACIFIC TRANSPORTATION COMPANY
Address: County: SJO
X-Street:
CLEMENTS Vicinity:
Parcel #:

Category: S # of Props:
Owner Type: Pres. Use:
Other Recognition: CHL #:
Dates of Construction: 1924 -
Architect: Builder:
Historic Attributes:
Eth:

Previous Determinations on this property:

Program	Prog. Ref Number	Eval	Crit	Eval-date	Evaluator
HIST.RES.	DOE-39-95-0001-0000	6Y2		01/23/95	CLARENCE CAESAR
PROJ.REVW.	ICC941110A	6Y2		01/23/95	CLARENCE CAESAR

This record is also associated with P-39-000002

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # ~~P-39-000002~~ P-39-000548
HRI #
Trinomial
NRHP Status Code 3CS

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: (Assigned by recorder) Segment of P-39-000002

P1. Other Identifier: Union Pacific Railroad Bridge

*P2. Location: ☐Not for Publication ☒Unrestricted *a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Date:
Lathrop 1952 photo. 1987 T 2S; R 6E; SW ¼ of SW ¼ of Sec unsectioned; MD B.M. 02/08

c. Address: City: Lathrop Zip: 95330

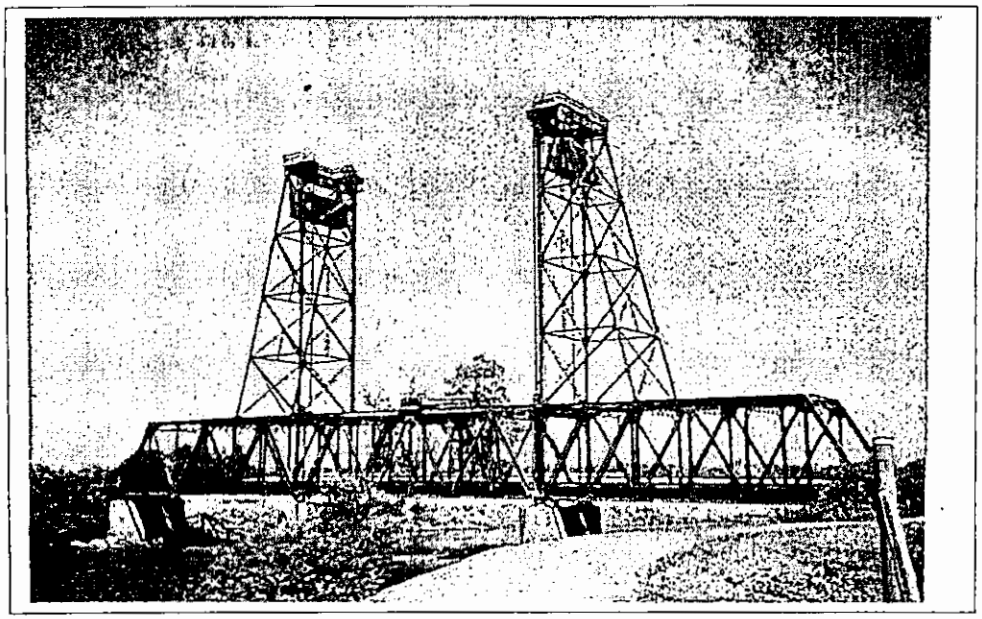
d. UTM: Zone 10; 649100 mE/ 4183400 mN

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

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Built in 1944, the bridge on this property takes the Union Pacific Railroad tracks over the San Joaquin River. This metal bascule bridge features two 106' 6" through riveted trusses with lift towers. The "I" beam spans were fabricated by the Southern Pacific Railroad, the original owner. The wooden railings are worn. The approach span features wooden railings and a wooden trestle. The piers and abutments are concrete.

*P3b. Resource Attributes: (List attributes and codes)
(HP11) railroad bridge

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



P5b. Description of Photo: (View, date, accession #)
NW, 5/8/02, 1T013-RI-CP-1-22

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both

*P7. Owner and Address:
Union Pacific Railroad

*P8. Recorded by: (Name, affiliation and address)
Christy Dolan / Angel Tomes
EDAW, Inc.
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded:
May 8, 2002

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none".) Dolan, Christy 2002 "Historic Architecture Survey Report for the River Islands Project, Lathrop, San Joaquin County, California."

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # ~~P-39-00002~~ P-39-000548
HRI #
BUILDING, STRUCTURE, AND OBJECT RECORD
*NRHP Status Code

Page 3 of 3 *Resource Name or #: (Assigned by recorder)

CBridges get separate numbers — P-2 : 248 P-548 : bridge which is also P# for CHL 780-7) 02/08

B1. Historic Name: _____
B2. Common Name: _____
B3. Original Use: Railroad Bridge B4. Present Use: Railroad Bridge
*B5. Architectural Style: Metal Bascule

*B6. Construction History: (Construction date, alterations, and date of alterations)
Built in 1944.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ B9b. Builder: _____
*B10. Significance: Theme Transportation Area California
Period of Significance 1860-1910 Property Type railroad bridge Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
The second railroad segment (~~P-39-00002~~) is the site of the completion of the first transcontinental railroad and is also in the area of the first landing place of the sailing launch Comet. These are both state landmarks, which are commemorated by a plaque at the site. Although the current bridge is not the original bridge that connected the railroad on either side of the river, it is more than 50 years old. It is a nice example of a vertical lift drawbridge, a type which is not ubiquitous in California. Because of the railroad's association with significant events (completion of the transcontinental railroad) and the distinctive architectural characteristics displayed by the railroad bridge, Site ~~P-39-00002~~ is recommended as eligible for listing in the CRHR.

P-39-000548

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

*B12. References:

B13. Remarks:

*B14. Evaluator:
C. Dolan

*Date of Evaluation:
5/8/02 ?

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

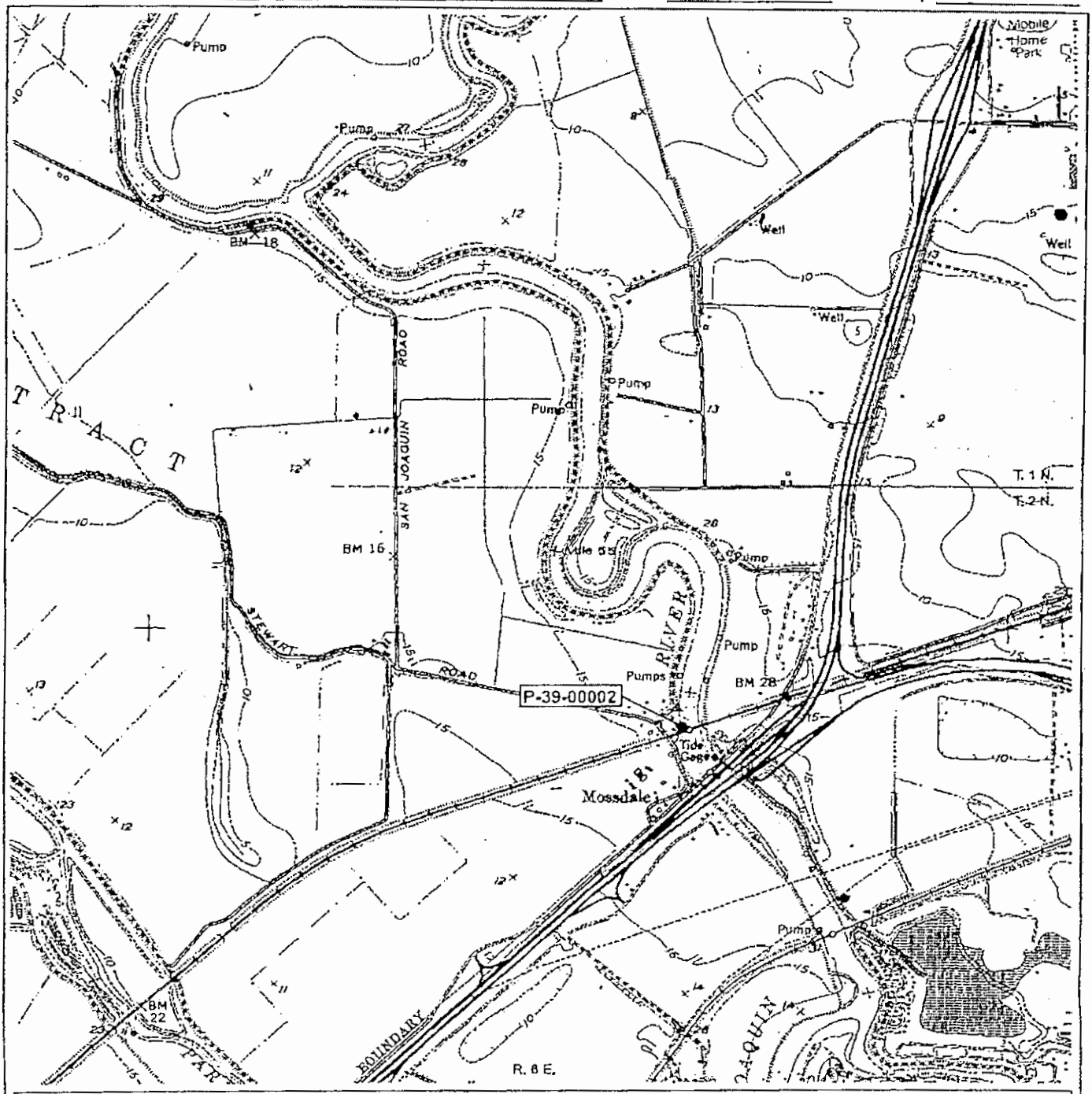
LOCATION MAP

Primary # ~~P-39-00002~~ P-39-000548
HRI#
Trinomial

Page 4 of 4 (3 / 3)

*Resource Name or # (Assigned by recorder) Site RI-1 02/08

*Map Name: U.S.G.S. Union Island Quad *Scale: 1:24 000 *Date of Map: 1978



Source: Union Island Quad 1978 -- Contour Interval 5 Feet

1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

NORTH

QUADRANGLE LOCATION

DPR 523J (1/95)

*Required Information

update See CHL 780-7

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

PRIMARY RECORD

Primary # P-39-000548
HRI #
Trinomial ~~GA-SJO-250/H~~
NRHP Status Code 3

Other Listings
Review Code | Reviewer | Date

Page 1 of 34 | *Resource Name or #: River Islands Site 2; ~~P-39-000002~~ | 10/02

P1. Other Identifier:

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Lathrop Date: 1987 T 2S ; R 6E ; ¼ of ¼ of Sec ; MD B.M.

c. Address: City: Lathrop Zip:

d. UTM: Zone 10; 649020-649120mE / 4183380-4183410mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Take the Louise Ave. exit off of I-5, turn west on Louise, then south on Manthey Road. Proceed approximately 1.8 miles. When you cross the San Joaquin River, the drawbridge crosses the river approximately 600' to the north of this point.

P-39-000548

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This is a steel drawbridge registered as California Historic Landmark 780-7 (~~GA-SJO-250/H; P-39-000002~~). The original structure, completed in September 1869 completed the Transcontinental Railroad route to San Francisco. The 1869 structure was replaced with an iron truss in 1895. The current structure was built in 1942. The concrete abutment below the bridge includes a 1946 date. Tracks extending ~~north~~ south of the bridge also lie within the project area for approx. 1.75 miles. Abandoned power poles parallel the tracks.

*P3b. Resource Attributes: (List attributes and codes) HP 19. Bridge

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

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

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:
Cambay Group/Califia LLC
Lathrop Business Park
16976 S. Harlan Road
Lathrop, CA 95330

*P8. Recorded by:
Charlane Gross
EDAW, Inc.
2022 J Street
Sacramento, CA 95814

*P9. Date Recorded:
1/30/02

*P10. Survey Type:
Reconnaissance

*P11. Report Citation: Cultural Resources Assessment for the River Islands Development Project, by Charlane Gross, August 2002

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

;

P-39-000548

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

Primary # ~~CA-SJO-250/H~~
HRI #
*NRHP Status Code 3

*Resource Name or #: (Assigned by recorder) Site RI-2 (P-39-000002)

B1. Historic Name: Southern Pacific Drawbridge
B2. Common Name: _____
B3. Original Use: drawbridge
B4. Present Use: drawbridge
*B5. Architectural Style: _____

*B6. Construction History: (Construction date, alterations, and date of alterations)
Built in 1942, replaced earlier structures

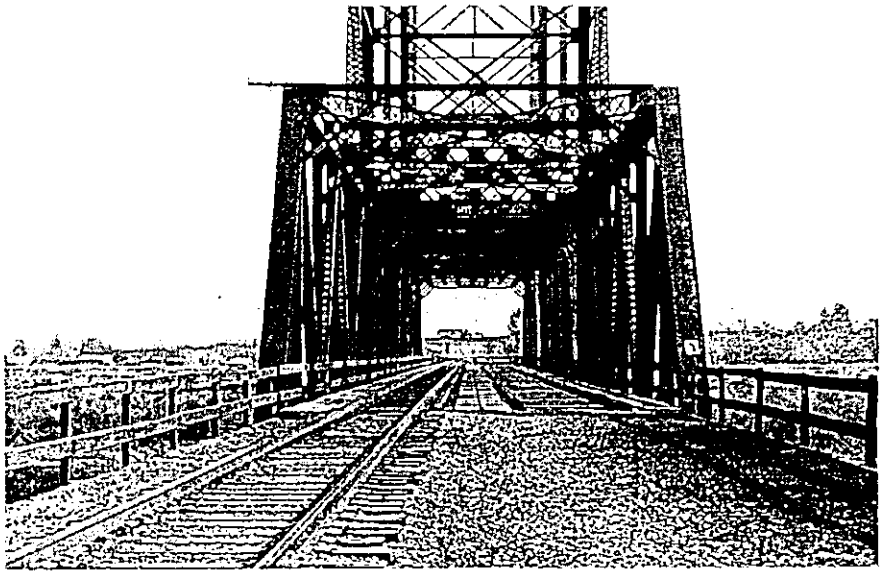
*B7. Moved? ☐No ☐Yes ☒Unknown Date: _____ Original Location: _____
*B8. Related Features:
Concrete abutment below with a 1946 date
B9a. Architect: _____
B9b. Builder: _____
*B10. Significance: Theme Western settlement
Area western United States
Period of Significance 1869- Property Type Railroad bridge Applicable Criteria A
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
Settlement of the west was greatly accelerated by completion of a Transcontinental Railroad. The current structure is not the original bridge, but retains a feeling and association that connects it with the original.
B11. Additional Resource Attributes: (List attributes and codes) HP 19

*B12. References:
Dolan, C.
"Historical Architectural Assessment Report for the River Islands Development Project, San Joaquin County, CA", July 2002

B13. Remarks:

*B14. Evaluator:
Charlane Gross

*Date of Evaluation:
1/30/02



(This space reserved for official comments.)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary #
Trinomial CA-SJO-250/H

*Resource Name or #: River Islands Site 2; P-39-000002

*A1. **Dimensions: a. Length:** 20' N-S **b. Width:** 300' E-W

Method of Measurement: ☐ Paced ☐ Taped ☒ Visual estimate ☐ Other:

Method of Determination: (Check any that apply) ☐ Artifacts ☒ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain):

Reliability of Determination: ☒ High ☐ Medium ☐ Low Explain: The object in question is a bridge – finite dimensions

Limitations: (Check any that apply) ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined ☐ Disturbances ☐ Vegetation ☐ Other (Explain):

A2. Depth: ☒ None ☐ Unknown Method of determination:

*A3. **Human Remains:** ☐ Present ☒ Absent ☐ Possible ☐ Unknown (Explain):

*A4. **Features:** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.) None noted.

*A5. **Cultural Constituents:** Iron bridge, concrete abutment on riverbank below.

*A6. **Were Specimens Collected?** ☒ No ☐ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

*A7. **Site Condition:** ☒ Good ☐ Fair ☐ Poor (Describe disturbances)

*A8. **Nearest Water:** (Type, distance, and direction) San Joaquin River passes under the bridge.

*A9. **Elevation:** 31' amsl

A10. Environmental Setting: (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.) Crosses a river, man-made levees line either side of the river.

A11. Historical Information: This is a steel drawbridge registered as California Historic Landmark 780-7 (CA-SJO-250/H; P-39-000002). The original structure, completed in September 1869 completed the Transcontinental Railroad route to San Francisco. The 1869 structure was replaced with an iron truss in 1895. The current structure was built in 1942. The concrete abutment below the bridge includes a 1946 date.

*A12. **Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☒ 1848-1880 ☒ 1880-1914 ☒ 1914-1945 ☐ Post 1945 ☐ Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:** Last link in the Transcontinental Railroad.

A13. Interpretations (Discuss data potential, functions(s), ethnic affiliation, and other interpretations):

A14. Remarks:

A15. References: Dolan, C. "Historical Architectural Assessment Report for the River Islands Development Project, San Joaquin County, CA." 2002

A16. Photographs: (List subjects, direction of view, and accession numbers or attach a Photograph Record.)

Original Media/Negatives Kept at:
EDAW, Inc., 2022 J Street, Sacramento, CA 95814

*A17. **Form Prepared by:** EDAW, Inc. **Date:** 1/30/02
Affiliation and Address: EDAW, Inc., 2022 J Street, Sacramento, CA 95814

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

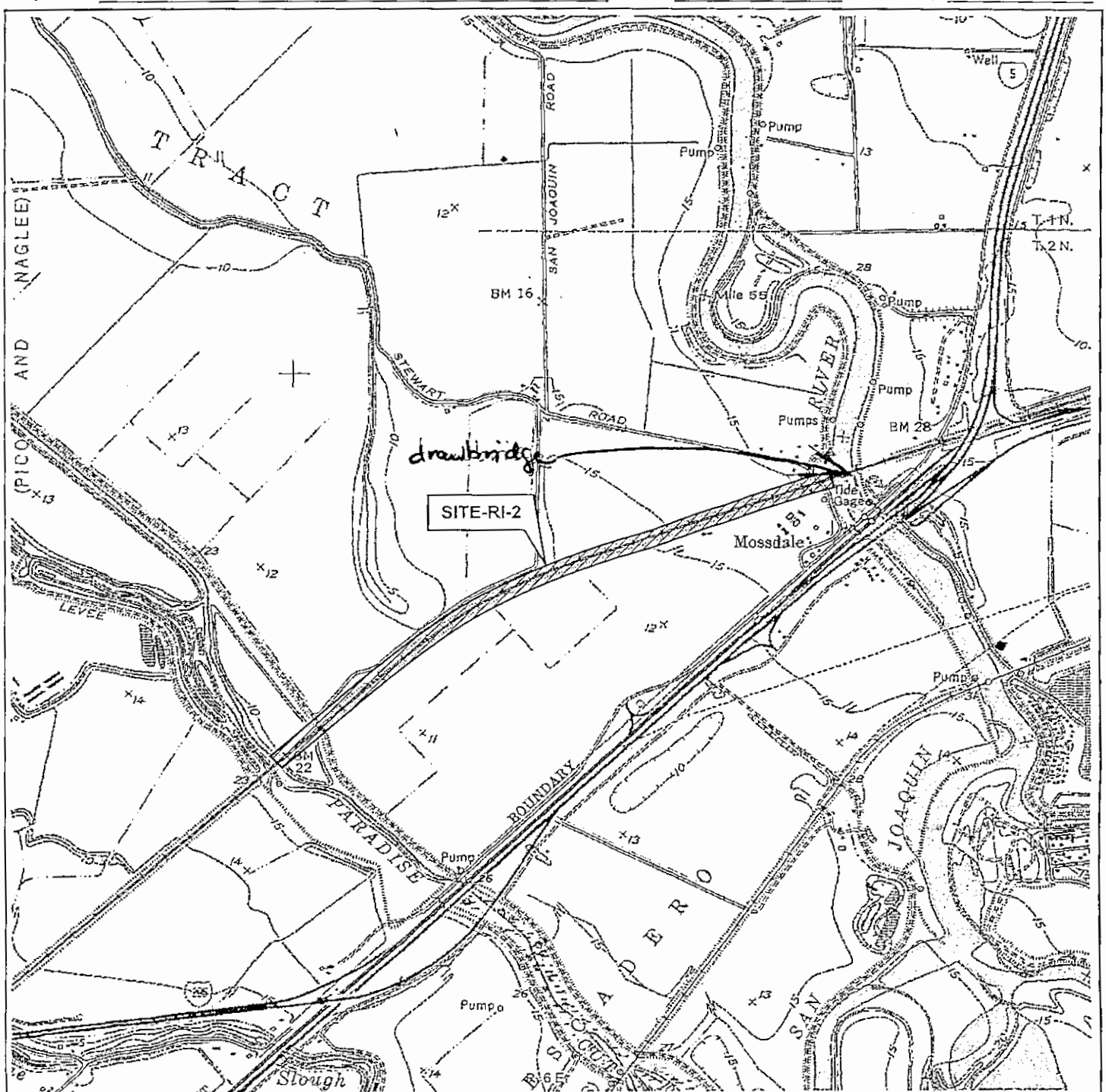
LOCATION MAP

Primary #: P-39-000548
HRI#:
Trinomial:

Page 3 of 3 4

*Resource Name or # (Assigned by recorder): SITE-RI-2

*Map Name: U.S.G.S. Union Island Quad *Scale: 1:24 000 *Date of Map: 1978



Source: Union Island Quad 1978 -- Contour Interval 5 Feet

1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1. 5 0 1 KILOMETER

NORTH

QUADRANGLE LOCATION

DPR 523J (1/95)

*Required Information

P-39-000002
CA-SJO-0002SOH

(Parent Record)

SITE NAME: Southern Pacific: Altamont Pass Route (Western Pacific Railroad Company of California) and the South Bay Route (Sacramento & San Jose Railroad)

5/96

SITE NUMBERS: SPW-1, SPW-3 through SPW-15

File this copy in Lathrop 7.5'

QUAD SHEET: Various; see site forms

PIPELINE LOCATION: Various; see site forms

SPW-1: Lathrop 7.5', SPW-5: Tracy 7.5' SPW-8: not exac co. SPW-12: not exac co
SPW-3: Tracy 7.5', SPW-6: ? SPW-9: " SPW-13: "
SPW-4: Tracy 7.5' SPW-7: ? SPW-10: ? SPW-14: ?
SPW-11: " SPW-15: ?

Description of Feature

The proposed Mojave pipeline alignment crosses the Southern Pacific Railroad's line from Lathrop to Oakland via Altamont Pass at 14 locations in San Joaquin, Alameda, Santa Clara, and San Mateo counties. The sites fall into several broad categories: 1 site (SPW-6) with a single track and no other features; 9 sites (SPW-1, SPW-3, SPW-5, SPW-7, SPW-8, SPW-9, SPW-10, SPW-12, SPW-14) with single or multiple tracks with sidings or spurs; 3 sites (SPW-4, SPW-9, SPW-13) with a road crossing; 1 site with a double track and station (SPW-11), and 1 site (SPW-15) a spur leading from the main line.

The 14 sites are located in a variety of settings: rural points in the San Joaquin Valley; rural/residential zones at the edges of towns in the valley and Bay Area; commercial/industrial sites at the edge of towns; or urban industrial areas.

At eight locations (SPW-1, SPW-3, SPW-8 through SPW-14) the rails show evidence of regular use (shiny rails) and maintenance (regular shaping of embankment, consistent ballasting, etc.). At several locations (for example, SPW-5, SPW-6, and over the Altamont Pass) the line is either rarely used or abandoned. Rail dates indicate that of the 52 observed dates on the mainline, none date to the original period of construction. One major segment of the line over Altamont Pass between Tracy and Livermore, has been abandoned, with rails and ties removed. Only the grade remains in this portion of the route.

Detailed information regarding the 14 sites, with photographs and site maps showing location is provided in the attached "Railroad Feature Inventory Forms."

only received for SPW-5

History of Feature

Early railroad and highway engineers faced a major barrier in constructing land arteries into the Bay Area from the east. Whereas the broad rivers and bays were a blessing for waterborne commerce, they presented formidable obstacles to overland transportation. The boggy marshlands of the delta region made crossing the Sacramento and San Joaquin an expensive proposition. The problem was compounded by the Coast Range which blocked low elevation access from the Central Valley to the communities around the San Francisco Bay. In fact, the greatest weakness of the Central Pacific Railroad network in California to 1869 lay in its lack of terminal facilities on San Francisco Bay. (An overview of California railroads can be found in Section 2.2 above.)

7.5' Lathrop and Tracy

This record is for

(JRP, 1994)

P-39-000002
CA-SJO-0002804

While the Central Pacific concentrated on constructing its transcontinental route east of Sacramento over the Sierra Nevada and east across Nevada and into Utah, Congress assigned land grants, and franchises for a railroad line from Sacramento to San Jose to the San Francisco & San Jose Railroad. The Western Pacific Railroad Company (WPRR) was incorporated on December 13, 1862 by this group. In October 1864 the assignees officially waived their right to build and operate a railroad from Sacramento to San Jose to the WPRR. The assignment was ratified and confirmed by Congress on March 3, 1865. The WPRR was required under the congressional act to construct at least twenty miles of its line by July 1, 1866, and have the entire road (about 123 miles) completed by July 1, 1870.

The WPRR filed its official route map with the General Land Office in December 1864, their line running south from Sacramento to Stockton, and across the San Joaquin River at Mossdale. The railroad then ran southwest on high ground above the delta marshland, swung to the west, and entered the San Francisco Bay Area through Altamont Pass, Livermore Valley, and Niles Canyon. By virtue of the second Pacific Railroad Act, the WPRR was entitled to a 400 foot right of way through the public domain, a grant of odd-numbered sections of public land within twenty miles on each side of the rail line, $16,000 in government bonds for each mile built and other public land concessions for stations, shops, and construction materials.

A variety of troubles plagued construction of the WPRR and only twenty miles, the minimum initial trackage requirement, were in operation by October 1866. In early 1867 the "Big Four" (Collis P. Huntington, Mark Hopkins, Charles Crocker, and Leland Stanford) successfully negotiated for control of the line. Charles McLaughlin, contractor on the first twenty miles, was awarded almost all of the WPRR grant land as compensation for previous construction. The Big Four acquired the franchise, completed line, rolling stock, materials, stocks, and bonds. On October 28, 1867, the Big Four incorporated its famous Contract and Finance Company, the construction subsidiary of the Central Pacific, which later built the Southern Pacific line down the San Joaquin Valley from Lathrop to Goshen, and many other branch lines elsewhere (Daggett, 1922:70-82; Lavender, 1970:123-124).

The railroad from Sacramento to San Jose was opened for traffic in September 1869, connecting with the peninsula line north. The Central Pacific then secured satisfactory waterfront facilities in both Oakland and San Francisco; however, connections between its main line and Oakland were necessary to enable Central Pacific's trains to reach San Francisco Bay. The Big Four bought a majority of the stock of the pioneer Oakland and Alameda local lines whose rail-ferry to San Francisco had been in operation since 1863-64.

The line remained a principal route into the Bay Area during the remainder of the 19th century. After 1900, major events shaped the future of the route.

World War I placed a heavy burden on the major railroad companies in the United States. After the war, much new construction was necessary. In 1923 the Southern Pacific began a major program of rehabilitation and development that lasted through 1930 and cost $387 million; it was one of the largest such programs in the company's history (Heath 1945: 25-30). During the Great Depression, Southern Pacific's revenue dropped

P-39-000002
CA-SJO-000250H

and reduction of services followed; some branch lines were abandoned and torn up, unprofitable services curtailed, and old equipment scrapped.

In contrast during World War II the company set all time freight records, and passenger traffic rose even faster. The magnitude of change was probably greater on the West Coast than anywhere else. The ports on San Francisco Bay were the busiest in the nation and were served directly by Southern Pacific from three directions, of which the Altamont Route was one. During the war years, the Southern Pacific made great strides in improvement of its rolling stock, including better traffic control, 1,400 miles of heavier duty rails, additional sidings and siding extensions (necessary because so much of the line was single track), strengthening and improving bridges and trestles, installation of new roundhouse and shop facilities, and station expansion (Hofsommer 1986: 190-1207; Heath 1945:44-50). After the war, Southern Pacific used its wartime gains to enhance its operating system. During the six years from 1946 through 1951, an average of 439 miles of track were outfitted each year with new and heavier rail on the main lines to carry larger locomotives and longer freight trains (*Sacramento Bee*, May 14, 1967; Southern Pacific Bulletin, December 1967).

In the last decade Southern Pacific has abandoned its track over Altamont Pass and removed the rails, ties, etc., from the old roadbed. Because there is no longer any through traffic between the Bay Area and the valley, the Southern Pacific tracks on either side of the pass see little traffic.

Evaluation of Feature

The Southern Pacific line between Lathrop and Oakland via Altamont Pass, and the South Bay Route (Sacramento & San Jose Railroad) crossing sites evaluated as a part of this inventory do not appear to be eligible for listing in the National Register of Historic Places. The peninsula line was built in the 1860s, and was one of the original lines in the Bay Area; similarly the Southern Pacific line from Stockton through the Altamont Pass was the original line running in from the east. While they played an important role in the history of transportation in California and the western United States, and to the development of the San Joaquin Valley, Livermore Valley, and Bay Area, the sites have insufficient integrity of materials, setting, design, workmanship, feeling and association to be eligible to the National Register.

The resources that would be significant and eligible for the National Register would be those that were related to the original construction of the South Bay line, or the Southern Pacific line to Oakland via Altamont Pass during the period 1863-1869, or which exhibit important characteristics (construction techniques, engineering features, etc.) of that period. None of the crossing points surveyed, however, have resources from the period of significance.

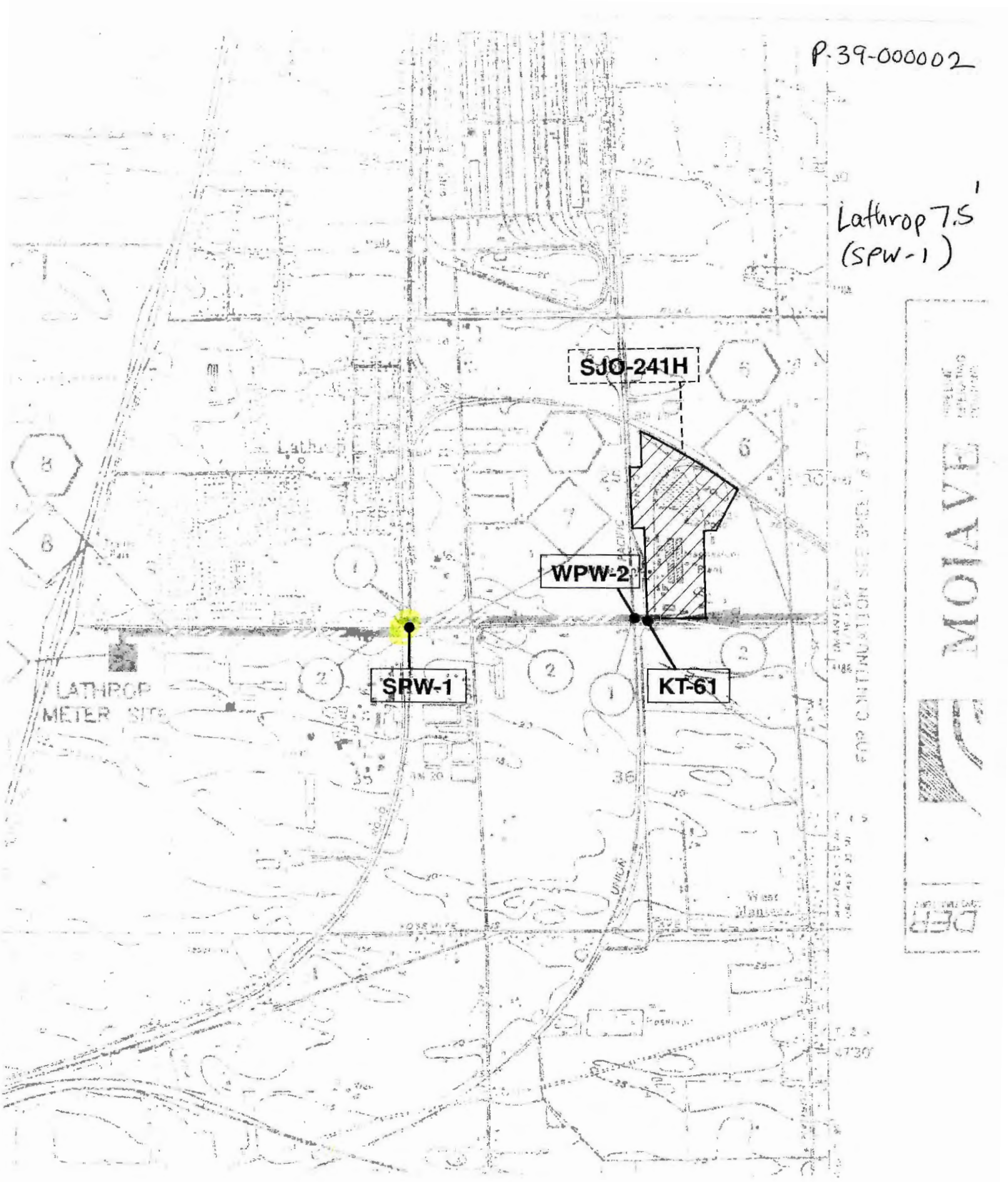
Like most heavily used main railroad routes, this line has aspects that are more similar to a machine than a structure. As with all pieces of heavy equipment, over time parts become worn out or break and are then replaced. In the case of the 14 sites (SPW-1,

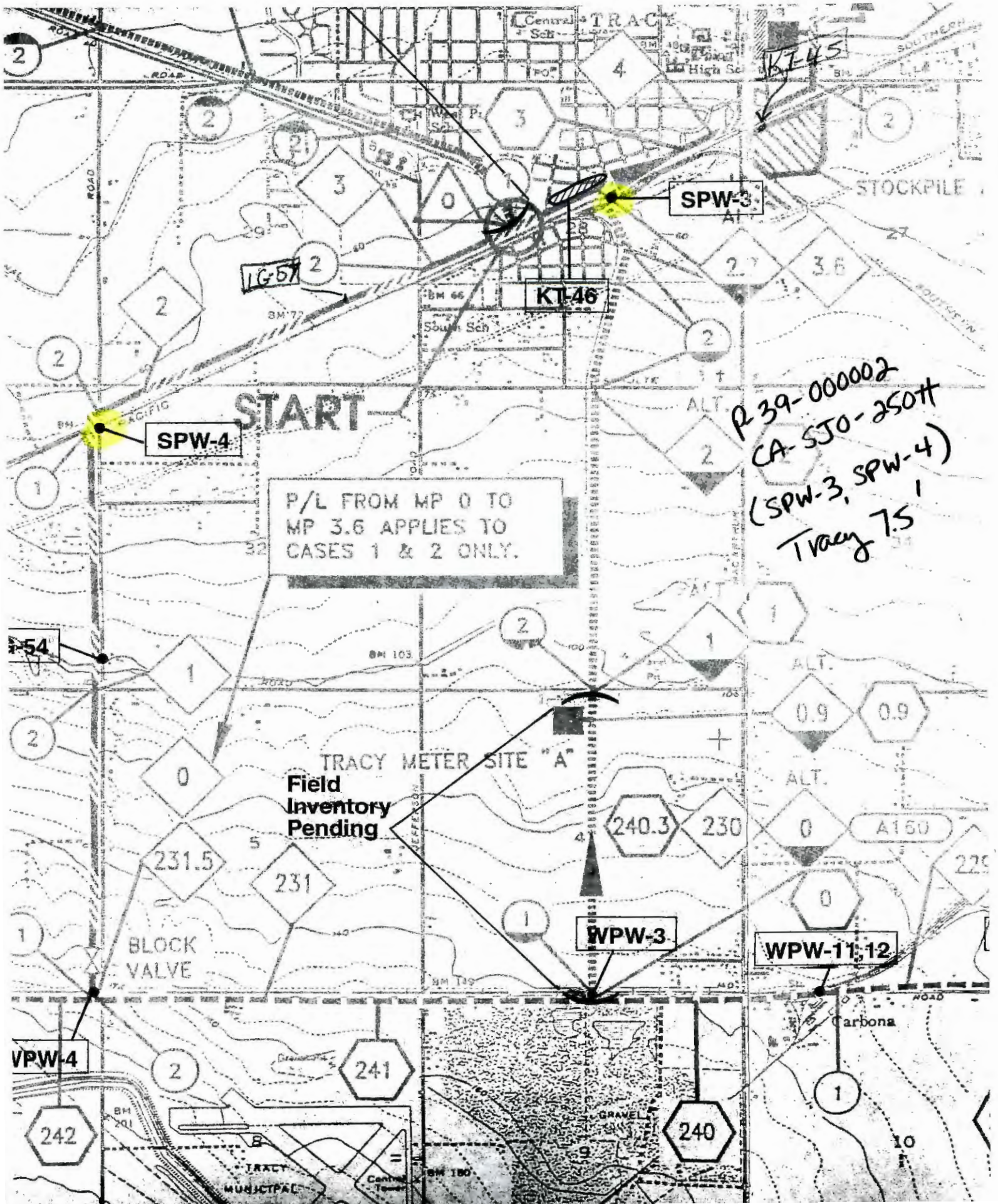
P-39-000002
CA-SJO-000250H

SPW-3 through SPW-15), the major resource related to the period of significance (1863-1869) is the right of way itself; all other resources -- rails, tie plates, ties, ballasting, signals, warning arms, road crossings, etc. -- have been replaced and exhibit either dates or characteristics that place their installation well after the period of significance. Rail and ties at these locations provide an insight into this process. None of the rails, ties, or related resources date to the period of significance. JRP field crews collected 52 rail dates at the 14 sites. Of these, 5 were from the 1920s, 11 from the 1930s, 17 from the 1940s, 14 from the 1950s, 2 from the 1960s, and 3 from 1992. The oldest rails are from 1927. The single spur line (SPW-15) is of later construction than the original line and thus of lower historical significance. Another significant loss of integrity has occurred with the abandonment and removal of ties and rails from the Altamont Pass portion of the route. Therefore none of the 14 sites crossed by the Mojave Pipeline proposed main line or alternatives described above are eligible for listing in the National Register owing to an overall lack of integrity to the period of significance, primarily in setting, design, materials, workmanship, feeling and association.

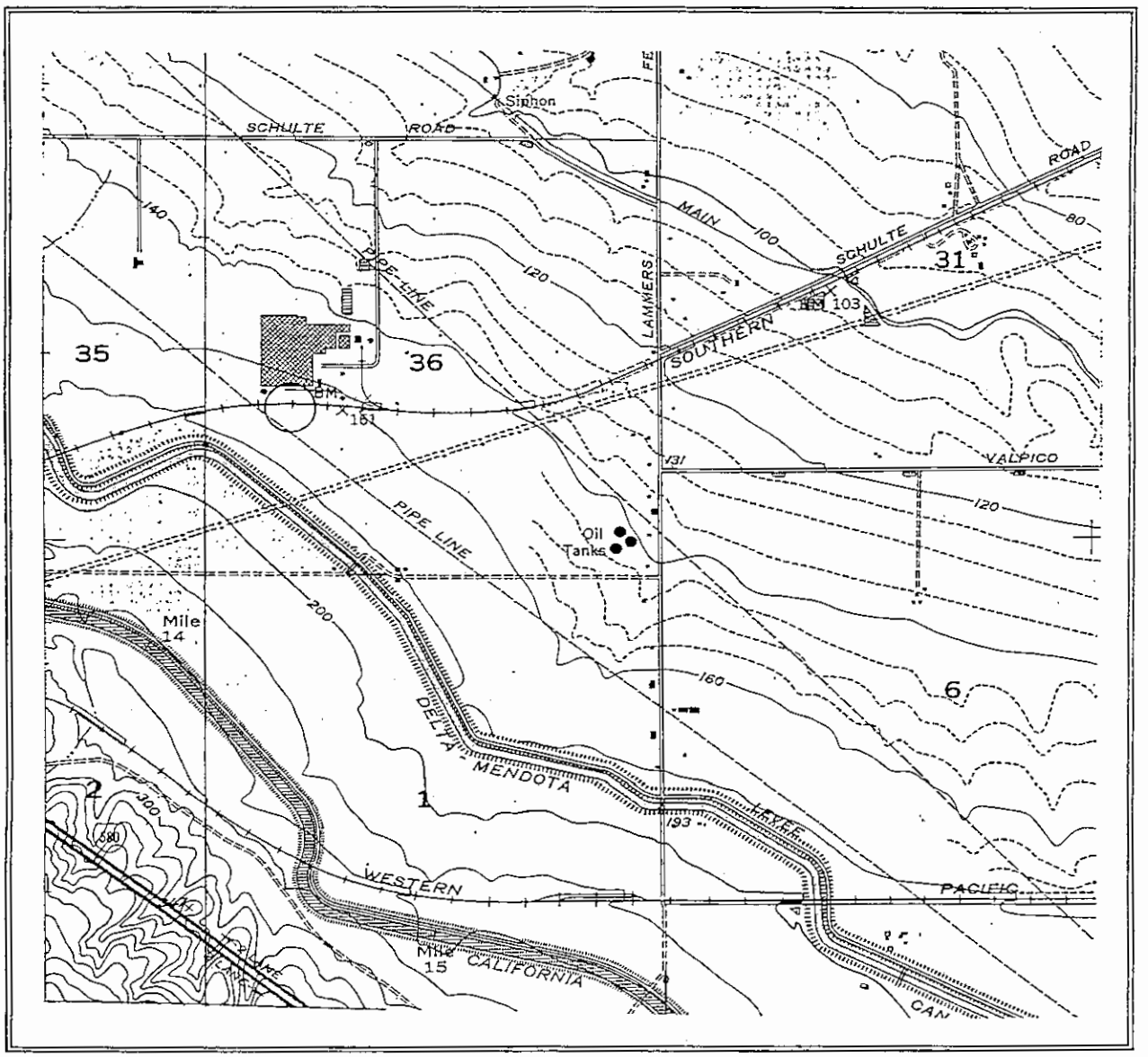
P-39-000002

Lathrop 7.5'
(SPW-1)




KT-45
SPW-3
STOCKPILE
KT-46
START
SPW-4
P/L FROM MP 0 TO MP 3.6 APPLIES TO CASES 1 & 2 ONLY.
P39-000002
CA-SJO-2501H
(SPW-3, SPW-4)
Tracy 7.5'
TRACY METER SITE "A"
Field Inventory Pending
WPW-3
WPW-11,12
BLOCK VALVE
WPW-4
Carbona
TRACY MUNICIPAL

P-39-000002
CA-SJO-000250H
(SPW-5)



SITE NAME: Southern Pacific, San Joaquin County
SITE NUMBER: SPW-5
QUAD SHEET: "Tracy Quadrangle," USGS: 1954, photorevised 1981
PIPELINE LOCATION: MP 1.9 A-161

P-39-000002
CA-SJO-000250H

RAILROAD FEATURE INVENTORY FORM

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 1.9 A-161
QUAD NAME & NO.: Tracy (39)

LOCATION NO: SPW-5
PHOTO DATE: April 17, 1994

SPW-5

1. **Name of Line:** Southern Pacific (old Western Pacific line, Sacramento to San Jose)

2. **Location of recordation:** This site is 0.5 mile southwest of the intersection of Lammers Road and Schulte Road, on the southern side of the Owens-Brockway glass plant (Photograph 1).

3. **Structures at or near this location:** There is a mainline and two spurs at this site (Photograph 2).

4. **Setting at this location:** Site SPW-5 is located southwest of Tracy, adjoining the southern edge of the Owens-Brockway glass bottle plant. To the south, west, and east are agricultural fields. The Owens-Brockway plant combines a manufacturing facility with glass recycling location to the north.

5. **Integrity considerations for this feature:** This mainline is very uniform in appearance. The tracks are not welded, and the line was recently reballasted. The mainline rails at this location date from 1937 to 1940, and several ties have date spikes from 1932 through 1938; tie stamps indicate that the ties were at least partially relaid after 1969. The spur line at the site has rail dates of 1913-1914; a plant employee, however, noted that the glass facility was only about 30 years old, and that the spur was not used. She also indicated that during her time at the plant she had not seen a train on the mainline.

6. **Attributes at this location (measurements in feet):**

   Width, berm-berm: Mainline: 25; spur (in cut) 39' wide

   Top width (crown): Mainline: 10; spur 10

   Height or Depth: Mainline: 2' 3"; spur in cut 5' deep

   Ballast Material: Mainline: crushed granite; spur: crushed rock.

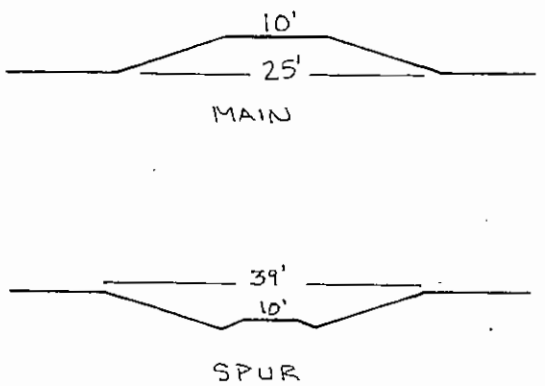
7. **Observed dates:**

   Rails: Mainline APE: 1938 East: 1937 West: 1940
   Spur APE: 1913/1914

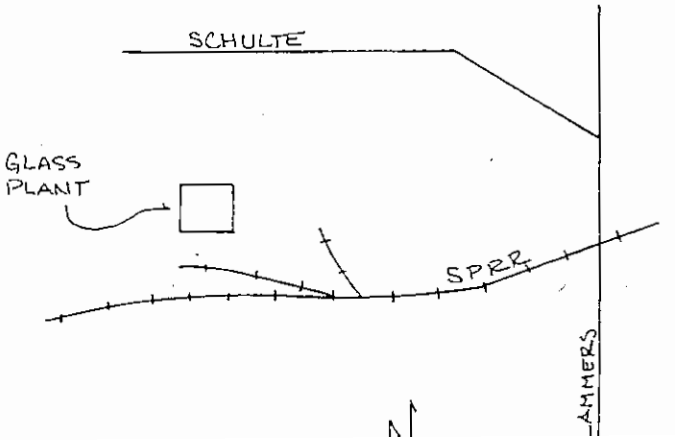
   Tieplates: Mainline APE: 1938 East: 1932 West: Dec. 1969
   Spur: pat. 1921, consistently along line

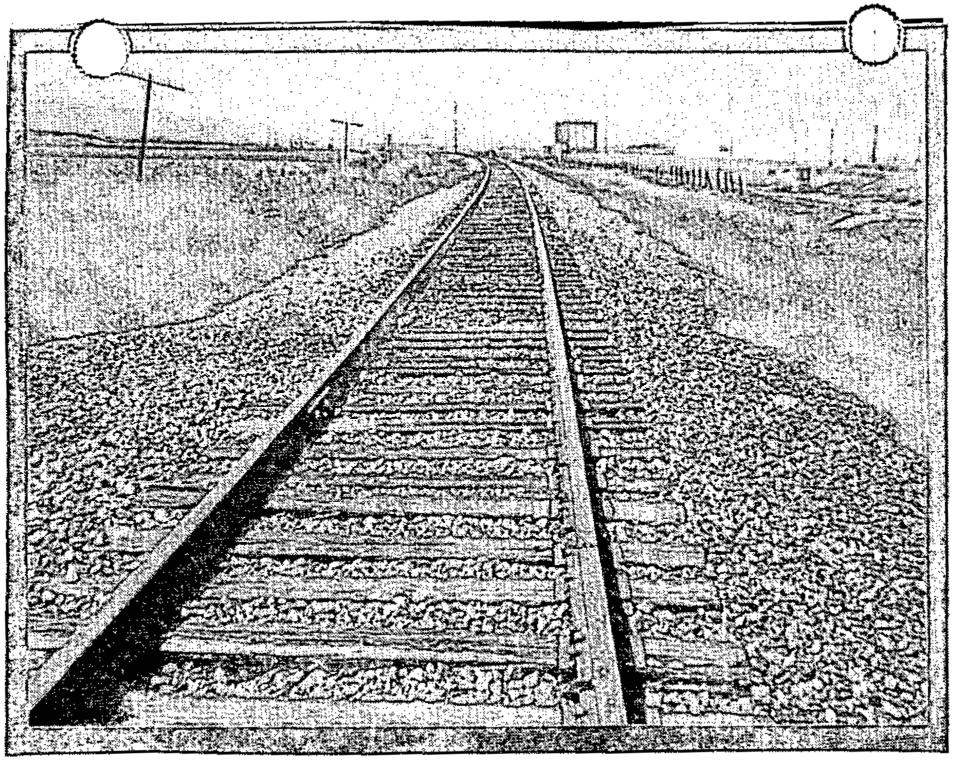
   Other: Spur tie joints, 1910; tie spikes 1932/1938 on mainline; ties stamped Dec. 1969 on mainline

Sketch, in cross section: Looking west



Location Sketch:

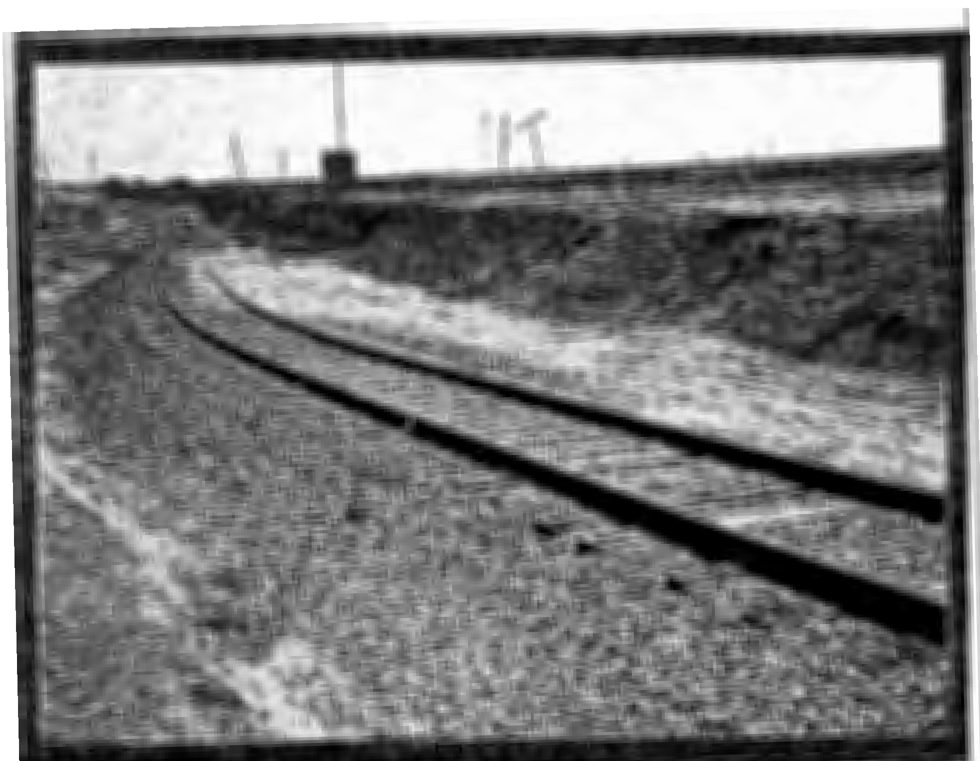




1

Photograph Number: 1
Site Number: SPW-5
Common Name: Southern Pacific

Photograph Number: 2
Site Number: SPW-5
Common Name: Southern Pacific



2

P-39-000007
CA-SJO-000504
(SPW-5)

WPW-2, Lathrop Segment milepost 6.5. WPW-2, recorded at milepost 6.5, is the location of the intersection of the pipeline route with the Alameda and San Joaquin Railroad (Western Pacific Railroad). The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for WPW-2 is provided in Appendix G, Volume 6.

SPW-1, Lathrop Segment milepost 7.3. SPW-1, recorded at milepost 7.3, is the location of the intersection of the pipeline route with the Altamont Pass Route of the Western Pacific Railroad and South Bay Route of the Sacramento and San Jose Railroad and San Ramon Branch. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for SPW-1 is provided in Appendix G, Volume 6.

4.2.13 Tracy Segment

The Tracy Segment is 5.8 mile segment located near the city of Tracy where the segment departs from the Mojave North Mainline at milepost 231.5. All 5.8 linear miles of the Tracy Segment were completely inventoried. No portions of the route remain to be surveyed.

Cultural resources inventory identified no prehistoric sites, two historic sites, no multicomponent sites, no isolates, and two railroad crossings on the Tracy Segment. Narrative description of these sites are provided below.

WPW-4, Tracy Segment milepost 0.0. WPW-4, recorded at milepost 0.0, is the location of the intersection of the pipeline route with the Western Pacific Railroad. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for WPW-4 is provided in Appendix G, Volume 6.

LG-54, Tracy Segment milepost 1.1. LG-54, the Upper Main Canal, is recorded at milepost 1.1 on the Tracy Segment. The intersection of the canal with the pipeline route was recorded

report [2759] P-39-000002
(SPW-4 Tracy 7.5')

and evaluated by project historians. Modern maintenance has significantly altered characteristics that would make the site significant in the context of irrigation technology and history. At this location the site does not appear to retain sufficient integrity of materials, setting, design, workmanship, feeling, or association to be eligible to the NRHP. The field recordation form for LG-54 can be found in Appendix F, Part II, in Volume 5. A plan view map of the canal is provided in Figure H-75, Appendix H, Volume 7; Figure H-2, depicting a typical crossing of the canal by the pipeline, is provided in Appendix H, Volume 7.

SPW-4, Tracy Segment milepost 1.8. SPW-4, recorded at milepost 1.8, is the location of the intersection of the pipeline route with the Altamont Pass Route of the Western Pacific Railroad and South Bay Route of the Sacramento and San Jose Railroad and San Ramon Branch. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for SPW-4 is provided in Appendix G, Volume 6.

KT-46, Tracy Segment milepost 3.45-3.66. This site is comprised of a possible old train station area with an associated historic debris scatter and cement slabs/foundations along C Street. The site was recorded and evaluated by the project historians. Because there are no original structures and the alignment of the railroad has been altered, this site retains no integrity of location, design, setting, materials, workmanship, feeling, or association. For these reasons, it is not viewed as retaining the values necessary for NRHP eligibilty. The field recordation form is provided in Appendix F, Part II, in Volume 5. Plan view maps of the site are provided in Figures H-13 and H-14, Appendix H, Volume 7.

4.2.14 Tracy Segment (A-160)

Tracy Segment (A-160) is a 2.7 mile segment routed north from the Mojave North Mainline at milepost 230.0. Of the 2.7 linear miles of the Tracy Segment (A-160) 1.7 were completely inventoried. One mile of the route remains to be surveyed.

Cultural resources inventory identified no prehistoric sites, no historic sites, no multicomponent sites, no isolates, and two railroad crossings on the Tracy Segment (A-160).

from Report [2759] Hatoff et al. (1995)
P-39-000002 SPW-3, 5
Tracy 7.5'

WPW-3, Tracy Segment A-160 milepost 0.0. WPW-3, recorded at milepost 0.0, is the location of the intersection of the pipeline route with the Western Pacific Railroad. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for WPW-3 is provided in Appendix G, Volume 6.

✓ **SPW-3, Tracy Segment A-160 milepost 2.7.** SPW-3, recorded at milepost 2.7, is the location of the intersection of the pipeline route with the Altamont Pass Route of the Western Pacific Railroad and South Bay Route of the Sacramento and San Jose Railroad and San Ramon Branch. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for SPW-3 is provided in Appendix G, Volume 6. No extra copy ?

4.2.15 Tracy Segment (A-161)

Tracy Segment (A-161) is a 1.9 mile segment routed northwest from the Mojave North Mainline at milepost 232.2. This 1.9 mile segment is encompassed within lands previously inventoried in 1991 for the PGT/PGE Pipeline Route (Moratto 1990).

Cultural resources inventory identified no prehistoric sites, no historic sites, no multicomponent sites, no isolates, and two railroad crossings on the Tracy Segment (A-161).

WPW-5, Tracy Segment A-161 milepost 0.0. WPW-5, recorded at milepost 0.0, is the location of the intersection of the pipeline route with the Western Pacific Railroad. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for WPW-5 is provided in Appendix G, Volume 6.

✓ **SPW-5, Tracy Segment A-161 milepost 1.8.** SPW-5, recorded at milepost 1.8, is the location of the intersection of the pipeline route with the Altamont Pass Route of the Western Pacific Railroad and South Bay Route of the Sacramento and San Jose Railroad and San

P-39-000002
(SPW-5, cont'd)

Ramon Branch. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for SPW-5 is provided in Appendix G, Volume 6.

4.2.16 Palo Alto Segment

The Palo Alto Segment is a 53.6 mile segment which departs the Mojave North Mainline at milepost 10.9 of Engineering Route Alternative A-176 near Livermore, CA and runs in a southwesterly direction through the south San Francisco Bay Area and then veers northward along the San Francisco Peninsula where it terminates in Palo Alto, CA. The segment begins at MP 0.0 of Route Variation No. 10 and joins the original Palo Alto Segment route at MP 11.1. Several engineering reroutes along the Palo Alto Segment also replace portions of the original Palo Alto Segment. A-177 begins at MP 12.0 of Route Variation No. 10 and continues for 3.8 miles where it rejoins the Palo Alto Segment at milepost 17.7. A-179 begins at milepost 18.7 and continues for 0.8 miles where it rejoins the Palo Alto Segment at milepost 19.3. A-180 begins at milepost 24.3 and continues for 4.0 miles where it rejoins the Palo Alto Segment at milepost 27.4. A-60 begins at milepost 29.4 and continues for 0.5 miles where it rejoins the Palo Alto Segment at milepost 29.8. A-61 begins at milepost 37.7 and continues for 3.7 miles where it rejoins the Palo Alto Segment at milepost 41.0.

Of the 53.6 linear miles comprising the Palo Alto Segment, 26.5 miles were completely inventoried, 0.1 miles were partially inventoried, and 27.0 miles were not inventoried. Cultural resources inventory along the Palo Alto Segment and its engineering alternatives identified one prehistoric site, no historic sites, no multicomponent sites, no isolates, and ten railroad crossings.

SPW-9, Palo Alto Segment milepost 28.5. SPW-9, recorded at milepost 28.5, is the location of the intersection of the pipeline route with the Altamont Pass Route of the Western Pacific Railroad and South Bay Route of the Sacramento and San Jose Railroad and San Ramon Branch. The crossing was recorded by project historians. At this location, the railroad lacks integrity of materials, setting, design, workmanship, feeling, and association, and therefore is not viewed as retaining the values necessary for NRHP eligibility. The field recordation form for SPW-9 is provided in Appendix G, Volume 6.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-07-000813 / P-01-001783
In San Joaquin Co: P-39-000002
Trinomial CA-CCO-733H / CA-ALA-623H
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date _____

Page P1 of P5 *Resource Name or #: (Assigned by recorder) Segment of Southern Pacific Railroad Grade (No. 1)

P1. Other Identifier: Central Pacific Railroad

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Alameda/ Contra Costa/San Joaquin
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Clifton Court Forebay Date 1978 See Continuation Sheet

c. Address Adjacent to Byron Bethany Road City Byron/Tracy Area Zip N/A

d. UTM: (Give more than one for large and/or linear resources) Zone 10 ; See Continuation Sheet

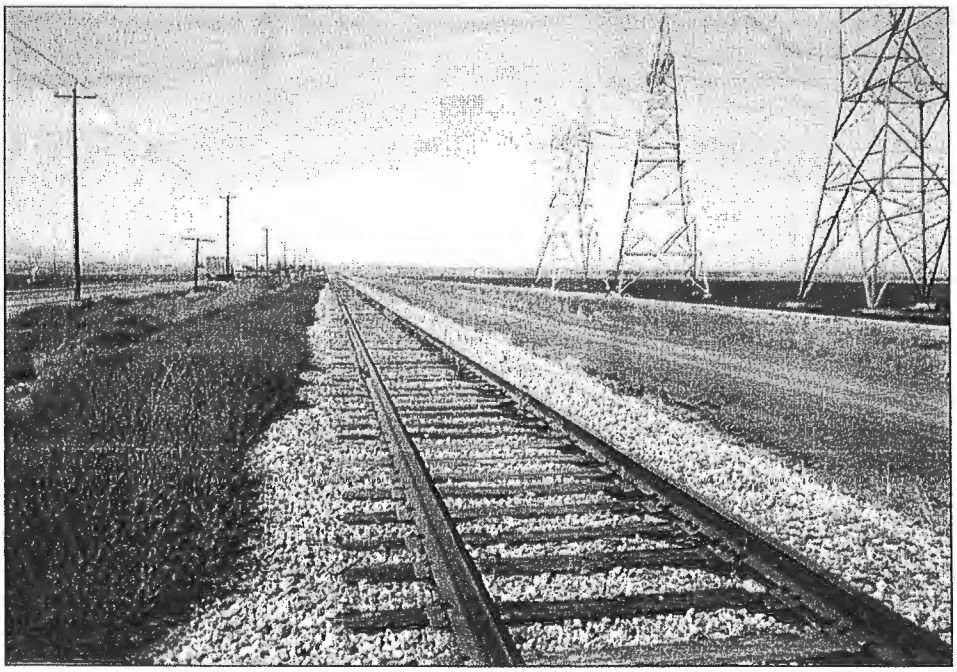
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From Tracy, proceed west on Byron Bethany Road. The segment begins at Byron Bethany Road's intersection with Wicklund Road.

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries).
This segment of railroad line was constructed in 1878 by the Central Pacific Railroad Company. This railroad track has been largely unchanged since its construction. The grade and alignment are intact. The rail gauge is also its original width. Tracks and ties have been replaced repeatedly with similar materials as part of the railroad's normal maintenance and operation.

*P3b. Resource Attributes: (List attributes and codes) HP37. Highway/trail: Railroad tracks

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

P5a. Photo or Drawing (Photo required for buildings, structures and objects.)



P5b. Description of Photo: (View, date, accession #) Viewed 0.5 Miles east of Mountain House Rd., View NW, 9-21-01, frame 10, Accession #01-944-BW-1

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1878

*P7. Owner and Address:
Union Pacific Railroad
1416 Dodge Street
Omaha, Nebraska 68179

*P8. Recorded by: (Name, affiliation and address)
Tracy Bakic/Cindy Baker
PAR Environmental Services, Inc.
1906 21st Street, Sacramento

*P9. Date Recorded: 10-04-01

*P10. Survey Type: (Describe)
Inventory and evaluation

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

*Attachments: ☐NONE ☒ Location Map ☐ Sketch 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)

DPR 523A (1/95)

*Required Information

P2b.
T1S, R3E; NE1/4 of Sec. 25
T2S, R4E; NW1/4, NE1/4 and SE1/4 of Sec. 4
T2S, R4E; SW1/4 of Sec. 3
T2S, R4E; NW1/4 and NE1/4 of Sec. 10

A portion of the segment in T1S, R4E is unsectioned. The entire segment is within Mount Diablo Meridian.

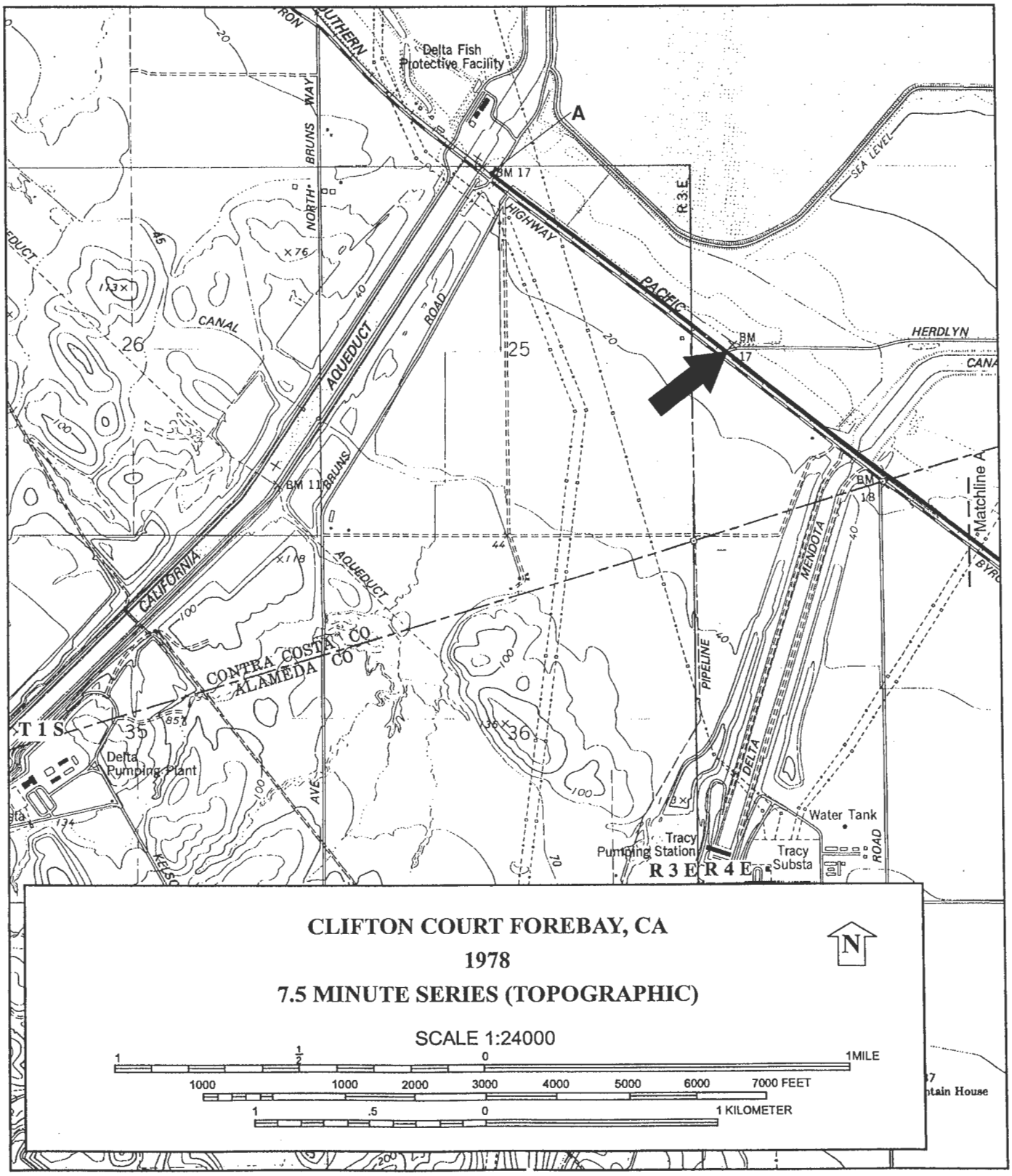
P2d.
B. 0630678 mE, 4818638 mN
A. 0623593 mE, 4186986 mN

State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H

Page P3 of P5 * Resource Name or # (Assigned by recorder) Segment of the Southern Pacific Railroad (No. 1)
*Map Name: Clifton Court Forebay, CA 7.5 Minute USGS quadrangle *Scale 1:24,000 * Date of map: 1978

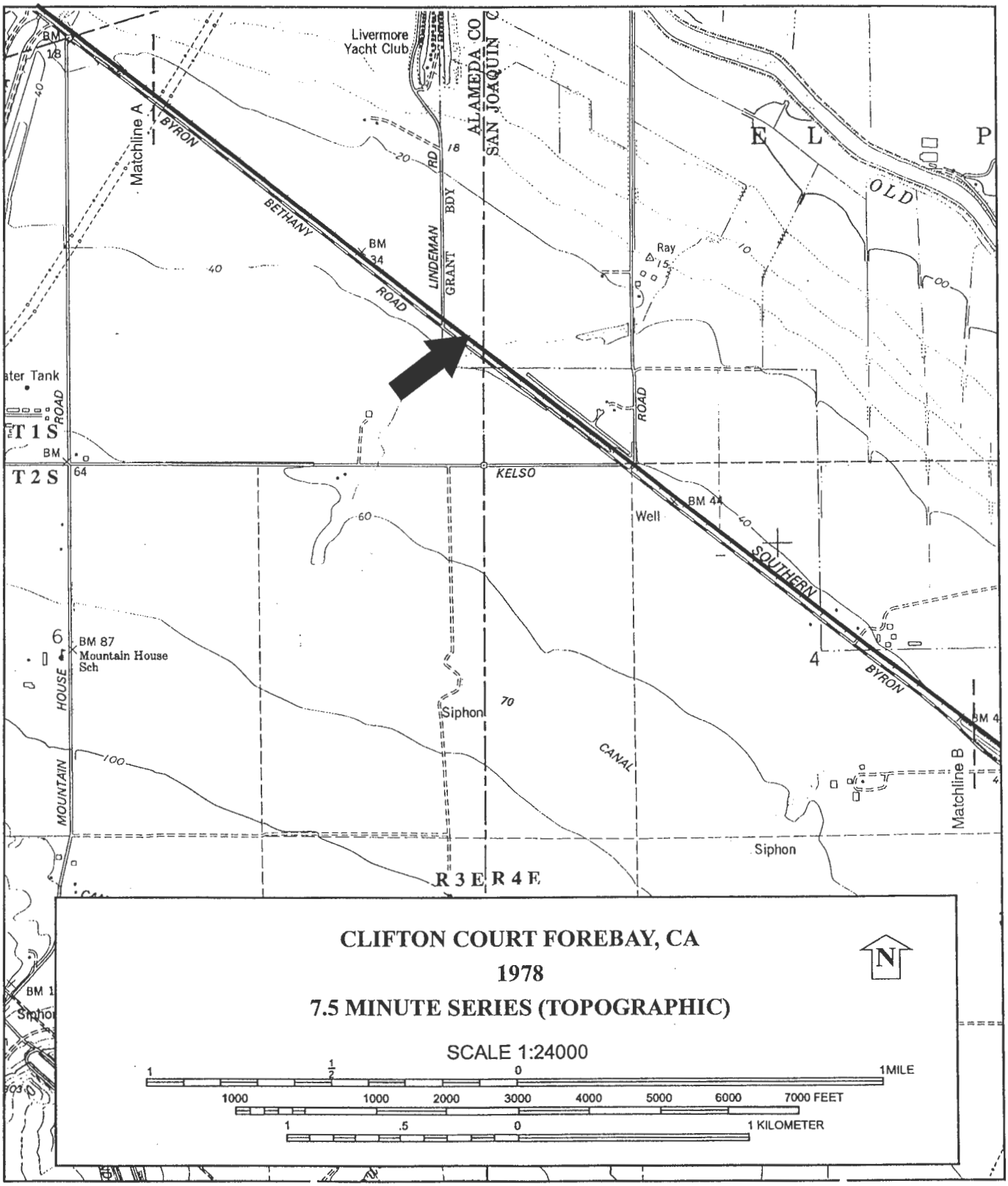


State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H

Page P4 of P5 * Resource Name or # (Assigned by recorder) Segment of the Southern Pacific Railroad (No. 1)
*Map Name: Clifton Court Forebay, CA 7.5 Minute USGS quadrangle *Scale 1:24,000 * Date of map: 1978

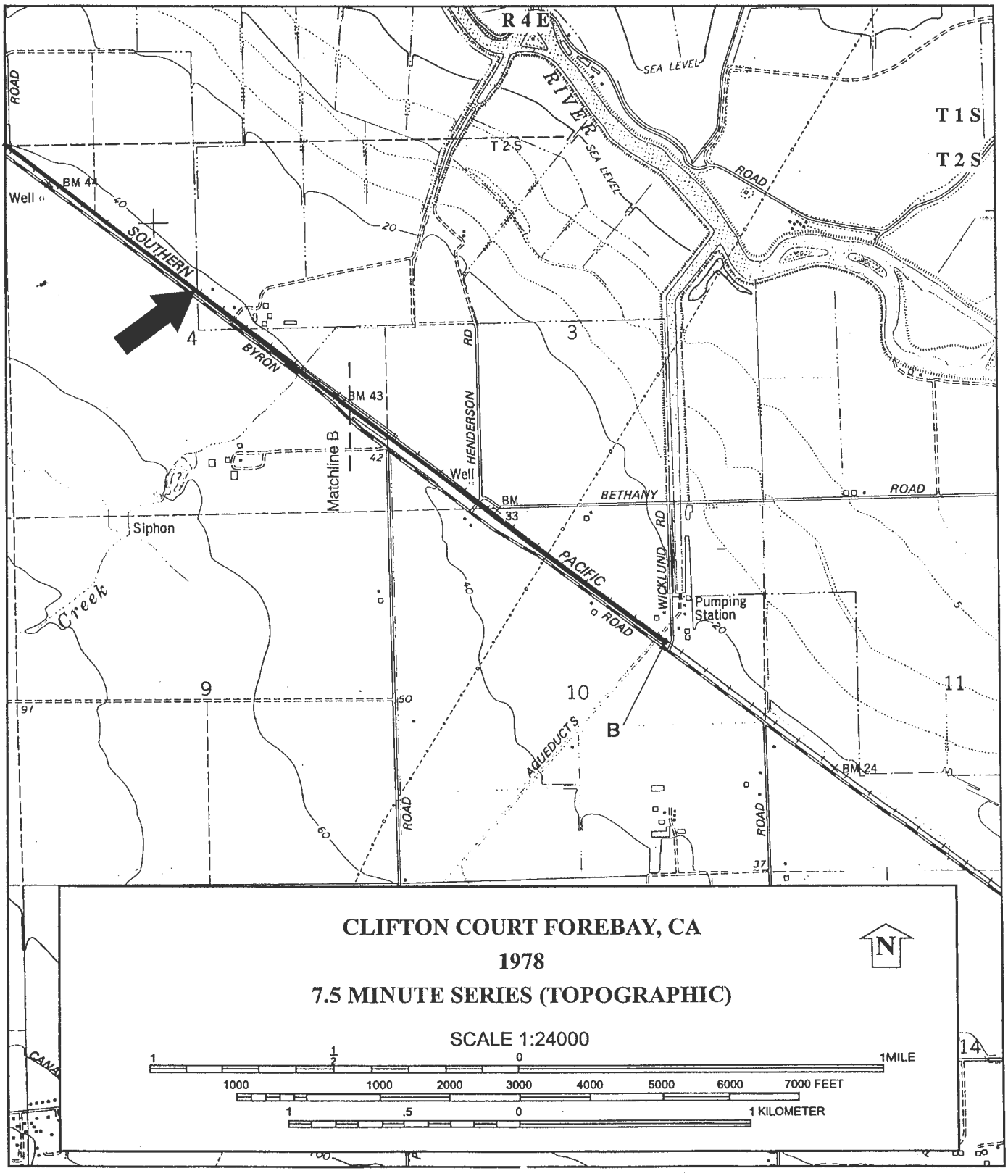


State of California The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000002
HRI #
Trinomial CA-SJO-250H

Page P5 of P5 * Resource Name or # (Assigned by recorder) Segment of the Southern Pacific Railroad (No. 1)
*Map Name: Clifton Court Forebay, CA 7.5 Minute USGS quadrangle *Scale 1:24,000 * Date of map: 1978



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-000002
HRI#
Trinomial CA-SJO-250H

Page L1 of L2 ***Resource Name or #:** (Assigned by recorder) Segment of the Southern Pacific Railroad Grade (No. 1)

L1. Historic and/or Common Name: Southern Pacific Railroad

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐Point Observation **Designation:** 6Z

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

The track segment, west of Tracy, extends along Byron Bethany Road for five and one-half miles from Wicklund Road to the point where it crosses the California Aqueduct. The segment's UTM coordinates are Zone 10, 0630678 mE, 4848638 mN and 0623593 mE, 4186986 mN.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate

The standard gauge railroad track and the grade it rests on were constructed in 1878.

L4. Dimensions: (In feet for historic features and Meters for prehistoric features)

a. Top Width Approximately 10 feet
b. Bottom Width N/A
c. Height or Depth N/A
d. Length of Segment 5.5 miles

L4e. Sketch of Cross-Section (Include scale) **Facing:**

N/A

L5. Associated Resources:

None

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate)

The railroad alignment is a branch line that runs through flat, largely undeveloped farm land in western San Joaquin Valley. The grade is elevated above Byron Bethany Road on the south and farmland on the north. The area is visually dominated by the high-tension transmission lines and towers that lead to the pumping station of the Delta Mendota Canal.

L7. Integrity Considerations:

The community of Tracy was established in 1878 at the intersection of two lines of the Central Pacific Railroad (later the Southern Pacific and now the Union Pacific). These two lines were the Altamont Line (completed in 1869) and another new line extending from Martinez down the western edge of the San Joaquin Valley (Matthews 1997:1). Tracy's early economy depended on the railroad and dry-land farming, specifically wheat and barley. This was true in the project area, where a railroad stop and spur at Bethany Station became important for local ranchers. The railroad alignment along current Byron Bethany Road was in place by September 8, 1878. It was considered the "low level route" to Martinez and San Pablo. German immigrant and local pioneer Henry Mohr donated a right-of-way through his land for the railroad with the understanding that the Central Pacific would build a station, the Bethany Station, on the land (Hillman and Covello 1984:197-198). In 1889, the alignment was depicted on an historical map as the San Pablo and Tulare Railroad, a branch line of the Southern Pacific Railroad Company (Nusbaumer and Boardman 1889; Wilhoit 1883).

In 1894, the town of Tracy became a major switching point for the railroad. The regional roundhouse was moved from Lathrop to Tracy, in part to store the numerous locomotives needed to get the heavy trains over the Altamont Pass (Matthews 1997:2). As long as trains monopolized transportation in the West, the Tracy operations were important to the Southern Pacific (SP). During World War II, Tracy became a major shipping point and helped prolong the railroad's operations, even as increasing automotive trucking companies began to cut into the railroad's freight market (Matthews 1997:3).

In the project area, the railroad's Bethany Station closed in the 1920s. Trucks replaced the SP's role in the local ranching economy just as increasing private automobile traffic put Tracy in easy driving range. The station became the site of a general merchandise store, while across the road a service station began to sell gas to travelers and cold soda and beer to locals (Costa 2001; Holck 2001).

In the late 1950s, Southern Pacific finally closed its railroad operations in Tracy. The loss to the economy was softened by the construction of factories, warehouses, and distribution centers throughout the 1960s, 1970s, and 1980s, which have continued to broaden Tracy's economic base. The railroad shop closure and the subsequent diversified development were largely spurred by improved transportation corridors, including Interstates 580, 205, and 5 (Matthews 1997:5). In the project area, the railroad ceased all its local interaction with farmers. The rails were operating until 1986, when they were abandoned by the Southern Pacific. The Union Pacific Railroad Company now owns the trackage after buying all of Southern Pacific's holdings in the 1990s.

(continued)

L7.

There have been no apparent alterations to this segment of the railroad. Its integrity of workmanship, materials, and location are intact. Its historic integrity of setting, feeling, design, and association have been altered. The historic setting and feeling was a somewhat isolated and undeveloped landscape, of which the railroad was a dominant feature and link to the outside world. It was also vital to the economic well-being of the community. The construction of the Central Valley Project in the project area transformed the area with major canal development and the erection of several electric transmission lines that now dominate the visual setting and feeling. The railroad's original design included the station at Bethany that created the nexus between railroad and residents. This station has been closed for decades, removing a key element from the original design of this segment of track. Another segment of this railroad was recently evaluated by Karen Van Citters: Historic Preservation, LLC, and determined to appear ineligible for the National Register of Historic Places (Van Citters 2001). Similarly, this segment of the railroad line does not appear eligible for the National Register, nor is it considered an historic resource for the purposes of the California Environmental Quality Act.

References:

Costa, M.
2001 Personal communication with Cindy Baker, PAR Environmental Services, Inc., Sacramento. Records of communication on file, PAR Environmental Services, Inc., Sacramento.

Hillman, R, and L. Covello
1984 *Cities and Towns of San Joaquin County Since 1847.* Panorama West Books, Bakersfield, CA.

Holck, D.
2001 Personal Communication with Cindy Baker, PAR Environmental Services, Inc., Sacramento. Records of communication on file, PAR Environmental Services, Inc., Sacramento.

Matthews, S.
1997 "Tracy: A Gateway City." *Tracy Press,* April 1997. Matthews Publisher Emeritus. www.rootsweb.com/~catags/tracyhist.htm.

Nusbaumer, G., and W. Boardman
1889 *Official Map of Alameda County.* Tribune Publishing Company, Oakland, California.

Van Citters, K.
2001 DPR 523 form; Southern Pacific Railroad Grade. Prepared for Tesla Powerplant Project, AFC #01-AFC-21; Data Adequacy Responses. By Karen Van Citters: Historic Preservation, LLC. On file, California Energy Commission, Sacramento, CA.

Wilhoit, R. E.
1883 *Map of the County of San Joaquin.* S. B. Linton, Philadelphia, Pennsylvania.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map or Drawing (View, scale, etc.)
See photograph on the associated primary record

L9. Remarks:
None

L10. Form Prepared by: (Name, affiliation, and address)
Cindy Baker
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95814

L11. Date 10-15-01

(Should have been #'d P-39-000002/CA-SJO-258H)

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-006011
HRI #
Trinomial CA-SJO-328H
NRHP Status Code 6Z
Other Listings
Review Code Reviewer Date

*Resource Name or # UPRR Mococo Line segment

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County San Joaquin

*b. USGS 7.5' Quads Union Island, CA Date 1978 T ___; R ___; ___ ¼ of Sec ___; _____ B.M.

c. Address _____ City _____ Zip _____ d. UTM (See Linear Records)

e. Other Locational Data: The segment of UPRR's Mococo Line northwest of Tracy between Corral Hollow and Reeve roads.

1/11

*P3a. Description:

This form inventories a segment of Union Pacific Railroad (UPRR) line at Grant Line Road, as well as two nearby comparison points at Reeve Road and Corral Hollow Road (see **Location Map**). These points are along the 46-mile rail line from Tracy to Martinez that was originally constructed in 1878 by the San Pablo & Tulare Railroad Company, a subsidiary of Southern Pacific Railroad (SPRR). UPRR currently owns the right-of-way, and the line is active. The section of track surveyed for this report runs parallel to Byron Road in Tracy and extends through the Area of Potential Effects (APE) for the San Joaquin County project referenced in P11 for approximately one mile in each direction of the line (northwest to its crossing of Reeve Road and southeast to its crossing of Corral Hollow Road). The standard-gauge single track consists of steel rails set on wood ties embedded in mixed-aggregate ballast. Date stamps of 1942, 1943, and 1945 were found on the rails. The ties and ballast vary in age, but do not appear to be older than the rails on any account. The integrity of the rail line at its road crossings has been compromised due to asphalt infill or embedded hard rubber panels. The track is slightly raised above the surrounding landscape, but makes its road crossings at-grade. The intersection of Grant Line Road and Byron Road – the focus of the county project – is shown in **Photograph 1**.

*P3b. Resource Attributes: AH7 – Railroad

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other

P5a. Photo of Drawing (Photo required for buildings, structures, and objects.)

P5b. Description of Photo: **Photograph 1.** Railroad crossing of Grant Line Road near Byron Road intersection, facing west.

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
1878 and ca.1945, published Central Pacific Railroad accounts (see footnotes) and rail date stamp

*P7. Owner and Address:
Union Pacific Railroad
844 East 5th Street
Stockton, CA 95206

*P8. Recorded by:
Greg Rainka
JRP Historical Consulting, LLC
2850 Spafford St.
Davis, CA 95618

*P9. Date Recorded: March 2010

*P10. Survey Type:
Intensive

*P11. Report Citation: JRP Historical Consulting, LLC, "Historical Resources Evaluation Report: Byron Road/Grant Line Road Intersection Improvements Project," 2010

*Attachments: ☐ None ☒ Location Map ☐ Sketch 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) _____

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

Primary # P-39-005011
HRI # CA-SJO-328H

***NRHP Status Code** 6Z
***Resource Name or #** UPRR Mococo Line segment

B1. Historic Name: Mococo Line; Tracy-Martinez Line; San Pablo & Tulare Railroad
B2. Common Name: _____
B3. Original Use: Railroad B4. Present Use: Railroad
***B5. Architectural Style:** n/a
***B6. Construction History:** Originally constructed in 1878; 1942, 1943 and 1945 date stamps on current rails; road crossings have been improved multiple times.

***B7. Moved?** ☒ **No** ☐ **Yes** ☐ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____
B9. Architect: _____ b. Builder: _____
***B10. Significance: Theme** n/a **Area** n/a
Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

The segment of the UPRR Mococo Line between Corral Hollow Road and Reeves Road (including the portion of the line at Grant Line Road) does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historic Resources (CRHR) because it lacks integrity to convey its historical significance. Similarly, this resource has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlines in Section 5024.1 of the California Public Resources Code, and does not appear to be a historical resource for the purposes of CEQA. (See Continuation Sheet.)

B11. Additional Resource Attributes: _____

***B12. References:**

Raymond W. Hillman and Leonard A. Covello, *Cities & Towns of San Joaquin County Since 1847* (Fresno, CA: Panorama West Books, 1985); "The Important Cities of San Joaquin County," *The Lodi Sentinel,* Sept. 25, 1913; Ralph Lee and Christi Kennedy, "Tracy traces its roots back to railroad company," *Lodi News-Sentinel*, May 20, 2005; *Tracy Diamond Jubilee: 1878 to 1953* (Tracy, CA: Tracy Diamond Jubilee, Inc., 1953); Tracy Historical Society, *Images of America: Tracy* (San Francisco: Arcadia Publishing, 2004); *Tracy Press Centennial Edition*, Sept. 6, 1978. Also see footnotes.

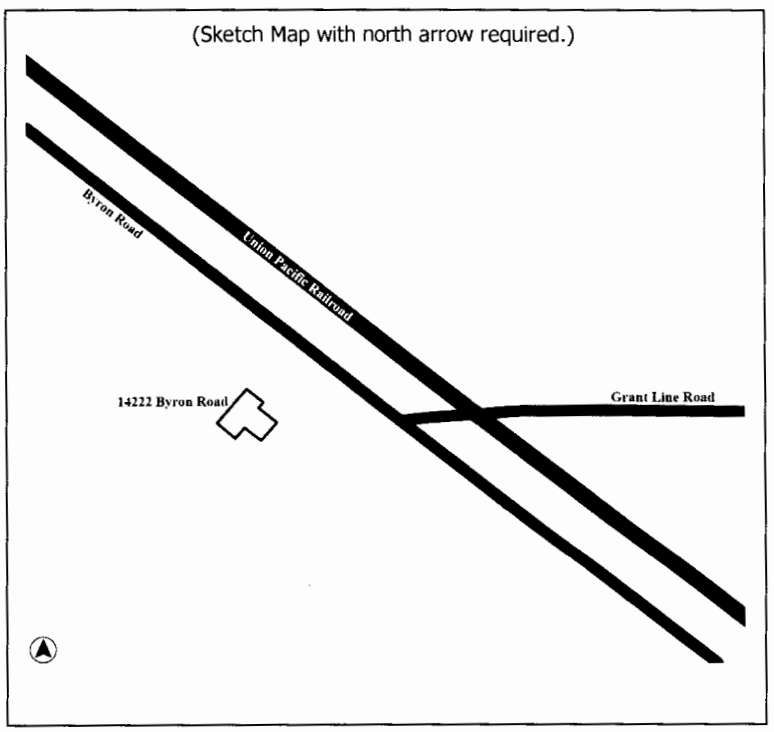
B13. Remarks: _____

***B14. Evaluator:** Greg Rainka and Christopher McMorris

***Date of Evaluation:** April 2010

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-005011
HRI #
Trinomial CA-SJO-328H

Resource Name or # Mococo Line

L1. Historic and/or Common Name: Mococo Line of the UPRR

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** ML-1

b. Location of point or segment: At-grade intersection of the railroad with Reeve Road out of the APE for this project; UTM -- Zone 10 / 632,158 mE / 4,180,611 mN

L3. Description:

At this level crossing, the rails are embedded in asphalt. The pavement has worn away or settled in some areas. Two contemporary railroad signals with crossing gates are present. Both the rails and road are slightly raised above the immediate surroundings.

L4. Dimensions:

a. Top Width: approximately 7'
b. Bottom Width: n/a
c. Height or Depth: 0'
d. Length of Segment: n/a

L4e. Sketch of Cross-Section (include scale) **Facing:**

Not to scale

L5. Associated Resources:

Signal gates; signal box.

L6. Setting:

The rail line runs parallel to Byron Road at this point, and is surrounded by agricultural land.

L7. Integrity Considerations:

The rails, ties and ballast are not original. The rails are embedded in repaved asphalt.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing:
Facing northwest, Byron Road at far left.

L9. Remarks:

L10. Form Prepared by:
Greg Rainka
JRP Historical Consulting, LLC
1490 Drew Ave Suite 110
Davis, CA 95618

L11. Date: March 11, 2010

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-005011
HRI #
Trinomial CA-CJO-328H

Resource Name or # Mococo Line

L1. Historic and/or Common Name: Mococo Line of the UPRR

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** ML-2

b. Location of point or segment: At-grade intersection of the railroad with Grant Line Road within the APE for this project; UTM-- Zone 10 / 633,489 mE / 4,179,601 mN

L3. Description:

At this level crossing, the rails are embedded in asphalt. The pavement has worn away or settled in some areas. Two contemporary railroad signals with crossing gates are present. Both the rails and road are slightly raised above the immediate surroundings.

L4. Dimensions:

a. Top Width: approximately 7'
b. Bottom Width: n/a
c. Height or Depth: 0'
d. Length of Segment: n/a

L4e. Sketch of Cross-Section (include scale) **Facing:**

Not to scale

L5. Associated Resources:

Signal gates; signal box.

L6. Setting:

The rail line runs parallel to Byron Road at this point, and is surrounded by agricultural land and rural residences.

L7. Integrity Considerations:

The rails, ties and ballast are not original. The rails are embedded in repaved asphalt.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing:
Facing northwest, Byron Road at far left.

L9. Remarks:

L10. Form Prepared by:
Greg Rainka
JRP Historical Consulting, LLC
1490 Drew Ave Suite 110
Davis, CA 95618

L11. Date: March 11, 2010

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-005911
HRI #
Trinomial CA-SJO-328H

Resource Name or # Mococo Line

L1. Historic and/or Common Name: Mococo Line of the UPRR

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** ML-3

b. Location of point or segment: At-grade intersection of the railroad with Corral Hollow Road out of the APE for this project; UTM -- Zone 10 / 636,289 mE / 4,178306 mN

L3. Description:

At this level crossing, the rails are embedded in hard rubber panels. Two contemporary railroad signals with crossing gates are present. Both the rails and road are at-grade with the immediate surroundings.

L4. Dimensions:

a. Top Width: approximately 7'
b. Bottom Width: n/a
c. Height or Depth: 0'
d. Length of Segment: n/a

L4e. Sketch of Cross-Section (include scale) **Facing:**

Not to scale

L5. Associated Resources:

Signal gates; signal box.

L6. Setting:

The rail line runs parallel to Byron Road at this point, and is surrounded by residential buildup.

L7. Integrity Considerations:

The rails, ties and ballast are not original. This intersection has recently been improved, and the rails are now embedded in modern hard rubber panels.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing:
Facing northwest, Byron Road at far left.

L9. Remarks:

L10. Form Prepared by:
Greg Rainka
JRP Historical Consulting, LLC
1490 Drew Ave Suite 110
Davis, CA 95618

L11. Date: March 11, 2010

B10. Significance (continued):

The creation of a rail network throughout California's Central Valley led to the development of many towns at various points along the main lines and lateral branches, including numerous in the San Joaquin Valley. In 1869, Central Pacific Railroad (CPRR) finished construction of a line from Sacramento to San Jose over the Altamont Pass and through Niles Canyon. That same year, a small community was established nine miles south of Stockton that became known as Lathrop Junction. It soon developed into a railroad center and the San Joaquin Valley headquarters for CPRR. The volume of business to and from the San Francisco Bay Area was so great that CPRR found it necessary to build a coaling station to facilitate travel on the Altamont line. The new station was named Ellis, and was positioned just east of the Coast Range at the foot of Livermore Hills to provide "pusher" engines to assist trains through the mountain pass. It quickly grew into a community of its own – by 1870, there were forty buildings in Ellis.[1]

In 1878, CPRR began making improvements to the oft-traveled rail line. In an effort to reduce dependence on the slow, inefficient route over the mountain pass, the San Pablo & Tulare Railroad Company, a subsidiary of CPRR, laid 46.5 miles of track connecting the main San Joaquin Valley line at Lathrop to a recently opened route of the Northern Railway Company – another CPRR entity – linking West Oakland to Martinez (the APE for this project is located along this alignment). A new town was immediately established at the junction of the two lines, approximately four miles west of Ellis. It was named Tracy after Lathrop J. Tracy, an Ohio grain merchant who was a friend of CPRR superintendent J.H. Stewart. The birth of Tracy also meant the demise of Ellis. Railroad officials saw no reason to retain the coaling station – by 1880, it was closed and many of the community's families and buildings were relocated to the new town site. Little remains of Ellis today.[2]

Tracy's growth and development mirrored that of the railroad for many years. The town's earliest residents were railroad workers and their families, with the commercial makeup consisting of businesses that provided the needed services for them. An increase in rail traffic through Tracy resulted from the merger of CPRR into Southern Pacific Railroad Company (SPRR) in 1885. Activity amplified further both in 1892, when SPRR completed an extension of the San Pablo & Tulare south to Fresno (the West Side Line), and in 1894, after SPRR relocated its headquarters to Tracy from Lathrop. The latter involved the transfer of all railroad equipment including engines and buildings. Trains were now passing through Tracy from all directions; facilities were expanded accordingly, and the town's population steadily grew. Tracy incorporated in 1910, the same year it became an SPRR division point.[3]

After 1912, the San Pablo & Tulare became known as the Mococo Line. The name is an acronym of Mountain Copper Company, a smelting operation located above Bull's Head Point in Martinez. California had a very active copper industry around the turn of the twentieth century, and Martinez had developed into a significant refining center. Mococo was one of the larger industrial developments between Tracy and Oakland at the time. The line served an increasing number of businesses and industries in the early twentieth century. In 1914, the River Rock & Gravel Company was established at the mouth of Corral Hollow Creek near Tracy. This plant provided, via the railroad, aggregate needed for the construction of both the San Francisco-Oakland Bay Bridge and the Golden Gate Bridge in the 1930s. Another significant industrial development came to the Tracy area in 1917 with the construction of the Pacific Sugar Corporation plant just north of town. Both a canal and rail spur were extended to the site. Twenty years later, two packing sheds were built on the SPRR right of

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[1] Raymond W. Hillman and Leonard A. Covello, *Cities & Towns of San Joaquin County Since 1847* (Fresno, CA: Panorama West Books, 1985); "The Important Cities of San Joaquin County," *The Lodi Sentinel*, Sept. 25, 1913; Ralph Lee and Christi Kennedy, "Tracy traces its roots back to railroad company," *Lodi News-Sentinel*, May 20, 2005; *Tracy Diamond Jubilee: 1878 to 1953* (Tracy, CA: Tracy Diamond Jubilee, Inc., 1953); Tracy Historical Society, *Images of America: Tracy* (San Francisco: Arcadia Publishing, 2004); *Tracy Press Centennial Edition*, Sept. 6, 1978.

[2] Hillman and Covello; Lee and Kennedy; *Tracy Diamond Jubilee*; *Tracy Press Centennial Edition.*

[3] Hillman and Covello; Lee and Kennedy; *Tracy Diamond Jubilee*; *Tracy Press Centennial Edition.*

way along Sixth Street. Their occupants, the Robert Cochran Company of New York and the American Fruit Growers, turned Tracy into one of world's foremost asparagus shippers. Other major development in Tracy occurred in 1946 when both the H.J. Heinz Company and Tracy Ice & Development Corporation opened plants in Tracy. The latter produced 140 tons of ice per day, and iced more than 3,000 rail cars per year.[4]

The unique geography of the San Francisco Bay Area made access to and from the San Joaquin Valley particularly difficult for trains to maneuver, and though rail travel took longer via Tracy, the Mococo Line was one of the only all-rail routes (that is, it traversed the Bay Area without the help of train ferries). The rail line was heavily traveled, and perhaps overloaded, as a result, particularly during World War I. In addition, beginning in 1927, this line was used by the San Joaquin Daylight, an SPRR passenger train that ran a daily Central Valley route between Oakland and Los Angeles. In response to overall system overuse concerns, SPRR began a vast, long-range rehabilitation and improvement program following the war that included extensions, additions, and reconstruction. Not surprisingly, however, SPRR's revenue dropped significantly during the Great Depression of the 1930s, ultimately resulting in company-wide cutbacks. Some branch lines were abandoned and dismantled, track metal and ties were requisitioned, profitless services were curtailed or consolidated, and old equipment was put out of service.[5]

In contrast, World War II brought SPRR all-time usage highs, and the company used its wartime profits to continue to upgrade its operating system. The magnitude of change was comparatively great on the West Coast because of the busy Bay Area ports and the numerous new military facilities established in California. In 1944, for example, as many as thirty trains loaded with service men and equipment passed through Tracy each day. SPRR made great strides during this war in improving its rolling stock and also began to address the problem of its single-track mainline in California. The company installed a centralized traffic control (CTC) system on its California lines, 1,400 miles of new rail, and 115 miles of new track at 268 sidings and siding extensions. In addition, many railroad structures (bridges, trestles, tracks, etc.) were strengthened, new roundhouse and shop facilities were constructed, and stations were expanded. By 1950, the company had replaced more than 430 miles of track in California with new and heavier rail to facilitate larger locomotives and longer freight trains. In the 1960s, SPRR upgraded its main line through the San Joaquin Valley with new welded rails called "ribbon rails," which were manufactured at their Tracy welding plant. Today, these rails are still functioning on hundreds of miles of SPRR track throughout the Central Valley.[6]

Tracy remained an important node in the greater California rail network until the effectual end of the steam era in the 1950s. The new diesel engines simply no longer required the sprawling facilities and large crews of the former generation. In the 1970s, three major San Joaquin Valley freeways converged at Tracy. The triangle formed by Interstates 5, 205 and 580 has kept transportation at the heart of the city's identity.[7]

The Mococo Line, now owned by UPRR, remained mostly dormant from the late 1970s until recently. During that time, rampant residential and commercial building growth took place adjacent to much of the railroad alignment. In particular, new housing developments were established in Antioch, Oakley, Brentwood, Byron, Mountain House, and Tracy. The tracks were retained, however, in case they were needed again in the future. The rise in fuel prices has led to resurgence in use of the Bay Area rail network by companies shipping goods from the Port of Oakland. As a result, the Mococo Line has

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[4] Hillman and Covello; Lee and Kennedy; *Tracy Diamond Jubilee*; *Tracy Press Centennial Edition*; Mike Martinez and Paul Burgarino, "Union Pacific could derail Tracy train plan," *Tri-Valley Herald,* Aug. 10, 2008; Sam Matthews, "Tracy may get new life as a railroad center," *Lodi News-Sentinel,* Aug. 6, 1984.

[5] Erle Heath, *Seventy-Five Years of Progress: Historical Sketch of the Southern Pacific* (San Francisco: Southern Pacific Bureau of News, 1945) 25–30; Don L. Hofsommer, *The Southern Pacific 1901-1985* (College Station, TX: Texas A&M University Press, 1986) 71-77; Hillman and Covello; Lee and Kennedy; *Tracy Diamond Jubilee*; *Tracy Press Centennial Edition*; Martinez and Burgarino; Matthews.

[6] Heath, 44-51; Hofsommer, 190-207; *Tracy Diamond Jubilee*; *Tracy Press Centennial Edition.*

[7] Hillman and Covello; Lee and Kennedy; *Tracy Diamond Jubilee*; *Tracy Press Centennial Edition*; Martinez and Burgarino; Matthews.

been reactivated by UPRR. More specifically, UPRR crews completed rehabilitation of four miles of the railroad in Tracy in 2008, which may have included the subject segment of track.[8]

Development of the Subject Resource

As noted, the alignment of the present-day Mococo Line was laid by the San Pablo & Tulare Railroad Company in 1878. According to historic maps and aerial photographs[9], the alignment of this railroad appears unchanged since that time. The 1914 Bethany Quadrangle labels the railroad as the SPRR San Francisco and New Orleans Line. Although it is unknown when the line took the Mococo name, JRP could not find another other reference to the San Francisco and New Orleans Line as it relates to the subject resource. The Mountain Copper Company (Mococo) plant in Martinez was established in 1905, with production at its height during the first quarter of the century.[10] It seems likely that the San Pablo & Tulare became commonly known as the Mococo Line during that time. The railroad has also been referred to simply as the Tracy-Martinez Line.

The railroad's crossing of Grant Line Road was made after 1904, as the intersection of Grant Line Road and Byron Road – the focus of this project – did not exist prior to that time, according to a 1904 George E. Crane map of San Joaquin County. The section of track surveyed for this report extends through the APE and approximately one mile in both directions of the line (northwest and southeast). Date stamps from 1942, 1943, and 1945 were found on the rails, which correspond to SPRR's World War II-era system upgrades previously discussed. The ties and ballast vary in age, but do not appear to be older than the rails on any account. The integrity of the Mococo Line at its level crossing with Grant Line Road in the APE has been compromised due to asphalt infill of the track and contemporary signals and gates flanking the roadway.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the UPRR Mococo Line segment has some historical significance within the context of San Joaquin County, specifically in relation to the development of Tracy. Although it served a utilitarian role, functioning as a general transportation corridor for a number of industries, the construction of this railroad effectively led to the founding of that city. The resource's potential period of significance would be from its initial construction (1878) to the climax of its effects on Tracy's development around 1910, when Tracy incorporated and became a division point for SPRR. Only the alignment of the rail line dates to this period, however. All other elements of the rail line have been modified over the years. Date stamps from 1942, 1943, and 1945 were found on the segment of rails surveyed for this report, which indicates that the line was improved during the system-wide upgrade made in response to World War II. The segment does not have particular significance within the context of SPRR's efforts during the war. The ties and ballast vary in age, but do not appear to be older than the rails on any account. The integrity of the railroad's crossing with Grant Line Road, specifically, has been compromised due to modern asphalt infill of the track and the contemporary grade crossing signals and gates flanking the roadway.

Under Criterion B or 2, the Mococo Line segment does not appear to be significant for its association with the lives of persons important to local, state or national history. The railroad cannot be attributed to the life of any individual or the lives of a specific group of individuals of note.

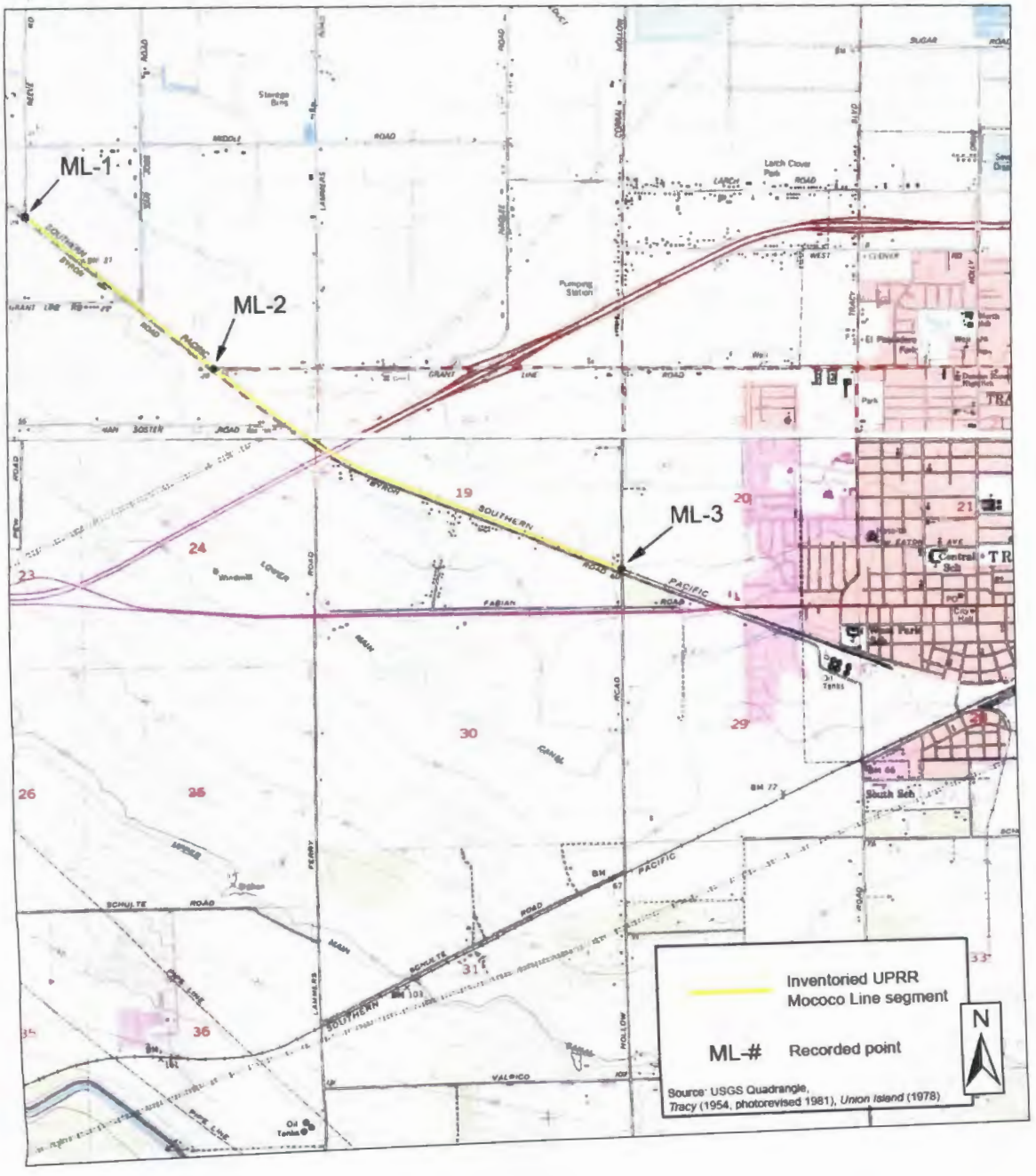
Under Criterion C or 3, the Mococo Line segment does not appear to be significant for possessing distinctive characteristics of a type, period or method of construction or engineering, nor does it represent the work of a master. The railroad's track

[8] Martinez and Burgarino; Matthews.
[9] "Union Island, CA 7.5' Quadrangle," 1914, 1952, 1952 photorevised 1968, and 1978; USDA Aerial Photographs of San Joaquin County, 1940 (ABD-335-40), 1952 (ABD-1K-110), 1957 (ABD-39T-39), 1963 (ABD-1CC-145), and 1968 (ABD-2JJ-70).
[10] Martinez and Burgarino.

was laid across low, level land on an unobstructed course, and consequently does not exhibit qualities that would make it significant for its structural design or engineering. As discussed above, all original construction materials appear to have been replaced.

Under Criterion D or 4, the Mococo Line segment does not appear to be significant as a source (or likely source) of important information regarding history. Railroad construction is well documented, and this particular line does not appear to have any likelihood of yielding new, important information to the history of railroad design and engineering, related technologies of railroad construction, or development of the local area, the State of California, or the nation.

Location Map:



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

UPDATE SHEET

Primary # 39-005084
HRI #
Trinomial
NRHP Status Code 6Z

* Resource Name or #: (Assigned by recorder) Paradise Cut Levee
Map ID #: 26

☐ Continuation ☒ Update

P1. Other Identifier: N/A

*** P2 e. Other Locational Data:** Lathrop, California, U.S. Geological Survey 7.5-minute topographic quadrangle; Zone 10, 646550mE/ 4182228mN

*** P3a. Description:** The Paradise Cut Levee is an earthen levee that was constructed in the late nineteenth century and borders the edge of Paradise Cut in the southern Sacramento-San Joaquin River Delta. The levee is about 20 feet wide at the top, 45 feet wide at the base, and 25 feet high. The waterside of the levee is covered in rip-rap and the land opposite the levee across Paradise Cut has not been reclaimed (Gilbert 2011). The segment of the levee within the ACE*forward* California Environmental Quality Act (CEQA) Study area includes only the portion of the levee that intersects the existing railroad alignment.

The Paradise Cut Levee is of a type typical to the southern Sacramento-San Joaquin River Delta. Levees of this type began to be constructed in the Sacramento-San Joaquin River Delta in the late 1860s in an effort to prevent flooding fertile farmland and remedy rising riverbeds that resulted from silt deposits due to hydraulic mining. Unfortunately, the peat soils that were advantageous for agriculture were not suitable for levee walls and the maintenance costs of the levees became exorbitant. In order to offset some of these costs, steam-powered dredges that produced larger levees at half the cost replaced horse-powered labor in the late 1870s. In 1917, the US Congress authorized the Sacramento Flood Control Project that resulted in more than 1,600 miles of levees in the Central Valley. The US Army Corps of Engineers completed the project in 1960 and general maintenance of the levees currently is the responsibility of local agencies such as the Department of Water Resources and Reclamation Districts (Gilbert 2011).

*** P3b. Resource Attributes:** HP11 – Engineering Structure (Levee)

P5a. Photograph:

Photograph 1. Paradise Cut Levee at its intersection with Manthey Road, about 0.5 mile southeast of where the levee intersects the railroad, camera facing northwest, Google Image Capture March 2015 (The segment of the levee in the CEQA Study Area was not accessible.)

*** P8. Recorded by:** M. Mello and K. Johnson, AECOM, 401 West A Street, Suite 1200, San Diego, CA

*** P9. Date Recorded:** OCTOBER 2016

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

*** B10. Significance: Theme** Flood Control and Reclamation **Area** Sacramento-San Joaquin River Delta

Period of Significance late nineteenth century **Property Type** levee

Applicable Criteria N/A

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

Rebecca H. Gilbert of the California Department of Water Resources inventoried the Paradise Cut Levee for the report titled *Doughty Cut Water Monitoring Project Supplemental Archaeological Survey Report*. The State of California Department of Parks and Recreation 523 Series forms are attached. The inventory did not include a formal evaluation of the property's eligibility for listing in in the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR) or as a CEQA historical resource. No local register criteria were identified. After review of the previous recordation and current research, the present evaluation concludes that the drainage canal does not appear to meet the criteria for listing in the NRHP or CRHR, nor does it appear to be an historical resource for the purposes of CEQA as an individual resource or as a contributor to a larger property such as the entire Sacramento Flood Control Project system. The levee has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the Paradise Cut Levee has no significant association with important historical events. Although the levee is part of the Sacramento Flood Control Project system, it is only a small portion of the more than 1,600 miles of levees constructed in the Central Valley and does not reflect the key events associated with the development of the area, flood control, and land reclamation. It is not significant as an individual resource or as a contributor to a larger property such as the entire Sacramento Flood Control Project system.

Under NRHP Criterion B or CRHR Criterion 2, the levee does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to development of levee, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals important to the Sacramento Flood Control Project system appear to be associated with the canal. It is not significant as an individual resource or as a contributor to a larger property such as the entire Sacramento Flood Control Project system.

Under NRHP Criterion C or CRHR Criterion 3, the levee is not significant because is it not an important example of a type, period, or method of construction. The levee is an example of a type typical to the southern Sacramento-San Joaquin River Delta and is does not represent a significant engineering design or introduce a design innovation into the overall flood control system. The levee also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with the levee. It is not significant as an individual resource or as a contributor to a larger property such as the entire Sacramento Flood Control Project system.

Under NRHP Criterion D or CRHR Criterion 4, the levee is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. It is not significant as an individual resource or as a contributor to a larger property such as the entire Sacramento Flood Control Project system. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, the Paradise Cut Levee does not meet NRHP or CRHR criteria and is not a historical resource for the purposes of CEQA. No local register criteria for San Joaquin County were identified. Because the canal as a whole does not appear to be eligible, the evaluated segment would not contribute to a larger property such as the entire Sacramento Flood Control Project system.

*** B12. References:**

California Department of Water Resources
2011 *Doughty Cut Water Monitoring Project Supplemental Archaeological Survey Report*. West Sacramento, California: California Department of Water Resources.

Gilbert, Rebecca H.
2011 Paradise Cut Levee State of California Department of Parks and Recreation Forms 523A, 523B, 523E, 523J, and 523L. West Sacramento, California: California Department of Water Resources.

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

PRIMARY RECORD

Primary # P-39-005084
HRI #
Trinomial
NRHP Status Code 7

Other Listings
Review Code | Reviewer | Date

 Resource Name or #: Paradise Cut Levee

P1. Other Identifier: N/A

P2. Location: ☒ **Not for Publication** ☐ **Unrestricted** **a. County:** San Joaquin

b. USGS 7.5' Quad: Union Island and Lathrop (see Continuation Sheet for location) **Date:** 2009

c. Address: N/A City: N/A Zip: N/A

d. UTM: see Continuation Sheet

e. Other Locational Data:

Paradise Cut is located in the southern Sacramento-San Joaquin River Delta. It forms the southern boundary of Steward Tract. Paradise Cut flows west from San Joaquin River about 4.5 miles southwest of the city of Lathrop to Old River. Paradise Cut is approximately 7.5 miles long.

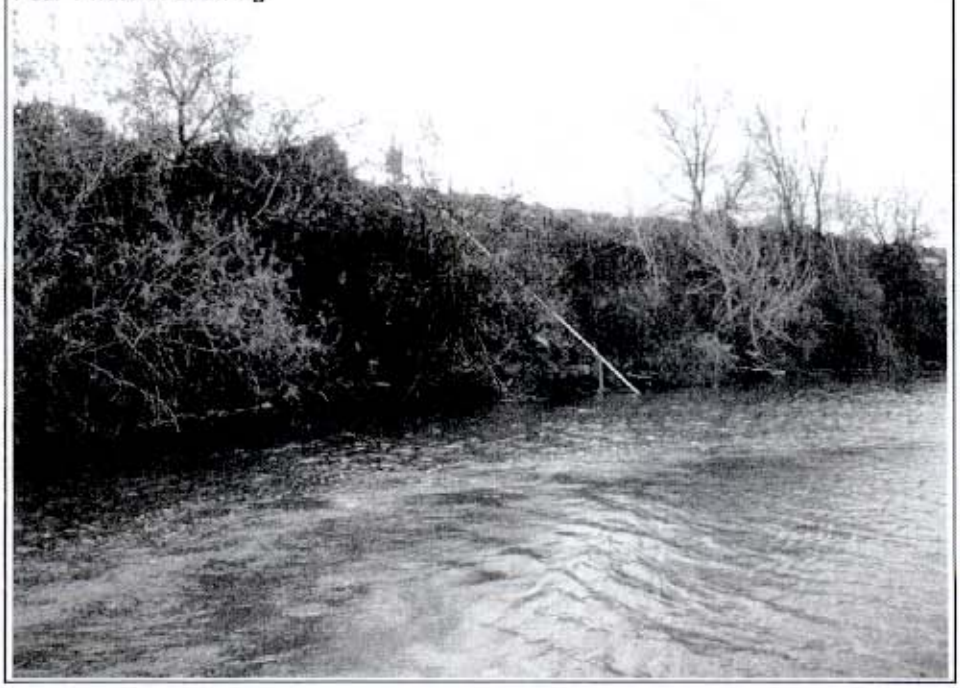
P3a. Description:

This is an earthen levee that borders the southern edge of Paradise Cut in the southern Sacramento-San Joaquin River Delta. It is typical type of levees that are found throughout the entire Delta. The purpose of the Paradise Cut Levee is flood control and reclamation of flooded lands for agricultural use. The levee is approximately 20 feet wide at the top, 45 feet wide at the base, and 25 feet high. The waterside of the levee is covered in rip-rap. The land opposite the levee across Paradise Cut has not been reclaimed and is in its natural state. The fields surrounding the levee are primarily agricultural and numerous high and low-power utility poles pass through the area.

P3b. Resource Attributes: HP11: Engineering Structure (Levee)

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

P5a. Photo or Drawing



P5b. Description of Photo: View to the southwest (Point #1)

P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
Late 19th Century

P7. Owner and Address: Various (see Continuation Sheet)

P8. Recorded by:
Rebecca H. Gilbert
CA Department of Water Resources
3500 Industrial Blvd
West Sacramento, CA 95691

P9. Date Recorded: June 9, 2011

P10. Survey Type: Reconnaissance (Observation Points)

P11. Report Citation:
California Department of Water Resources
2011 Doughty Cut Water Monitoring Project Supplemental Archaeological Survey Report

Attachments: ☐NONE ☒Location Map ☐Sketch 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):

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

Primary # P-39-005084
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

 NRHP Status Code 7 **Resource Name or #:** Paradise Cut Levee

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Levee **B4. Present Use:** Levee
B5. Architectural Style: Earthen Levee
B6. Construction History:

Constructed in the latter half of the 19th century

B7. Moved? ☒No ☐Yes ☐Unknown **Date:** **Original Location:**
B8. Related Features: none

B9a. Architect: Unknown **b. Builder:** Unknown
B10. Significance: Theme: Flood Control and Reclamation **Area:** Sacramento-San Joaquin River Delta
Period of Significance: late 19th century **Property Type:** Levee **Applicable Criteria:** N/A

The levee along Paradise Cut was not evaluated for eligibility for the NRHP. It is an earthen levee typical of those found throughout the Sacramento-San Joaquin River Delta. In the late 1860s, construction of the Sacramento-San Joaquin Delta levees began in an effort to prevent flooding on some of the most fertile farmland in the nation and to remedy the rising riverbeds resulting from increasing silt deposits due to hydraulic mining (Department of Water Resources Levee Repair-History of Levees 2011). Unfortunately, the peat soils that were excellent for agriculture proved insufficient for levee walls, and the reclamation and preservation costs to maintain the levees soon became exorbitant (Department of Water Resources Levee Repair-History of Levees 2011; Sacramento Delta History 2011). In the late 1870s, in an effort to combat these rising costs, hand and horse powered labor was replaced with steam-powered dredges, which produced larger levees at half the cost (Sacramento Delta History 2011). Congress authorized the Sacramento Flood Control Project in 1917, which was completed by the U.S. Army Corps of Engineers in 1960. This project resulted in more than 1,600 miles of State-federal project levees in the Central Valley, the general upkeep of which is now the responsibility of local entities such as the Department of Water Resources and Reclamation Districts.

B11. Additional Resource Attributes: N/A

B12. References:

California Department of Water Resources Levee Repair – History of Levees
2011 http://www.water.ca.gov/levees/history/construction.cfm. Accessed on June 8, 2011.
Sacramento Delta History
2011 http://www.sacdelta.com/hist.html. Accessed on June 8, 2011.

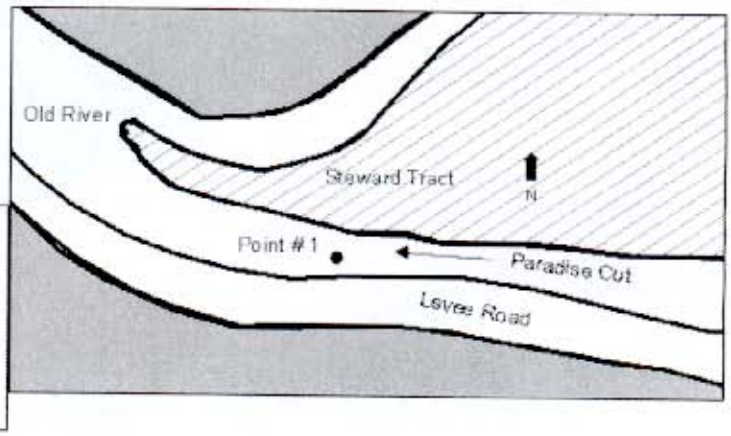
B13. Remarks:

None

B14. Evaluator: N/A (not evaluated)

Date of Evaluation: N/A

(This space reserved for official comments.)



State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-39-005084
HRI #
Trinomial

 Resource Name or #: Paradise Cut Levee

L1. Historic and/or Common Name: N/A

L2a. Portion Described: ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** Point # 1

b. Location of point or segment:
Union Island 7.5' USGS topographic quadrangle (2009); T 1S, R 5E, NE ¼ of SW ¼ of Sec 34
Zone: 10; mE 639836/ mN 4185063

L3. Description:

The earthen levee forms an approximate angle of 50 degrees. It is approximately 20 feet wide at the crown, 45 feet wide at the base, and 25 feet high. The levee is only on the south side of Paradise Cut with undeveloped land located north of the cut. The waterside of the levee is covered in rip-rap. Paradise Cut is approximately 50 feet wide at this location.

L4. Dimensions:
a. Top Width: 20 feet
b. Bottom Width: 45 feet
c. Height or Depth: 25 feet
d. Length of Segment: N/A

L4e. Sketch of Cross-Section **Facing:** West

L5. Associated Resources:

None

L6. Setting:

Heavy vegetation consists of various shrubs, grasses, brambles, and reeds with some trees. Agricultural fields are on south side of the levee.

L7. Integrity Considerations:

This point is on a segment of the levee that has been continually modified and maintained.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing
View to the southwest.

L9. Remarks:

None

L10. Form Prepared by:
Rebecca H. Gilbert
CA Department of Water Resources
3500 Industrial Blvd.
West Sacramento, CA 95691

L11. Date:

June 9, 2011

P2b. Location:

Two points were taken for this resource, one at either end of Paradise Cut:

Point #1 (Western end of Paradise Cut)
Union Island 7.5' USGS topographic quadrangle (2009); T 1S, R 5E, NE ¼ of SW ¼ of Sec 34
Zone: 10; mE 639836/ mN 4185063

Point # 2 (Eastern end of Paradise Cut)
Lathrop 7.5' USGS topographic quadrangle (2009); T 2S, R 6E, SE ¼ of NE ¼ of Sec 46
Zone: 10; mE 648886/ mN 4180544

P7. Owner and Address:

There are two owners along the length of the Paradise Cut levee:

OWNER	CONTACT	ADDRESS			
Reclamation District 2058	Kjelden-Sinnock & Neudeck Inc	PO BOX 844	Stockton	CA	95201-0844
Reclamation District 2095	Dennis Hay	PO BOX 1129	Tracy	CA	95376

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

LOCATION MAP

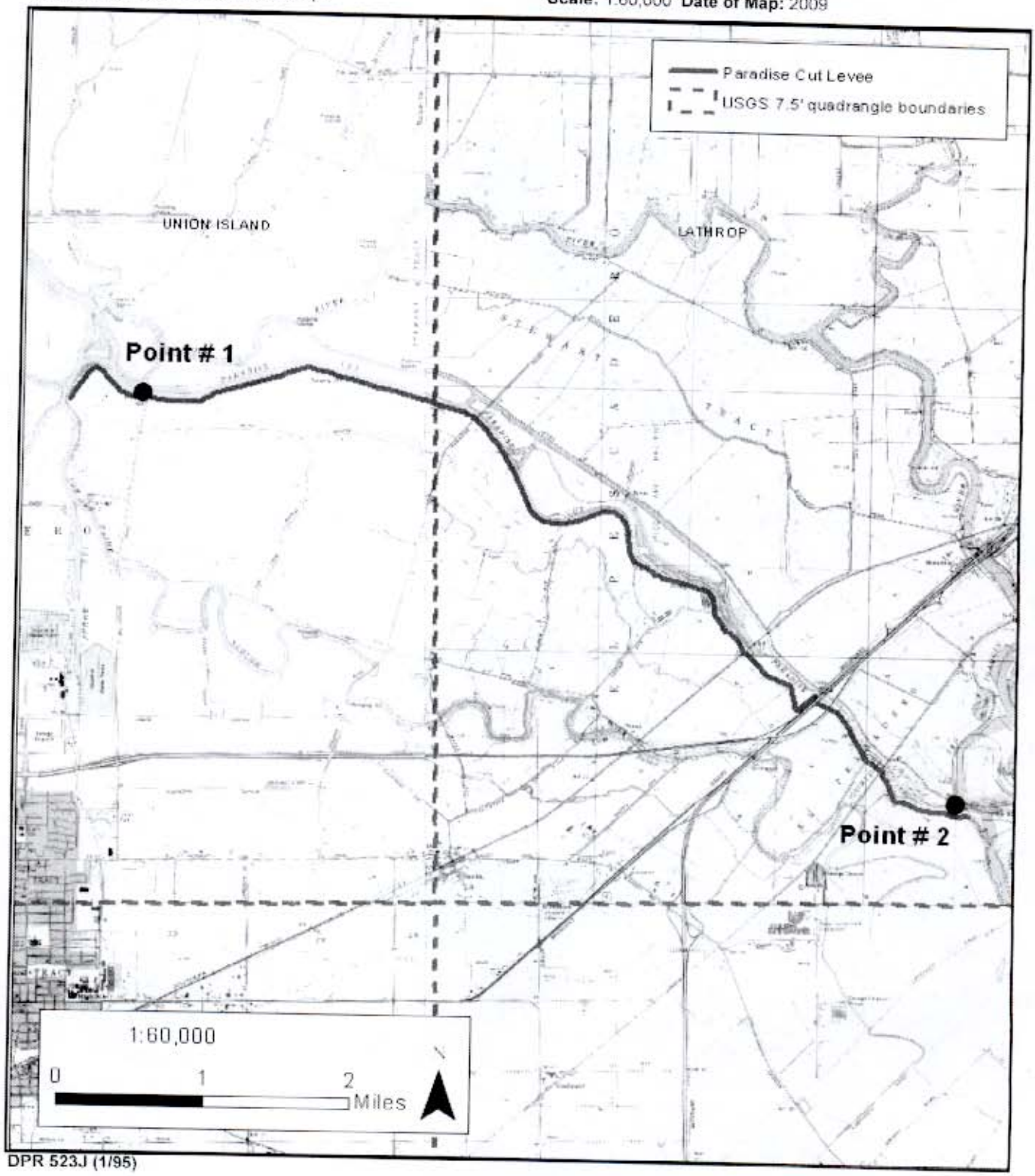
Page 5 of 7

Primary # P-39-005084
HRI#
Trinomial

Resource Name or #: Paradise Cut Levee

Map Name: Union Island and Lathrop

Scale: 1:60,000 Date of Map: 2009



DPR 523J (1/95)

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

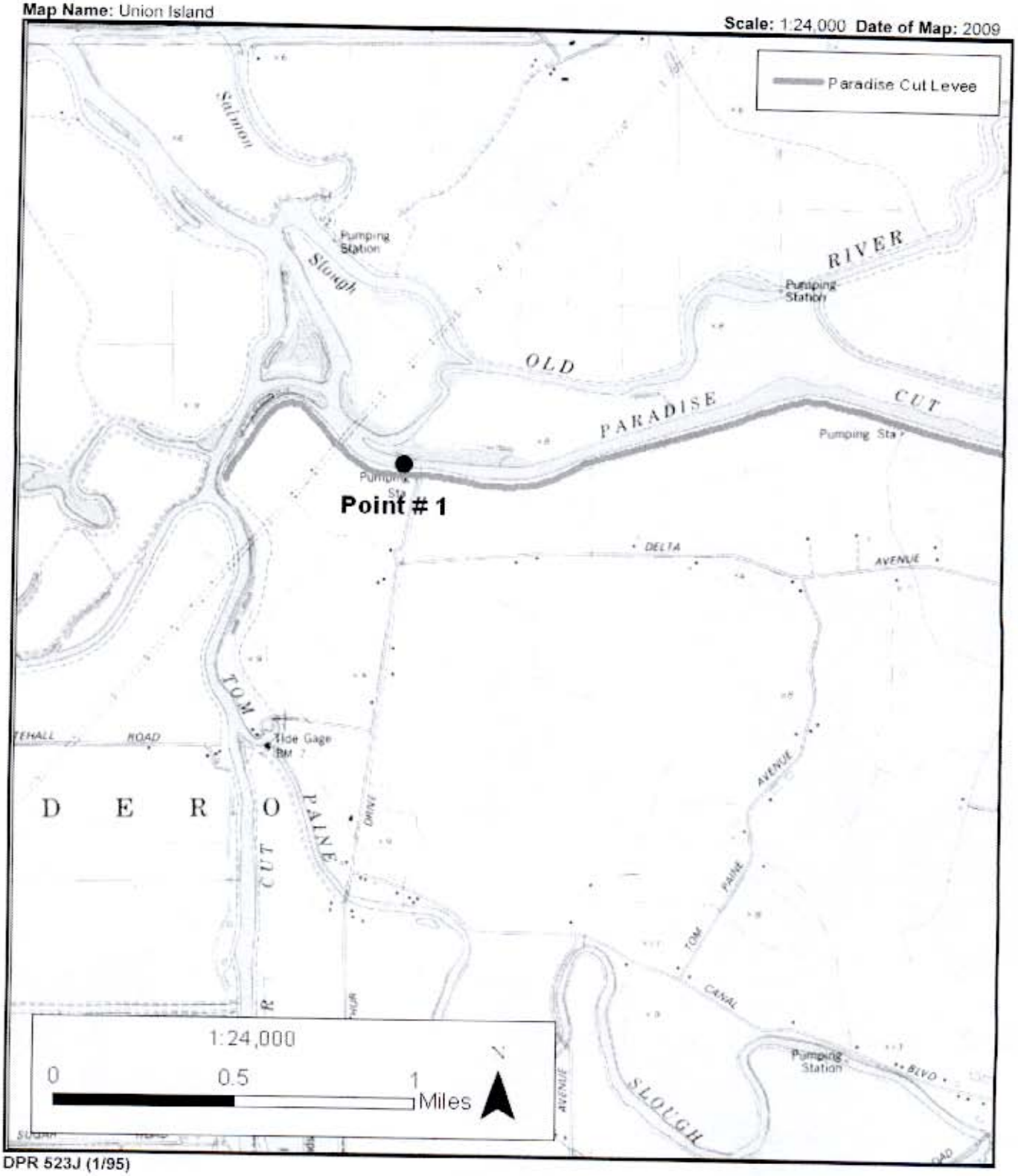
LOCATION MAP

Primary # P-39-005084
HRI#
Trinomial

Resource Name or #: Paradise Cut Levee

Map Name: Union Island

Scale: 1:24,000 Date of Map: 2009



DPR 523J (1/95)

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

LOCATION MAP

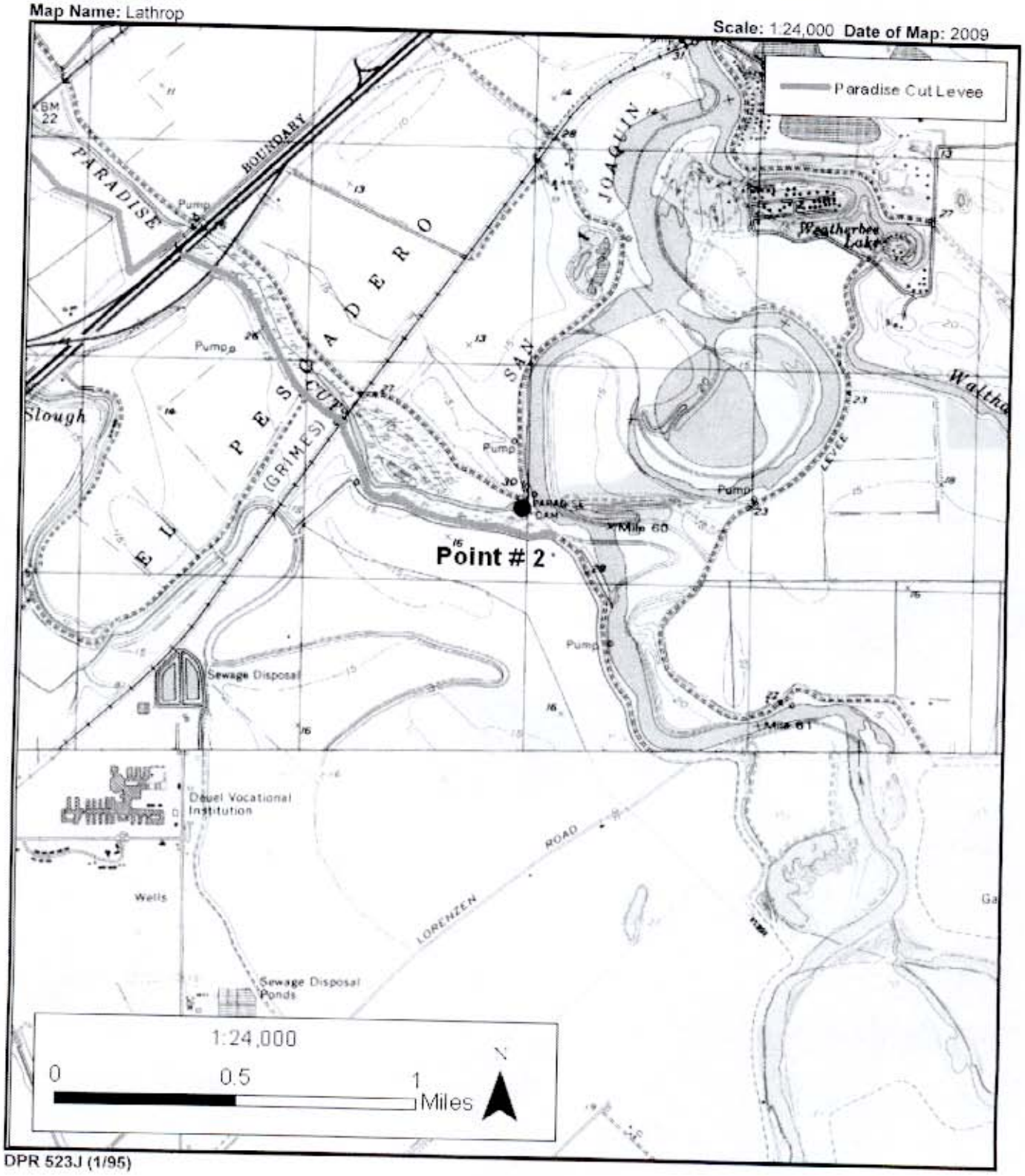
Page 7 of 7

Primary # P-39-005084
HRI#
Trinomial

Resource Name or #: Paradise Cut Levee

Map Name: Lathrop

Scale: 1:24,000 Date of Map: 2009



DPR 523J (1/95)

*** Resource Name or #:** (Assigned by recorder): Mossdale Railroad Bridge

Map ID #: 27

☐ Continuation ☒ Update

P1. Other Identifier: Union Pacific Railroad Bridge

*** P2e. Other Locational Data:** Railroad bridge crossing the San Joaquin River, located approximately 625 feet north of Manthey Road San Joaquin Bridge. From I-5 take Manthey Rd interchange, take west side frontage road and go north 1.9 mile to north bank of San Joaquin River.

*** P3a. Description:** The Mossdale railroad bridge, constructed in 1942, crosses the San Joaquin River (**Photographs 1 and 2**). This property is a Warren Truss vertical lift bridge. The deck width of the bridge measures 26 feet and the total length of the bridge is 526 feet. The bridge features two 106' 6" through riveted trusses with lift towers. The "I" spans were fabricated by the Southern Pacific Railroad. The construction date "1942" is inscribed on the portal bracing. The bridge has wood railings and a wood trestle. The piers and abutments are concrete. The concrete abutment is inscribed with a "1946" date. Wood piers support the entrances to the bridge (**Photograph 3**).

*** P3b. Resource Attributes:** HP11–Engineering Structure; HP19 – Bridge

P5a. Photograph:

Photograph 1. Mossdale Railroad Bridge, camera facing north, September 20, 2016.

*** P8. Recorded by:** M. Mello and K. Johnson, AECOM, 401 West A Street, Suite 1200, San Diego, CA 92101

*** P9. Date Recorded:** September 2016 *** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

*** B10. Significance: Theme** Transportation **Area** San Joaquin
Period of Significance 1942 **Property Type** bridge
Applicable Criteria NRHP Criteria A and C; CRHR Criterion 1 and 3

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

Christy Dolan and Angel Torres of EDAW inventoried and evaluated this property in 2002 for the report titled "Cultural Resources Assessment for the River Islands Development" (see attached). The report recorded the property as P-39000548, which has also been recorded under P-39-00002, and found the property eligible for listing in the California Register of Historical Resources (CRHR) under Criterion 1 and 3. In addition, the Mossdale railroad bridge is the location of California Historic Landmark (CHL) number 780-7. As a CHL numbered higher than 770, the bridge is automatically listed in the CRHR.

The prior study did not include a formal evaluation of the property's eligibility for the NRHP. After review of the previous recordation and current field check and research, the present evaluation concludes that the property appears to meet the criteria for listing in the NRHP and CRHR and the property is considered an historical resource for the purpose of the California Environmental Quality Act (CEQA). The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. The boundary for the historical resource is the bridge. The period of significance is 1942 for the bridge's construction.

Although major cities in Northern California, such as San Francisco, Sacramento, and San Jose, were connected via railway in the 1850s and 1860s, the west as a whole remained detached from railways in the east. In 1869, the Central Pacific Railroad met the Union Pacific Railroad at Promontory, Utah, thereby creating the first transcontinental railroad. The Transcontinental Railroad and several other smaller railroads built during the nineteenth and twentieth centuries contributed to the growth and development of San Joaquin County.

The Transcontinental Railroad brought more settlers to the region. The railroad provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. The railroad segment at Mossdale is the site of the completion of the first Transcontinental Railroad, linking Sacramento and San Francisco. The first railroad bridge at Mossdale was a wooden covered turntable bridge completed in 1869; the bridge was replaced in 1895 and again in 1942. River crossing bridges throughout the California Delta demonstrate the evolution of bridge technology throughout the nineteenth and twentieth centuries.

Mossdale is an unincorporated city near Lathrop in the Castoria township of San Joaquin County, California. The area underwent four major name changes before receiving its current namesake. The Northern Valley Yokut Indians were the earliest inhabitants of the Mossdale area, and the Spanish explorers named the region "El Pescadero" –the fishing place, because of the tribe's use of the river's natural geologic features. By 1843, Mossdale was part of the Mexican land grant, El Rancho del Pescadero, owned by Valentin Higuerra and Rafael Felix. Another name change occurred during the California Gold Rush, when John Doak and Jacob Bonsel took advantage of the onslaught of gold seekers traveling to the foothills by operating a ferry on the San Joaquin River. By 1851, Doak sold his share of the business, Bonsell died, and Bonsell's widow married James A. Shepherd. Hence the second name, Shepherd's Ferry. Then in 1856, William S. Moss purchased the ferry and changed the name to Moss' Ferry. Moss would later move to San Francisco and establish the newspaper the *San Francisco Examiner*. Subsequently, the area underwent its fourth name change to Mossdale (Hillman 1985).

The crossing the San Joaquin River at Mossdale was a major junction during the 1800s. A ferry stop had been established there 1848 by John Doak (Brady 2003). In 1856, William S. Moss purchased and operated the ferry for several decades; service ended when an iron truss bridge was constructed in 1890 across the river (Brady 2003). Over the next several decades, the San Joaquin River crossing Mossdale would transform into a major transportation hub. At Mossdale where I-5 and SR-120 meet, there are several crossings of the San Joaquin River built from 1920s to the 1960s.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this structure appears to have significant association with important historic events. The Mossdale Railroad Bridge, constructed in 1942, is associated with the transportation development of the area. The completion of the Transcontinental Railroad occurred at this rail segment in 1869 thereby linking Sacramento and San Francisco. Two previous railroad bridges were located at this location prior, constructed in 1869 and1895. The present Mossdale Bridge represents a trend of river crossing bridge development in the California Delta. Research also revealed that the structure played a distinct and important role in the transportation development of the area.

B10. Significance (continued):

Under NRHP Criterion B or CRHR Criterion 2, this structure is not significant for any associations with the lives of persons important to history. Research did not indicate that any individuals related to the development and use of this structure made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this structure is significant because it is an important example of a type, period, or method of construction: Warren Truss vertical lift bridges. The railroad bridge at Mossdale is an excellent example reflecting the twentieth century trends of steel drawbridges. The bridge retains distinctive engineering that would merit listing in the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D or CRHR Criterion 4, this structure is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project.

The Mossdale Bridge was not evaluated for local register listing, as no local register ordinance for the subject area was identified at the time this survey was conducted.

Integrity

Location is the place where the historic property was constructed or the place where the historic event took place. The location of the Mossdale Railroad Bridge has remained the same, and it has not been moved since its construction. The integrity of the property's location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. The only alternation that has occurred to the bridge appears to have been routine maintenance. Therefore, the bridge retains integrity of design.

Setting is the physical environment of a historic property. The historic setting of the bridge has not changed substantially since its construction in 1942. The bridge is a rural, moderately developed setting in San Joaquin County. The bridge retains integrity of setting.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, the bridge has not been substantially altered since its construction and it retains integrity of materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The bridge has not been substantially altered since its construction in 1942 and retains the appearance of a 1942 Warren Truss vertical lift bridge. Therefore, it retains integrity of workmanship.

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The present state of the Mossdale Railroad Bridge conveys the property's character and historic integrity of feeling as a mid-twentieth century railroad bridge. The overall integrity of the property's feeling remains intact.

Association is the direct link between an important historic event or person and a historic property. The Mossdale Railroad Bridge is representative of river crossing bridges in the California Delta from the twentieth century and it continues to convey that historic theme. Therefore, the bridge retains its integrity of association.

The structure appears to retain its integrity of location, setting, design, materials, workmanship, feeling, and association because it does not appear to have been extensively altered since the date of construction. Therefore, because it meets one of the significance criteria necessary for eligibility for listing in the NRHP or CRHR and retains sufficient integrity to convey that significance, the structure appears to be eligible for listing in the NRHP and CRHR.

*** B14. Evaluator:** M. Mello, AECOM *** Date of Evaluation:** September 2016

*** B12. References:**

Brady, Jon L
2003 "Historic Resource Evaluation Report for Mossdale Widening Project SJ Interstate 5." Prepared for California Department of Transportation.

Hillman, Raymond W., Lenard A. Covello.
1985 *Cities and Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

P5a. Photographs (continued);

Photograph 2. Mossdale Railroad Bridge, camera facing north, September 20, 2016.

Photograph 3. East foundation, camera facing north, September 20, 2016.

This record is also associated with P-39-000002

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # ~~P-39-000002~~ P-39-000548
HRI #
Trinomial
NRHP Status Code 3CS

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: (Assigned by recorder) Segment of P-39-000002

P1. Other Identifier: Union Pacific Railroad Bridge

*P2. Location: ☐Not for Publication ☒Unrestricted *a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Date:
Lathrop 1952 photo. 1987 T 2S; R 6E; SW ¼ of SW ¼ of Sec unsectioned; MD B.M. 02/08

c. Address: City: Lathrop Zip: 95330

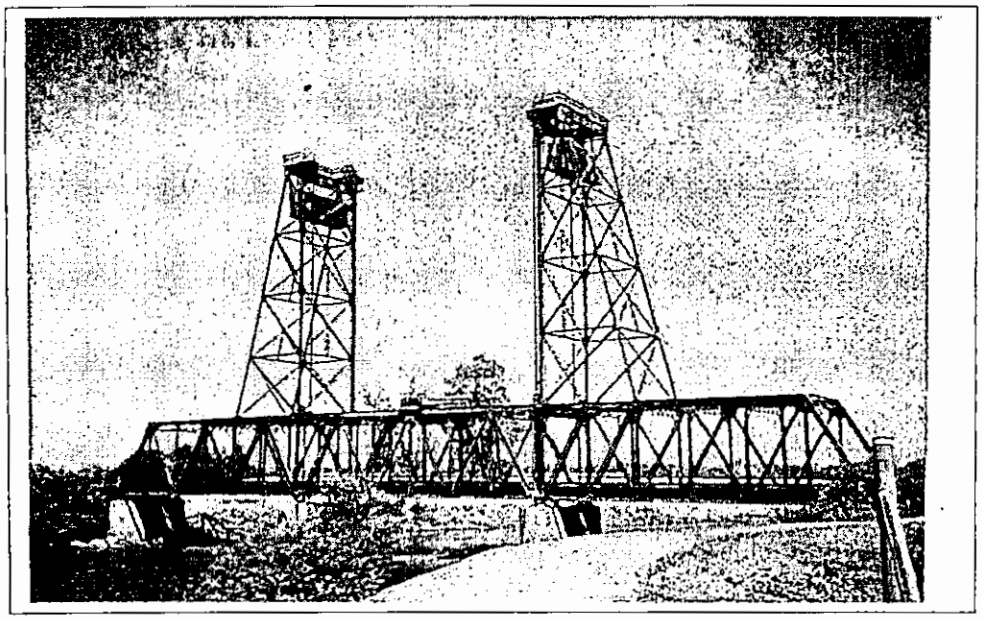
d. UTM: Zone 10; 649100 mE/ 4183400 mN

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

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Built in 1944, the bridge on this property takes the Union Pacific Railroad tracks over the San Joaquin River. This metal bascule bridge features two 106' 6" through riveted trusses with lift towers. The "I" beam spans were fabricated by the Southern Pacific Railroad, the original owner. The wooden railings are worn. The approach span features wooden railings and a wooden trestle. The piers and abutments are concrete.

*P3b. Resource Attributes: (List attributes and codes)
(HP11) railroad bridge

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



P5b. Description of Photo: (View, date, accession #)
NW, 5/8/02, 1T013-RI-CP-1-22

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both

*P7. Owner and Address:
Union Pacific Railroad

*P8. Recorded by: (Name, affiliation and address)
Christy Dolan / Angel Tomes
EDAW, Inc.
1420 Kettner Blvd., Suite 620
San Diego, CA 92101

*P9. Date Recorded:
May 8, 2002

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none".) Dolan, Christy 2002 "Historic Architecture Survey Report for the River Islands Project, Lathrop, San Joaquin County, California."

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

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # ~~P-39-00002~~ P-39-000548
HRI #
BUILDING, STRUCTURE, AND OBJECT RECORD
*NRHP Status Code

Page 3 of 3 *Resource Name or #: (Assigned by recorder)

CBridges get separate numbers — P-2 : 248 P-548 : bridge which is also P# for CHL 780-7) 02/08

B1. Historic Name: _____
B2. Common Name: _____
B3. Original Use: Railroad Bridge B4. Present Use: Railroad Bridge
*B5. Architectural Style: Metal Bascule

*B6. Construction History: (Construction date, alterations, and date of alterations)
Built in 1944.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: _____ Original Location: _____
*B8. Related Features:

B9a. Architect: _____ B9b. Builder: _____
*B10. Significance: Theme Transportation Area California
Period of Significance 1860-1910 Property Type railroad bridge Applicable Criteria _____
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
The second railroad segment (~~P-39-00002~~) is the site of the completion of the first transcontinental railroad and is also in the area of the first landing place of the sailing launch Comet. These are both state landmarks, which are commemorated by a plaque at the site. Although the current bridge is not the original bridge that connected the railroad on either side of the river, it is more than 50 years old. It is a nice example of a vertical lift drawbridge, a type which is not ubiquitous in California. Because of the railroad's association with significant events (completion of the transcontinental railroad) and the distinctive architectural characteristics displayed by the railroad bridge, Site ~~P-39-00002~~ is recommended as eligible for listing in the CRHR.

P-39-000548

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

*B12. References:

B13. Remarks:

*B14. Evaluator:
C. Dolan

*Date of Evaluation:
5/8/02 ?

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

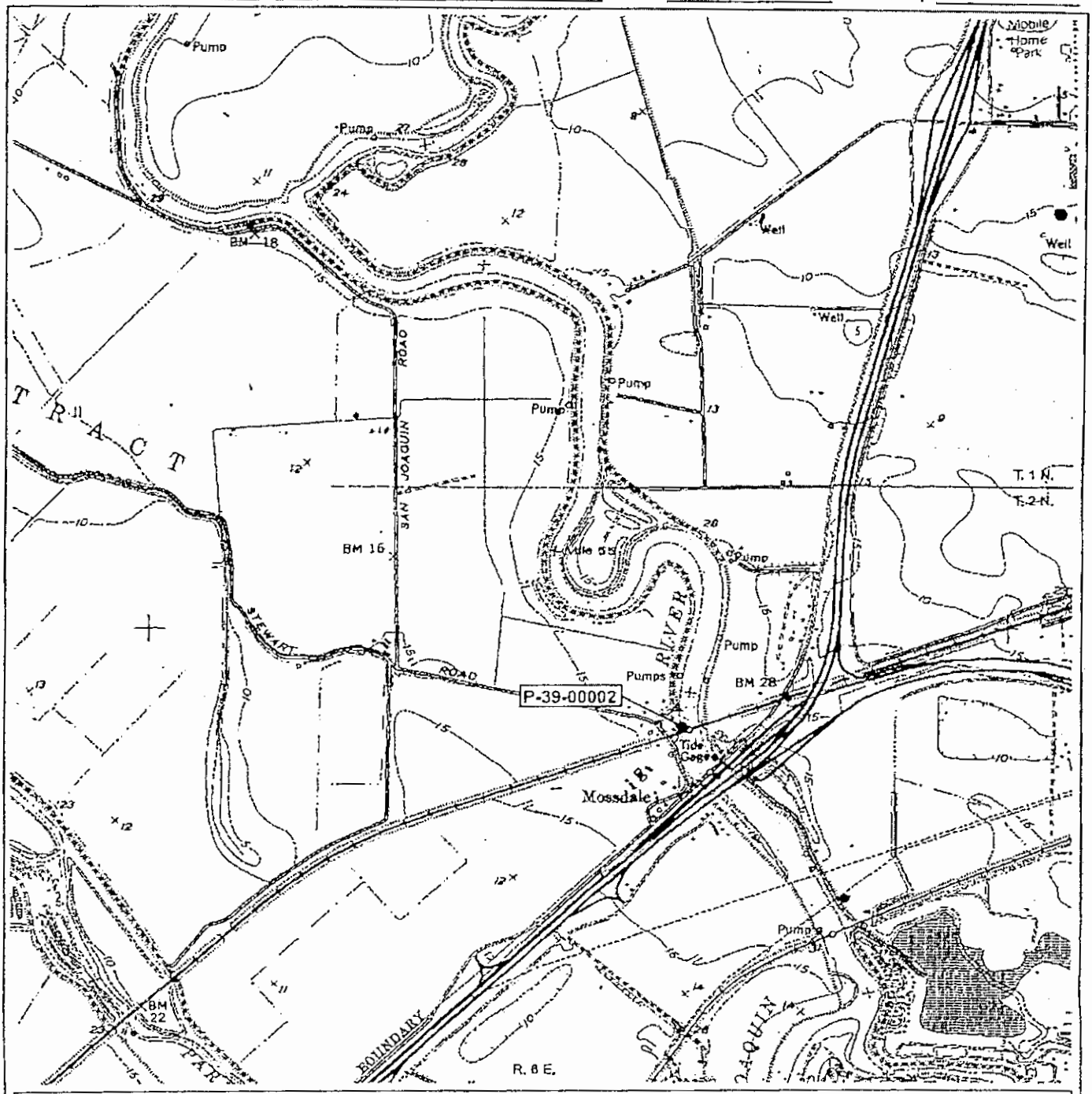
LOCATION MAP

Primary # ~~P-39-00002~~ P-39-000548
HRI#
Trinomial

Page 4 of 4 (3 / 3)

*Resource Name or # (Assigned by recorder) Site RI-1 02/08

*Map Name: U.S.G.S. Union Island Quad *Scale: 1:24 000 *Date of Map: 1978



Source: Union Island Quad 1978 -- Contour Interval 5 Feet

1 1/2 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER

NORTH

QUADRANGLE LOCATION

DPR 523J (1/95)

*Required Information

update See CHL 780-7

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

PRIMARY RECORD

Primary # P-39-000548
HRI #
Trinomial ~~GA-SJO-250/H~~
NRHP Status Code 3

Other Listings
Review Code | Reviewer | Date

Page 1 of 34 | *Resource Name or #: River Islands Site 2; ~~P-39-000002~~ | 10/02

P1. Other Identifier:

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Lathrop Date: 1987 T 2S ; R 6E ; ¼ of ¼ of Sec ; MD B.M.

c. Address: City: Lathrop Zip:

d. UTM: Zone 10; 649020-649120mE / 4183380-4183410mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Take the Louise Ave. exit off of I-5, turn west on Louise, then south on Manthey Road. Proceed approximately 1.8 miles. When you cross the San Joaquin River, the drawbridge crosses the river approximately 600' to the north of this point.

P-39-000548

*P3a. Description: (Describe resource and major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This is a steel drawbridge registered as California Historic Landmark 780-7 (~~GA-SJO-250/H; P-39-000002~~). The original structure, completed in September 1869 completed the Transcontinental Railroad route to San Francisco. The 1869 structure was replaced with an iron truss in 1895. The current structure was built in 1942. The concrete abutment below the bridge includes a 1946 date. Tracks extending ~~north~~ south of the bridge also lie within the project area for approx. 1.75 miles. Abandoned power poles parallel the tracks.

*P3b. Resource Attributes: (List attributes and codes) HP 19. Bridge

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

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

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:
Cambay Group/Califia LLC
Lathrop Business Park
16976 S. Harlan Road
Lathrop, CA 95330

*P8. Recorded by:
Charlane Gross
EDAW, Inc.
2022 J Street
Sacramento, CA 95814

*P9. Date Recorded:
1/30/02

*P10. Survey Type:
Reconnaissance

*P11. Report Citation: Cultural Resources Assessment for the River Islands Development Project, by Charlane Gross, August 2002

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

;

P-39-000548

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

Primary # ~~CA-SJO-250/H~~
HRI #
*NRHP Status Code 3

*Resource Name or #: (Assigned by recorder) Site RI-2 (P-39-000002)

B1. Historic Name: Southern Pacific Drawbridge
B2. Common Name: _____
B3. Original Use: drawbridge
B4. Present Use: drawbridge
*B5. Architectural Style: _____

*B6. Construction History: (Construction date, alterations, and date of alterations)
Built in 1942, replaced earlier structures

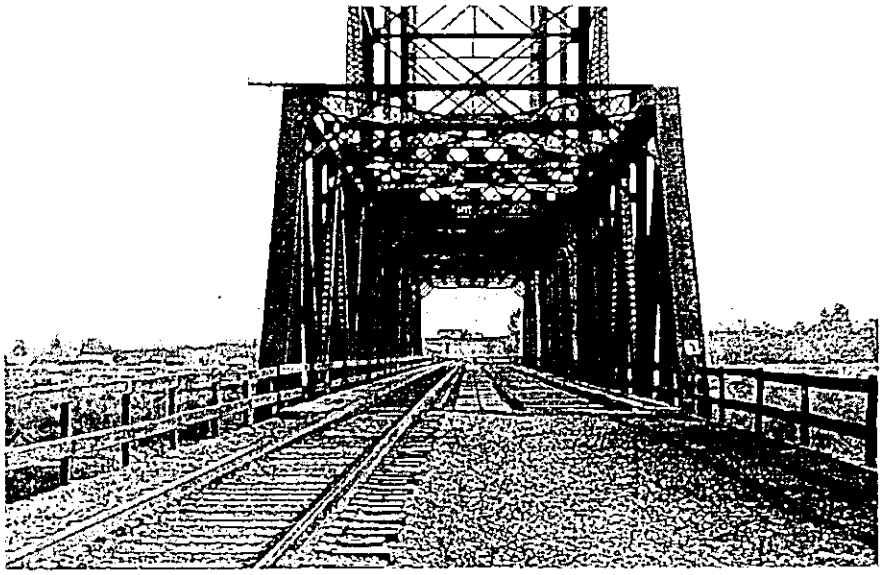
*B7. Moved? ☐No ☐Yes ☒Unknown Date: _____ Original Location: _____
*B8. Related Features:
Concrete abutment below with a 1946 date
B9a. Architect: _____
B9b. Builder: _____
*B10. Significance: Theme Western settlement
Area western United States
Period of Significance 1869- Property Type Railroad bridge Applicable Criteria A
(Discuss importance in terms of historical or architectural context as defined by theme, period and geographic scope. Also address integrity.)
Settlement of the west was greatly accelerated by completion of a Transcontinental Railroad. The current structure is not the original bridge, but retains a feeling and association that connects it with the original.
B11. Additional Resource Attributes: (List attributes and codes) HP 19

*B12. References:
Dolan, C.
"Historical Architectural Assessment Report for the River Islands Development Project, San Joaquin County, CA", July 2002

B13. Remarks:

*B14. Evaluator:
Charlane Gross

*Date of Evaluation:
1/30/02



(This space reserved for official comments.)

*Required information

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary #
Trinomial CA-SJO-250/H

*Resource Name or #: River Islands Site 2; P-39-000002

*A1. **Dimensions: a. Length:** 20' N-S **b. Width:** 300' E-W

Method of Measurement: ☐ Paced ☐ Taped ☒ Visual estimate ☐ Other:

Method of Determination: (Check any that apply) ☐ Artifacts ☒ Features ☐ Soil ☐ Vegetation ☐ Topography ☐ Cut bank ☐ Animal burrow ☐ Excavation ☐ Property boundary ☐ Other (Explain):

Reliability of Determination: ☒ High ☐ Medium ☐ Low Explain: The object in question is a bridge – finite dimensions

Limitations: (Check any that apply) ☐ Restricted access ☐ Paved/built over ☐ Site limits incompletely defined ☐ Disturbances ☐ Vegetation ☐ Other (Explain):

A2. Depth: ☒ None ☐ Unknown Method of determination:

*A3. **Human Remains:** ☐ Present ☒ Absent ☐ Possible ☐ Unknown (Explain):

*A4. **Features:** (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.) None noted.

*A5. **Cultural Constituents:** Iron bridge, concrete abutment on riverbank below.

*A6. **Were Specimens Collected?** ☒ No ☐ Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)

*A7. **Site Condition:** ☒ Good ☐ Fair ☐ Poor (Describe disturbances)

*A8. **Nearest Water:** (Type, distance, and direction) San Joaquin River passes under the bridge.

*A9. **Elevation:** 31' amsl

A10. Environmental Setting: (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.) Crosses a river, man-made levees line either side of the river.

A11. Historical Information: This is a steel drawbridge registered as California Historic Landmark 780-7 (CA-SJO-250/H; P-39-000002). The original structure, completed in September 1869 completed the Transcontinental Railroad route to San Francisco. The 1869 structure was replaced with an iron truss in 1895. The current structure was built in 1942. The concrete abutment below the bridge includes a 1946 date.

*A12. **Age:** ☐ Prehistoric ☐ Protohistoric ☐ 1542-1769 ☐ 1769-1848 ☒ 1848-1880 ☒ 1880-1914 ☒ 1914-1945 ☐ Post 1945 ☐ Undetermined **Describe position in regional prehistoric chronology or factual historic dates if known:** Last link in the Transcontinental Railroad.

A13. Interpretations (Discuss data potential, functions(s), ethnic affiliation, and other interpretations):

A14. Remarks:

A15. References: Dolan, C. "Historical Architectural Assessment Report for the River Islands Development Project, San Joaquin County, CA." 2002

A16. Photographs: (List subjects, direction of view, and accession numbers or attach a Photograph Record.)

Original Media/Negatives Kept at:
EDAW, Inc., 2022 J Street, Sacramento, CA 95814

*A17. **Form Prepared by:** EDAW, Inc. **Date:** 1/30/02
Affiliation and Address: EDAW, Inc., 2022 J Street, Sacramento, CA 95814

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

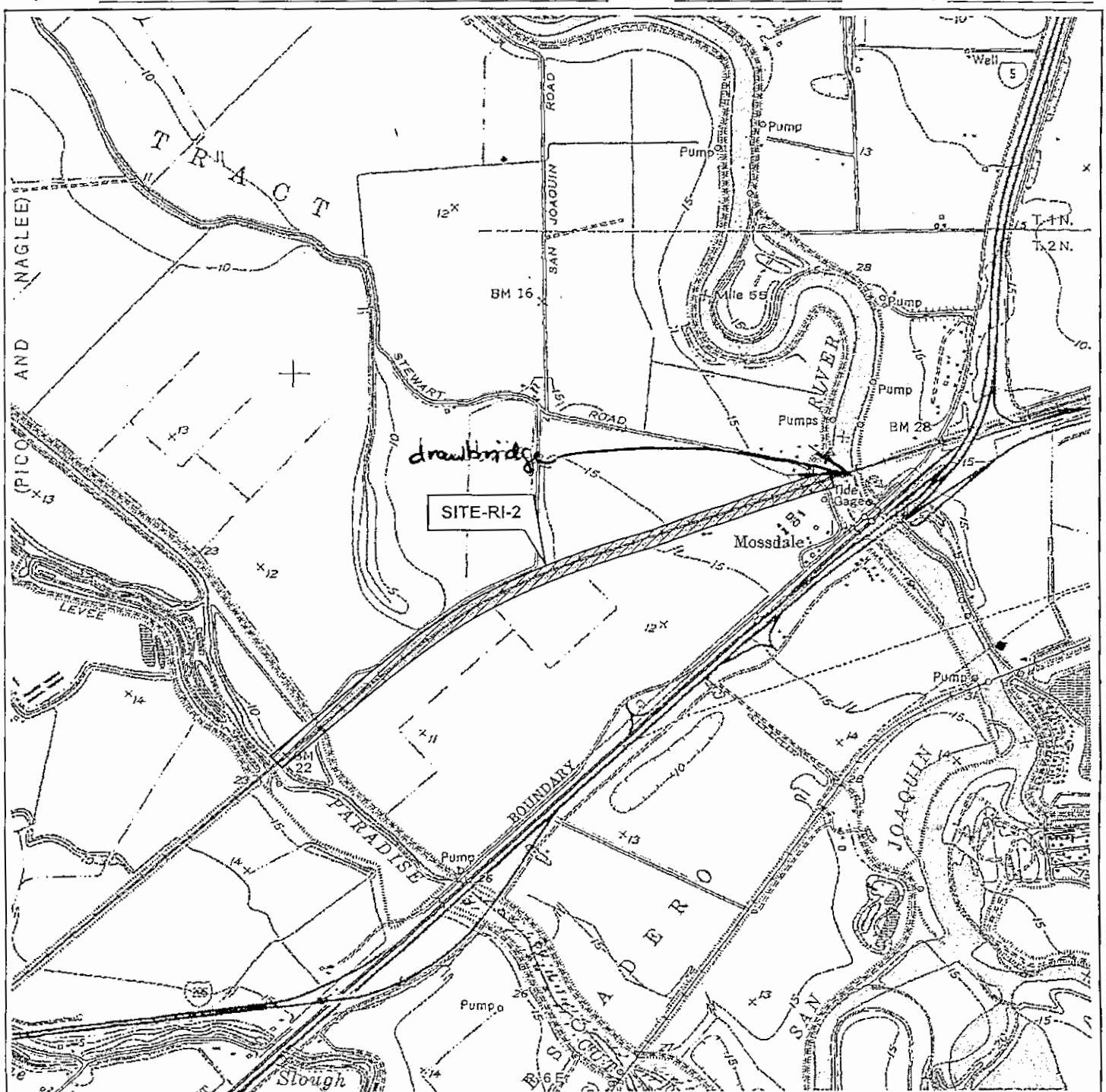
LOCATION MAP

Primary #: P-39-000548
HRI#:
Trinomial:

Page 3 of 3 4

*Resource Name or # (Assigned by recorder): SITE-RI-2

*Map Name: U.S.G.S. Union Island Quad *Scale: 1:24 000 *Date of Map: 1978



Source: Union Island Quad 1978 -- Contour Interval 5 Feet

1 1/2 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1. 5 0 1 KILOMETER

NORTH

QUADRANGLE LOCATION

DPR 523J (1/95)

*Required Information

State of California - The Resources Agency **Primary#** _____
DEPARTMENT OF PARKS AND RECREATION **HRI#** _____
PRIMARY RECORD
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 18800 Queirolo Road
Map ID #: 28

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Lathrop **T** 2S; **R** 6E; ___ ¼ **of** ___ ¼ **of Sec** __; M.D. **B.M.**
c. Address 18800 Queirolo Road **City** Lathrop **Zip** 95330
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)
Assessor's Parcel Number (APN): 241-020-68

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

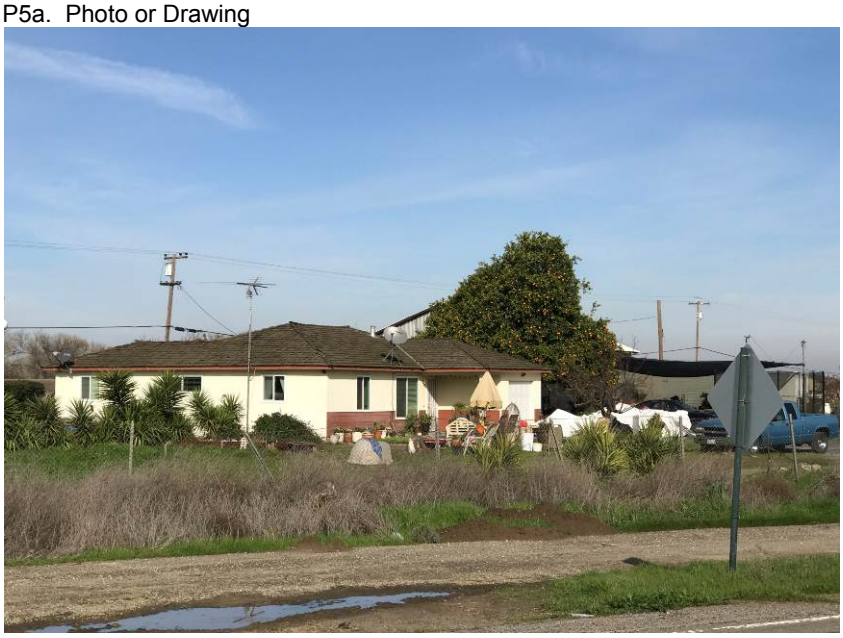
This 10.11-acre property is sited north of the Union Pacific Railroad tracks near the Mossdale Bridge on the east bank of the San Joaquin River. The parcel contains a Ranch-style residence and a shop building in its northeast corner (**Photograph 1**). The residence has an irregular plan and is topped with a cross-hipped roof with a narrow overhang. Smooth stucco siding covers the exterior and there is a wide, horizontal wood board apron on the eastern-facing façade. An integrated single-car garage and the recessed primary entry are both located on the façade. Aerial photography suggests a secondary entry is located beneath a shed-roofed porch on the west elevation, but it is not visible from the public right-of way. All the windows in the residence are two-part vinyl replacements.

The shop building is sited directly north of the residence. The building has a rectangular plan and is topped with a side-gable roof with a narrow overhang (**Photograph 2**). A full-width, shed-roofed porch shelter is affixed to the western-facing façade. The exterior is covered with corrugated metal panels and the roofs are covered with raised seam metal panels. A glazed wood door and an overhead garage door are both located on the façade.

A wood-framed pergola that protects a residential propane tank located near the southwest corner of the shop building (**Photograph 2**).

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property and HP33 – Farm/Ranch
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** 18800 Queirolo Road residence in foreground and shop in background, camera facing northwest, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1952-1957 (USGS 1952; UCSB 1957)

***P7. Owner and Address:**
IRA Service Trust Co. Custodian
c/o Barbara Camera
65 Desilva Island
Mill Valley, CA, 94941

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 18800 Queirolo Road
Map ID #: 28

Recorded by: C. Miller and H. Miller ***Date:** February 7, 2019 ☒ Continuation ☐ Update

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Single-Family Property and crop farm
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Ranch; Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Residence and shop constructed between 1952 and 1957 (USGS 1952; UCSB 1957). Shed roof extension and pergola on west side of shop added between 2004 and 2005 (Google Earth Pro 2004 Nov, 2005 Aug). Replacement windows on residence installed between 2012 and 2015 (Google Street View 2012 Jul, 2015 Mar).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** Shop building

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Post-War Rural Residential **Area** Reclamation District 17, Lathrop, CA, San Joaquin County
Period of Significance 1952-1957 **Property Type** Single-Family Residence/Rural Residence
Applicable Criteria N/A

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

The property at 18800 Queirolo Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

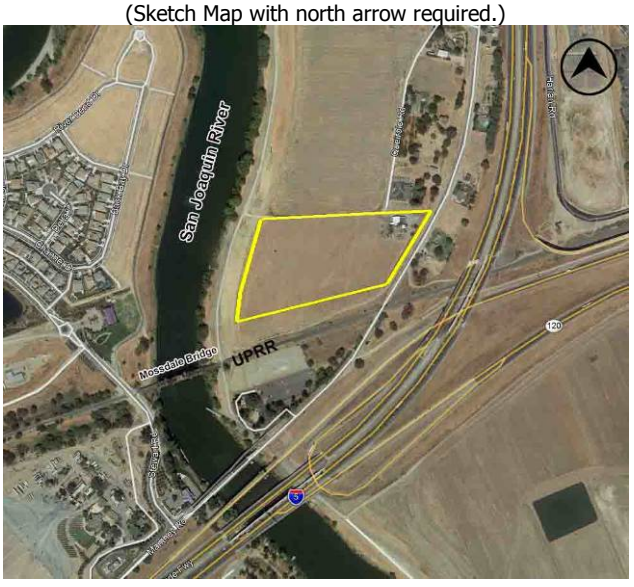
B13. Remarks:

***B14. Evaluator:** C. Miller or H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***B10. Significance (continued):**

Historic Context

This property is located within the boundaries of Reclamation District 17, which was historically outside the Lathrop City Limits (San Joaquin County Recorder 1910). The district was established in 1863 and maintains 19 miles of levees along the San Joaquin River between French Camp Slough and Walthall Slough. The district includes approximately 16,000-acres and portions of the cities of Lathrop, Manteca, and Stockton. Historically, the Reclamation District was host to a number of farms and orchards, but recent residential and commercial development has occurred in the north and south end of the district, including the 477-acre Mossdale Landing development located 0.25-miles north from the property recorded on this form, and the 5,000-acre Master Plan community of River Islands, located on the other side of the San Joaquin River (**Plate 1**) (UCSB 1957, 1963, 1998; E. Mulburg & Associates 2018: 5-1, 5-3; MacKay & Somps 2013: 7; RiverIsalnds.com 2019).

Plate 1: 1957 aerial on left and 2018 aerial on right with approximate boundary of 18800 Queirolo Road indicated by the red box. Note that the nearby agricultural lands have largely been replaced with residential planned developments and commercial distribution centers (Source: UCSD 1957; Google Earth Pro 2018).

Property History

The buildings at 18880 Queirolo Road were constructed between 1952 and 1957 at approximately the same time as Queirolo Road was cut (USGS 1952; UCSB 1957). At this time, the current residence and shop building shared the parcel with an older residence and outbuilding, which were removed from the property between 1998 and 2008 (**Plate 1**) (USGS 1952; UCSB 1957, 1998; Google Earth Pro 2008 May; 2009

Jun). An orchard was planted on the property 1957 and 1963 and was removed between 1998 and 2008 and converted to a hay field (UCSB 1957, 1963, UCSB 1998; Google Earth Pro 2008 May, 2009 Jun). Research did not identify who commissioned the construction of this residence and shop building. It appears that the parcel was historically used as a rental property, and the new owner continues to use it as such (San Joaquin County Recorder 2016).

Ranch Architecture

This residence was built between 1952 and 1957 in the Ranch style. The Ranch style, which was popular between the 1930s and the 1970s, began to emerge as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II, surpassing that of Minimal Traditional homes by the early 1950s. The Ranch style was characterized by an elongated, one-story plan with horizontal emphasis with a low-pitch roof with deep eaves and combination of cladding materials such as a brick and clapboard. It featured double-hung windows with horizontal glazing bars or casement windows arranged in a band across the façade and other elevations and often picture windows in the living rooms. The Ranch commonly had a small terrace or patio in front or back, an interior or exterior brick chimney, and a side or off-center entrance flush with the façade. While sprawling, high-style custom Ranch houses were popular during the 1950s and 1960s, most Ranch houses were mass produced in post-war housing tracts and were unassuming in both size and design (McAlester 2013: 596-604).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. This residence was originally constructed in the 1950s and is not associated with the early development of agricultural properties in Reclamation District 17 and research revealed no important association between this property and the context of residential development on a local, state, or national level.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not identify any names of persons associated with this property, and there is no indication that this property is significant for an association with a person who made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is expresses aspects of the Ranch style through the elongated, one-story plan, and low-pitched cross-gable roofs, and combination of cladding materials, but it is a modest and slightly modified example of the type. In addition, the property is not an important work of a master designer, nor does it embody the high artistic value that would merit listing in a national or state register under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence and the shop were constructed using typical materials of the time, and do not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the property's lack of significance, the property has lost integrity of setting and feeling due to the transition of former agricultural land to large residential developments and commercial distribution centers in the direct vicinity of the parcel. The residence has also lost some integrity of design, workmanship, and materials with the recent installation of vinyl replacement windows. Although the property retains integrity of location and association, it lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

E. Mulburg & Associates
2018 *Final Municipal Service Review, Selected San Joaquin County Reclamation Districts, San Joaquin Local Agency Formation Commission*. March 8.

Google Earth Pro
2003 18800 Queirolo Road, Lathrop, CA, 95330. July.
2004 18800 Queirolo Road, Lathrop, CA, 95330. November.
2005 18800 Queirolo Road, Lathrop, CA, 95330. August.
2008 18800 Queirolo Road, Lathrop, CA, 95330. May.
2009 18800 Queirolo Road, Lathrop, CA, 95330. June.
2018 18800 Queirolo Road, Lathrop, CA, 95330. August.

Google Street View
2012 18800 Queirolo Road, Lathrop, CA, 95330. July.
2015 18800 Queirolo Road, Lathrop, CA, 95330. March.

MacKay & Somps
2013 *Lathrop's Mossdale Landing, A Community by Pacific Union Homes: Urban Design Concept.*

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

RiverIslands.com
2019 "The Master Plan." Available at http://riverislands.com/the-master-plan/ (Accessed February 2019).

San Joaquin County Recorder
1910 "Plat Showing Location Pump No. 2 of Reclamation District 17 also Drainage Canals to Pump." Map No. CHW FF-040. December 14.
2016 Jennifer Ross to IRA Service Trust Company, Custodian of Barbara Camera. Deed. Record Number 2016-006705. January 19.

University of California Santa Barbara (UCSB) Library
1957 Flight ID ABD_1957, Frame No. 37T-59. July 12.
1963 Flight ID ABD_1963, Frame No. 2CC-61. June 1
1998 Flight ID NAPP-3C, Frame No. 105369-52. September 16.

United States Geological Survey (USGS)
1952 *Lathrop, Calif.* 1:24,000. 7.5 Minute Series. Washington, D.C: United States Department of the Interior.

P5a. Photographs (continued):

Photograph 2. Shop building and pergola, camera facing southeast, February 7, 2019.

*** Resource Name or #:** (Assigned by recorder) Sharpe Army Depot
Map ID #: 29

☐ Continuation ☒ Update

P1. Other Identifier: Lathrop War Aid/Engineer Depot and Lathrop Holding and Re-consignment Point; Lathrop Transportation Corps Depot and Lathrop Engineer Depot; Lathrop Army Service Forces Depot; Stockton General Depot; Sharpe General Depot; Defense Distribution Center San Joaquin – Sharpe Facility

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

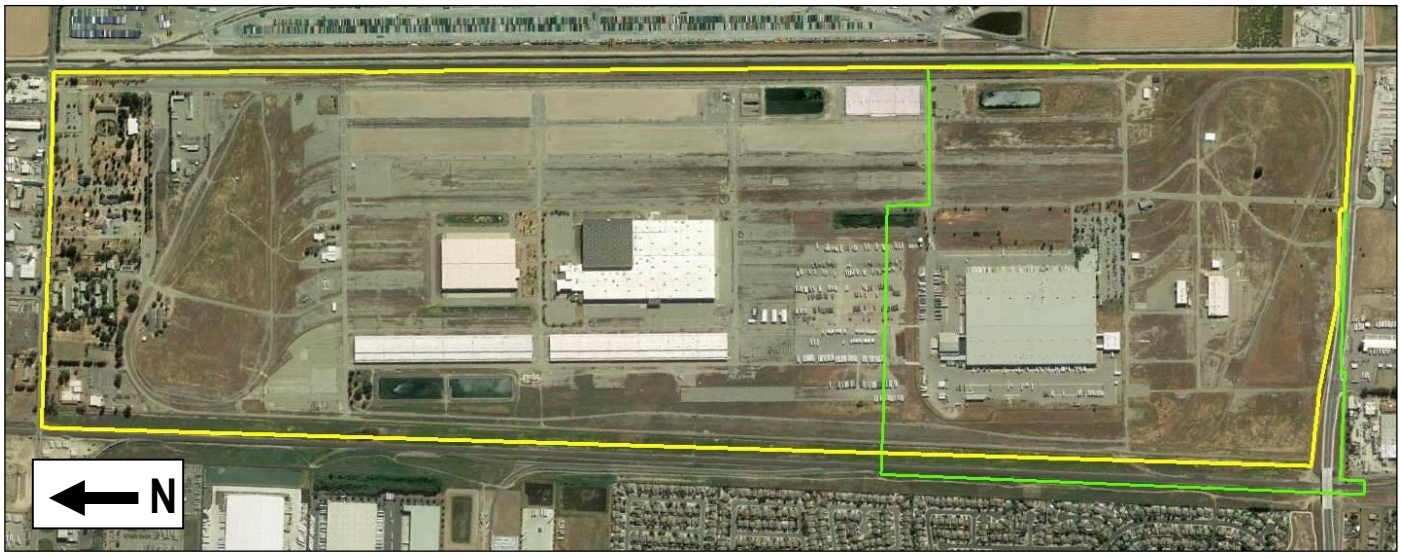
*** P3a. Description:** The Sharpe Army Depot (Depot) at Lathrop was established in April 1942 in the San Joaquin Valley near the town of Lathrop, about ten miles south of Stockton. The 724-acre facility was one of many installations established during World War II for the storage of supplies (Green and McAroy 1984). The Depot is bounded by Roth Road to the north, Lathrop Road to the south, and the Union Pacific Railroad (UPRR) Fresno and Oakland subdivisions (formerly the Southern Pacific Railroad and Western Pacific Railroad mainlines) to the west and east. This update focuses on the portion of the Depot and the individual properties recorded within the Depot that were identified within the ACE*forward* California Environmental Quality Act (CEQA) Study area and a full inventory of the present conditions of the Depot was not completed. Because much of the Depot is not accessible or visible from the public right-of-way, the updated description and evaluation was based on current aerial photography and prior recordation (Photographs 1-3).

The CEQA Study Area includes part of the Depot's central warehouse area and the "south balloon" of the Depot's historic-period railroad system and surrounding maintenance and utilitarian buildings within what was historically defined as the Depot's Storage Area. The railroad system consisted of two elliptical loops on the north and south ends of the Storage Area that are referred to as the "north balloon" and "south balloon," which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines adjacent to the eastern and western borders of the depot.

(SEE CONTINUATION SHEET)

*** P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:



Photograph 1. Aerial Photograph of the Sharpe Army Depot (GoogleEarth 2017; notations added by AECOM); the yellow line indicates the Sharpe Army Depot Boundary and the green line indicates the CEQA Study Area.

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

*** P3a. Description (continued):**

Twelve previously recorded buildings and structures in the Depot boundaries were identified within the CEQA Study Area, including five constructed between 1942 and 1943 during the World War II era and seven constructed in the post-World War II / Cold War eras between 1949 and 1969. Four of the World War II-era properties have been demolished and are no longer extant (P-39-000138, P-39-000600, P-39-000601, and P-39-000604), and the other property is the Depot's railroad system (P-39-000133) which has been partially dismantled and has lost historic integrity. The portion of the railroad system within the CEQA Study Area includes the south balloon and the locations of some of the former spur lines. The post-World War II / Cold War-era properties include a former aircraft hangar (P-39-000584) and associated airstrip and aircraft holding apron (P-39-005108), two maintenance buildings (P-39-000611 and P-39-000616), and three small utilitarian equipment and storage buildings (P-39-004572, P-39-004573, and P-39-004574).

The portion of the Depot's central warehouse area immediately north of the CEQA Study Area includes five of six original warehouse buildings on the east side and two of the six original warehouse/storage buildings on the west side. Railroad spurs that were part of the Depot's larger railroad system have been removed and three large buildings were constructed between the late 1980s and 2005 in this area. North of central warehouse area is the north balloon of the Depot's railroad system, remnants of the post's engineering facility, and other utilitarian buildings. The Depot's Administration Area is north of the north balloon. Comparison of current and 1968 aerial photographs indicates that some buildings and structures within these areas are no longer extant or have been altered, and new buildings have been constructed.

B10. Significance: Theme N/A **Area** N/A

Period of Significance N/A **Property Type** N/A

Applicable Criteria N/A

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

In 1983, the depot was surveyed and recorded as a historic site under a memorandum of agreement between the National Park Service and the U.S. Department of the Navy to survey historic properties on 74 U.S. Army Materiel Development and Readiness Command installations. The survey was documented in Historic American Engineering Record (HAER) No. CA-26 and Historic American Building Survey (HABS)/HAER Inventory Cards were completed for the Depot and 40 individual properties within its boundaries. At the time of the survey, the Depot included 182 buildings, 74 of which were built during World War II. Other buildings were constructed during the Korean and Vietnam wars. The 1983 survey determined that the Sharpe Army Depot was not eligible for listing in the National Register of Historic Places (NRHP) as a historic district and none of the individual properties were evaluated as eligible (Green and McAroy 1984; Johnson 1983). The inventory form completed for the Depot in 1983 is attached.

Since that original survey, additional studies have been completed at the Depot, including an archaeological and architectural inventory and evaluation and draft historic preservation plan in 1996, which did not include formal evaluation of Cold War-era properties (JRP Historical Consulting Services and Foster Wheeler Environmental Corporation 2000). Cold War-era properties were inventoried and evaluated by subsequent addendum studies completed in 2005 (Cheever and Berryman 2005) and 2006 (Berryman 2006). The records review completed for the ACE*forward* project did not identify any additional inventory forms or California Department of Parks and Recreation 523 series forms previously completed for the Depot site. However, DPR 523 series forms completed for individual properties during the subsequent addendum studies indicate that there is no eligible historic district at the Depot because the facility lacks cohesion due to successive building demolitions and new construction completed in response to the Depot's changing missions, which compromised the Depot's historic integrity of feeling and the perceptible important linkages between buildings (Macedo and Palmer 2011). No individual buildings or structures within the Depot have been evaluated as NRHP eligible by prior studies. The eligibility of the Depot site for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource has not been previously evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the Depot does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The Depot has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B10. Significance (continued):**

Historic Context

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the "north balloon" and "south balloon," which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot's mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

*** B10. Significance (continued):**

Evaluation

Under NRHP Criterion A and CRHR Criterion1, the Depot is associated with important historical events, but does not retain sufficient historic integrity to be eligible under those criteria. The Depot was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton (Green and McAroy 1984). During World War II, the Depot became an important supply depot for the US military and continued to play a key supply role during the Korean and Vietnam wars. The Depot is associated with the significant theme of military wartime shipping during World War II between 1942 and 1945 and the Korean and Vietnam wars between 1950 and 1976. Historic-period buildings and structures have been demolished, replaced, or significantly modified to accommodate the Depot's changing missions. Updated descriptions and NRHP and CRHR evaluations were completed for the previously recorded historic-period buildings and structures within the CEQA Study Area for the ACE*forward* project, and none of those appear to be eligible for individual listing in the NRHP or CRHR because they lack significance and/or no longer retain historic integrity. Modern aerial photographs of the Depot outside of the CEQA Study Area were compared to historic aerial photographs taken in 1968 and some of the historic-period buildings and structures within these areas also are no longer extant or have been altered, and new buildings have been constructed. The Depot as a whole has lost integrity and is no longer conveys its historic associations. Therefore, the Depot is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1 as a historic district.

Under NRHP Criterion B or CRHR Criterion 2, the Depot is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the Depot and its design and construction do not appear to have been a significant personal achievement of any individual. When the Depot was transferred to the Quartermaster General after World War II, the Depot was named for the Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. However, Major General Sharpe does not appear to have had any direct association with the Depot. Therefore, the Depot is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as a historic district.

Under NRHP Criterion C or CRHR Criterion 3, the Depot is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. Because buildings and structures at the Depot have been demolished, modified, or replaced, the Depot is no longer a representative example of a wartime military supply depot. Although the original spatial relationship of the Depot's railroad system, Storage Area, and Administration Area can be visualized when compared to historic-period maps and aerial photographs, the removal of much of the railroad system, as well as the demolition or alteration of historic-period buildings and the introduction of large, modern warehouse facilities, has compromised the cohesion and overall historic integrity of the facility. Therefore, the Depot is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as a historic district.

Under NRHP Criterion D or CRHR Criterion 4, the Depot is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the Depot was an important military supply depot during the historic period, it does not retain sufficient historic integrity to be eligible for listing in the NRHP or CRHP. Therefore, the Depot is not a historical resource for the purposes of CEQA.

*** B12. References:**

Berryman, Judy.
2006 *Archaeological and Architectural Inventory and Evaluation Addendum for the Tracy Site, San Joaquin County, California.*

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

*** B12. References (continued):**

Cheever, D., and J. Berryman
2005 *Archaeological and Architectural Inventory and Evaluation Addendum for the DDJC – Sharpe Site, San Joaquin County, California*. Rancho Cordova, CA: environmental engineering Management (e^2m).

Fryman, Leslie R.
1996 P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

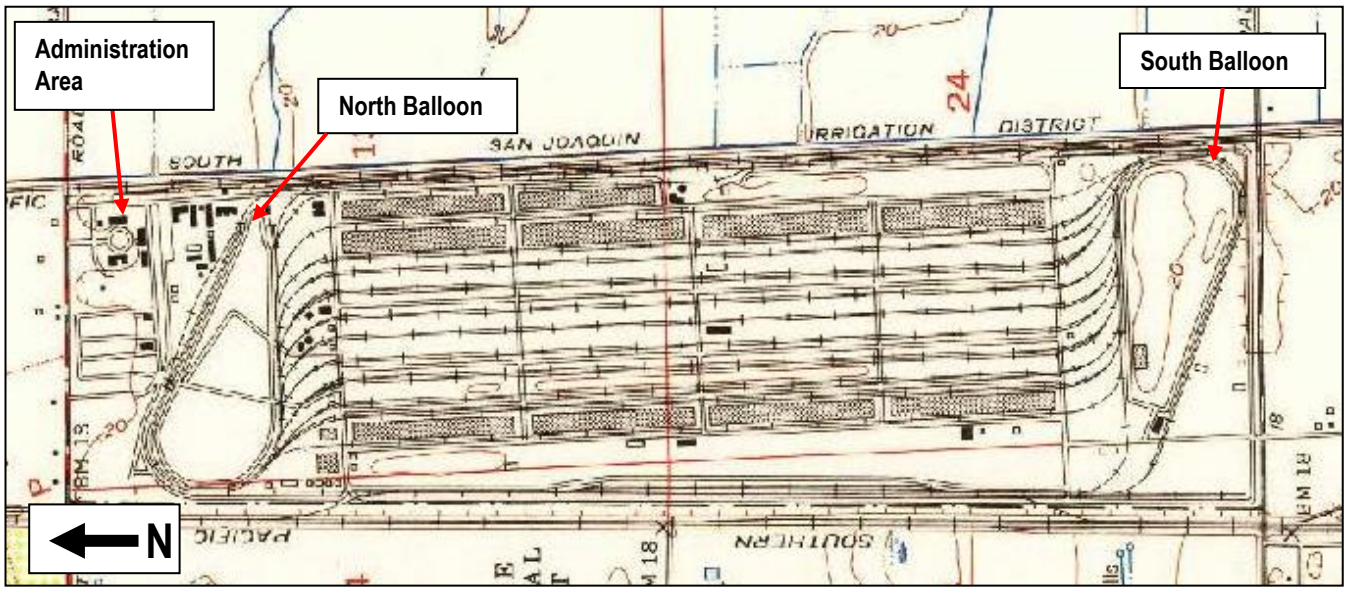
Foster Wheeler Environmental Corporation and JRP Historical Consulting Services
2000 *California Historic Military Buildings and Structures Inventory Volume I: Inventories of Historic Buildings and Structures on California Military Installations*. Sacramento, CA: Foster Wheeler Environmental Corporation. Davis, CA: JRP Historical Consulting Services.

Johnson, Christy
1983 *Sharpe Army Depot, California, HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

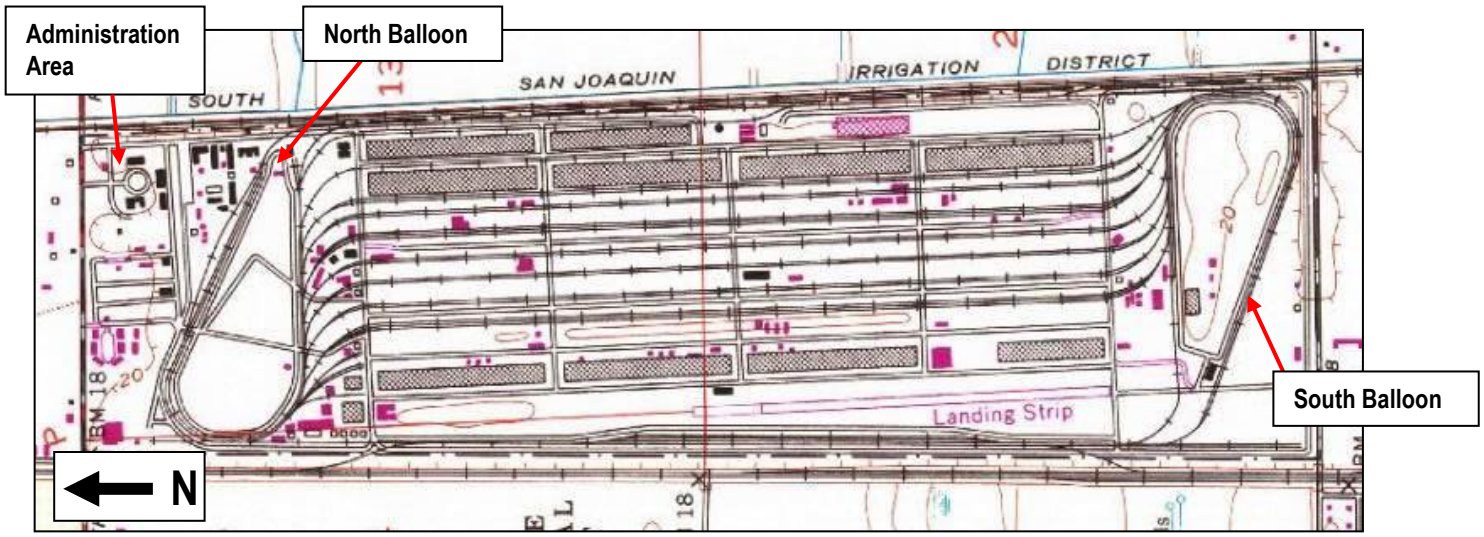
Macedo, Mark J., and Kevin (Lex) Palmer
2011 P-39-000584 / Building 585 California Department of Parks and Recreation 523 Series Forms. Folsom, CA: HDR.

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

P5a. Photographs (continued):



Photograph 2. Depot as Depicted on 1954 Lathrop, California, US Geological Survey 7.5-Minute Quadrangle (notations added by AECOM)



Photograph 3. 1977 Lathrop, California, US Geological Survey 7.5-Minute Quadrangle depicting the Depot (notations added by AECOM)

P5a. Photographs (continued):

Photograph 4. Current Aerial Image of the Sharpe Army Depot and Condition of Original Railroad System (GoogleEarth May 2017; notations added by AECOM)

P-39-000612

* includes P-39-130-138, 573-652, 4562-4574 + 4597

P-39-000612 District Record

5331-1-9999

MASTER CARD

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Sharpe Army Depot, California

3. SITE ADDRESS (STREET & NO.)
Sharpe Army Depot

4. CITY/VICINITY
Lathrop

COUNTY
San Joaquin

STATE
California

5. ORIGINAL USE

6. PRESENT USE

7. CLASSIFICATION
Military - Storage

8. UTM ZONE | EASTING | NORTHING

9. RATING

10. DATE
1942-1945

11. REGION
Western

SCALE 1:24 1:25 OTHER

QUAD NAME

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

HRI LATHROP 2/82

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Sharpe Army Depot, the western distribution center for the U.S. Army Depot System Command, is located in California's San Joaquin Valley, ten miles south of the city of Stockton near the town of Lathrop. It is situated on 724 acres and has 182 structures, 74 of which were built during World War II. The depot is responsible for the management, storage, inventory, and issue of general supplies to military sites in eight western states, Alaska, Hawaii, and the Pacific.

The Army constructed the depot in 1942 as the Lathrop Holding and Reconsignment Point and the Lathrop Engineer Depot to store supplies that could not be accommodated in the overcrowded Port of Stockton, a nearby deep water port on the San Joaquin River. During the war years, 74 of the installation's current 182 buildings were erected. At war's end, the Army transferred the holding and reconsignment point to the Transportation Corps. In 1946, the entire installation was transferred to the Quartermaster General and shortly thereafter to the Corps of Engineers. During the post-war period, the function of the depot shifted from storage to the repair of construction equipment returned from overseas combat. In 1946, the installation's name was changed to the Stockton General Depot, and in 1948 it was renamed Sharpe General Depot, in honor of Henry Sharpe, a former Quartermaster General. The Korean and Vietnam Wars resulted in an increased work load at Sharpe. The Army upgraded many of the installation's World War II buildings and constructed new maintenance, housing, and storage facilities.

14. CONDITION ☐ EXCELLENT ☐ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☐ UNKNOWN

16. SIGNIFICANCE

There are no Category I, II, or III historic properties at Sharpe Army Depot.

UTM Coordinates
(See map on reverse side.)

A: 10 651970 4187760
B: 10 651919 4191002
C: 10 652750 4191003
D: 10 652959 4187800

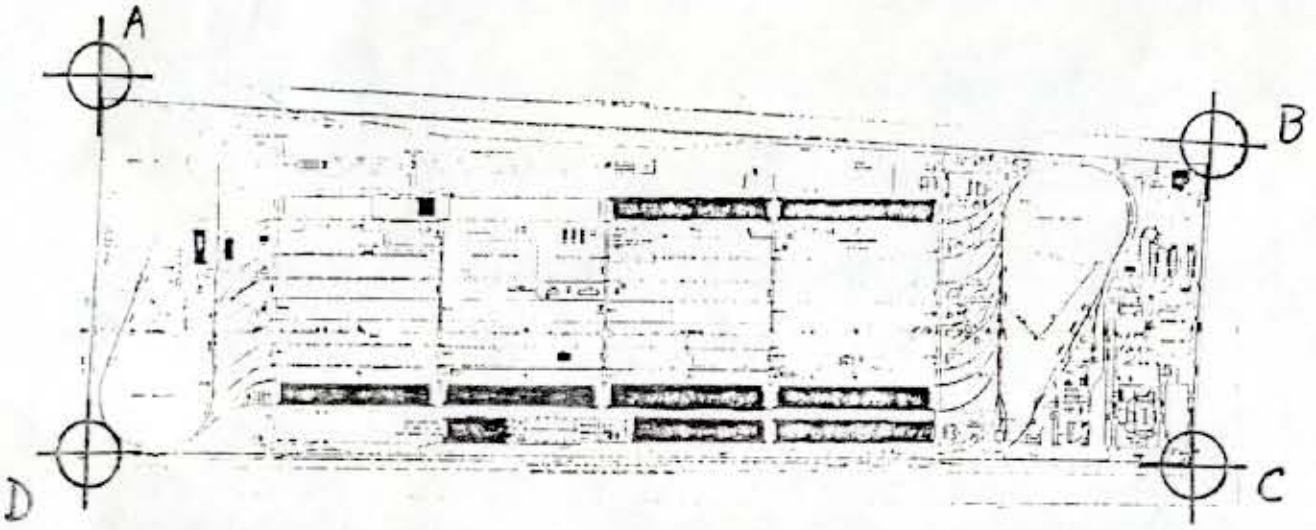
10-909 2/82

GPO : 1982 O - 383-339

P-39-000612

17. PHOTOS AND SKETCH MAP OF LOCATION

Sharpe Army Depot is located on the following 7.5 Minute Series quadrangle: Lathrop, California.



18. LOCATED IN AN HISTORIC DISTRICT? ☐YES ☐NO ☐NAME

19. PUBLIC ACCESSIBILITY ☐YES, LIMITED ☐YES, UNLIMITED ☐NO ☐UNKNOWN

20. EXISTING SURVEYS ☐NR ☐NHL ☐HABS ☐HAER-1 ☐HAER ☐NPS ☐STATE ☐COUNTY ☐LOCAL ☐OTHER

21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

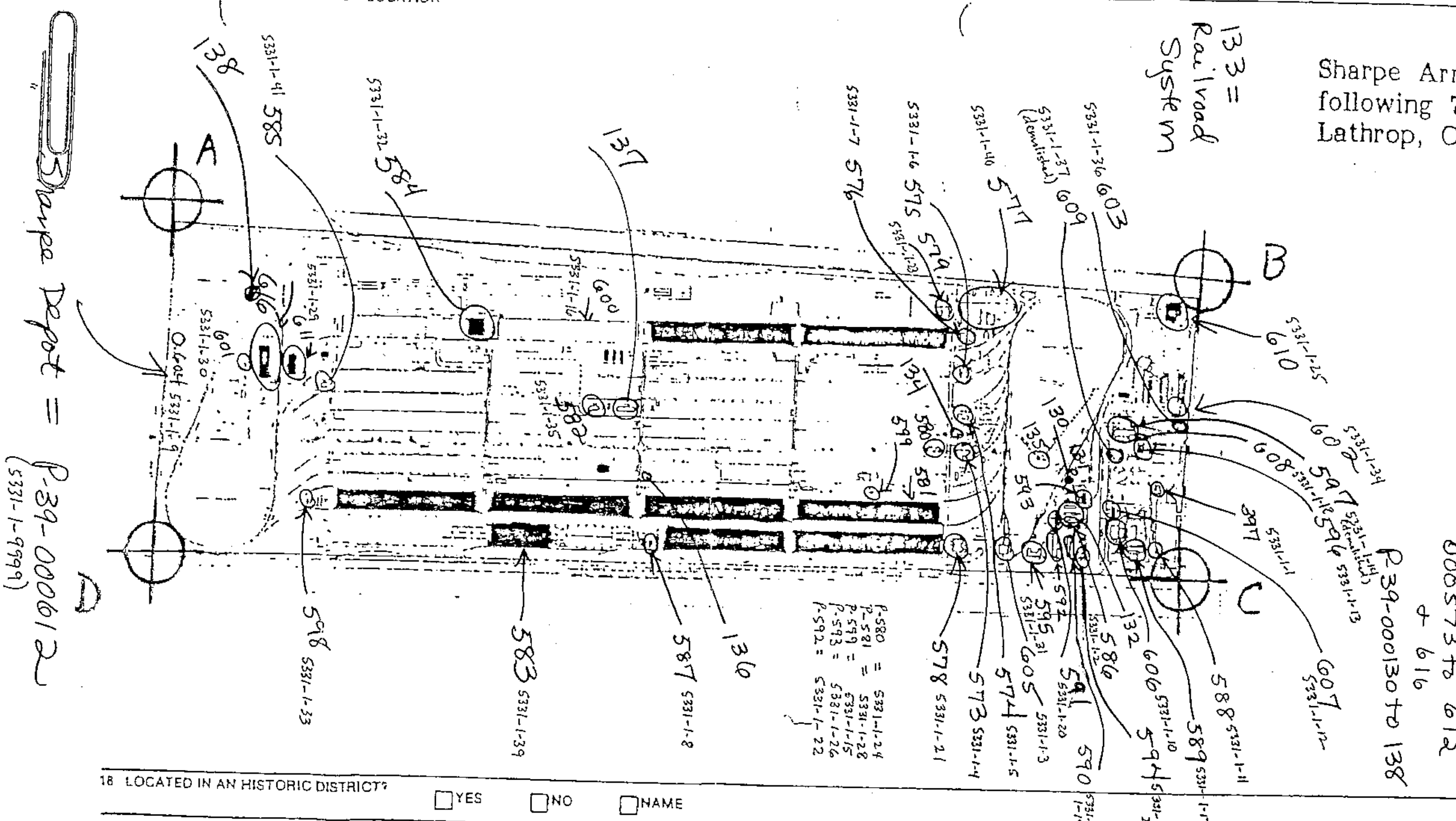
"History of Construction," Lathrop Holding/Reconsignment Point, V.I, 228-10 Files, Records Manager, Sharpe Army Depot.

"Sharpe General Depot," Vertical File, San Joaquin Co. Collection, Stockton City Library, Stockton, CA.

For further documentation, see HAER No. CA-26, Prints and Photographs Division, Library of Congress.

22. INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

17 PHOTOS A[illegible] SKETCH MAP OF LOCATION



Sharpe Arm
following 7.
Lathrop, Ca

18 LOCATED IN AN HISTORIC DISTRICT? ☐ YES ☐ NO ☐ NAME

19. PUBLIC ACCESSIBILITY ☐ YES, LIMITED ☐ YES, UNLIMITED ☐ NO ☐ UNKNOWN

20. EXISTING SURVEYS ☐ NR ☐ NHL ☐ HABS ☐ HAER-1 ☐ COUNTY ☐ LOCAL ☐ OTHER

21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory Facilities Engineer [illegible]

P1. Other Identifier: N/A

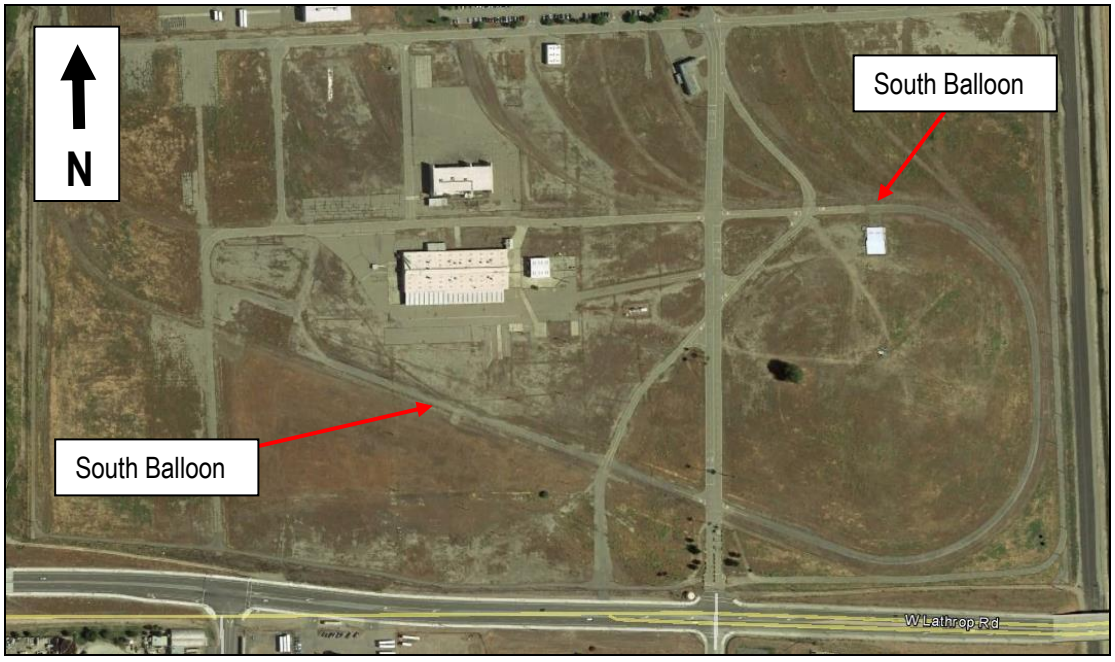
*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility (Sharpe Army Depot), 700 Roth Road, Lathrop, San Joaquin County, 95330

*** P3a. Description:** The Sharpe Facility Railroad System is the remnants of the railroad complex constructed at the Sharpe Army Depot (Depot) between 1942 and 1943. The system includes two elliptical rail line loops known as the "north balloon" and the "south balloon" located on the north and south ends of the facility. These balloons directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses on the Depot. Aerial photographs indicate that most of the spur lines have been removed, but both balloon lines remain extant. The narrow ends of the balloon lines connect to sidings on the east and west sides of the Depot, parallel to railroad main lines (Fryman 1996).

Only a portion of the railroad system is within the ACE*forward* California Environmental Quality Act (CEQA) Study Area, which includes of the south balloon and its connection to the Union Pacific Railroad (UPRR) siding on the western border of the Depot. The portion of Depot within the CEQA Study Area was not accessible or visible from the public right-of-way, and the updated evaluation of the Sharpe Facility Railroad system was based on aerial photography and the prior recordation. The south balloon consists of two parallel, standard-gauge railroad alignments in an elliptical shape on the south end of the Depot (Photograph 1). A two-lane paved roadway is parallel to the south balloon on the north, and the balloon is intersected by several north/south trending, two-lane roadways that provide access to buildings north of and within the balloon, a roadway that runs along the eastern perimeter of the Depot, and a south facility gate. The locations of spur lines that once branched off of the south balloon into the interior warehouse portion of the Depot are still visible in aerial photography the lines themselves are no longer extant.

*** P3b. Resource Attributes:** HP34 – Military Property; HP11 – Engineering Structure

P5a. Photograph:



Photograph 1. Aerial Photograph of South Balloon, GoogleEarth May 2017

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Leslie R. Fryman of Jones & Stokes Associates inventoried, but did not formally evaluate, the Sharpe Facility Railroad System in 1996. The DPR 523 forms are attached. After review of the previous recordation and current research, the present evaluation concludes that the Sharpe Facility Railroad System does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for the purposes of CEQA. The railroad has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the "north balloon" and "south balloon," which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot's mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility.

*** B10. Significance (continued):**

The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Sharpe Facility Railroad System

The Sharpe facility standard gauge railroad complex was designed specifically for efficient receiving and shipping of large quantities of supplies during World War II. As stated previously, the railroad system included the elliptical north and south balloons, which directed rail traffic to numerous spur lines to the facility's warehouses and connected to the railroad mainlines. The railroad system remained in operation through the 1960s, but was gradually abandoned during the 1970s and 1980s as the use of truck transportation increased (Fryman 1996). The trackways of the north and south balloons remain extant, but the spur lines within the interior of the Depot have been removed (Photographs 2 and 3).

Evaluation

The Sharpe Facility Railroad System is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Sharpe Depot became an important supply depot for the US military, and played a key supply role during the Korean and Vietnam wars. The railroad system was an important element to the historic function and efficient operation of the Depot from its founding during World War II until the system was gradually abandoned in the 1970s and 1980s. Although the north and south balloons remain extant, the complex system of spur lines in the interior of the depot, as well some of the original warehouse buildings that the spur lines once served, are no longer extant, and the railroad system has lost historic integrity and no longer conveys its historic function. Therefore, the Sharpe Facility Railroad System is not eligible for the NRHP under Criterion A or the CRHR under Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Depot, because it has lost historic integrity.

Under NRHP Criterion B or CRHR Criterion 2, the Sharpe Facility Railroad System is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the railroad system and its design and construction do not appear to have been a significant personal achievement of any individual. Individuals that worked on the construction of the railroad have not been identified. Numerous people likely worked to construct the railroad system and properties of this type generally lack the ability to illustrate an individual's contribution to history. Therefore, the Sharpe Facility Railroad System is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Depot.

Under NRHP Criterion C or CRHR Criterion 3, the Sharpe Facility Railroad System is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master engineer. Although the railroad system was specifically engineered and designed for the efficient receiving and shipping of large quantities of supplies, most of the interior spur lines and several of the warehouses they once served are no longer extant and the railroad system has lost historic integrity aspects of design, setting, materials, workmanship, feeling, and association. Therefore, the Sharpe Facility Railroad System is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Depot, because it has lost historic integrity.

Under NRHP Criterion D or CRHR Criterion 4, the Sharpe Facility Railroad System is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, the Sharpe Facility Railroad System played in important role in the operation of the Depot, but it does not retain sufficient historic integrity to be eligible for listing in the NRHP or CRHP. Therefore, the railroad facility is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

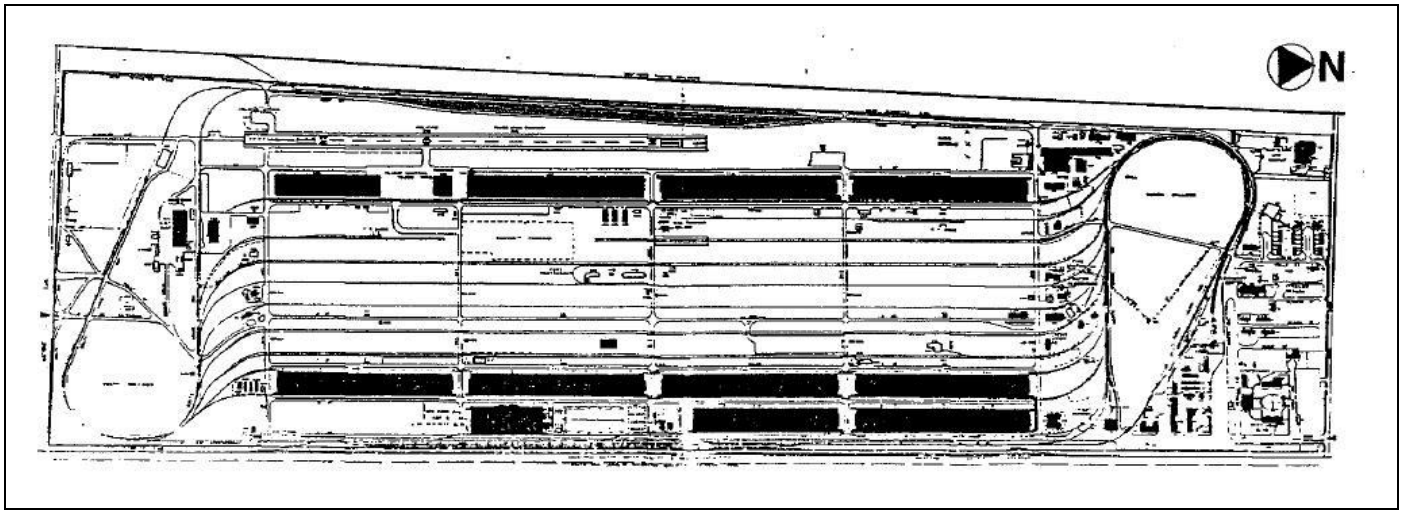
Fryman, Leslie R.
1996 P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

P5a. Photographs:



Photograph 2. Drawing of Sharpe Army Depot Depicting the Original Railroad System (Green and McAroy 1984).

Photograph 3. Current Aerial Image of the Sharpe Army Depot and Condition of Original Railroad System (GoogleEarth May 2017); note the absence of the most of the warehouses and the new construction between the north and south "balloons" and the still visible footprints of the demolished railroad spurs.

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

PRIMARY RECORD

Primary #: P-39-000133
HRI #:
Trinomial:
NRHP Status Code:

Page 1 of 4 Other:
Review: Reviewer: Date:

P1. Resource Identifier: Sharpe Facility Railroad System (Strucure Nos.101, 273, 573, and remaining rail lines)

P2. Location: a. **County** San Joaquin and (**Address** and/or **UTM** Coordinates. Attach Location Map as required.)

b. **Address** Defense Distribution Depot San Joaquin, California - Sharpe Site 700 Roth Road

City Lathrop **Zip** 95330

c. **UTM: USGS** Lathrop 7.5 minute **(7.5'/15') Date:** 1987 ; **Zone:** 10 , 651910 **mE/** 4191000 (NW) **mN**

d. Other Locational Data (e.g. parcel #, legal description, directions to resource, additional UTMs, etc. when appropriate):

651950mE/4187780mN (SW); 652740mE/4191010mN (NE); 652960mE/4187790mN (SE)

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.):

Remains of the 1942-43 facility railroad complex at Sharpe consist of what was historically known as the "north balloon" and the "south balloon," which are elliptical rail line loops located at either end of the facility to direct rail traffic onto numerous feeder lines running parallel to the many rows of warehouses. Most of the feeder lines connecting the north and south balloons through the center of the facility have been removed. The narrow ends of the balloon lines constrict to sidings located on the east and west sides of the facility, parallel to the Southern Pacific and Union Pacific (formerly Western Pacific) mainlines. The north balloon contains an additional siding connected to the engine house (#101). The engine house is a wood frame building constructed in 1943 witha a high-pitched gable roof, two engine bays, and large vertical panels of fixed and hopper windows on the north side. Although it is a temporary building, the engine house has not been significantly altered and is in good condition. A train engine, presumably retired from use at the facility, is parked inside the engine house. (Continued.)

P4. Resources present: ☐ Building ☒ Structure ☒ Object ☐ Site ☐ District ☐ Element of District ☐ Other

b

P6. Date Constructed/Age:
☐ Prehistoric ☒ Historic ☐ Both
1942-1943

P7. Owner and Address:
U. S. Army Corps of Engineers
Sacramento District
1325 J Street
Sacramento, CA 95814-2922

P8. Recorded by (Name, affiliation, and address):
Leslie R. Fryman, Jones & Stokes Associates, 2600 V Street, Sacramento, CA 95818 (for the U.S. Army Corps of Engineers, Sacramento District)

P9. Date Recorded: March & April 1996

P10. Type of Survey: ☐ Intensive ☐ Reconnaissance ☒ Other

Describe: Historic building inventory/ evaluation

P11. Report Citation (Provide full citation or enter "none"): Eidsness, J.P., L. Fryman, and S. Ashkar. 1996. Archeological and Architectural Inventory and Evaluation for the DDJC-Sharpe Site, San Joaquin County, California. Prepared for the U.S. Army Corps of Engineers

Attachments: ☐ NONE ☒ Map Sheet ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Linear Resource Record
☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph
☐ Other (List):

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P-39-000133
HRI #

B1. Resource Identifier: Sharpe Facility Railroad System (Structure Nos. 101, 273, 573, and remaining rail lines)

B2. Historic Name: Sharpe Facility Railroad System

B3. Common Name: same

B4. Address: Defense Distribution Depot San Joaquin, California - Sharpe Site 700 Roth Road

City: Lathrop **County:** San Joaquin **Zip:** 95330

B5. Zoning: N/A B6. Threats: None apparent

B7. Architectural Style: None

B8. Alterations and Date(s):

Gradually abandoned in the 1970s and 1980s, tracks taken up and /or covered over.

B9. Moved? [X] No [ ] Yes [ ] Unknown _____ Original Location: _____

B10. Related Features:

B11. Architect: U.S. Army Corps of Engineers Builder: Unnown

B12. Historical Attributes (List attributes and codes): HP34 -- military property; HP11 -- Engineering Structure

B13. Significance: Theme: N/A Area: N/A

Period of Significance: N/A Property N/A Applicable Criteria: N/A

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

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribrution facilties. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at th Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe facility were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame building. The Sharpe facility standard gauge railroad complex was designed specifically for efficient receiving and shipping of large quantities of supplies during World War II. It remained in operation through the 1960s, but was gradually abandoned during the 1970s and 1980s as the use of truck transportation increased.

B14. References:

-DDJC-Sharpe Site. Public Affairs Office. Various dates. Historical photographs. On file at DDJC-Sharpe Site, Lathrop, California.

(Sketch Map with north arrow required.)

B15. Evaluator: Leslie R. Fryman, Jones & Stokes Associates, Sacramento

Date of Evaluation: May 1996

(This space reserved for official comments.)

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

UPDATE SHEET

Primary # P-39-000138
HRI #
Trinomial
NRHP Status Code 6Z

*** Resource Name or #:** Flammable Materials Storehouse
Map ID #:115

☐ Continuation ☒ Update

P1. Other Identifier: Building 691

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility (Sharpe Army Depot), 700 Roth Road, Lathrop, San Joaquin County, 95330

*** P3a. Description:**

The Flammable Materials Storehouse (Building 691; P-39-000138) was built in 1944 as a temporary structure used to store and process chemical supplies on the Sharpe Army Depot. The building was a rectangular wood frame structure on a raised formed concrete foundation with a very low-pitched gable roof, corrugated metal exterior walls, and triple-panel ribbon windows with 3/3 light-pivoting wood frames. It was recorded by Leslie R. Fryman of Jones & Stokes Associates in March and April 1996 (see attached DPR 523 forms). It was identified at the reconnaissance level, but does not appear to have been evaluated for historic register listing. The desktop research performed for the "ACE*forward* Historical Resources Inventory and Evaluation Report" discovered that the building is no longer extant.

*** P3b. Resource Attributes:** HP34 – Military Property

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

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

PRIMARY RECORD

Primary #: P-39-000138
HRI #:
Trinomial:
NRHP Status Code:

Page 1 of 3

Other:
Review: Reviewer: Date:

P1. Resource Identifier: Flammable Materials Storehouse (Bldg. No. 691)

P2. Location: **a. County** San Joaquin and (**Address** and/or **UTM** Coordinates. Attach Location Map as required.)

b. Address Defense Distribution Depot San Joaquin, California - Sharpe Site 700 Roth Road

City Lathrop **Zip** 95330

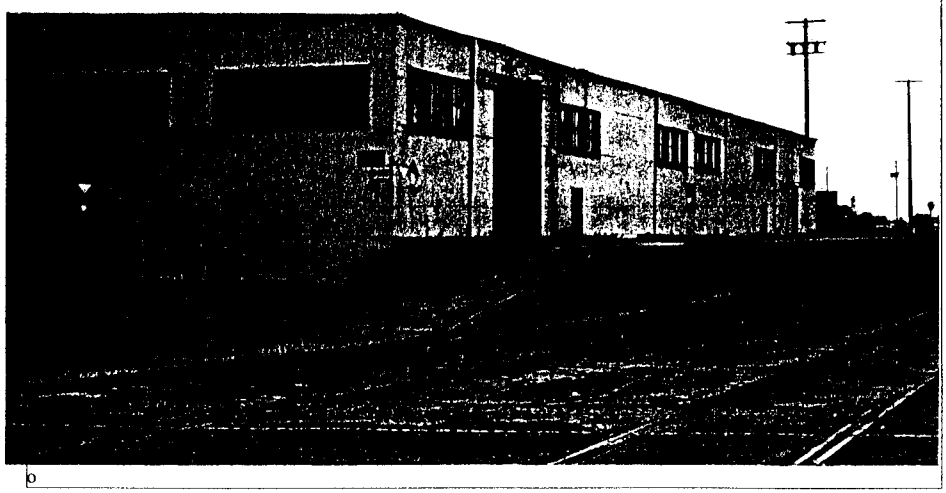
c. UTM: USGS Lathrop 7.5 minute **(7.5'/15') Date:** 1987 **; Zone:** 10 , 651910 **mE/** 4191000 (NW) **mN**

d. Other Locational Data (e.g. parcel #, legal description, directions to resource, additional UTMs, etc. when appropriate):
651950mE/4187780mN (SW); 652740mE/4191010mN (NE); 652960mE/4187790mN (SE)

P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.):

Building No. 691 is a rectangular wood frame structure resting on a raised board formed concreete foundation approximately 4 feet in height. The concrete foundation extends to a full-length loading dock along the south side of the structure. The storehouse has a very low-pitched gable roof (almost a flat roof) finished only in flashing. The roof may have had a built-up surface at one time but is most likely covered with composition paper now. The exterior walls are clad in corrugated metal siding and have large wood vents near the bottom. Triple-panel ribbon windows with 3/3 light-pivoting wood frames are located in the upper 1/3 of the walls. Two loading bays with corrugated metal sliding doors and overhead metal track doors are located on the north and south sides of the building. The flammable materials storehouse is isolated from other facilities in the south railroad balloon. It is in good condition and is currently in use.

P4. **Resources present:** [X] Building [ ] Structure [ ] Object [ ] Site [ ] District [ ] Element of District [ ] Other



b

P6. Date Constructed/Age:
[ ] Prehistoric [X] Historic [ ] Both
1942-1943

P7. Owner and Address:
U. S. Army Corps of Engineers
Sacramento District
1325 J Street
Sacramento , CA 95814-2922

P8. Recorded by (Name, affiliation, and address):
Leslie R. Fryman, Jones & Stokes Associates, 2600 V Street, Sacramento, CA 95818 (for the U.S. Army Corps of Engineers, Sacramento District)

P9. Date Recorded: March & April 1996

P10. Type of Survey: [ ] Intensive [ ] Reconnaissance [X] Other
Describe: Historic building inventory/ evaluation

P11. Report Citation (Provide full citation or enter "none"): Eidsness, J.P., L. Fryman, and S. Ashkar. 1996. Archeological and Architectural Inventory and Evaluation for the DDJC-Sharpe Site, San Joaquin County, California. Prepared for the U.S. Army Corps of Engineers

Attachments: [ ] NONE [X] Map Sheet [ ] Continuation Sheet [X] Building, Structure, and Object Record [ ] Linear Resource Record
[ ] Archaeological Record [ ] District Record [ ] Milling Station Record [ ] Rock Art Record [ ] Artifact Record [ ] Photograph
[ ] Other (List):

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # P-39-000138
HRI #

B1. Resource Identifier: Flammable Material Storehouse (Bldg. No. 691)
B2. Historic Name: Chemical Processing
B3. Common Name: Flammable Material Storehouse
B4. Address: Defense Distribution Depot San Joaquin, California - Sharpe Site 700 Roth Road
City: Lathrop **County:** San Joaquin **Zip:** 95330
B5. Zoning: N/A B6. Threats: None apparent
B7. Architectural Style: None
B8. Alterations and Date(s):
Probably modified in the 1950s to make the structure permanent.

B9. Moved? [X] No [ ] Yes [ ] Unknown _____ Original Location: _____
B10. Related Features:

B11. Architect: U.S. Army Corps of Engineers Builder: Unnown
B12. Historical Attributes (List attributes and codes): HP34 -- military property; HP8 -- industrial building

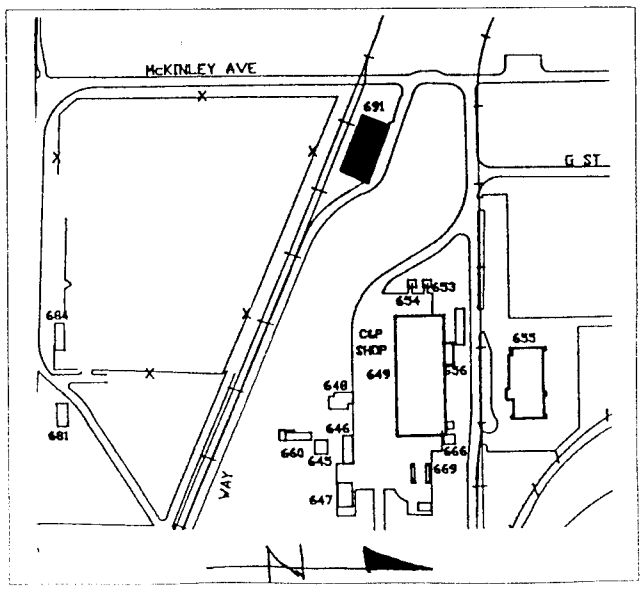
B13. Significance: Theme: N/A Area: N/A
Period of Significance: N/A Property N/A Applicable Criteria: N/A
(Discuss imporance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribrution facilties. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at th Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe facility were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame building. This temporary structure was constructed in 1944 to store and process chemical supplies. Corrugated metal siding has been added to the original wooden exterior walls of this building, leaving only the windows and the foundation as visible historic elements.

B14. References:
-DDJC-Sharpe Site. Public Affairs Office. Various dates. Historical photographs. On file at DDJC-Sharpe Site, Lathrop, California.

B15. Evaluator: Leslie R. Fryman, Jones & Stokes Associates, Sacramento
Date of Evaluation: May 1996

(This space reserved for official comments.)



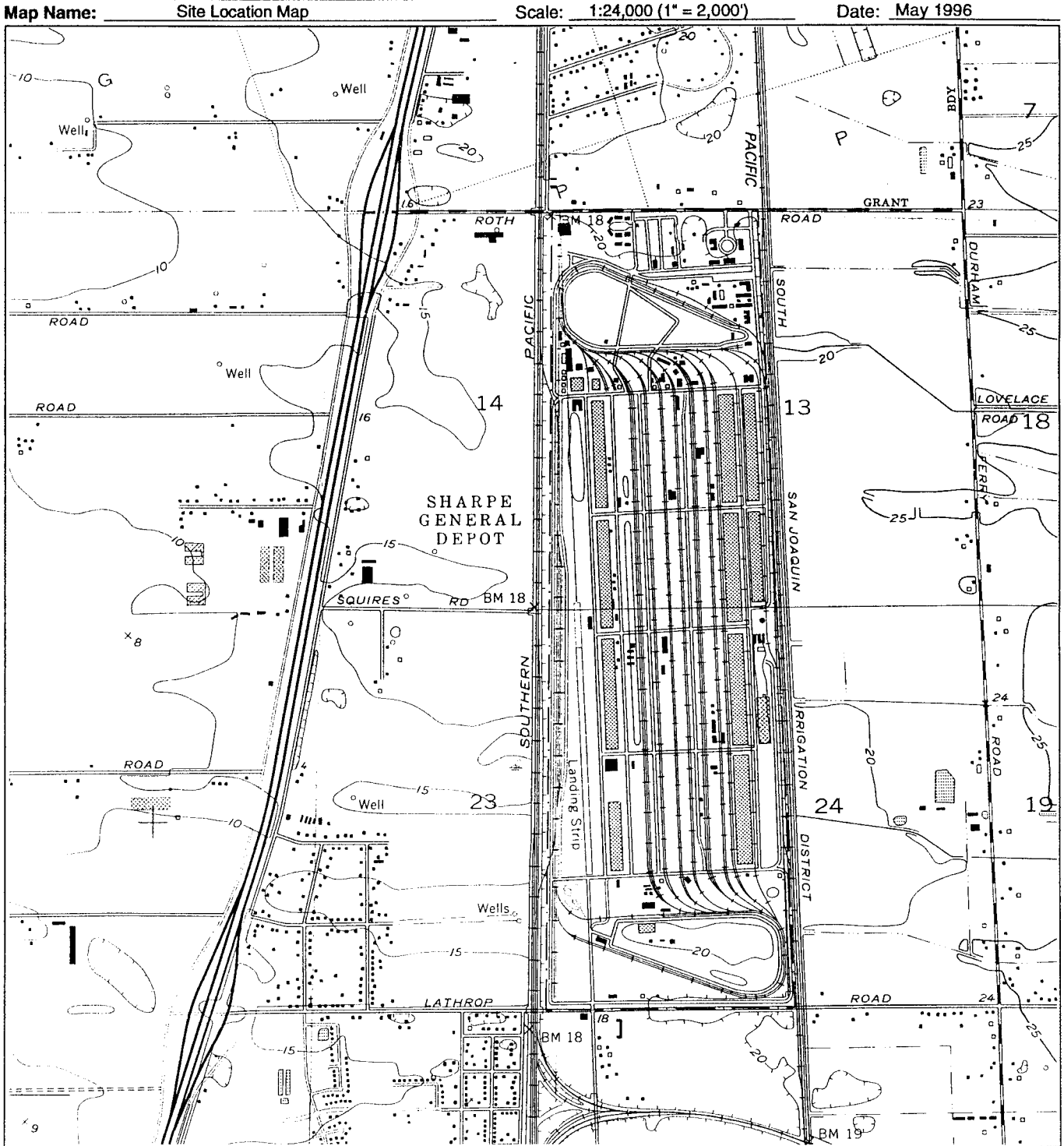
CALIFORNIA Department of Parks and Recreation
Office of Historic Preservation

Primary # P-39-000138

HRI# /Trinomial

Map Sheet

Page 3 **of** 3 **Resource Identifier:** Flammable Materials Storehouse (Building #691)
Map Name: Site Location Map Scale: 1:24,000 (1" = 2,000') Date: May 1996



Base map: USGS Lathrop, Calif. (1952, photorevised 1987), 7.5' quadrangle

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

UPDATE SHEET

Primary # 39-000584
HRI #
Trinomial
NRHP Status Code 6Z

* Resource Name or #: (Assigned by recorder) AAFES Distribution Center
Map ID #: 116

☐ Continuation ☒ Update

P1. Other Identifier: Building 585

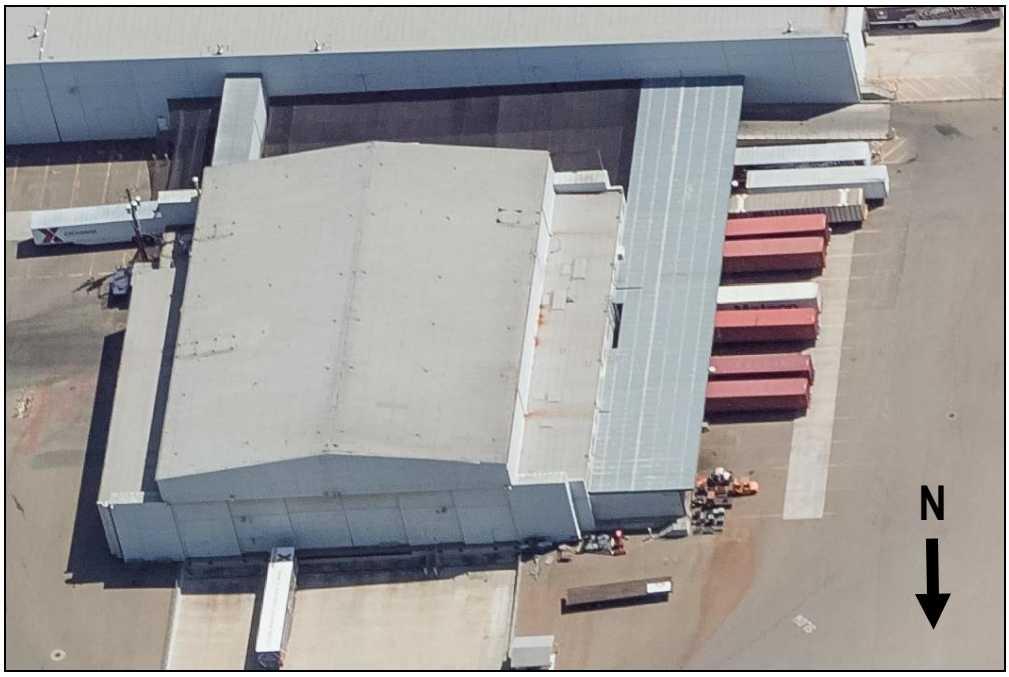
* P2e. Other Locational Data: Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

* P3a. Description: The Army and Air Force Exchange Service (AAFES) Distribution Center (Building 585) is a former aircraft hangar on the Sharpe Army Depot (Depot) within the ACE*forward* California Environmental Quality Act (CEQA) Study Area. Because the building is not accessible or visible from the public right-of-way, the updated description and evaluation of the AAFES Distribution Center building was based on current aerial photography and the prior recordation (Photographs 1-3). The building was constructed in 1960 and is with southern portion of the Depot Storage Area, adjacent to the north elevation of a large warehouse building (Building 550), which was constructed between 1994 and 2005. An associated airstrip that also was constructed in 1960 and previously recorded as Resource P-39-005108, is west of the building and now used for for parking and trailer storage. The 159-by-182-foot rectangular building faces north and features a large, central, hangar space with a front gable roof with shorter two-story flat-roofed wings on the east and west elevations. The roof of the building is clad with composition material and the foundation is a concrete slab. The exterior walls are clad with corrugated metal. The north elevation features bi-parting, bottom rolling hangar doors. Smaller, truck-sized entrances have been cut into the doors and on the east end of the north elevation.

(SEE CONTINUATION SHEET)

* P3b. Resource Attributes: HP34 – Military Property

P5a. Photograph:



Photograph 1. Aerial Photograph of Building 585, Bing Maps, Microsoft 2017

* P8. Recorded by: C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

* P9. Date Recorded: NOVEMBER 2017

* P10. Survey Type: Reconnaissance

* P11. Report Citation: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

*** P3a. Description (continued):**

The south elevation has same door configuration as north elevation, but with only one new opening cut into one of the doors. The building is connected to Building 550 to the south on the west side by a loading dock constructed immediately adjacent to the former hangar's west elevation, which conceals the original fenestration. Portions of the original second-story steel-framed casement windows are visible above the loading dock's roofline. A smaller loading dock has been constructed between the north elevation of Building 550 and the south elevation of the AAFES Distribution Center on the east side. Most, if not all, of the windows on the east elevation appear to have been infilled.

The original recordation indicated that the Army converted the east and west wings in 1977 to accommodate Army Reserve troop support. The east wing was converted from utility and shop rooms to troop barracks, restrooms, kitchen space, and storage rooms. The west wing, which originally included utility rooms, shop spaces, a monorail crane, and offices, was renovated to house aircraft operations, troop barracks, a kitchen, mess hall, orderly room, and conference room. In 1996, the exterior doors and windows were replaced and altered as part of an exterior painting and siding repair project (Macedo and Palmer 2011). Since the 2011 recordation the windows on the east elevation appear to have been infilled.

*** B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The AAFES Distribution Center building was initially inventoried and evaluated by HDR in 2011 as part of an archaeological and architectural inventory and evaluation addendum study completed at the Depot (Macedo and Palmer 2011; see attached DPR 523 forms). The building was evaluated as not eligible for listing in the National Register of Historic Places (NRHP) because it lacked historical significance and had lost historic integrity. The eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource was not evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the AAFES Distribution Center does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the "north balloon" and "south balloon," which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

*** B10. Significance (continued):**

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot's mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

AAFES Distribution Center

The AAFES Distribution Center building was constructed during the Vietnam War in 1960 along with an associated airstrip (previously recorded as Resource P-39-005108). In the 1950s, the US Army hired Strobel and Salzman Engineers of New York to create a series of military building designs that could be utilized by local architectural firms to design and construct buildings on military installations nationwide. One of those designs included Army hangar plan 39-01-64, which was a steel truss hangar with a gabled roof and used by the Army through the late 1980s. The AFFES Distribution Center was designed by the Berkeley architecture firm of Louis Graham & Associates using the standardized design (Macedo and Palmer 2011).

Evaluation

The AAFES Distribution Center building is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. The Army constructed the AAFES Distribution Center building as an aircraft hangar in 1960 along with an adjacent associated airstrip to support the Depot's mission to prepare fixed-wing aircraft and helicopters for combat during the Vietnam War. Although the former hangar is associated with the Vietnam War and Cold War eras at the Depot, the building has been altered to accommodate the changing missions at the facility, first to support Army Reserve activities and subsequently the AAFES. All aspects of the building's historic integrity have been compromised with the exception of location and the building no longer conveys its historic function. Therefore, the AAFES Distribution Center building is not eligible for the NRHP Criterion A or CRHR Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

*** B10. Significance (continued):**

Under NRHP Criterion B or CRHR Criterion 2, the AAFES Distribution Center building is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the building and its design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the AAFES Distribution Center is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Depot.

Under NRHP Criterion C or CRHR Criterion 3, the AAFES Distribution Center building is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. The building is a former aircraft hangar that was designed based on a standardized design commissioned by the Army that was intended to be reproduced by local architects. The Army utilized this standardized design until the late 1980s at military facilities throughout the country and the building at the Depot is not the best remaining example of this type. In addition, the building has lost its historic integrity aspects of design, setting, materials, workmanship, feeling, and association. Therefore, the AAFES Distribution Center building is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion D or CRHR Criterion 4, the AAFES Distribution Center building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the AAFES Distribution Center building is associated with the Depot's mission during the Vietnam War, it does not retain sufficient historic integrity to be eligible for listing in the NRHP or CRHP. Therefore, the building is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B. Jones & Stokes Associates, Sacramento, California.

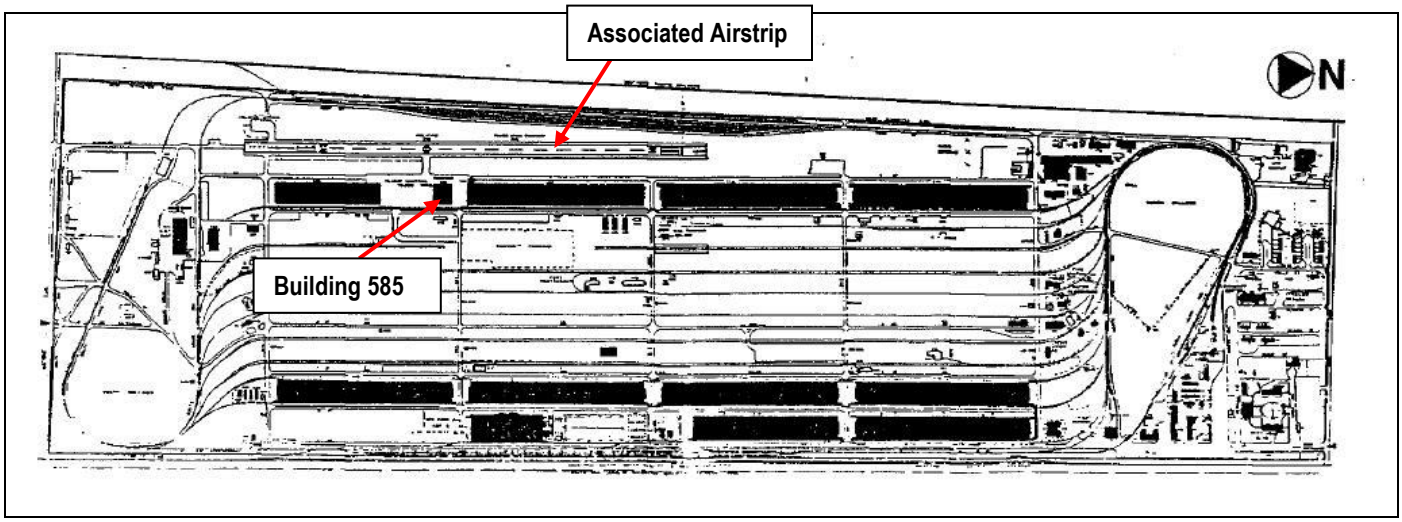
Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Macedo, Mark J., and Kevin (Lex) Palmer
2011 P-39-000584 / Building 585 California Department of Parks and Recreation 523 Series Forms. Folsom, CA: HDR.

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

P5a. Photographs:



Photograph 2. Drawing of Sharpe Army Depot Depicting the Original Hangar and Associated Airstrip Configuration (Green and McAroy 1984; notations added by AECOM)

Photograph 3. Current Aerial Image of the Sharpe Army Depot (GoogleEarth May 2017; notations added by AECOM)

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

PRIMARY RECORD

Primary # P-39-000584
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: Building 585

P1. Other Identifier: AAFES Distribution Center

*P2. Location: ☐ Not for Publication ☑ Unrestricted *a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Lathrop 7.5' Date: 1996 T 1S; R 6E; of SW ¼ of NW 1/4 of Sec 24; M.D. B.M.

c. Address: Defense Distribution Depot San Joaquin – Sharpe Site, 700 Roth Road. City: Lathrop , CA Zip: 95330

d. UTM: Zone: 10; 652121mE/4188941mN

e. Other Locational Data: From Lathrop, drive north to the northeast corner of the installation where the Main Gate is located on A Street and Maple Avenue. Drive south on A Street and bear right on 1st Avenue. Drive west and turn left on G Street, continue south for three blocks and the building will appear on the left. Elevation: 20 feet

*P3a. Description: The hangar was designed by Louis Graham & Associates of Berkeley utilizing a standardized Army hangar plan 39-01-64 and constructed in 1960. This former hangar is bound on the north and east by a paved parking area, by the massive Building 550 on the south, by a loading dock associated with Building 550 and a paved parking lot on the east, and to the west by a paved parking lot and railroad yard. The former airstrip that the hangar was associated with is located to the west. The hangar overall dimensions are 182 feet east-west by 159 feet north-south, and the building's rectangular massing consists of a large central gable roof space flanked on the east and west by flat roof office space with a lower elevation. The interior floor and foundation are concrete slab. The building exterior is clad with corrugated metal panels. The north and south elevations are the principal hangar entry with six metal roll back doors on each elevation and with no fenestration—both the north/south walls have hangar door pockets on the east and west. The north elevation hangar doors have had four truck loading doors cut into them, and a recessed truck loading dock has been added to this wall. The south elevation hangar doors are intact with the exception of a new opening cut into the western-most door. The east and west elevations have exterior metal second-story stairwells on the southeast and southwest corners of the building. The east elevation first story fenestration consists of combined fixed/casment sash windows with four 3/3/3 lights and 6/6/6/6 lights, with air conditioning units placed in the former light locations in multiple locations. Four metal personnel doors have replaced the original versions on the first story. The east elevation second story has a metal replacement door in the southeast corner, with fenestration running north consisting of a combined fixed/casment sash metal window with 36 lights (4 rows of 12 lights), followed by a combination of fixed/casement sash metal 12-light (3/3/3/3) and fixed/casement sash 24-light (6/6/6/6) windows. A small compressor two-story room is located in the southeast corner of this east elevation, and exhibits a first floor metal personnel door with 4 fixed upper lights and louver vent lower portion, and two metal fixed/casement sash 9-light (3/3/3) windows in the second story. The west elevation first story wall openings consist of four metal personnel doors, five metal fixed/casement sash 9-light (3/3/3) windows and five combined fixed/casment sash metal window with 24 lights (4 rows of 6 lights). The second story west elevation wall openings include six fixed/casement sash 24-light (6/6/6/6) windows and five fixed/casement sash metal 12-light (3/3/3/3) windows, and an original metal door with an upper 2/2 fixed light. Continued on page 4.

*P3b. Resource Attributes: (HP34)–Military Property

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

P5b. Description of Photo: April 17, 2011 view to southeast of north and west elevations.

*P6. Date Constructed/Age and Sources: ☑Historic ☐Prehistoric ☐Both
1960-Facilities Engineering Sharpe Army Depot records

*P7. Owner and Address: U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 952914-2922

*P8. Recorded by: Mark J. Macedo, HDR, 2365 Iron Point Road, Suite 300, Folsom, CA 95630

*P9. Date Recorded: April 17, 2011

*P10. Survey Type: Historic buildings/inventory evaluation addendum.

*P11. Report Citation: Berryman, Judy. *Archeological and Architectural Inventory and Evaluation Addendum for the Tracy Site, San Joaquin County, California, 2006.*

*Attachments: ☐NONE ☑Location Map ☐Sketch 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 6Z

*Resource Name or # Building 585-AAFES Distribution Center

B1. Historic Name: Aircraft Hangar

B2. Common Name: None

B3. Original Use: Same

B4. Present Use: AAFES Distribution Center

*B5. Architectural Style: Army Aviation Hangar plan 39-01-64 Hangar-20,000 Sq. Ft. (35,000 SQ. FT. with Shops Added)

*B6. Construction History: The hangar was constructed in 1960. The Army altered the existing interior office space and added offices inside the airplane hangar in 1977 to accommodate Army Reserve troop support. Exterior doors and windows were replaced or altered during an exterior painting and siding repair project in 1996.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:

*B8. Related Features: Building 505 AAFES Distribution Center

B9a. Architect: Strobel and Salzman Engineers New York, New York initial standard design employed by Louis Graham & Associates Berkeley, California. b. Builder: Unknown

*B10. Significance: Theme: N/A Area: N/A

Period of Significance: Cold War Property Type: N/A Applicable Criteria: N/A

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribution facilities. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineering Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at the Stockton airport, the Sharpe Site brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe Site were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. (Continued, refer to Page 4).

B11. Additional Resource Attributes: (HP34) -- Military Property

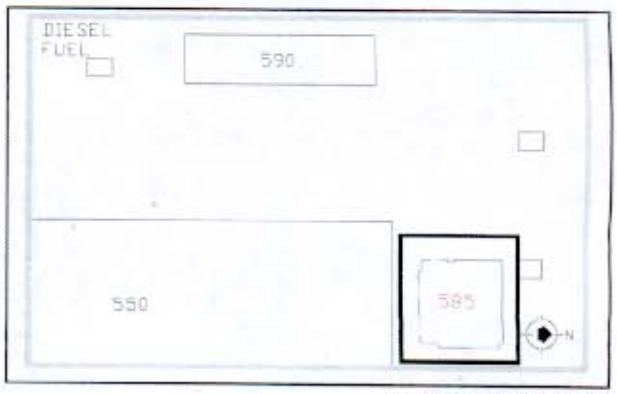
*B12. References: Webster, Julie L. *Historical and Architectural Overview of Military Aircraft Hangars A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations.* Champaign, Illinois: United States Army Construction Engineering Research Laboratory, 1999 (revised, 2001). Drawing 39-01-64 Army Aviation Facilities Hangar-20,000 SQ. FT. (35,000 SQ. FT. With Shops Added) Louis Graham & Associates 1959; Record Drawing Sheet 3 39-01-64 Schedules A, B, C, D & E Louis Graham & Associates 1959; Drawing A-11-30 Building 585 Hangar Conversion to USAR/NG Troop Support Facilities Office of the Facilities Engineer Sharpe Army Depot, 1977; Sheet A-1 2 of 11 Rennovation of Rooms Building 585 Key Floor Plan, Door & Finish Schedule Directorate of Engineering & Housing Sharpe Army Depot, 1988; Paint and Repair Building 585 Drawing 94-6-310, Drawing 94-6-210 Defense Logistics Agency Defense Distribution Region West Facilities Engineering Division, 1996. On file at Defense Distribution Depot San Joaquin-Sharpe Site, Lathrop, California. Berryman, Judy. *Archeological and Architectural Inventory and Evaluation Addendum for the Tracy Site, San Joaquin County, California,* 2006.

B13. Remarks:

*B14. Evaluator: Kevin (Lex) Palmer, HDR, Seattle, WA

*Date of Evaluation: May 22, 2011

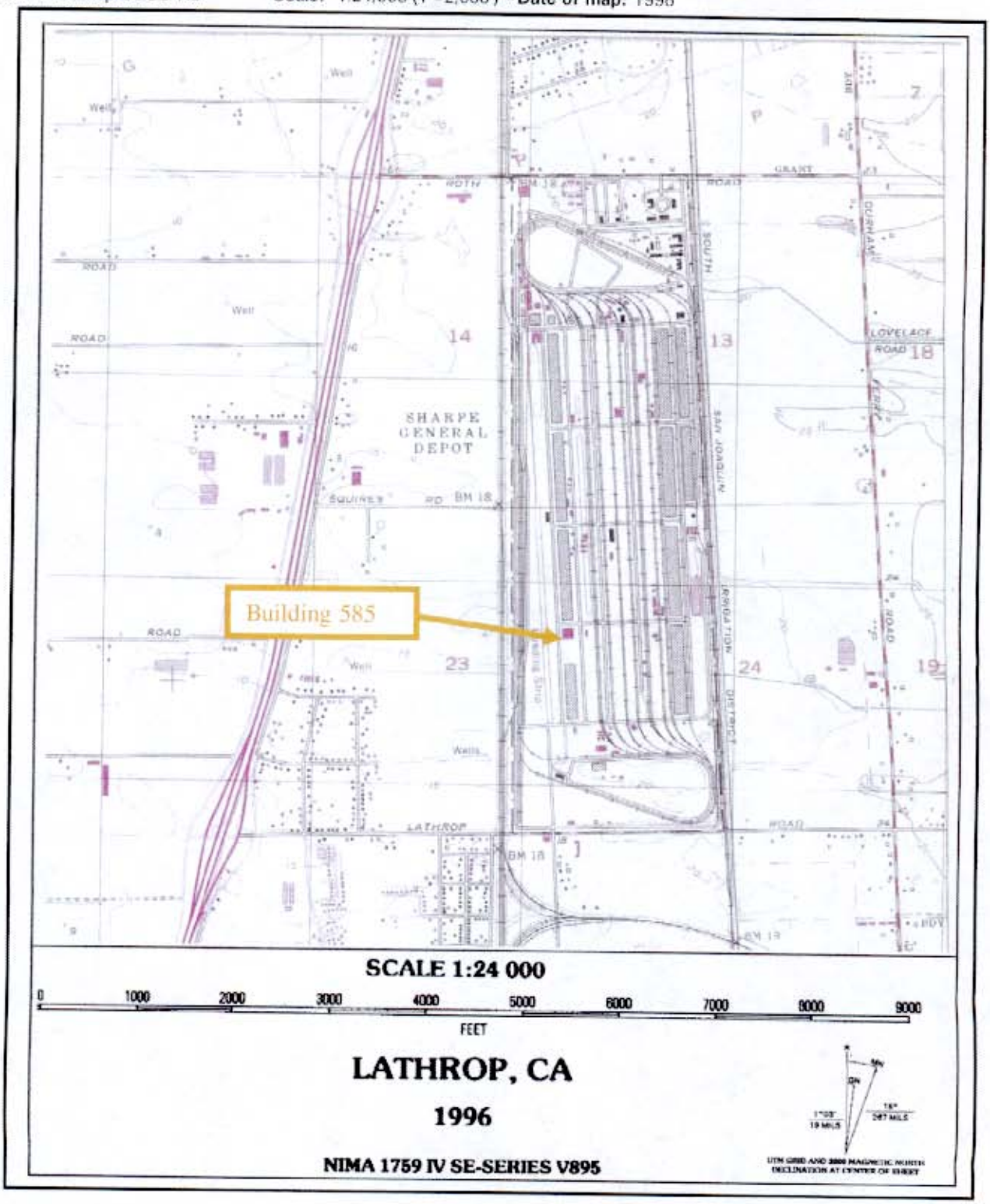
(This space reserved for official comments.)



*Required information

State of California ••The Resources Agency ···Primary # P-39-000584
DEPARTMENT OF PARKS AND RECREATION ••HRI#
LOCATION MAP •• Trinomial

Page 3 of 5 *Resource Name or # Building 585 Aircraft Maintenance Hangar
*Map Name: Lathrop USGS 7.5 *Scale: 1:24,000 (1"=2,000') *Date of map: 1996



DPR 523J (1/95)

*Required information

*Recorded by: Mark J. Macedo, HDR, Folsom, CA *Date: April 17, 2011 ☑ Continuation ☐ Update

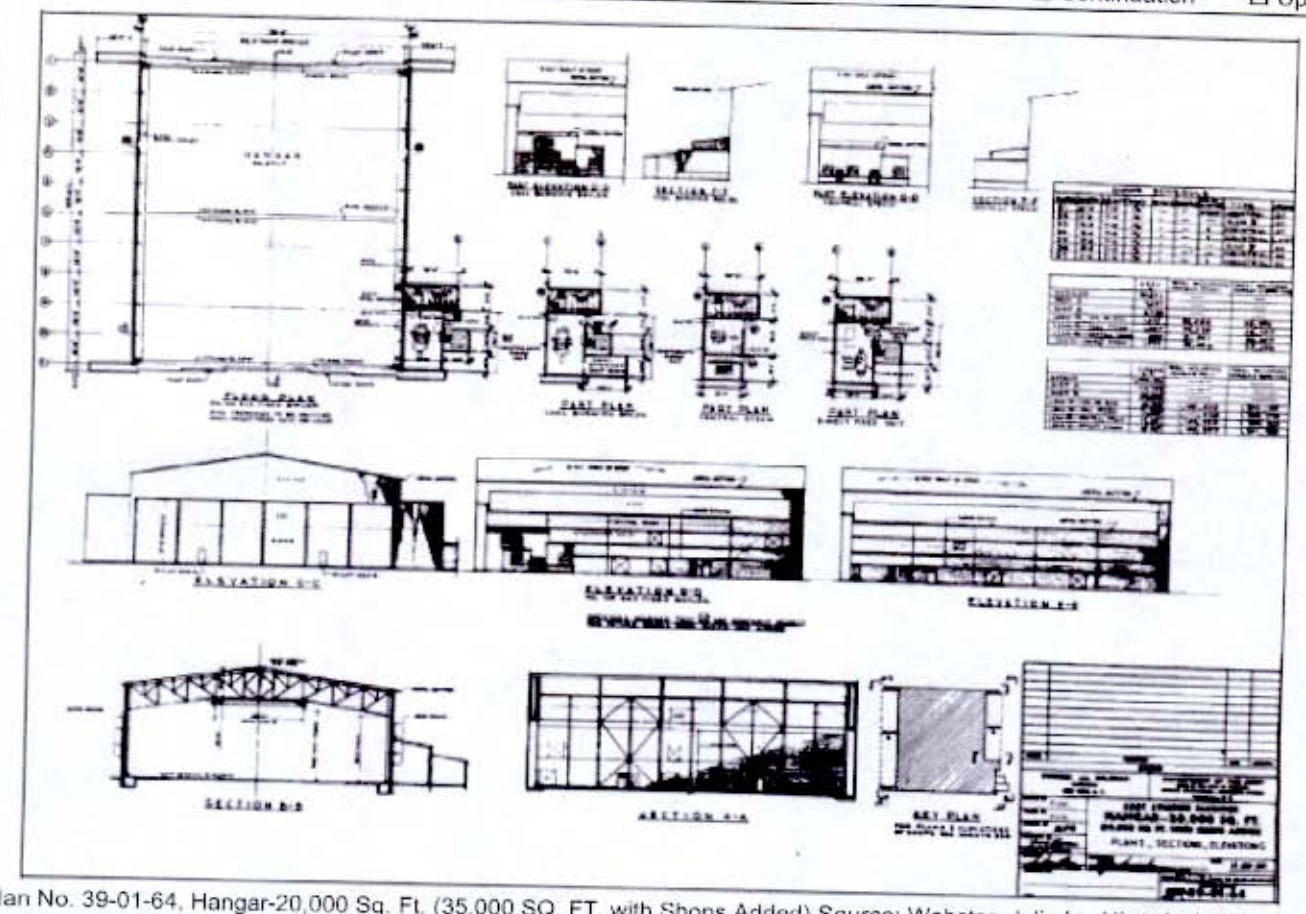
(Continued from Page 1)
The original interior space involved a centrally located open hangar space, with adjacent two-story east and west office spaces. The east office space had (south-to-north) a boiler room/adjacent compressor, sheet metal and welding shop, machine and electric shop, battery room, supply and tool room, and a paint shop. The east office space was converted in 1977 to troop barracks on the first and second floors, men's and women's bathrooms, kitchen space, and storage rooms. The west office space had (south-to-north) a hydraulic rotor room, transmission power training , a monorail crane, engine build-up room, office and tire and wheel shop. This west office space second floor space was also converted in 1977 to aircraft operations, troop barracks, kitchen, mess hall, orderly room, and a conference room. An adjacent aircraft control tower existed on the south elevation which has been demolished at an unknown date.

(Continued from Page 2)
During the 1950s the Department of the Army Office of the Chief of Engineers Military Construction Engineering Division hired the New York A/E firm of Strobel and Salzman Engineers to generate a series of standardized military building designs. Peter Strobel designed prefabricated army barracks and portable aircraft hangars during World War II. He joined forces with Salzman after the war and designed a wide range of buildings, from hangars to shopping centers. This included the plan 39-01-64 for a gabled steel truss hangar which the Army utilized up to the late 1980s. Extant examples of this hangar can be seen at Forts Belvoir, Hood, Huachuca, Knox, Sill, and the former Fort Gillem (Webster, 1999:5-18). These hangar plans were produced with the concept that the standardized designs by Cold War-era A/E firms like Strobel and Salzman and Mills & Petticord could be applied at installations by local architectural firms, such as Louis Graham & Associates of Berkeley for Building 585 at the Sharpe Army Depot.

The building is not significant in terms of broad patterns of the Cold War Period (Criterion A) nor is it associated with a significant person (Criterion B). This building is not architecturally distinctive in terms of design as it is a standardized plan, and the materials used in construction are common, everyday materials (Criterion C). There is no eligible historic district at this depot. Fundamental to the definition of a historic district is that there be a significant concentration, linkage, or continuity of significant resources. There is no district because of a lack of cohesion from successive waves of building demolitions and new construction using differing building materials. This has compromised any potential for the retention of integrity of feeling and perceptible important linkages between buildings necessary for a historic district.

The building retains its integrity of location. It has lost its integrity of design, materials, and workmanship due to interior modifications to the original office space and addition of offices in 1977 in the central former airplane hangar space. The original setting has been compromised by the addition of a truck loading dock associated with the massive Building 550 on the south elevation. The building does not retain its integrity of feeling and association due to the surrounding area being a combination of World War II and Cold War era buildings that do not have any visual or historic continuity.

*Recorded by: Mark J. Macedo, HDR, Folsom, CA *Date: April 17, 2011 ☑ Continuation ☐ Update



Plan No. 39-01-64, Hangar-20,000 Sq. Ft. (35,000 SQ. FT. with Shops Added) Source: Webster, Julie L. *Historical and Architectural Overview of Military Aircraft Hangars A General History, Thematic Typology, and Inventory of Aircraft Hangars Constructed on Department of Defense Installations*, Champaign, Illinois: United States Army Construction Engineering Research Laboratory, 1999 (revised, 2001).

April 17, 2011 view to southwest of north façade showing addition of truck loading dock, and east elevation. and adjacent Building 550 to the south.

April 17, 2011 view to east of west elevation. showing adjacent loading dock.

HABS, TAER 5331-0001-0039
INVENTORY P-39-000583

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Building 404
Warehouse

5. ORIGINAL USE
Warehouse

7. CLASSIFICATION
Military - Storage

9. RATING
4

10. DATE
1953

3. SITE ADDRESS (STREET & NO)
Sharpe Army Depot

6. PRESENT USE
General Purpose Warehouse/High Security

8. UTM ZONE | EASTING | NORTHING

11. REGION

4. CITY/VICINITY | COUNTY | STATE

SCALE 1:24 1:62.5
OTHER
QUAD NAME

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

HRI LATHROP 7.5Q

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Concrete slab foundation. Reinforced concrete construction with concrete block exterior. 200' x 603'6" with two offsets: 31'5" x 200' and 6'6" x 8'2". One story. Flat roof with asphalt shingles. Double hung and fixed 4 x 2 windows. Overhead utility doors. Modified rectangular plan. Main facade faces west. Located in warehouse area at 4th Avenue and A Street. Rail and truck access.

14. CONDITION ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

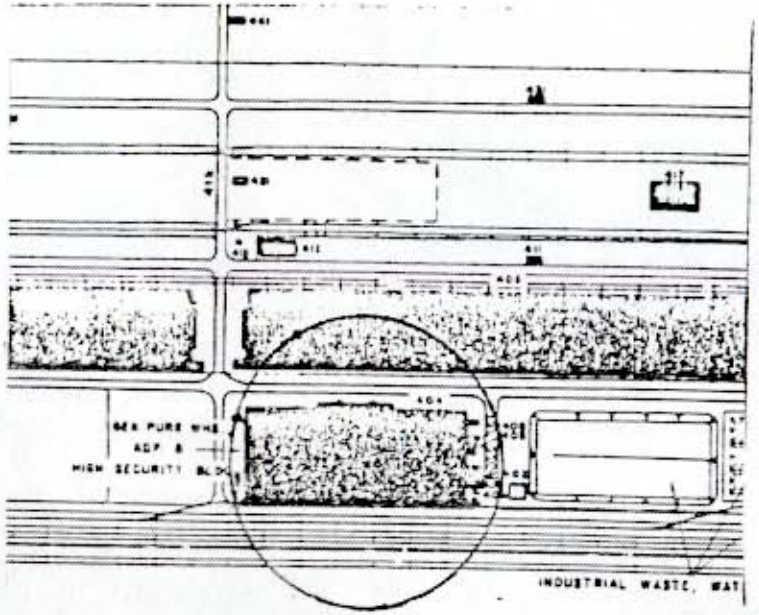
15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☒ UNKNOWN

16. SIGNIFICANCE

This structure contributes to an understanding of the architectural character and site planning of Sharpe Army Depot and its activities but has no specific architectural, historical, or technological significance at this time.

P-39-000583

17. PHOTOS AND SKETCH MAP OF LOCATION



N

West Elevation
3:24A

West Elevation
3:25A

18. LOCATED IN AN HISTORIC DISTRICT? ☐ YES ☒ NO ☐ NAME

19. PUBLIC ACCESSIBILITY ☒ YES, LIMITED ☐ YES, UNLIMITED ☐ NO ☐ UNKNOWN

20. EXISTING SURVEYS ☐ NR ☐ NHL ☐ HABS ☐ HAER-1 ☐ HAER ☐ NPS ☐ STATE ☐ COUNTY ☐ LOCAL ☐ OTHER

21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

"Sharpe General Depot," Vertical File, San Joaquin Co. Collection, Stockton City Library, Stockton, CA.

22. INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

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

UPDATE SHEET

Primary # P-39-000600
HRI #
Trinomial
NRHP Status Code 6Z

***Resource Name or #:** Warehouse
Map ID #:117

☐ Continuation ☒ Update

P1. Other Identifier: Building 486

***P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility (Sharpe Army Depot), 700 Roth Road, Lathrop, San Joaquin County, 95330

***P3a. Description:**

The Warehouse (Building 486; P-39-000600) was built in 1943 as an open storage warehouse on the Sharpe Army Depot. The building was a one-story, wood-frame building with a concrete foundation and shed roof. It was recorded by Christy Johnson in June 1983 and evaluated as not eligible for listing in the National Register of Historic Places (see attached inventory form). The desktop research performed for the "ACE*forward* Historical Resources Inventory and Evaluation Report" discovered that the building is no longer extant.

***P3b. Resource Attributes:** HP34 – Military Property

***P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

***P9. Date Recorded:** NOVEMBER 2017

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

P-39-000600 53 51-1-16

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Building 486 (*See below for similar buildings.)
Warehouse

3. SITE ADDRESS (STREET & NO)
Sharpe Army Depot

4. CITY/VICINITY | COUNTY | STATE

5. ORIGINAL USE
Open
Warehouse

6. PRESENT USE
Open
Warehouse

7. CLASSIFICATION
Military - Supply/Storage

8. UTM ZONE | EASTING | NORTHING

9. RATING
4

10. DATE
1943

11. REGION
Western

SCALE 1:24 1:62.5 OTHER

QUAD NAME

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

HRI LATHROP 7.5Q

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Concrete slab foundation. Wood frame construction. 180' X 1460'. One story. Shed roof with built-up roofing. Rectangular in plan. Open storage. Main facade faces east. Located in warehouse area on F Street.

*Building 586 is smaller (180' X 460') but similar in size and plan.

14. CONDITION ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☒ UNKNOWN

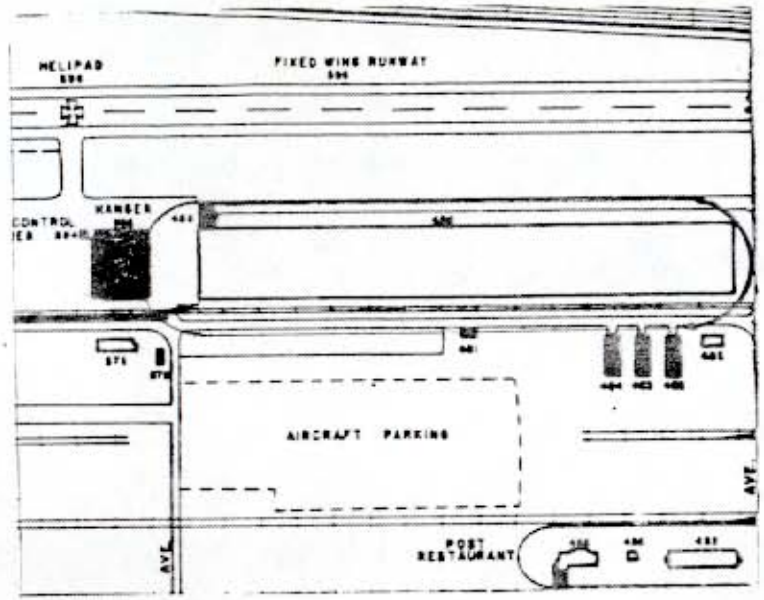
16. SIGNIFICANCE

This structure contributes to an understanding of the architectural character and site planning of Sharpe Army Depot and its activities during and after World War II, but has no specific architectural, historical, or technological significance at this time.

GPO : 1982 O - 383-339

P-39-000600

17 PHOTOS AND SKETCH MAP OF LOCATION



N

N&E. ELEVATIONS
3:29A

18 LOCATED IN AN HISTORIC DISTRICT? ☐ YES ☒ NO ☐ NAME

19 PUBLIC ACCESSIBILITY ☒ YES, LIMITED ☐ YES, UNLIMITED ☐ NO ☐ UNKNOWN

20 EXISTING SURVEYS ☐ NR ☐ NHL ☐ HABS ☐ HAER-1 ☐ HAER ☐ NPS ☐ STATE ☐ COUNTY ☐ LOCAL ☐ OTHER

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

"History of Construction", Lathrop Holding/Reconsignment Point, V.I, 228-10 Files, Records Manager, Sharpe Army Depot.

"Sharpe General Depot", Vertical File, San Joaquin Co. Collection, Stockton City Library, Stockton, CA.

22 INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

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

UPDATE SHEET

Primary # P-39-000601
HRI #
Trinomial
NRHP Status Code 6Z

*** Resource Name or #:** Administration Building
Map ID #:118

☐ Continuation ☒ Update

P1. Other Identifier: Building 648

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility (Sharpe Army Depot), 700 Roth Road, Lathrop, San Joaquin County, 95330

*** P3a. Description:**

The Administration Building (Building 648; P-39-000601) was built in 1943 on the Sharpe Army Depot. The building was a one-story, wood-frame building with a combination hip and gable roof covered with asphalt shingles, single-leaf doors, and 2/2 double-hung windows. It was recorded by Christy Johnson in June 1983 and evaluated as not eligible for listing in the National Register of Historic Places (see attached inventory form). The desktop research performed for the "ACE*forward* Historical Resources Inventory and Evaluation Report" discovered that the building is no longer extant.

*** P3b. Resource Attributes:** HP34 – Military Property

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

P-39-000601
5331-1-30

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Building 648

3. SITE ADDRESS (STREET & NO.)
Sharpe Army Depot

4. CITY/VICINITY | COUNTY | STATE

5. ORIGINAL USE
Office

6. PRESENT USE
Administration
General Purpose

7. CLASSIFICATION
Military - Administrative

8. UTM ZONE | EASTING | NORTHING

9. RATING
4

10. DATE
1943

11. REGION

SCALE 1:24 1:62.5 OTHER

QUAD NAME

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

HRI LATHROP 7.5Q

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Concrete slab foundation. Wood frame construction clad with wood siding. Irregular shape, 30' x 48'6" with wings and offsets: 8'6" x 27'4", 3'10" x 13'2", and 13'2" x 18'6". One story. Combination gable and hip roofs covered with asphalt shingles. Single doors; double hung 2 x 2 sash. Main facade faces north; ridgeline runs north-south. Located in south balloon area off Gibson Drive.

14. CONDITION ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☒ UNKNOWN

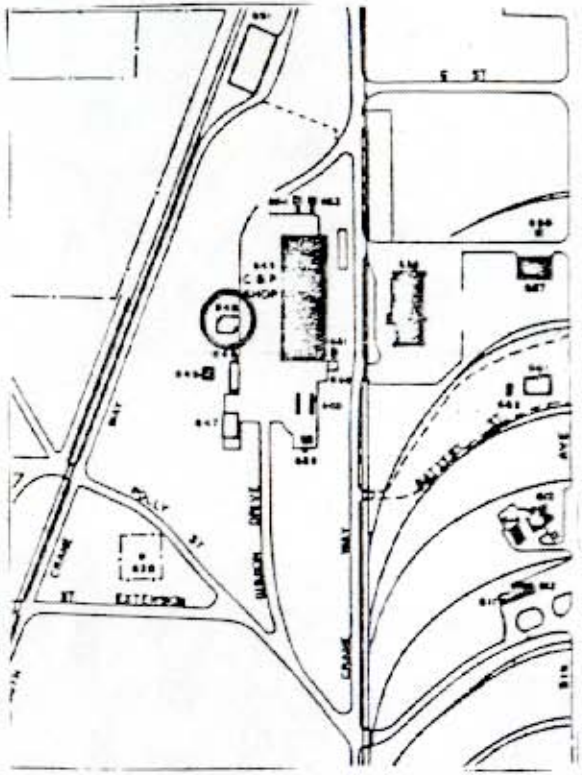
16. SIGNIFICANCE

This structure contributes to an understanding of the architectural character and site planning of Sharpe Army Depot and its activities during and after World War II but has no specific architectural, historical, or technological significance at this time.

GPO : 1982 O - 383-339

P-39-000601

17. PHOTOS AND SKETCH MAP OF LOCATION



N

North Elevation 3:7A

South Elevation 3:8A

18. LOCATED IN AN HISTORIC DISTRICT? ☐YES ☒NO ☐NAME

19. PUBLIC ACCESSIBILITY ☒YES, LIMITED ☐YES, UNLIMITED ☐NO ☐UNKNOWN

20. EXISTING SURVEYS ☐NR ☐NHL ☐HABS ☐HAER-1 ☐HAER ☐NPS ☐STATE ☐COUNTY ☐LOCAL ☐OTHER

21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

"History of Construction," Lathrop Holding/Reconsignment Point, V.I. 228-10 Files, Records Manager, Sharpe Army Depot.

"Sharpe General Depot," Vertical File, San Joaquin County Collection, Stockton City Library, Stockton, CA.

22. INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

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

UPDATE SHEET

Primary # P-39-000604
HRI #
Trinomial
NRHP Status Code 6Z

*** Resource Name or #:** Signal Field Maintenance Building
Map ID #:119

☐ Continuation ☒ Update

P1. Other Identifier: Building 684

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility (Sharpe Army Depot), 700 Roth Road, Lathrop, San Joaquin County, 95330

*** P3a. Description:**

The Signal Field Maintenance Building (Building 684; P-39-000604) was built in 1942 on the Sharpe Army Depot. The building was a one-story, wood-frame building with a concrete slab foundation, a gable roof clad with asphalt shingles, double-hung windows, and single-leaf doors. It was recorded by Christy Johnson in June 1983 and evaluated as not eligible for listing in the National Register of Historic Places (see attached inventory form). The desktop research performed for the "ACE*forward* Historical Resources Inventory and Evaluation Report" discovered that the building is no longer extant.

*** P3b. Resource Attributes:** HP34 – Military Property

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

I-39-000604
5331-1-9

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

5331-1-9

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Building 684
Signal Field Maintenance Building

3. SITE ADDRESS (STREET & NO.)
Sharpe Army Depot

4. CITY/VICINITY | COUNTY | STATE

5. ORIGINAL USE
Signal Field Maintenance Building

6. PRESENT USE
Signal Field Maintenance Building

7. CLASSIFICATION
Military - Maintenance

8. UTM ZONE | EASTING | NORTHING

9. RATING
4

10. DATE
1942

11. REGION
Western

SCALE 1:24 1:62.5 OTHER | QUAD NAME

HRI / ATHROP 7.5Q

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC

Concrete slab foundation. Wood frame construction covered with asbestos shingles. 25' X 70'. One story. Gable roof with asphalt shingles. Ventilators. Double hung windows. Single doors. Rectangular in plan. Main facade faces south; ridgeline runs east-west. Located in south balloon area near Lathrop Road and McKinley Avenue.

14. CONDITION ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☒ UNKNOWN

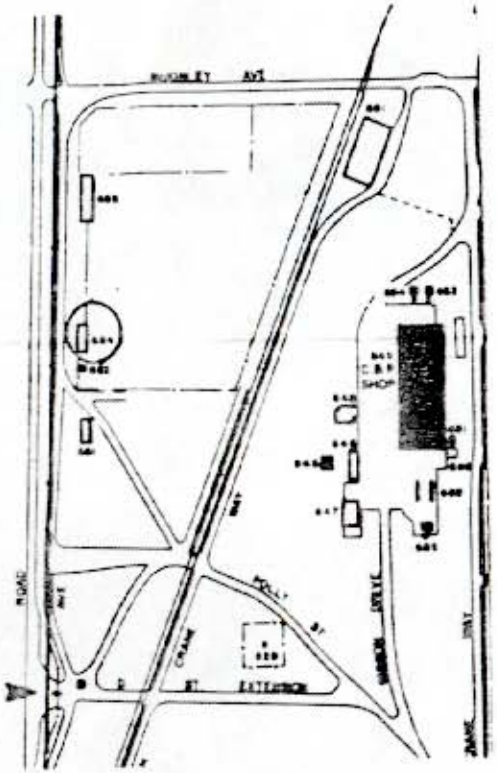
16. SIGNIFICANCE
This structure contributes to an understanding of the architectural character and site planning of Sharpe Army Depot and its activities during and after World War II, but has no specific architectural, historical, or technological significance at this time.

GPO : 1982 O - 383-339

P-34-000604

5331-1-9

17 PHOTOS AND SKETCH MAP OF LOCATION



N

SOUTH & WEST ELEVATIONS
3:1A

SOUTH & EAST ELEVATIONS
3:2A

18 LOCATED IN AN HISTORIC DISTRICT? ☐YES ☒NO ☐NAME

19 PUBLIC ACCESSIBILITY: ☒YES LIMITED ☐YES UNLIMITED ☐NO ☐UNKNOWN

20 EXISTING SURVEYS: ☐NR ☐NHL ☐HABS ☐HAER-1 ☐HAER ☐NPS ☐STATE ☐COUNTY ☐LOCAL ☐OTHER

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

"History of Construction", Lathrop Holding/Reconsignment Point, V.I, 228-10 Files, Records Manager, Sharpe Army Depot.

"Sharpe General Depot", Vertical File, San Joaquin Co. Collection, Stockton City Library, Stockton, CA.

22 INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

*** Resource Name or #:** (Assigned by recorder) Maintenance Building
Map ID #: 120

☐ Continuation ☒ Update

P1. Other Identifier: Building 655

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

*** P3a. Description:** The Maintenance Building (Building 655) is an irregularly shaped, one-story building located north of the south balloon of the Sharpe Depot (Depot) railroad facility within the ACE*forward* California Environmental Quality Act (CEQA) Study Area. Because the building is not accessible or visible from the public right-of-way, the updated description and evaluation of the Maintenance Building was based on current aerial photography and the prior recordation (Photograph 1). The building was constructed in 1968. The building has a concrete slab foundation and has masonry load bearing construction with corrugated metal siding. The slightly pitched roof is built-up and the primary elevation faces west. The west and east elevations feature bi-parting, six-leaf, bottom rolling doors. Half the leaves move to the left and the other half to the right and once open are stacked inside of the building. Both the west and east elevations have side walls that project north and south of the building to accommodate the stacked door leafs. Additional projecting walls on the north and south elevations suggest there also is an interior bi-parting door that separates the western three-quarters of the building from the eastern one-quarter. Two single-leaf, steel personnel doors have been inserted into two of the bi-parting door leaves on both the west and east elevations. There are two, single-leaf steel personnel doors on the north elevation and one single-leaf personnel door and several infilled or painted windows on the south elevation. There also is a shorter, one-story, concrete block wing attached to the south elevation with a shed roof, fixed and double-hung steel-framed windows, and a metal double-leaf door. A detached, steel-framed, two-bay open storage shelter with a metal roof has been constructed near the southwest corner of the building.

*** P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:

Photograph 1. Aerial Photograph of Building 655, Bing Maps, Microsoft 2017

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Maintenance Building was initially recorded by Christy Johnson in June 1983 and evaluated as not eligible for listing in the National Register of Historic Places (NRHP) because it lacked significance (see attached inventory form). The eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource was not evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the Maintenance Building does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the "north balloon" and "south balloon," which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot's mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility.

*** B10. Significance (continued):**

The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Maintenance Building

The Maintenance Building was constructed in 1968 to augment the Depot's primary maintenance building (Building 649, previously recorded as Resource P-39-000616) that was built in 1950 and located south of the Maintenance Building. The Maintenance Building provided additional maintenance space at the Depot during the Vietnam War era, when the depot became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat (Green and McAroy 1984).

Evaluation

The Maintenance Building is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. The Army constructed the Maintenance Building as in 1968 to support the Depot's mission to prepare fixed-wing aircraft and helicopters for combat during the Vietnam War. Although the building is associated with the Vietnam War and Cold War eras at the Depot, the Maintenance Building has a utilitarian function and research did not identify any significant associations with important historical events. Minor alterations to the exterior of the building have compromised its historic integrity aspects of design and materials, and changes to the Depot's mission have altered the building's setting. Therefore, the Maintenance Building is not eligible as an individual resource under NRHP Criterion A or CRHR Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion B or CRHR Criterion 2, the Maintenance Building is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the building and its design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the Maintenance Building is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Depot.

Under NRHP Criterion C or CRHR Criterion 3, the Maintenance Building is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. The building is a vernacular utilitarian building with an unremarkable design. In addition, minor alterations to the exterior of the building have compromised its historic integrity aspects of design and materials, and changes to the Depot's mission have altered the building's setting. Therefore, the Maintenance Building is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Depot.

Under NRHP Criterion D or CRHR Criterion 4, the Maintenance Building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the Maintenance Building is associated with the Depot's mission during the Vietnam War, it has lost some aspects of integrity and it does not possess sufficient significance to be eligible for listing in the NRHP or CRHR. Therefore, the building is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Johnson, Christy
1983 *Building 655 HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

P-39-000611 5331-1-39

HABS/HAER INVENTORY

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Building 655

3. SITE ADDRESS (STREET & NO.)
Sharpe Army Depot

4. CITY/VICINITY | COUNTY | STATE

5. ORIGINAL USE
Maintenance

6. PRESENT USE
Maintenance

7. CLASSIFICATION
Military - Maintenance

8. UTM ZONE | EASTING | NORTHING

9. RATING
4

10. DATE
1968

11. REGION

SCALE 1:24 1:62.5 OTHER | QUAD NAME

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

HRI LATHROP 7.5Q

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC.

Concrete slab foundation. Masonry load bearing construction with corrugated metal siding. Irregular shape, 180' x 74' with offsets: 26' x 23', 87' x 12', 11' x 5', and 10' x 5'. Tall one story. Slightly pitched roof with built-up roofing. Single and overhead doors; double hung sash. Concrete block addition with shed roof. Main facade faces south; ridgeline runs east-west. Located in the maintenance area on South Crane Way.

14. CONDITION ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☒ UNKNOWN

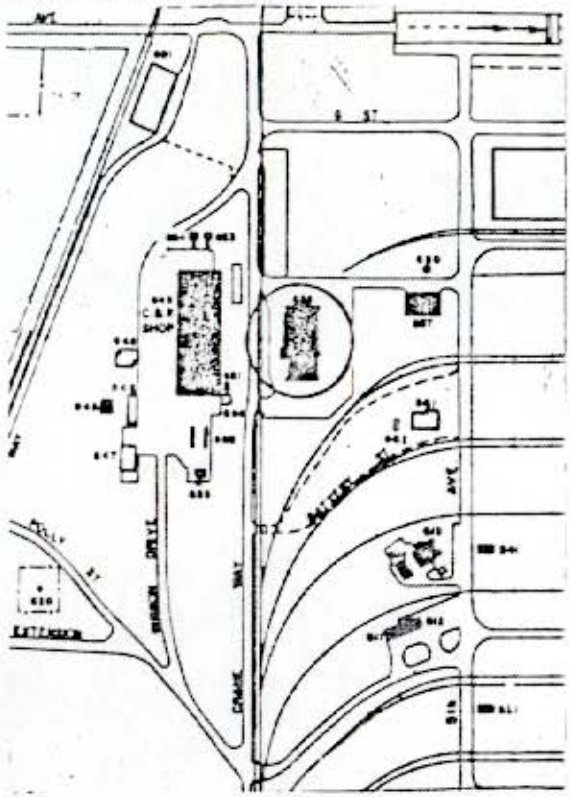
16. SIGNIFICANCE

This structure contributes to an understanding of the architectural character and site planning of Sharpe Army Depot and its activities but has no specific architectural, historical, or technological significance at this time.

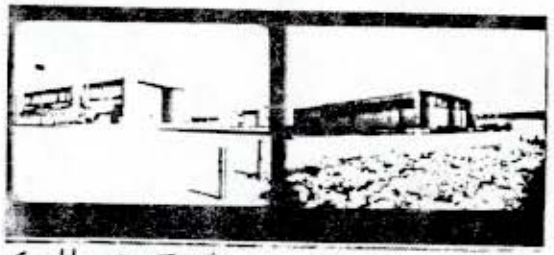
GPO : 1982 0 - 383-339

P-39-000611

17. PHOTOS AND SKETCH MAP OF LOCATION



N



South & East Elevations 3:9A

North & West Elevations 3:10A

18. LOCATED IN AN HISTORIC DISTRICT? ☐YES ☒NO ☐NAME

19. PUBLIC ACCESSIBILITY ☒YES: LIMITED ☐YES: UNLIMITED ☐NO ☐UNKNOWN

20. EXISTING SURVEYS ☐NR ☐NHL ☐HABS ☐HAER-1 ☐HAER ☐NPS ☐STATE ☐COUNTY ☐LOCAL ☐OTHER

21. REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

"History of Construction," Lathrop Holding/Reconsignment Point, V.I. 228-10 Files, Records Manager, Sharpe Army Depot.

"Sharpe General Depot," Vertical File, San Joaquin County Collection, Stockton City Library, Stockton, CA.

22. INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

*** Resource Name or #:** (Assigned by recorder) Care and Preservation Building
Map ID #: 122

☐ Continuation ☒ Update

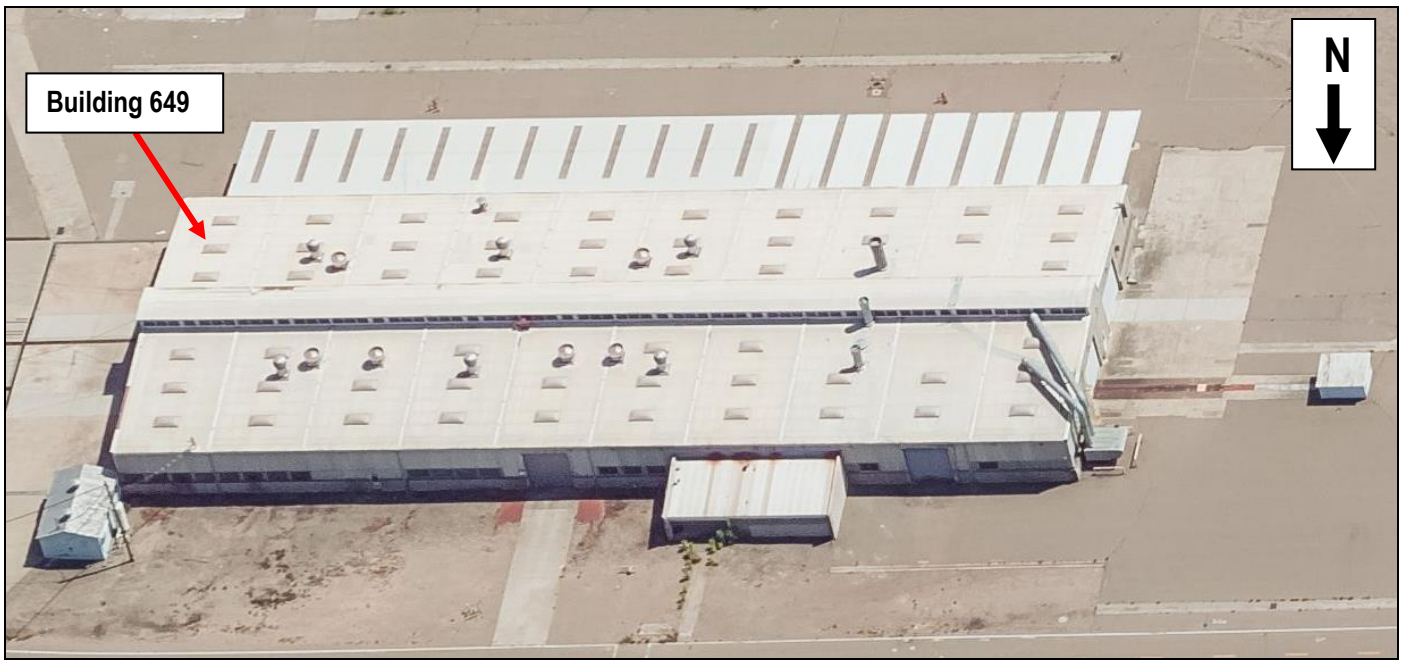
P1. Other Identifier: Building 649

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

*** P3a. Description:** The Care and Preservation Building (Building 649) is a rectangular building located within the south balloon of the Sharpe Depot (Depot) railroad facility within the ACE*forward* California Environmental Quality Act (CEQA) Study Area. Because the building is not accessible or visible from the public right-of-way, the updated description and evaluation of the Care and Preservation Building was based on current aerial photography and the prior recordation (Photograph 1). The building was constructed in 1950. The building has a concrete slab foundation. The lower halves of the walls are constructed of concrete block and the upper half with corrugated transite. The building has a low-pitched roof with a central monitor that are both clad with a built-up material. Natural light enters the building through skylights on the main rooftop and clerestory windows in the central monitor. The short ends of the rectangular building are the east and west elevations. The east elevation has three roll-up vehicle doors, one single-leaf personnel door, a set of three ribbon windows, a single window, and possibly another opening that has been infilled. The west elevation has two roll-up vehicle doors and two sets of four ribbon windows; one window in each of the two sets appears to have been infilled. The north elevation has two roll-up vehicle doors, one single-leaf personnel door, ribbon and single windows, and a shed roof addition There is a ten-bay, metal-framed vehicle awning with a corrugated metal roof that extends across the entire length of the south elevation, concealing that elevation's fenestration. Remnants of railroad tracks, areas of new concrete, and the placement of the roll-up doors suggest that at some point in the building's history heavy equipment brought in for repair and maintenance by rail. Many of the original windows have been replaced with aluminum sliding windows. Other window and door openings also appear to have been altered and the building has been re-roofed.

*** P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:



Photograph 1. Aerial Photograph of Building 649 (Bing Maps, Microsoft 2017; notations added by AECOM)

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A
Area N/A
Period of Significance N/A
Property Type N/A
Applicable Criteria N/A

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

The Care and Preservation Building was initially recorded by Christy Johnson in June 1983 and evaluated as not eligible for listing in the National Register of Historic Places (NRHP) because it lacked significance (see attached inventory form). The building was re-inventoried in 2005 for an architectural and archaeological inventory and evaluation addendum completed at the Depot. That study also determined that the building did not have sufficient historical significance and evaluated it as not eligible for the NRHP. Neither of the previous studies evaluated the eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource.

After review of the previous recordation and current research, the present evaluation concludes that the Care and Preservation Building does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the “north balloon” and “south balloon,” which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot’s mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of

*** B10. Significance (continued):**

the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Care and Preservation Building

The Care and Preservation Building was constructed in 1950 as a maintenance and repair facility to support the Depot's post-World War II mission, which was the restoration and remanufacture of equipment belonging to and used by the U.S. Army Corps of Engineers, which took control of the Sharpe facility following the war. The building is located within the south balloon of the depot's railroad system in the southern portion of the Depot's storage area. At the time of its construction it was one of the largest maintenance and repair facilities at Sharpe and soon became the Depot's primary maintenance building (Green and McAroy 1984).

Evaluation

The Care and Preservation Building is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. The Army constructed the Maintenance Building in 1950 to support the depot's post-World War II mission to store and repair construction equipment that had returned for overseas combat. Although the building is associated with the post-World War II era at the depot, the Care and Preservation Building had a utilitarian function and research did not identify significant associations with important historical events. Replacement and infill of window doors and openings, as well as removal railroad tracks, the construction of a shed roof addition, and the modification of the building to other uses, has compromised its historic integrity aspects of setting, design, materials, workmanship, feeling, and association. Therefore, the Care and Preservation Building is not eligible for the NRHP Criterion A or CRHR Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion B or CRHR Criterion 2, the Care and Preservation Building is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the building and its design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the Care and Preservation Building is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion C or CRHR Criterion 3, the Care and Preservation Building is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. The building is a vernacular utilitarian building with an unremarkable design. In addition, minor alterations to the exterior of the building have compromised its historic integrity aspects of design and materials, and changes to the depot's mission have altered the building's setting. Therefore, the Care and Preservation Building is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion D or CRHR Criterion 4, the Care and Preservation Building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

*** B10. Significance (continued):**

In conclusion, although the Care and Preservation Building is associated with the Depot's mission during the post-World War II era, it has lost some aspects of integrity and it does not possess sufficient significance to be eligible for listing in the NRHP or CRHR. Therefore, the building is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 *P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B*. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 Changes, but not closure, for Sharpe Army Depot in S.J. *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Johnson, Christy
1983 *Building 649 HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

Macedo, Mark J., Dayle M. Cheever, and Judy Berryman
2005 P-39-000616/Building 649 State of California Department of Parks and Recreation Forms 523A, 523B, and 523J. Rancho Cordova, CA: environmental engineering management (e^2M).

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-000616
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

Page 1 of 3 *Resource Name or #: Bldg. 649

P1. Other Identifier: Care and Preservation Building

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

***a. County:** San Joaquin

***b. USGS 7.5' Quad:** Lathrop 7.5 **Date:** 1996 **T** 1S ; **R** 6E ; **of** W1/2 **of Sec** 13 & 24; M.D.18 **B.M.**

c. Address: DDJC-Sharpe, 700 Roth Rd., City: Lathrop , CA Zip: 95330

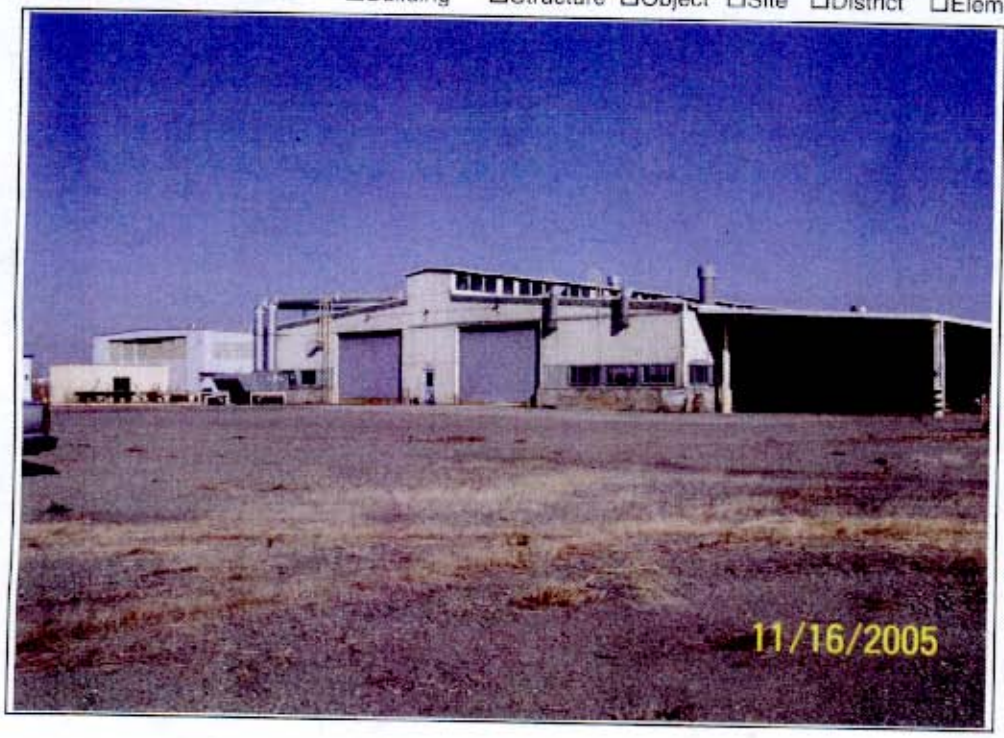
d. UTM: Zone: 10 ; 652278 mE/ 4188288 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 651879mE / 4187963mN (SW); 652666mE / 4191207mN (NE); 652869 / 4187981mN (SE)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The building has overall dimensions of 122' X 320' (47,352 square feet) and is constructed of a concrete floor and foundation. The lower half of the walls are constructed of cinder block and the top half of the walls are constructed of corrugated transite. The south exposure has a full metal awning, two personnel doors, 24 windows (some of the steel frame push out windows have been replaced with aluminum sliders), two roll up doors, the west exposure has two roll up doors, six windows; the east exposure has three roll up doors, one personnel door and four windows; the north exposure has seventeen windows, one personnel door and two roll up doors.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 – military property; HP 8 – industrial building

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



P5b. Description of Photo: (View, date, accession #) View is of the west wall of the building.

***P6. Date Constructed/Age and Sources:** ☑Historic ☐ Prehistoric ☐Both

***P7. Owner and Address:** U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 952914-2922

***P8. Recorded by:** (Name, affiliation, and address) Mark J. Macedo, environmental engineering Management (e²M), 11171 Sun Center Drive, Suite 210, Rancho Cordova, CA 95670

***P9. Date Recorded:** December 2005

***P10. Survey Type:** (Describe) Historic buildings/inventory evaluation addendum

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") D. Cheever and J. Berryman, Archeological and Architectural Inventory and Evaluation Addendum for the DDJC – Sharpe Site, San Joaquin County, California.

***Attachments:** ☐NONE ☑Location Map ☐Sketch 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):

DPR 523A (1/95)

*Required information

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

Primary # P-39-000616
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

***Resource Name or #** Care and Preservation Building(Bldg 649)

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: Processing, South Ballon Loop B4. Present Use: Care and Preservation Building

***B5. Architectural Style:** Industrial Vernacular

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

The Care and Preservation Building was constructed in 1950. There has been upgrades to the windows in this building. Originally the building had push out metal framed windows and many have been replaced with aluminum slider type windows. The vehicle entrances to the building have had the old doors replaced with modern roll up doors. Originally the building was used to repair heavy equipment and is currently a repair shop.

B7. Moved? ☒No ☐Yes ☐Unknown **Date: Original Location:**

***B8. Related Features:** Building 653

B9a. Architect: RMS Professional Consultants b. Builder: US Army COE

***B10. Significance: Theme:** NA **Area:** NA

Period of Significance: Cold War **Property Type:** NA **Applicable Criteria:** NA

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

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribution facilities. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineering Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe facility were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame building. The significance of this building in terms of broad patterns of the Cold War Period (Criterion A) and association with a significant person (Criterion B) does not exist. This building is not architecturally distinctive in terms of design materials used in construction and/or use (Criterion C). This building is utilitarian in use and does not contain information that cannot be obtained from other sources, Criterion D.

B11. Additional Resource Attributes: (List attributes and codes) HP 34 - military property, HP 8 – industrial building

***B12. References:** DDJC Sharpe Site. Public Affairs Office. Various dates. Historical photographs and drawings. On file at DDJC-Tracy Site, Tracy, California.

B13. Remarks:

***B14. Evaluator:** Dayle M. Cheever and Judy Berryman, environmental engineering Management e²M, San Diego, CA

***Date of Evaluation:** January 2006

(This space reserved for official comments.)

*Required information

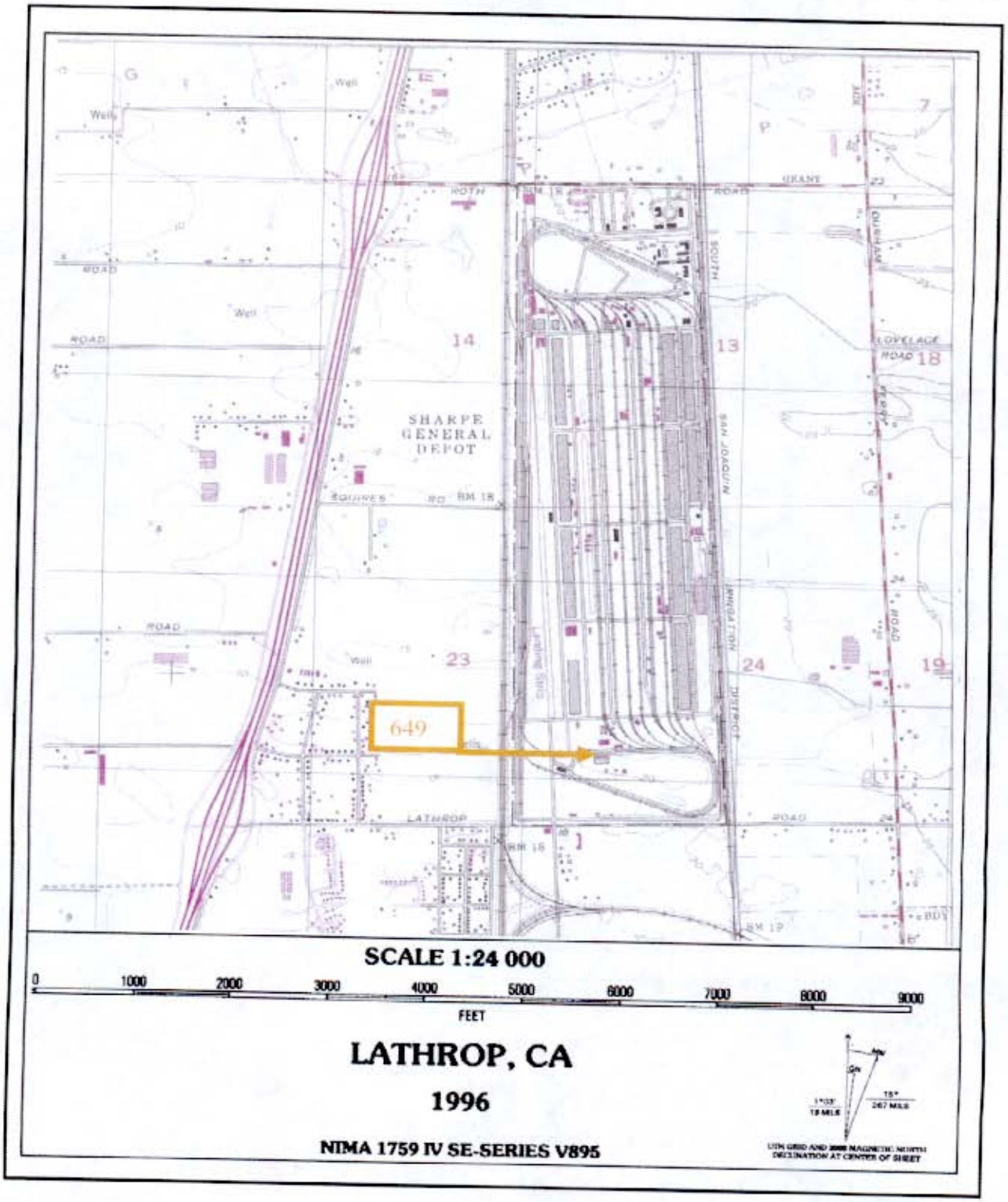
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-000616
HRI#
Trinomial

 *Resource Name or # (Assigned by recorder) Bldg 649 Care and Preservation Building

*Map Name: Lathrop USGS 7.5 *Scale: 1:24,000 (1"=2,000') *Date of map: 1996



*Required information

HABS IAER
INVENTORY

P-39-000616

5331-1-38

U.S. Department of the Interior
National Park Service
Washington, DC 20240

1. SITE I.D. NO

2. NAME(S) OF STRUCTURE
Building 649
Care and Preservation Building

3. SITE ADDRESS (STREET & NO)
Sharpe Army Depot

4. CITY/VICINITY

COUNTY

STATE

5. ORIGINAL USE
Care & Preservation

6. PRESENT USE
Care & Preservation

7. CLASSIFICATION
Military - Maintenance

9. RATING
4

10. DATE
1950

8. UTM ZONE | EASTING | NORTHING

11. REGION

SCALE 1:24 1:62.5
OTHER

QUAD NAME

12. OWNER/ADMIN ADDRESS
U.S. Army DARCOM

HRI LATHROP 7.5Q

13. DESCRIPTION AND BACKGROUND HISTORY INCLUDING CONSTRUCTION DATE(S), PHYSICAL DIMENSIONS, MATERIALS, MAJOR ALTERATIONS, EXTANT EQUIPMENT, AND IMPORTANT BUILDERS, ARCHITECTS, ENGINEERS, ETC

Concrete block foundation. Wood frame construction clad with corrugated siding. Rectangular, 322' x 125' with wings and offsets: 32' x 13' and 13' x 24'. One story with central clerestory. Gable and shed roofs covered with metal roofing. Overhead utility doors; double hung 3 x 4 sash. Main facade faces south; ridgeline runs east-west. Located in the south balloon area on Gibson Drive.

14. CONDITION ☐ EXCELLENT ☒ GOOD ☐ FAIR ☐ DETERIORATED ☐ RUINS

15. DANGER OF DEMOLITION? (SPECIFY THREAT) ☐ YES ☐ NO ☒ UNKNOWN

16. SIGNIFICANCE

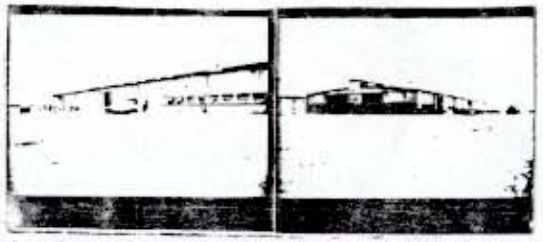
This structure contributes to an understanding of the architectural character and site planning of Sharpe Army Depot and its activities but has no specific architectural, historical, or technological significance at this time.

P-39-000616
Lathrop 7.5'

10-909 2/82

GPO : 1982 0 - 383-339

17 PHOTOS AND SKETCH MAP OF LOCATION



West Elevation 3:6A

South Elevation 3:5A

18 LOCATED IN AN HISTORIC DISTRICT? ☐ YES ☒ NO ☐ NAME

19 PUBLIC ACCESSIBILITY ☒ YES, LIMITED ☐ YES, UNLIMITED ☐ NO ☐ UNKNOWN

20 EXISTING SURVEYS ☐ NF ☐ NHL ☐ HABS ☐ HAER-1 ☐ HAER ☐ NPS ☐ STATE ☐ COUNTY ☐ LOCAL ☐ OTHER

21 REFERENCES—HISTORICAL REFERENCES, PERSONAL CONTACTS, AND/OR OTHER

Sharpe Army Depot Real Property Inventory, Facilities Engineer, Sharpe Army Depot, Lathrop, CA, 1983.

"Sharpe General Depot," Vertical File, San Joaquin County Collection, Stockton City Library, Stockton, CA.

22 INVENTORIED BY	AFFILIATION	DATE
Christy Johnson	Melvyn Green & Assoc./Building Technology	June 1983

P1. Other Identifier: Building 650

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

*** P3a. Description:** The Sewage Pump (Building 650) is a small, 6-by-6-foot one-story building constructed as a sewage pump enclosure in 1949. The building is within the southern portion of the Sharpe Army Depot (Depot) Storage Area and north of the south loop of the railroad system within the ACE*forward* California Environmental Quality Act (CEQA) Study Area. Because the building is not accessible or visible from the public right-of-way, the updated description and evaluation of the Sewage Pump building was based on current aerial photography and the prior recordation (Photograph 1). The building is constructed of concrete block and has a poured concrete foundation. The roof is a front gable with vertical wood siding in the gable ends. The previous recordation completed in 2005 indicates that the entrance to the building is on the south elevation, and at that time was a single-leaf personnel door. The prior inventory also indicated that there was a vent on the north elevation, no architectural features on the east and west elevations, and that no renovations had been completed to the building since its construction with the exception of routine maintenance (Macedo and others 2005).

*** P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:

Photograph 1. Aerial Photograph of Building 650 (Bing Maps, Microsoft 2017; notations added by AECOM)

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Sewage Pump building was initially recorded by in 2005 for an architectural and archaeological inventory and evaluation addendum completed at the Sharpe Depot (Macedo and others 2005). That study determined that the building did not have sufficient historical significance and evaluated it as not eligible for the NRHP. The eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource was not evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the Sewage Pump building does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the “north balloon” and “south balloon,” which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot’s mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of

*** B10. Significance (continued):**

the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Sewage Pump Building

The Sewage Pump building was constructed in 1949 in post-World War II era, when the Depot's mission was the restoration and remanufacture of equipment belonging to and used by the U.S. Army Corps of Engineers, which took control of the Sharpe facility following the war. The building was constructed as an enclosure for a sewage pump.

Evaluation

The Sewage Pump building is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. Although the building is associated with the post-World War II era at the Depot, the Sewage Pump building has a utilitarian function and research did not identify significant associations with important historical events. Therefore, the Sewage Pump building is not eligible under NRHP Criterion A or CRHR Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion B or CRHR Criterion 2, the Sewage Pump building is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the building and its design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the Sewage Pump building is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Depot.

Under NRHP Criterion C or CRHR Criterion 3, the Sewage Pump building is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. The building is a small, vernacular, utilitarian building with an unremarkable design. Therefore, the Sewage Pump building is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion D or CRHR Criterion 4, the Sewage Pump building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the Sewage Pump building retains historic integrity, it does not possess sufficient significance to be eligible for listing in the NRHP or CRHR. Therefore, the building is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 *P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B*. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Johnson, Christy
1983 *Building 649 HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

Macedo, Mark J., Dayle M. Cheever, and Judy Berryman
2005 P-39-0004572/Building 650 State of California Department of Parks and Recreation Forms 523A, 523B, and 523J. Rancho Cordova, CA: environmental engineering management (e^2M).

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

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

PRIMARY RECORD

Primary # P-39-004572
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

Page 1 of 3 *Resource Name or #: Bldg. 650

P1. Other Identifier: Sewage Pump

*P2. Location: ☐ Not for Publication ☑ Unrestricted *a. County: San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Lathrop 7.5 Date: 1996 T 1S ; R 6E ; of W1/2 of Sec 13 & 24; M.D.18 B.M.

c. Address: DDJC-Sharpe, 700 Roth Rd., City: Lathrop , CA Zip: 95330

d. UTM: Zone: 10 ; 652217 mE/ 4188474 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 651879mE / 4187963mN (SW); 652666mE / 4191207mN (NE); 652869 / 4187981mN (SE)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This building is 6' X 6' in overall dimensions with a concrete floor, foundation and walls. The north exposure has one vent; the east and west exposures have blank walls; the south exposure has a metal door, the north and south gable ends are filled in with lap wood siding. The roof is wood framed with composition shingles.

*P3b. Resource Attributes: (List attributes and codes) HP 34 – military property; HP 4 – ancillary building

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

P5b. Description of Photo: (View, date, accession #) View is of the south and east walls of the building.

*P6. Date Constructed/Age and Sources: ☑Historic ☐ Prehistoric ☐Both

*P7. Owner and Address: U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 952914-2922

*P8. Recorded by: (Name, affiliation, and address) Mark J. Macedo, environmental engineering Management (e²M), 11171 Sun Center Drive, Suite 210, Rancho Cordova, CA 95670

*P9. Date Recorded: December 2005

*P10. Survey Type: (Describe) Historic buildings/inventory evaluation addendum

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") D. Cheever and J. Berryman, Archeological and Architectural Inventory and Evaluation Addendum for the DDJC – Sharpe Site, San Joaquin County, California.

*Attachments: ☐NONE ☑Location Map ☐Sketch 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):

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

Primary # P-39-004572
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Sewage Pump(Bldg 650)

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: Sewage Lift Station B4. Present Use: Sewage Pump

*B5. Architectural Style: none

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

The Sewage Pump was constructed in 1949. There have been no upgrades to the building or system with the exception of routine maintenance.

B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:

*B8. Related Features: none

B9a. Architect: unknown b. Builder: unknown

*B10. Significance: Theme: NA Area: NA

Period of Significance: Cold War Property Type: NA Applicable Criteria: NA

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

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribution facilities. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineering Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe facility were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame building. The significance of this building in terms of broad patterns of the Cold War Period (Criterion A) and association with a significant person (Criterion B) does not exist. This building is not architecturally distinctive in terms of design materials used in construction and/or use (Criterion C). This building is utilitarian in use and does not contain information that cannot be obtained from other sources, Criterion D.

B11. Additional Resource Attributes: (List attributes and codes) HP 34 - military property, HP 4 – ancillary building

*B12. References: DDJC-Sharpe Site. Public Affairs Office. Various dates. Historical photographs and drawings. On file at DDJC-Tracy Site, Tracy, California.

B13. Remarks:

*B14. Evaluator: Dayle M. Cheever and Judy Berryman, environmental engineering Management e²M, San Diego, CA

*Date of Evaluation: January2006

(This space reserved for official comments.)

*Required information

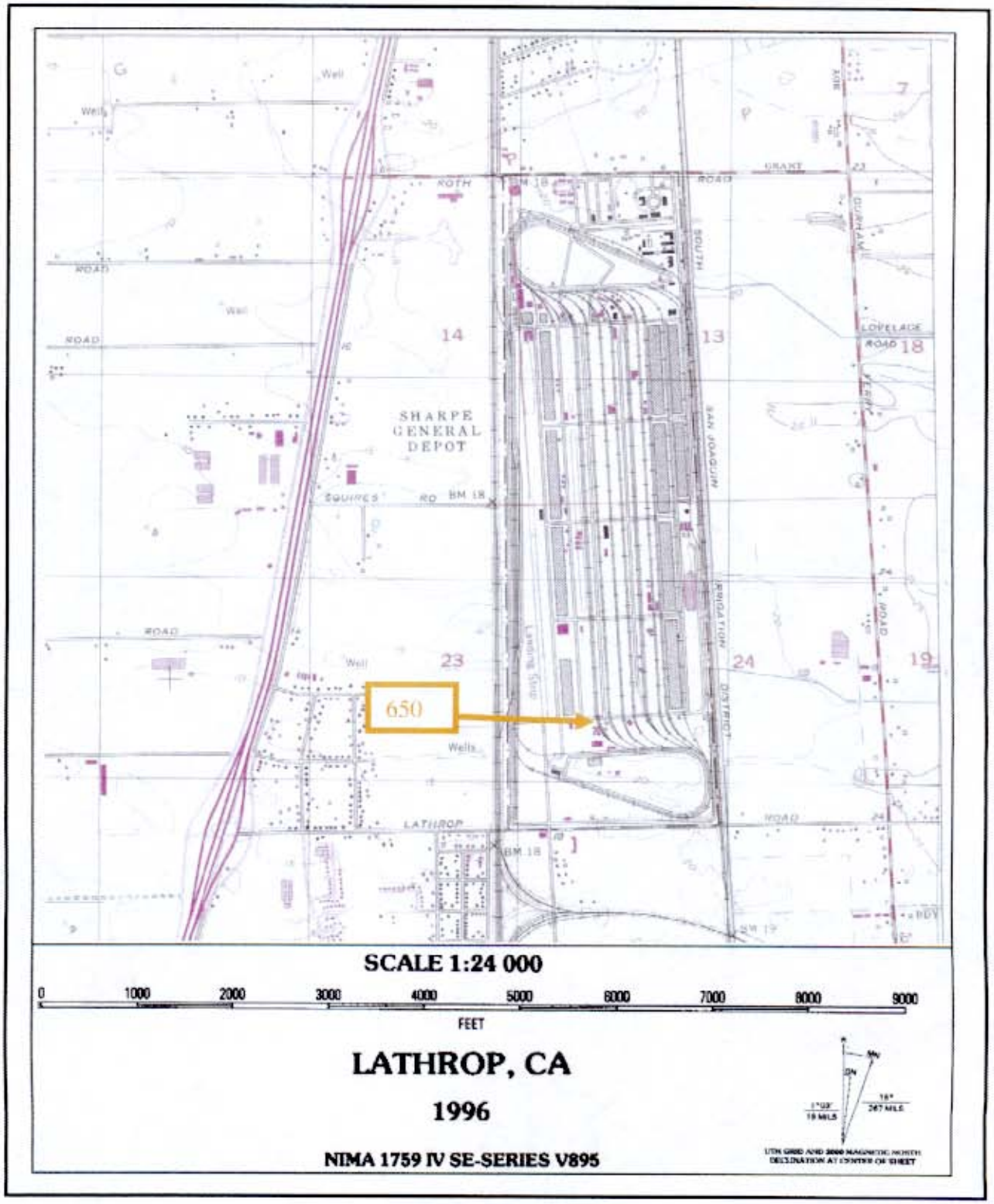
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-004572
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Bldg 650 Sewage Pump

*Map Name: Lathrop USGS 7.5 *Scale: 1:24,000 (1"=2,000') *Date of map: 1996



DPR 523J (1/95)

*Required information

*** Resource Name or #:** (Assigned by recorder) Care and Preservation Shop
Map ID #: 124

☐ Continuation ☒ Update

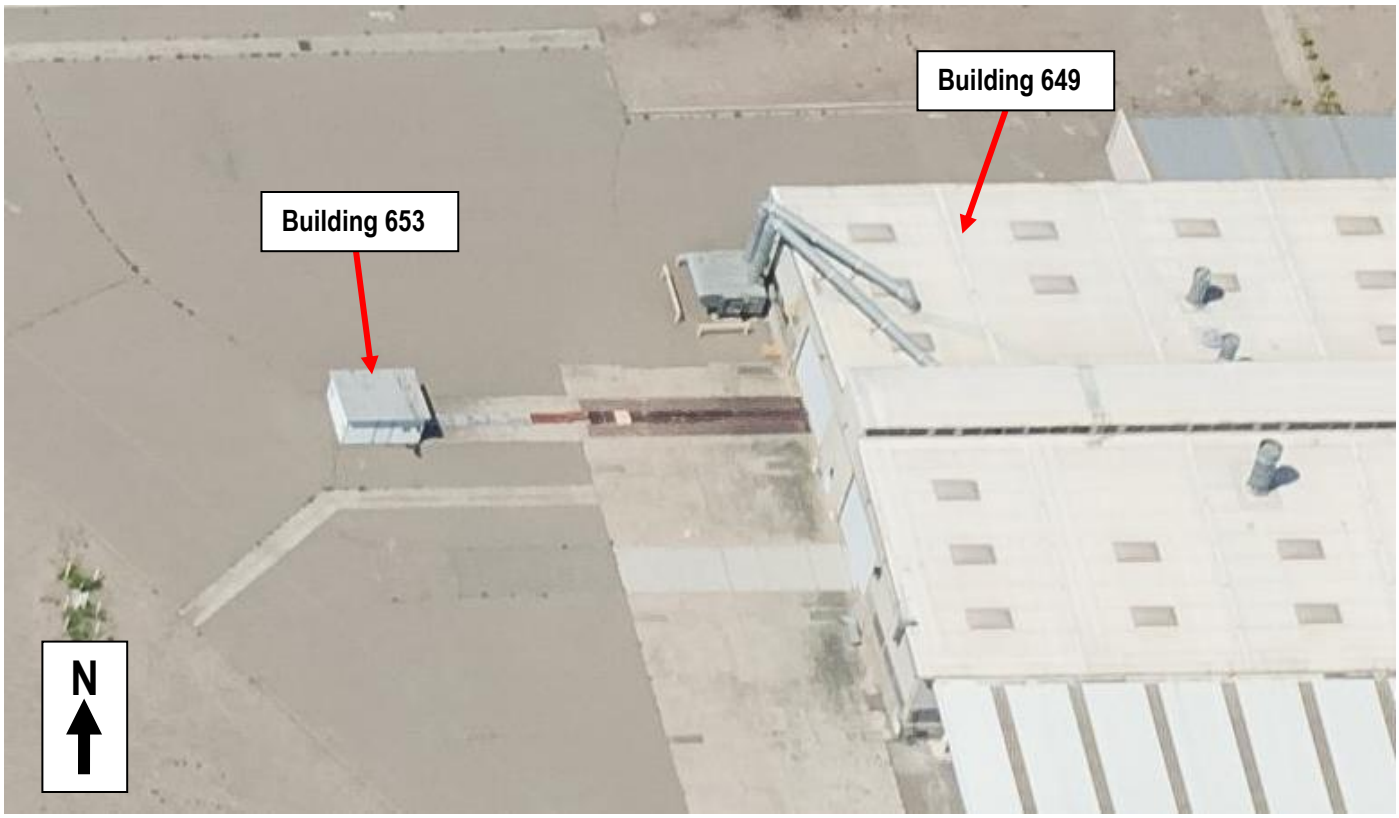
P1. Other Identifier: Building 653

*** P2e. Other Locational Data:** Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

*** P3a. Description:** The Care and Preservation Shop (Building 653) is a small, approximately 12-by-15-foot, one-story rectangular plan outbuilding located west of the Care and Preservation Building (Building 649) in the south balloon of the Sharpe Depot (Depot) railroad facility within the ACE*forward* California Environmental Quality Act (CEQA) Study Area (Photograph 1). Because the building is not accessible or visible from the public right-of-way, the updated description and evaluation of the Care and Preservation Shop was based on current aerial photography and the prior recordation. The building was constructed in 1953. The wood-frame building has a concrete foundation and a shed roof with exposed rafter ends. The exterior walls and the roof are clad with corrugated metal. The entrance to the building is on the south elevation and is a single-leaf personnel door. The other three elevations do not have any architectural features.

*** P3b. Resource Attributes:** HP34 – Military Property

P5a. Photograph:



Photograph 1. Aerial Photograph of Building 653 (Bing Maps, Microsoft 2017; notations added by AECOM)

*** P8. Recorded by:** C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

*** P9. Date Recorded:** NOVEMBER 2017

*** P10. Survey Type:** Reconnaissance

*** P11. Report Citation**: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A
Area N/A
Period of Significance N/A
Property Type N/A
Applicable Criteria N/A

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

The Care and Preservation Shop was initially recorded by in 2005 for an architectural and archaeological inventory and evaluation addendum completed at the Sharpe Depot (Macedo and others 2005). That study determined that the building did not have sufficient historical significance and evaluated it as not eligible for the NRHP. The eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource was not evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the Care and Preservation Shop does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the “north balloon” and “south balloon,” which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot’s mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of

*** B10. Significance (continued):**

the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Care and Preservation Shop

The Care and Preservation Shop was constructed in 1953 as an outbuilding to the adjacent Care and Preservation Building that was constructed in 1950. The Care and Preservation Building was constructed as a maintenance and repair facility to support the depot's post-World War II mission, which was the restoration and remanufacture of equipment belonging to and used by the U.S. Army Corps of Engineers, which took control of the Sharpe facility following the war (Green and McAroy 1984).

Evaluation

The Care and Preservation Shop is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. Although the building is associated with the post-World War II era at the depot, the Care and Preservation Shop had a utilitarian function and research did not identify significant associations with important historical events. Therefore, the Care and Preservation Shop is not eligible under NRHP Criterion A or CRHR Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion B or CRHR Criterion 2, the Care and Preservation Shop is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the building and its design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the Care and Preservation Shop is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion C or CRHR Criterion 3, the Care and Preservation Shop is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. The building is a small, vernacular, utilitarian building with an unremarkable design. Therefore, the Care and Preservation Shop is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion D or CRHR Criterion 4, the Care and Preservation Shop is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the Care and Preservation Shop retains historic integrity, it does not possess sufficient significance to be eligible for listing in the NRHP or CRHR. Therefore, the building is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 *P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B*. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Johnson, Christy
1983 *Building 649 HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

Macedo, Mark J., Dayle M. Cheever, and Judy Berryman
2005 P-39-004573/Building 653 State of California Department of Parks and Recreation Forms 523A, 523B, and 523J. Rancho Cordova, CA: environmental engineering management (e^2M).

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-39-004573
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: Bldg. 653

P1. Other Identifier: Care and Preservation Shop

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** San Joaquin

***b. USGS 7.5' Quad:** Lathrop 7.5 **Date:** 1996 **T** 1S ; **R** 6E ; **of** W1/2 **of Sec** 13 & 24; M.D.18 **B.M.**

c. Address: DDJC-Sharpe, 700 Roth Rd., City: Lathrop , CA Zip: 95330

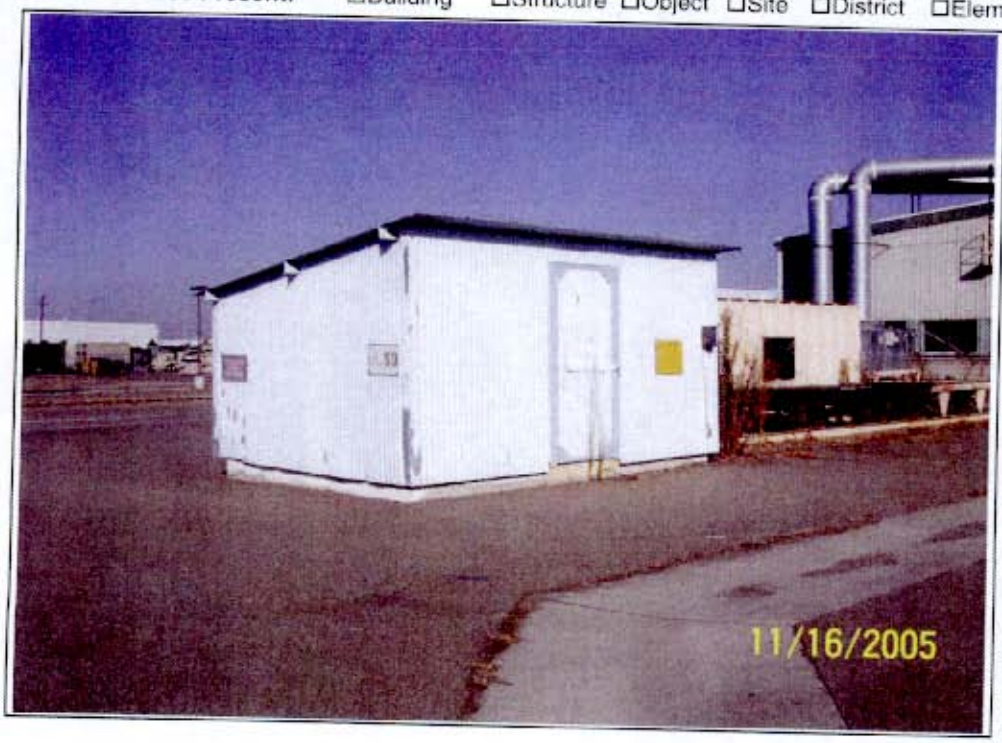
d. UTM: Zone: 10 ; 652204 mE/ 4188290 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 651879mE / 4187963mN (SW); 652666mE / 4191207mN (NE); 652869 / 4187981mN (SE)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This building has overall dimensions of 12'3" X 15'3" and has a concrete floor and foundation. The wood framed building is clad in corrugated sheet metal. The south exposure has one personnel door; the north, east and west are unaltered walls.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 – military property; HP 4 – ancillary building

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



P5b. Description of Photo: (View, date, accession #)
View is of the west and south walls of the building.

***P6. Date Constructed/Age and Sources:** ☑Historic ☐ Prehistoric ☐Both

***P7. Owner and Address:** U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 952914-2922

***P8. Recorded by:** (Name, affiliation, and address) Mark J. Macedo, environmental engineering Management (e²M), 11171 Sun Center Drive, Suite 210, Rancho Cordova, CA 95670

***P9. Date Recorded:** December 2005

***P10. Survey Type:** (Describe) Historic buildings/inventory evaluation addendum

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") D. Cheever and J. Berryman, Archeological and Architectural Inventory and Evaluation Addendum for the DDJC – Sharpe Site, San Joaquin County, California.

***Attachments:** ☐NONE ☑Location Map ☐Sketch 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):

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-39-004573
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Care and Preservation Shop(Bldg 653)

B1. Historic Name: same

B2. Common Name: same

B3. Original Use: Electric Winch Shed #1 B4. Present Use: Care and Preservation Shop

*B5. Architectural Style: none

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

The Care and Preservation Shop was constructed in 1953. There have been no upgrades to the building. The building is constructed of concrete floor and foundation with a wood framing and corrugated steel walls and roof.

B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:

*B8. Related Features: Building 649 Care and Preservation Building

B9a. Architect: Post Engineer HQ Sharpe Army Depot b. Builder: Post Engineer HQ Sharpe Army Depot

*B10. Significance: Theme: NA Area: NA

Period of Significance: Cold War Property Type: NA Applicable Criteria: NA

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

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribution facilities. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineering Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe facility were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame building. The significance of this building in terms of broad patterns of the Cold War Period (Criterion A) and association with a significant person (Criterion B) does not exist. This building is not architecturally distinctive in terms of design materials used in construction and/or use (Criterion C). This building is utilitarian in use and does not contain information that cannot be obtained from other sources, Criterion D.

B11. Additional Resource Attributes: (List attributes and codes) HP 34 - military property, HP 4 – ancillary building

*B12. References: DDJC-Sharpe Site. Public Affairs Office. Various dates. Historical photographs and drawings. On file at DDJC-Tracy Site, Tracy, California.

B13. Remarks:

*B14. Evaluator: Dayle M. Cheever and Judy Berryman, environmental engineering Management e²M, San Diego, CA

*Date of Evaluation: January 2006

(This space reserved for official comments.)

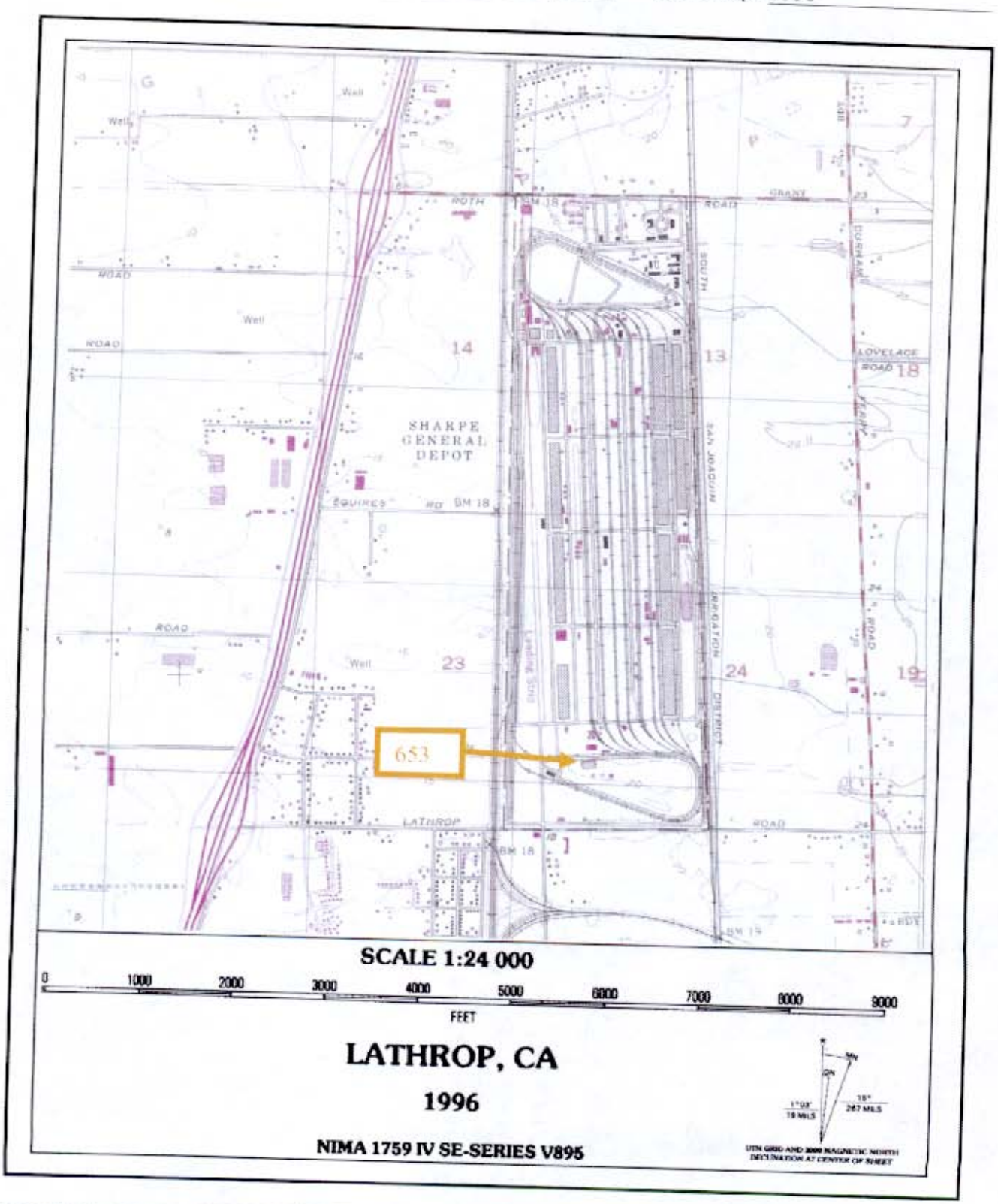
*Required information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-004573
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Bldg 653 Care and Preservation Shop
*Map Name: Lathrop USGS 7.5 *Scale: 1:24,000 (1"=2,000') *Date of map: 1996



DPR 523J (1/95)

*Required information

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

Primary # 39-004574
HRI #
Trinomial
NRHP Status Code 6Z

* Resource Name or #: (Assigned by recorder) Compressor Building
Map ID #: 125

☐ Continuation ☒ Update

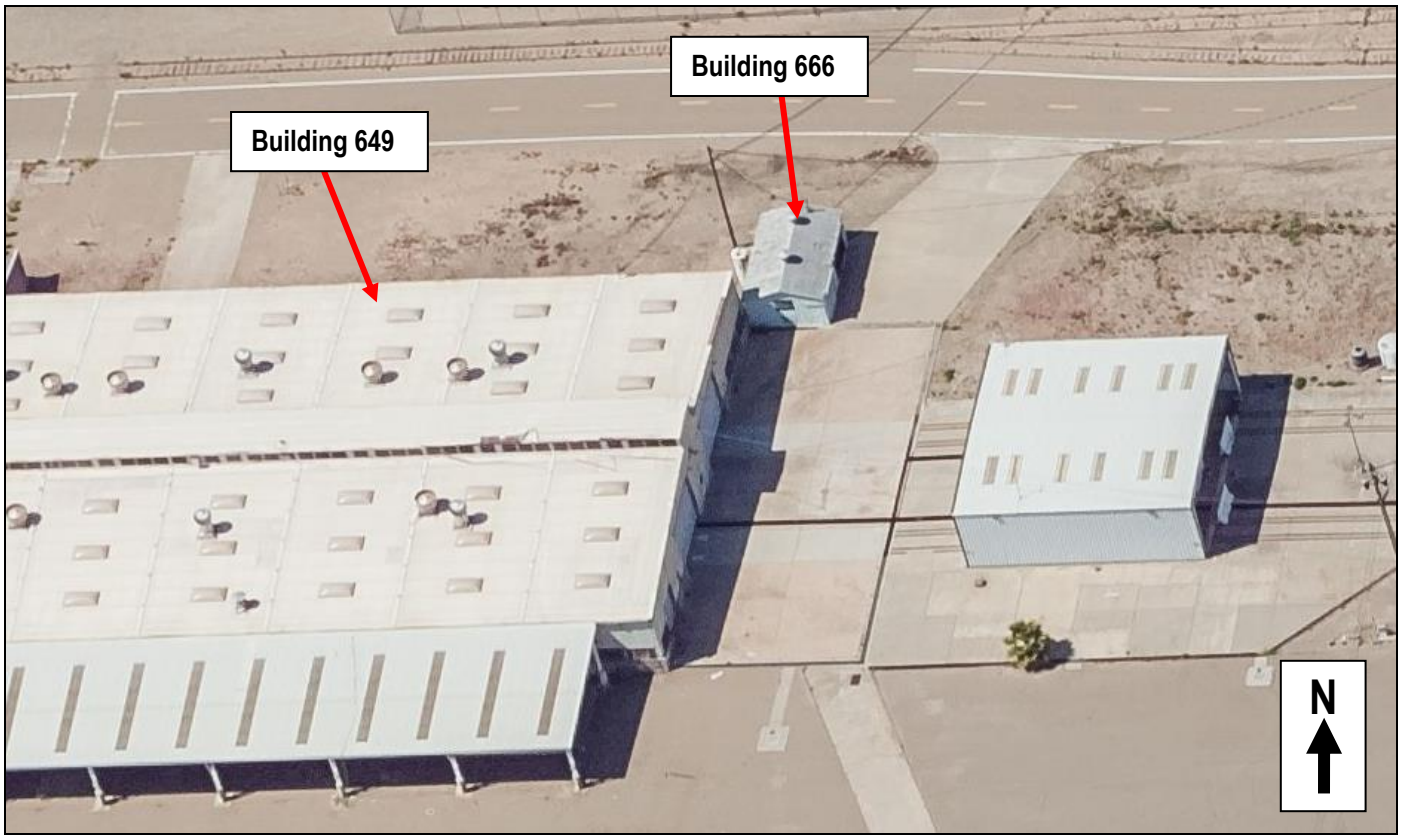
P1. Other Identifier: Building 666

* P2e. Other Locational Data: Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

* P3a. Description: The Compressor Building (Building 666) is a small, approximately 18-by-30-foot, one-story rectangular outbuilding near the northeast corner of the Care and Preservation Building (Building 649) in the south balloon of the Sharpe Depot (Depot) railroad facility within the ACE*forward* California Environmental Quality Act (CEQA) Study Area (Photograph 1). Because the building is not accessible or visible from the public right-of-way, the updated description and evaluation of the Compressor Building was based on current aerial photography and the prior recordation. The building was constructed in 1955. The prefabricated corrugated metal building has a gable corrugated metal roof with two vents on the ridgeline. The east elevation has two roll-up doors, the south elevation has one multi-light steel-framed window and a single-leaf personnel door, and there are two multi-light, steel-framed windows and an exterior pressure tank on the west elevation.

* P3b. Resource Attributes: HP34 – Military Property

P5a. Photograph:



Photograph 1. Aerial Photograph of Building 666 (Bing Maps, Microsoft 2017; notations added by AECOM)

* P8. Recorded by: C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

* P9. Date Recorded: NOVEMBER 2017

* P10. Survey Type: Reconnaissance

* P11. Report Citation: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A Area N/A
Period of Significance N/A Property Type N/A
Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Compressor Building was initially recorded by in 2005 for an architectural and archaeological inventory and evaluation addendum completed at the Depot (Macedo and others 2005). That study determined that the building did not have sufficient historical significance and evaluated it as not eligible for the NRHP. The eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource was not evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the Compressor Building does not appear to meet the criteria for listing in the NRHP or the CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the “north balloon” and “south balloon,” which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot’s mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of

*** B10. Significance (continued):**

the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Compressor Building

The Compressor Building was constructed in 1955 as an outbuilding to the adjacent Care and Preservation Building that was constructed in 1950. The Care and Preservation Building was constructed as a maintenance and repair facility to support the depot's post-World War II mission, which was the restoration and remanufacture of equipment belonging to and used by the U.S. Army Corps of Engineers, which took control of the Sharpe facility following the war (Green and McAroy 1984).

Evaluation

The Compressor Building is associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. Although the building is associated with the post-World War II era at the depot, the Compressor Building has a utilitarian function and research did not identify significant associations with important historical events. Therefore, the Compressor Building is not eligible under NRHP Criterion A or CRHR Criterion 1 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion B or CRHR Criterion 2, the Compressor Building is not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the building and its design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the Compressor Building is not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot, if it is ever determined that such a resource exists.

Under NRHP Criterion C or CRHR Criterion 3, the Compressor Building is not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master architect. The building is a small, vernacular, utilitarian building with an unremarkable design. Therefore, the Compressor Building is not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as an individual resource or as a contributor to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion D or CRHR Criterion 4, the Compressor Building is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the Compressor Building retains historic integrity, it does not possess sufficient significance to be eligible for listing in the NRHP or CRHR. Therefore, the building is not a historical resource for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 *P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B*. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Johnson, Christy
1983 *Building 649 HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

Macedo, Mark J., Dayle M. Cheever, and Judy Berryman
2005 *P-39-004574/Building 666 State of California Department of Parks and Recreation Forms 523A, 523B, and 523J*. Rancho Cordova, CA: environmental engineering management (e^2M).

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

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

PRIMARY RECORD

Primary # P-39-004574
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code | Reviewer | Date

*Resource Name or #: Bldg. 666

P1. Other Identifier: Compressor Building

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted**

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

***a. County:** San Joaquin

***b. USGS 7.5' Quad:** Lathrop 7.5 **Date:** 1996 **T** 1S ; **R** 6E ; **of** W1/2 **of Sec** 13 & 24; M.D.18 **B.M.**

c. Address: DDJC-Sharpe, 700 Roth Rd., City: Lathrop , CA Zip: 95330

d. UTM: Zone: 10 ; 652331 mE/ 4188313 mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: 651879mE / 4187963mN (SW); 652666mE / 4191207mN (NE); 652869 / 4187981mN (SE)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The overall dimensions of this building are 30' X 18' which is a prefabricated corrugated metal building. The east exposure has two roll up doors and a floor vent; the south exposure consists of one 3' X 3' push out steel framed window and one personnel door; the north exposure is a blank wall with a vent; the west exposure has one power vent, two 3' X 3' windows and an outside pressure tank.

***P3b. Resource Attributes:** (List attributes and codes) HP 34 – military property; HP 4 – ancillary building

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

P5b. Description of Photo: (View, date, accession #)
View is of the south and east walls of the building.

***P6. Date Constructed/Age and Sources:** ☑Historic ☐ Prehistoric ☐Both

***P7. Owner and Address:** U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 952914-2922

***P8. Recorded by:** (Name, affiliation, and address) Mark J. Macedo, environmental engineering Management (e²M), 11171 Sun Center Drive, Suite 210, Rancho Cordova, CA 95670

***P9. Date Recorded:** December 2005

***P10. Survey Type:** (Describe) Historic buildings/inventory evaluation addendum

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") D. Cheever and J. Berryman, Archeological and Architectural Inventory and Evaluation Addendum for the DDJC – Sharpe Site, San Joaquin County, California.

***Attachments:** ☐NONE ☑Location Map ☐Sketch 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):

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

Primary # P-39-004574
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # Compressor Building(Bldg 666)

B1. Historic Name: same
B2. Common Name: same
B3. Original Use: same
B4. Present Use: Compressor Building
*B5. Architectural Style: none
*B6. Construction History: (Construction date, alterations, and date of alterations)
The Compressor Building was constructed in 1955. There are no apparent upgrades to the building.

B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:
*B8. Related Features: Building 649 Care and Preservation Building

B9a. Architect: Post Engineer Sharpe Army Depot
b. Builder: Post Engineer Sharpe Army Depot
*B10. Significance: Theme: NA
Area: NA
Period of Significance: Cold War
Property Type: NA
Applicable Criteria: NA
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribution facilities. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineering Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe facility were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame building. The significance of this building in terms of broad patterns of the Cold War Period (Criterion A) and association with a significant person (Criterion B) does not exist. This building is not architecturally distinctive in terms of design materials used in construction and/or use (Criterion C). This building is utilitarian in use and does not contain information that cannot be obtained from other sources, Criterion D.

B11. Additional Resource Attributes: (List attributes and codes) HP 34 - military property, HP 4 – ancillary building
*B12. References: DDJC-Sharpe Site Public Affairs Office. Various dates. Historical photographs and drawings. On file at DDJC-Tracy Site, Tracy, California.

B13. Remarks:

*B14. Evaluator: Dayle M. Cheever and Judy Berryman, environmental engineering Management e²M, San Diego, CA

*Date of Evaluation: January 2006

(This space reserved for official comments.)

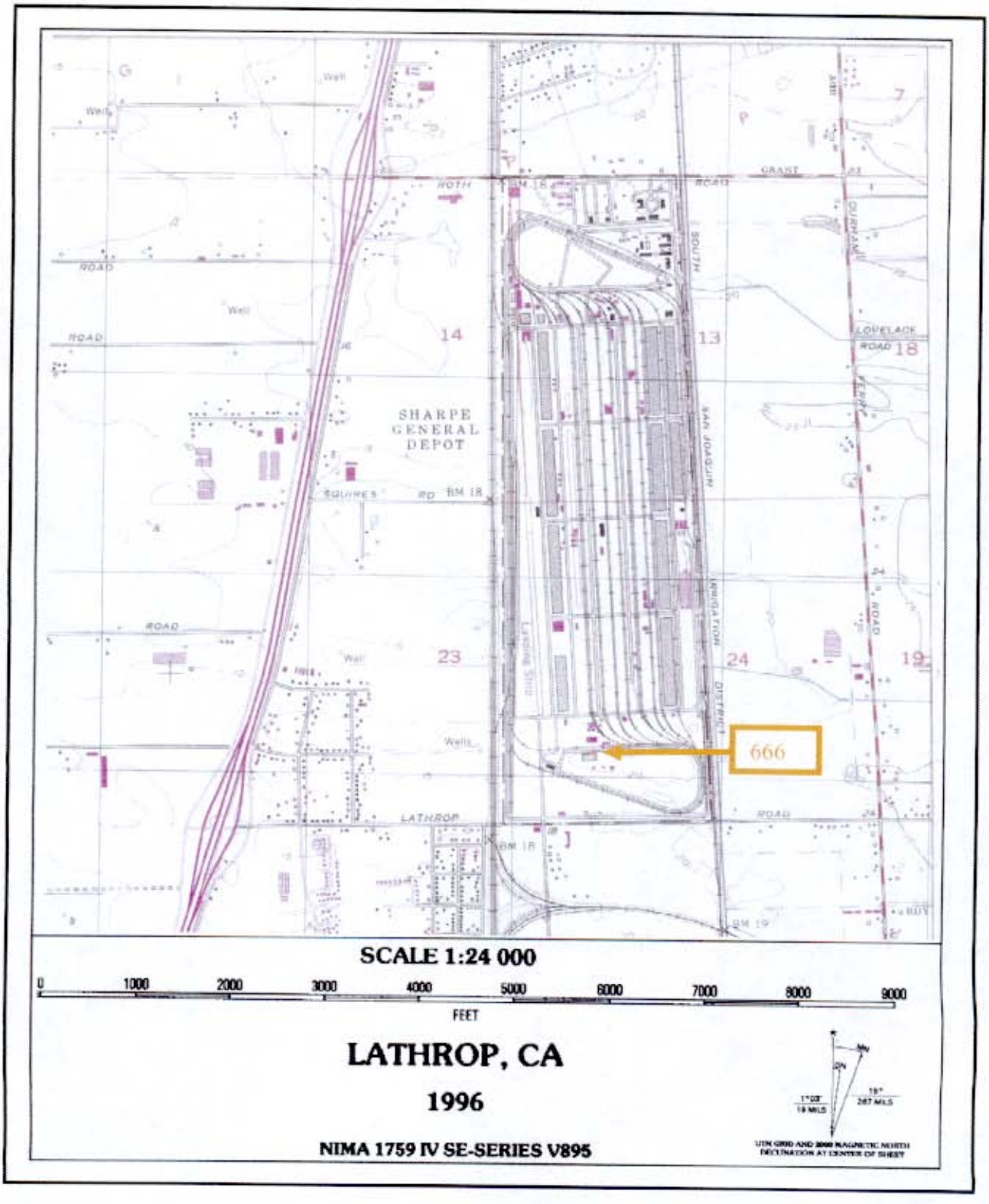
*Required information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-39-004574
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Bldg 666 Compressor Building
*Map Name: Lathrop USGS 7.5 *Scale: 1:24,000 (1"=2,000') *Date of map: 1996



DPR 523J (1/95)

*Required information

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

UPDATE SHEET

Primary # 39-005108
HRI #
Trinomial
NRHP Status Code 6Z

* Resource Name or #: (Assigned by recorder) Airstrip and Aircraft Holding Apron
Map ID #: 126

☐ Continuation ☒ Update

P1. Other Identifier: Building 595/597

* P2e. Other Locational Data: Defense Distribution Depot San Joaquin, California – Sharpe Facility, 700 Roth Road, Lathrop, San Joaquin County

* P3a. Description: This form records two paved areas designated Buildings 595 and 597. Building 595 was formerly a paved airstrip constructed in association with an aircraft hangar (Building 585) in 1960. When constructed, the airstrip was 595 feet wide and 114,000 feet long. A portion of the airstrip has been removed north of the hangar (Photograph 1). The aircraft holding apron or Building 597 was constructed at the south end of the runway in 1969. The airstrip and the aircraft apron are currently in use as parking and trailer storage. The hangar has been modified and is currently in-use as the Army and Air Force Exchange Service (AAFES) Distribution Center. It was previously recorded as P-39-000584. The east-west apron between the hangar and the airstrip also has been paved over.

* P3b. Resource Attributes: HP34 – Military Property

P5a. Photograph:

Photograph 1. Current Aerial Image of the Sharpe Army Depot (GoogleEarth May 2017; notations added by AECOM)

* P8. Recorded by: C. Miller, AECOM, 2020 L Street, Suite 400, Sacramento, CA 95811

* P9. Date Recorded: NOVEMBER 2017

* P10. Survey Type: Reconnaissance

* P11. Report Citation: AECOM. "ACE*forward* Historical Resources Inventory and Evaluation Report: San Jose to Fremont, Centervillle/Niles/Sunol, Centerville to Union City, Tri-Valley, Altamont, Tracy to Lathrop, Lathrop to Stockton, Manteca to Modesto, and Modesto to Merced Segments." Prepared for the Federal Railroad Administration and San Joaquin Regional Rail Commission, 2017.

* B10. Significance: Theme N/A
Area N/A
Period of Significance N/A
Property Type N/A
Applicable Criteria N/A

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

The Airstrip and Aircraft Holding Apron were initially inventoried and evaluated by HDR in 2011 as part of an archaeological and architectural inventory and evaluation addendum study completed at the Sharpe Army Depot (Depot) (Macedo and Palmer 2011; see attached DPR 523 forms). These structures were evaluated as not eligible for listing in the National Register of Historic Places (NRHP) because they lack historical significance and have lost historic integrity. The eligibility of the building for listing in the California Register of Historical Resources (CRHR) or as a CEQA historical resource was not evaluated.

After review of the previous recordation and current research, the present evaluation concludes that the Airstrip and Aircraft Holding Apron do not appear to meet the criteria for listing in the NRHP or the CRHR, nor do they appear to be an historical resource for the purposes of CEQA. The structures have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

Sharpe Army Depot

The Depot at Lathrop was established in April 1942 as the Lathrop War Aid Depot (which later became the Lathrop Engineer Depot) and the Lathrop Holding and Re-consignment Point for the storage of overflow supplies that could not be accommodated at the Port of Stockton. Located strategically between the Southern Pacific Railroad and Western Pacific Railroad mainlines and with an annex installation at the Stockton airport, the Lathrop facility brought a major wartime shipping industry to the Stockton area (Green and McAroy 1984; Wills 2010).

The Army awarded construction contracts to MacDonald and Kahn of San Francisco, Carl Swenson and the Earl Heppel Company of San Jose, and the Campbell Construction Company of Sacramento. Between 1942 and 1943 those firms constructed storage, maintenance, housing, and community facilities. The southern three-quarters of the Depot were designated as the Storage Area, which was bordered on the north by the Administration Area. The Storage Area included six wood-framed warehouses on the east side for the holding and re-consignment depot and two warehouses and two storage sheds for the engineer depot on the west side. The warehouses had sliding metal doors and concrete loading docks with rail access on one side and truck access on the other side. A railroad system was designed and constructed to maximize the efficient movement of large quantities of supplies. The Sharpe Facility Railroad System included two elliptical rail line loops located on the north and south ends of the Storage Area that are referred to as the “north balloon” and “south balloon,” which directed rail traffic onto numerous spur lines that ran parallel to the rows of warehouses and connected to the railroad mainlines located adjacent to the eastern and western borders of the depot. During World War II, the Sharpe facility had the ability to load 6,000 rail cars per month and often 450 railcars were loaded and unloaded in 24 hours (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

Between 1942 and 1944, the Army added office, maintenance, and storage buildings, as well as a fire station and a sewage treatment plant, to the Storage Area. The Administration Area, located on the north end of the Depot and separated from the Storage Area by the north balloon, included a pair of two-story, wood-frame structures that housed the headquarters of the holding and re-consignment point and engineer depot, a cafeteria, a community center, a security building, dormitory housing, and a post dispensary. An engineering facility was constructed south of the administration buildings adjacent to the north balloon in 1943 (Green and McAroy 1984).

After the war, activity decreased and the Army transferred the holding and consignment point to the Transportation Corps. In 1946 the entire depot facility was transferred to the Quartermaster General and the facility became known as the Stockton General Depot. Two years later, the facility was renamed the Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. The Depot was subsequently transferred to the U.S. Corp of Engineers and the function of the Depot changed from storage to repair of construction equipment that had returned from overseas combat. Maintenance and storage facilities were constructed to accommodate the revised mission (California Military History Online 2016; Fryman 1996; Green and McAroy 1984; Wills 2010).

During the Korean War, the Depot was reactivated as a supply depot and activity increased. When the war ended in 1959, the Depot’s mission was narrowed to the provision of medical supplies and subsistence items. In 1962, the Sharpe facility was assigned to the Army Supply and Maintenance Command and renamed the Sharpe Army Depot. Activity again increased at the Depot during the Vietnam War in the mid-1960s, when it became a major supply center for troops in Southeast Asia and prepared fixed-wing aircraft and helicopters for combat. During the 1950s and 1960s, most of

*** B10. Significance (continued):**

the World War II-era buildings at the Depot were demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. A hangar and airstrip were constructed during the Vietnam War, as well as a repair shop and a large concrete block maintenance facility. The housing and community facilities also expanded in the 1960s and 1970s. Additional residences, including one single-family, wood-frame house for the commander and eight two-story, wood-frame multi-unit buildings, were built in the administration area in 1964. Four wood and stucco buildings that were originally erected at the Stockton Field Annex in 1940 were moved to the Administration Area in 1974 and used as a chapel, Post Exchange, clothing store, and recreation building (California Military History Online 2016; Fryman 1996; Green and McAroy 1984).

In 1988, the capacity of the Depot increased significantly with the addition of the Western Distribution Center and the Depot served as the headquarters of the Defense Distribution Region West (DDRW) until the late 1990s when the facility became one of 22 Defense Distribution Center depots. In 1999, the Defense Distribution Center reorganized the operations at the Defense Distribution Depot San Joaquin, transferring the responsibility for fast-moving, high-demand items to its facility in Tracy, along with about 88 percent of Sharpe's employees. By 2014, the Defense Logistics Agency had consolidated all of its operations to the Tracy facility and the U.S. General Services Administration closed its Western Distribution Center at the Depot, leaving the West Coast Distribution Center of the Army and Air Force Exchange Service as the largest employer at the Depot (California Military History Online 2016; Goldeen 2014).

Airstrip and Aircraft Holding Apron

The Airstrip was constructed during the Vietnam War in 1960 along with an associated aircraft hangar (Building 585; previously recorded as Resource P-39-000584). The Aircraft Holding Apron was constructed on the south end of the Airstrip in 1969 (Photograph 2).

Evaluation

The Airstrip and Aircraft Holding Apron are associated with the history of the Depot, which was established in 1942 for the storage of overflow supplies that could not be accommodated at the Port of Stockton. During World War II, the Depot became an important supply depot for the US military, and continued to play a key supply role during the Korean and Vietnam wars. The Army constructed the Airstrip in 1960 along with an adjacent associated aircraft hangar to support the depot's mission to prepare fixed-wing aircraft and helicopters for combat during the Vietnam War. Although the Airstrip and the Aircraft Holding Apron are associated with the Vietnam War and Cold War eras at the Depot, the structures have been altered to accommodate the changing missions at the facility. Overall, the structures retain integrity of location (with the exception of the segment of the runway that was removed), but the structures can no longer be used for their original purpose nor do they convey their historic function and have lost integrity of design, materials, setting, workmanship, feeling, and association. Therefore, the Airstrip/Runway and Aircraft Holding Apron are not eligible under NRHP Criterion A or CRHR Criterion 1as individual resources or as contributors to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion B or CRHR Criterion 2, the Airstrip and Aircraft Holding Apron are not significant for any associations with the lives of persons important to history. Research did not identify any individuals significant to local, state, or national history associated with the structures and their design and construction do not appear to have been a significant personal achievement of any individual. Therefore, the Airstrip and Aircraft Holding Apron are not eligible for the NRHP under Criterion B or the CRHR under Criterion 2 as individual resources or as contributors to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion C or CRHR Criterion 3, the Airstrip and Aircraft Holding Apron are not significant as an important example of a type, period, or method of construction and does not appear to be the work of a master engineer or architect. The structures were not constructed using a unique engineering design, and both have been modified since construction and no longer convey their historic functions. Therefore, the Airstrip and Aircraft Holding Apron are not eligible for the NRHP under Criterion C or the CRHR under Criterion 3 as individual resources or as contributors to a larger resource, such as the Sharpe Army Depot.

Under NRHP Criterion D or CRHR Criterion 4, the Airstrip and Aircraft Holding Apron are not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, although the Airstrip and Aircraft Holding Apron have lost historic integrity and do not possess sufficient significance to be eligible for listing in the NRHP or CRHR. Therefore, the structures are not historical resources for the purposes of CEQA.

*** B12. References:**

California Military History Online
2016 *Historic California Posts, Camps, Stations and Airfields: Sharpe Facility, Defense Distribution Center San Joaquin (Stockton General Depot, Sharpe General Depot, Sharpe Army Depot, Sharpe Army Airfield*. Electronic document, http://www.militarymuseum.org/Sharpe.html, accessed October 2017.

Fryman, Leslie R.
1996 *P-39-000133/Sharpe Facility Railroad System State of California Department of Parks and Recreation Forms 523A and 523B*. Jones & Stokes Associates, Sacramento, California.

Goldeen, Joe
2014 "Changes, but not closure, for Sharpe Army Depot in S.J." *Stockton Record*. March 26.

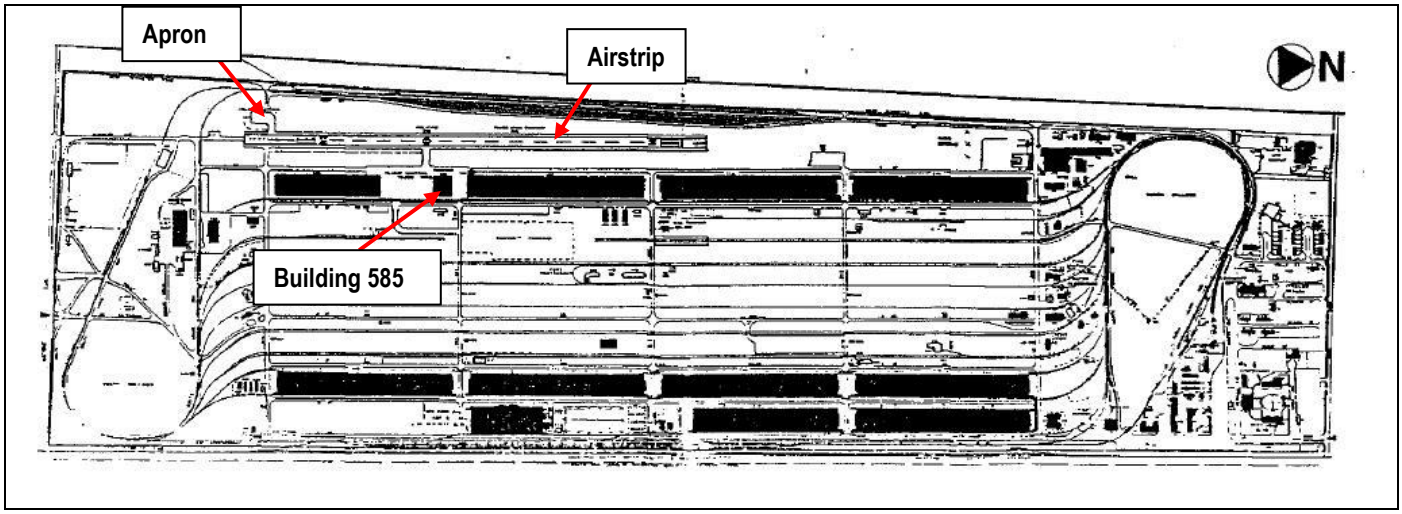
Green, Melvyn, and Christy Johnson McAroy
1984 *Historic American Engineering Record: Sharpe Army Depot, CA-26, Written Historical and Descriptive Data*. Historic American Engineering Record, National Park Service, Department of the Interior, Washington, D.C.

Johnson, Christy
1983 *Building 649 HABS/HAER Inventory Form*. Torrance, CA: Melvyn Green and Associates.

Macedo, Mark J., and Lex Palmer
2011 *P-39-005108/Building 595/597-Paved Open Storage State of California Department of Parks and Recreation Forms 523A, 523B, and 523J*. Folsom, CA: HDR.

Wills, Carrie D.
2010 *Section 106 Cultural Resources Assessment Northwest Airport Way Master Plan, City of Manteca, San Joaquin County, California*. Michael Brandman Associates, San Ramon, California.

P5a. Photographs:



Photograph 2. Drawing of Sharpe Army Depot Depicting the original layout of airstrip area (Green and McAroy 1984; notations added by AECOM)

State of California — The Resources Agency
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PRIMARY RECORD

Primary # P-39-005108
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code **Reviewer** **Date**

***Resource Name or #:** Building 595/597-Paved Open Storage

P1. Other Identifier: Former Fixed-Wing Aircraft Runway and Helipad and aircraft holding apron

***P2. Location:** ☐ **Not for Publication** ☑ **Unrestricted** ***a. County:** San Joaquin

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

* **b. USGS 7.5' Quad:** Lathrop 7.5 **Date:** 1996 **T** 1S; **R** 6E; **of** W1/2 **of Sec** 13 & 24; M.D 18 **B.M.**

c. Address: Defense Distribution Depot San Joaquin-Sharpe Site, 700 Roth Road **City:** Lathrop **Zip**: 95330

d. UTM: Zone: 10; 651967mE/4189511mN

e. Other Locational Data: Building 595 is accessed by driving east of Lathrop to the installation entrance gate. Bear right onto Roth Road and drive 0.5 miles, the structure will appear on the right. Elevation:15 feet

***P3a. Description:** The former bituminous runway constructed in 1960 is oriented on a north-south axis and was 114,000 feet long and 595 feet wide. The associated Building 597 is a former bituminous-surfaced aircraft holding apron located at the southwest end of the runway. The structures are bordered on the west by a chain link and barbed wire perimeter fence. Building 585 which is the former fixed-wing aircraft hanger is located to the east, and the apron that linked this associated building with the runway has been paved over. A portion of the runway has been removed north of the hangar. The former runway and holding apron are currently serving as a roadway and storage area.

***P3b. Resource Attributes:** (HP11)—Engineering Structure; (HP34) – Military Property; (HP37) -- Road

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

P5b. Description of Photo: April 17, 2011 view to northeast of southwest corner of Building 595.

***P6. Date Constructed/Age and Sources:** 1960 ☑Historic☐ Prehistoric ☐Both Facilities Engineering Records

***P7. Owner and Address:** U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA 952914-2922

***P8. Recorded by:** Mark J. Macedo, HDR, 2365 Iron Point Road, Suite 300, Folsom, CA 95630

***P9. Date Recorded:** April 17, 2011

***P10. Survey Type:** Historic buildings/inventory evaluation addendum

***P11. Report Citation:** Berryman, Judy. *Archeological and Architectural Inventory and Evaluation Addendum for the Tracy Site, San Joaquin County, California, 2006.*

'Attachments: ☐NONE ☑Location Map ☐Sketch 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):

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

Primary # P-39-005108
HRI#

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

*Resource Name or # Building 595/597 Paved Open Storage

B1. Historic Name: Fixed-Wing Aircraft Runway and Helipad, Aircraft Holding Apron

B2. Common Name: Same

B3. Original Use: Fixed-Wing Aircraft Runway and Helipad, Aircraft Holding Apron

B4. Present Use: Paved Open Storage

*B5. Architectural Style: None

*B6. Construction History: Facilties Engineering constructed the runway (Building 597) in 1960 in association with Building 585, a fixed-wing aircraft hangar. The aircraft holding apron located at the south end of the runway (Building 597) was constructed in 1969. No detailed facility records exist on changes, however, a 1988 installation map, 1996 U.S.G.S. topographic map and 2011 aerial photo indicates that a portion of the runway was cut to the north of the hangar after 1996. Both of the structures are currently used as an open storage area and roadway.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:

*B8. Related Features: Building 386 General Purpose Storage

B9a. Architect: Facilities Engineering Sharpe Army Depot

b. Builder: Facilities Engineering Sharpe Army Depot

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

The Sharpe Army Depot at Lathrop was established in April 1942 to house joint engineering and supply storage and distribution facilities. During World War II, the facility was known as the Lathrop War Aid Depot (which later became the Lathrop Engineering Depot) and the Lathrop Holding and Reconsignment Point. Located strategically between the Southern Pacific and Western Pacific railroad mainlines and with an annex installation at the Stockton airport, the Sharpe Site brought a major wartime shipping industry to the Stockton area. After the war, activity decreased and the facility was reorganized under the Quartermaster General and renamed Sharpe General Depot in honor of Major General Henry Granville Sharpe, Quartermaster General of the U.S. Army from 1905 to 1918. During the 1950s and 1960s, most of the World War II-era buildings at the Sharpe Site were either demolished, replaced, or significantly modified in order to extend the life of the original wood frame buildings. Part of this revamping included the construction of the bituminous runway structure and associated hangar (Building 585) in 1960, followed by construction of the holding apron in 1969. The runway and aircraft holding apron became abandoned later for fixed-wing aircraft landings and is currently utilized as a roadway and open storage.

The significance of these structures in terms of the broad patterns of the Cold War Period (Criterion A) and association with a significant person (Criterion B) does not exist. The structures are not a unique engineering design, nor does do they have distinctive design elements or materials (Criterion C). There is no eligible historic district at this depot. Fundamental to the definition of a historic district is that there be a significant concentration, linkage, or continuity of significant resources. There is no district because of a lack of cohesion from successive waves of building demolitions and new construction using differing building materials. This has compromised any potential for the retention of integrity of feeling and perceptible important linkages between buildings necessary for a historic district. In this case, the former runway and former hangar are no longer viable for use by aircraft. The structures retain their integrity of location, with the exception of a removed portion of runway north of the former hangar. They have lost integrity of design, materials, and workmanship due to modifications that took place between 1988-2011—this included cutting out an east-west portion of the orginal runway located north of the former hangar, and paving over the east-west apron linking the hangar and runway. The setting has been compromised by the construction of modern suburban housing tracts to the west, and the construction of a warehouse immediately south of the hangar. The structures do not retain their integrity of feeling and association as they no longer have the ability to function as a fixed-wing aircraft runway or aircraft holding apron. They are now utilized as storage and as a road, and no longer have visual or historic continuity.

B11. Additional Resource Attributes: (HP11)—Engineering Structure; (HP34) – Military Property; (HP37) –Road

*B12. References: Defense Distribution Depot San Joaquin-Sharpe Site. Public Affairs Office. Various dates. Historical photographs and drawings. On file at Defense Distribution Depot San Joaquin-Tracy Site, Tracy, California. Abandoned and Little Known Airfields website, accessed May 24, 2011, http://members.tripod.com/airfields_freeman/index.htm

Berryman, Judy *Archeological and Architectural Inventory and Evaluation Addendum for the Tracy Site, San Joaquin County, Calfiornian, 2006.*

B13. Remarks:

*B14. Evaluator: Lex Palmer, HDR Seattle, WA

*Date of Evaluation: May 23, 2011

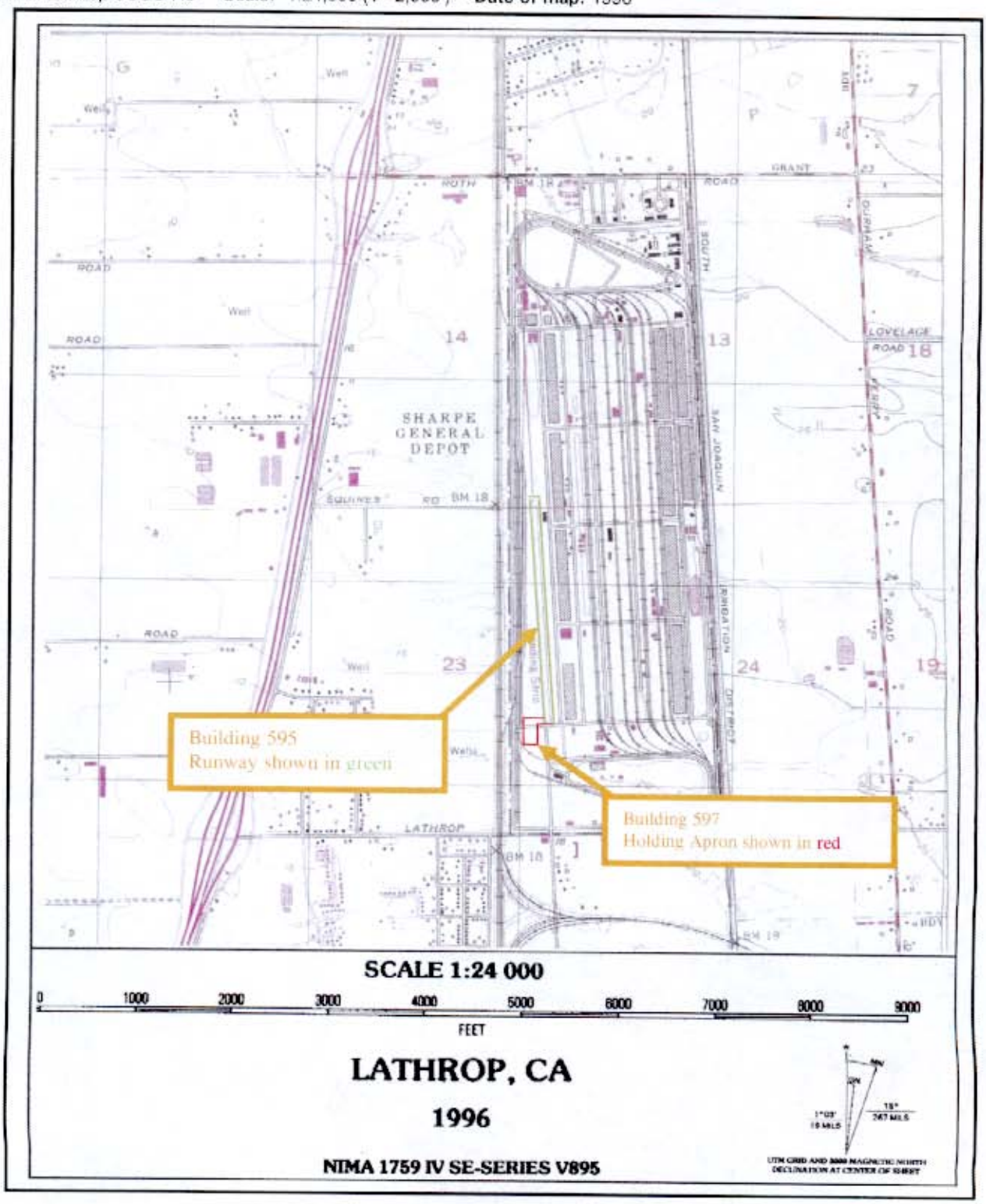
(This space reserved for official comments.)

*Required information

State of California ··The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

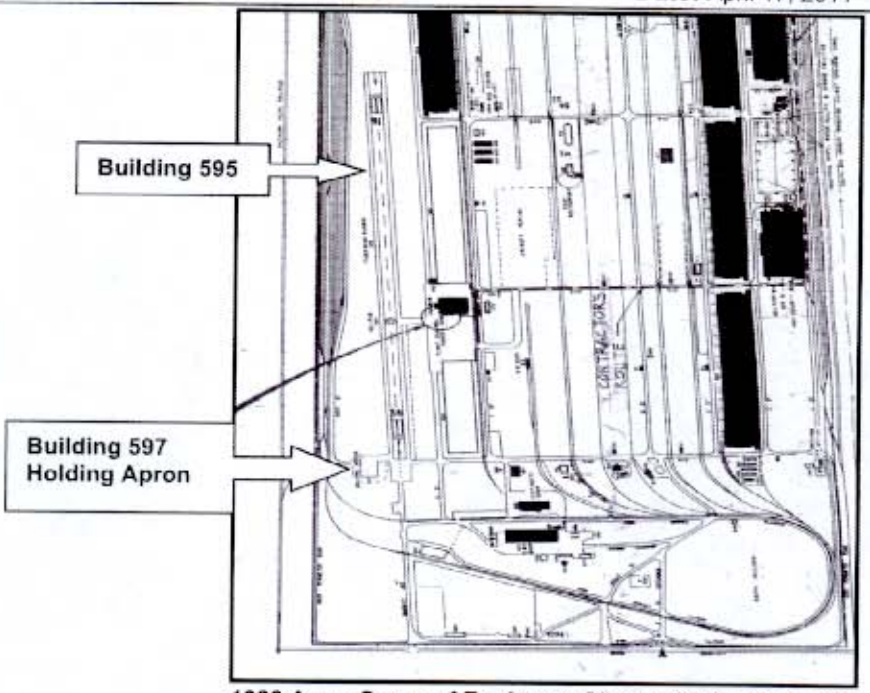
Primary # P-39-005108
•HRI #
Trinomial

Page 3 of 5 *Resource Name or # Building 595-597 Paved Open Storage
*Map Name: Lathrop USGS 7.5' *Scale: 1:24,000 (1"=2,000') *Date of map: 1996

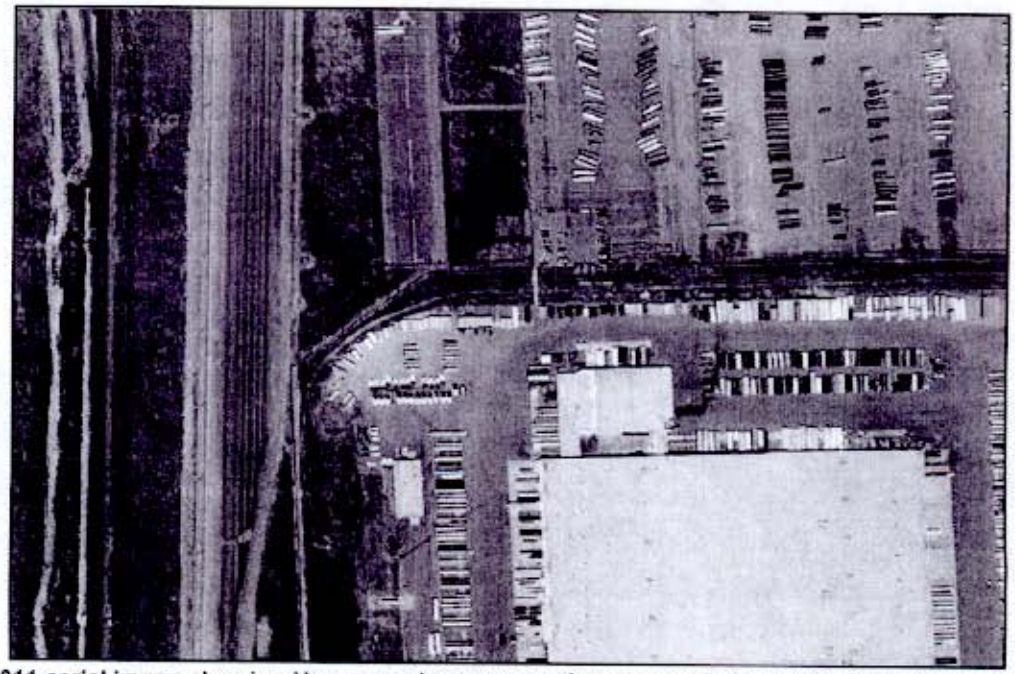


DPR 523J (1/95)

*Required information



1988 Army Corps of Engineers Sharpe Army depot map depicting Building 595 runway alignment. Hangar (Building 585) is circled. Note presence of east-west taxiway linking runway with hangar.



Google Earth 2011 aerial image showing Hangar and runway portion removed after 1996. Note the enchroachment from warehouse constructed northward across former hangar apron.

1960s view to northeast of runway Building 595 and associated hangar (Building 585) showing apron to south of hangar that has been constructed upon. Note the lack of housing tracts to the left (west). From "Abandoned and Little Known Airfields website, accessed May 24, 2011, http://members.tripod.com/airfields_freeman/index.htm

April 17, 2011 view to south of Building 597, former Aircraft Holding Apron located on the southwest portion of runway Building 595.

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

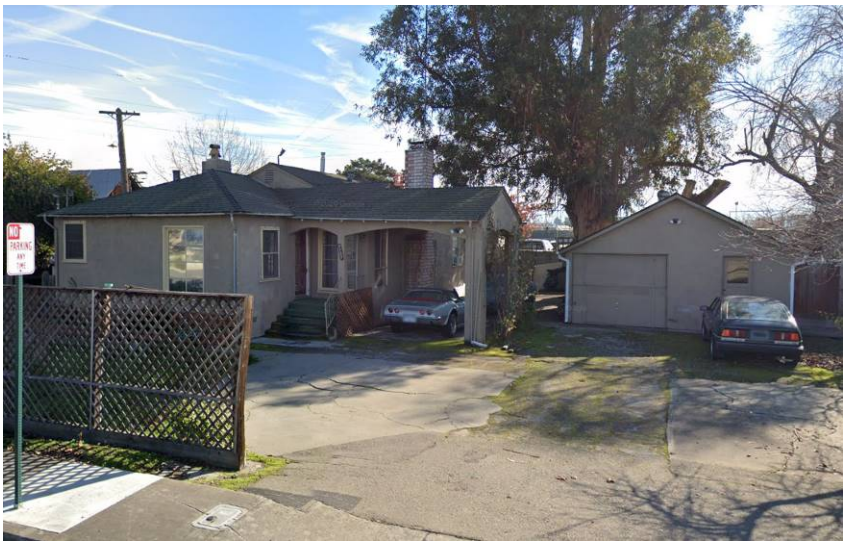
***Resource Name or #:** (Assigned by recorder) 5281 Southfront Road
Map ID #: 30

P1. Other Identifier: _____
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Alameda
***b. USGS 7.5' Quad** Altamont **T** 3S; **R** 2E; __¼ **of** __¼ **of Sec** __; M.D. **B.M.**
c. Address 5281 Southfront Road **City** Livermore **Zip** 94551
d. UTM: (Give more than one for large and/or linear resources) Zone 10 ;611558mE / 4173707mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Assessor's Parcel Number (APN): 99-40-8-5

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This long, narrow L-shaped parcel is 2.13-acres and contains a Minimal Traditional single-family residence, a detached garage, a small shed roof shed, and a barn with numerous additions. The Minimal Traditional single-family residence is sited on the north end of the parcel and fronts Southfront Road. The single-story residence has an irregular plan, rests on a concrete foundation and various rooflines. The north end of the building is hipped, the south end is a front-facing gable, a side-gable porte-cochere is on the west side, and a shed roof addition is on the east side (**Photograph 1** and **Photograph 2**). The exterior is clad with stucco siding and has a low brick apron and planter along the façade. Narrow eaves with exposed rafter tails are located in the hipped-roof section and the porte-cochere; the south end and the addition lack overhangs. Primary entry into the residence is gained through a paneled wood door on the small integrated porch on the façade that is accessed by concrete stairs and metal railing. The porch and three open sides of the porte-cochere feature arched wall openings. Fenestration consists of original two-over-two wood frame windows throughout, two large eight-light fixed wood frame windows on the facade, and a resized and replaced three-part aluminum frame window on the west side. An external brick chimney is on the west side south of the porte-cochere. The shed roof addition on the east side is clad in plywood siding and lacks wall openings (**Photograph 2**). A small shed roof enclosure, likely for a water heater, is located on the south end of the east side of the addition. (SEE CONTINUATION SHEET)

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single family property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** North and west sides residence and detached garage, camera facing southeast, (Google Street View, January 2020)

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1947 (Alameda County Assessor); c.1950-58 (see B6 on Continuation Sheet)

***P7. Owner and Address:**
Sandra Kolsom & Debra Newton
(Private)

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** January 2020

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019
***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): Site Map

BUILDING, STRUCTURE, AND OBJECT RECORD

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 5281 Southfront Road
Map ID #: 30

B1. Historic Name: _____
B2. Common Name: _____
B3. Original Use: Residence
B4. Present Use: Residence
***B5. Architectural Style:** Minimal Traditional; utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations) Residence constructed in 1947 (Alameda County Assessor); Addition on east side constructed 1982-87 (HistoricAerials.com 1982, 1987). Detached garage constructed circa 1950-58 (UCSB 1950, 1958). Barn constructed circa 1950-58 (UCSB 1950, 1958). Small shed constructed circa 1960-68 (HistoricAerials.com).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** _____ **Original Location:** _____
***B8. Related Features:** _____

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Rural Agricultural Residential **Area** Livermore, CA, Alameda County
Period of Significance 1947 **Property Type** Residential **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 5281 Southfront Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or the Alameda County Register, nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

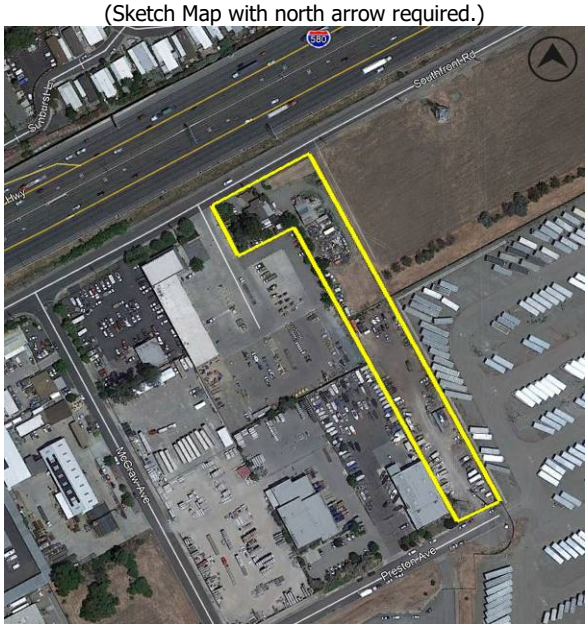
B13. Remarks:

***B14. Evaluator:** C. Miller, AECOM

***Date of Evaluation:** July 2020

(This space reserved for official comments.)

(Sketch Map with north arrow required.)



***P3a. Description (continued):**

The detached garage is sited immediately west from the residence (**Photograph 1**). The building is rectangular in plan, rests on a flat concrete foundation and is topped with a front-facing gable roof with narrow overhang. The exterior is clad with stucco siding. Access into the garage is through wood tilt-up door and a glazed wood entry door on the façade. Six-light wood frame windows are located on the east and west sides and a secondary door is located on the south side.

The small shed-roof shed is sited southeast of the residence (**Photograph 2**). The structure has a square plan, is clad with pieces of metal sheets and has a corrugated metal panel roof. A plywood board door is hung on an external metal track on the north side.

The barn is sited southeast from the residence and the shed roof shed (**Photograph 2**). The steeply-pitched saltbox roof barn has an irregular footprint to due to numerous additions. The irregular roof system is covered with corrugated metal sheets and the west side is clad with narrow wood board-and-batten siding. A shed roof addition is located on the north side that has the same narrow wood board-and-batten siding on the west side with corrugated metal sheets on the north side. A pair of corrugated clad hinged doors are centrally located on the north side of the shed roof addition and are protected by a metal-frame shelter with a raised-seam metal roof. The gable-roof section of the east side of the barn is also narrow wood board-and-batten siding and features a steeply-pitched, partially enclosed shed roof addition with a smaller shed roof shelter at the base. This smaller shed roof shelter is wood framed and has a corrugated metal covered shed roof.

***B10. Significance (continued):**

Property History

This long, narrow L-shaped parcel was originally part of an approximately nine-acre property that at one point included older outbuildings that are no longer extant. The current parcel boundary appears to have occurred between 1950 and 1958 when a new residence was constructed southwest from the 1947-constructed residence (no longer extant) and a fence was built along the current legal parcel boundary lines (UCSB 1950, 1958). Although the development of the original parcel pre-dates 1947, the Minimal Traditional style residence is the oldest building on this property. When it was constructed in 1947 the property was in a rural agricultural area approximately 2.75 miles northeast from Livermore's historic core with small farm properties that lined Highway 50 (Interstate 580). This area remained relatively rural and undeveloped until the 1980s when the area south of Interstate 580 approximately between Bennett Drive and Pullman Street was zoned as "Commercial Service" and has transformed into corridor lined with equipment and car rentals, auto repair, car, boat and self-storage (UCSB 1939; USGS 1953; City of Livermore 2017; HistoricAerials.com 1982, 1987, 1993).

Research did not reveal who is responsible for the construction of the 1947-built residence or the 1950s-built garage and barn. Southfront Road is a frontage road along Interstate 580 that was cut and named in 1956, so the address of 5281 Southfront Road was assigned to the property in 1956 (*Oakland Tribune* 1956 Sep 27). The earliest identified owner/occupant of the of the property was Andrew J. Avila and his wife Dorothy who are listed at the address in 1969 (*California Farmer* 1969). Avila was born in 1919 in Hayward and after serving in the Navy in World War II, he worked as a carpenter until his retirement in 1985. The couple lived together at the property until Dorothy's death in 2001. Andrew deeded the property to his daughter through a trust in 2009 and he died the following year (FindAGrave.com 2020; Alameda County Recorder 2009). Sandra and her sister Debra Newton became joint owners of the property in the spring of 2010. The sisters retain ownership and appear to rent the property to tenants (Alameda County Recorder 2010).

Minimal Traditional Architecture

The Minimal Traditional style was popular between circa 1935 and 1950 and developed after the decline in popularity of Craftsman bungalows, and as a continuation of the small house design tradition dating from the nineteenth century. In the 1930s, popular Period Revival style dwellings which tended to emulate Colonial, Tudor, or European cottages, began to give way to simpler styles. Highly ornamented houses were economically infeasible for typical homebuyers during the Great Depression, and the emphasis on simplicity and unadorned surfaces of the Modern architectural movement began to influence domestic architecture in America. Considered a "compromise style," the Minimal Traditional style reflected the form and shape of earlier housing styles, but without the decorative detailing. Generally, the Minimal Tradition style uses low- to medium-roof pitches with close or no overhanging eaves. They were modestly sized, of wood frame construction, and built with exterior walls clad in wood, stucco, brick, or stone siding, or a mixture of materials. Common decorative features include small, simple porches, shutters, brick aprons, and chimneys. These simple exterior materials and decorative features were easily applied to multi-family houses to convey the popular domestic architecture style of the time. The establishment of the Federal Housing Administrations (FHA) and its small house program in the mid-1930s that established standards for the design and development of small, easily constructed and affordable houses, furthered the amount

of Minimal Traditional style homes built in great numbers in California, especially during and immediately after World War II to satisfy the substantial housing demands for wartime workers and returning service members (McAlester 2013: 586-595).

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the property at 5281 Southfront Road is not significant within the context of post-war industrial development outside of Livermore. This property does not have significant associations with this or other important developments that would make it eligible for listing in the NRHP or the CRHR under this criterion. Because this property is within Alameda County, it also was evaluated for listing in the Alameda County Register as an Alameda County Landmark. Alameda County Criterion A is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, the property at 5281 Southfront Road does not have sufficient significance to be considered eligible under NRHP Criterion A or CRHR Criterion 1, and therefore also does not appear to be eligible under Alameda County Criterion A.

Under NRHP Criterion B or CRHR Criterion 2, this property does not have any significant associations with the lives of persons important to history. Research did not indicate that Andrew Avila, his wife Dorothy, or their daughters who currently own the property, made demonstrably important contributions to history at the local, state, or national level. Alameda County Criterion B is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant to the past of Alameda County. Research did not identify any important associations of this property with persons significant to the history of the county and it is not eligible under Alameda County Criterion B.

Under NRHP Criterion C or CRHR Criterion 3, this property is not significant because the buildings and structures do not represent important examples of a type, period, or method of construction. The residence was designed and constructed according to the compact and economical principles of Minimal Traditional architecture. It is a very modest, somewhat modified, and rather unelaborate example of the type. The barn, garage, and the small shed are utilitarian in design and form and were constructed using common construction methods. None of the buildings or structures on this parcel are significant under this criterion. Additionally, none of the buildings or structures appear to be a significant example of the work of a master architect or engineer. Alameda County Criteria C, D, and E are similar to NRHP Criterion C and CRHR Criterion 3. County Criterion C indicates that the resource embodies the distinctive characteristics of a type, period, or method of construction; County Criterion D indicates that the resource represents the work of an important creative individual or master; and County Criterion E indicates that the resource must possess high artistic values. The discussion above indicates that this property is not eligible under NRHP Criterion C or CRHR Criterion 3 and therefore it is not eligible under Alameda County Criteria C, D, or E.

Under NRHP Criterion D and CRHR Criterion 4, this property is not a significant source (or likely source) of important information regarding history. The buildings and structures do not appear to have any likelihood of yielding important information about historic construction materials or technologies. Alameda County Criterion F is similar to NRHP Criterion D and CRHR Criterion 4. The property has not yielded and is unlikely to yield information important to the prehistory or history of Alameda County, the region, the state, or the nation.

In addition to the property's lack of significance, it also has losses to its historic integrity. The property has lost integrity of setting, design, and feeling by the encroachment of numerous commercial businesses in the direct vicinity in the formally undeveloped rural area and the demolition of the numerous outbuildings and the 1950s residence that were constructed in the immediate vicinity. The numerous additions to the barn have affected its integrity of design, workmanship, and materials. The addition on the east side of the residence has affected its integrity of design, materials, and workmanship. Although the property retains integrity of location and association, it does not meet any of the significance criteria necessary for eligibility for listing in the NRHP, the CRHR, or the Alameda County Register.

***B12. References (continued):**

Alameda County Assessor
2020 Parcel Number 99-40-8-5.

Alameda County Recorder
2009 Andrew J. Avila to Sandra Kolsom Trust & Avila Trust. Deed. Record No. 2009115122. April 20.
2010 Sandra Kolsom Trust & Avila Trust to Sandra Kolsom & Debra Newton. Record No. 2010145374. May 21.

California Farmer
1969 "Trade." Volume 230, 137.

City of Livermore
2017 "City of Livermore Zoning Map."

FindAGrave.com
2020 "Andrew J. Avila." Available at https://www.findagrave.com/memorial/19660734 (accessed July 2020).

HistoricAerials.com
1949 5281 Southfront Road, Livermore, CA, 94551. Historical photography.
1982 5281 Southfront Road, Livermore, CA, 94551. Historical photography.
1987 5281 Southfront Road, Livermore, CA, 94551. Historical photography.
1993 5281 Southfront Road, Livermore, CA, 94551. Historical photography.

McAlester, Virginia Savage.
2013 *A Field Guide to American Houses*. New York: Alfred A. Knopf, Inc.

Oakland Tribune
1956 "Names for Livermore Freeway Frontage Roads Recommended." 12. September 27.

University of California Santa Barbara (UCSB) Library
1939 Aerial photography collection. Flight ID C-5750, Frame 283-47. July 30.
1950 Aerial photography collection. Flight ID BUT_1950, Frame 3G-17. March 12.
1958 Aerial photography collection. Flight ID BUT_1958, Frame 2V-60. August 9.

United States Geological Survey (USGS)
1953 *Altamont, Calif.* 1:24,000. 7.5 Minute Series. Washington, D.C: United States Department of the Interior.

P5a. Photographs (continued):

Photograph 2. Barn at left, storage shed at center, addition on east side of residence at far right, camera facing south (Google Street View, January 2020)

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary# _____
HRI# _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #:** (Assigned by recorder) 205 East 3rd Street
Map ID #: 32

P1. Other Identifier: 205 East 3rd Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** San Joaquin
***b. USGS 7.5' Quad** Tracy **T** 2S; **R** 5E; ___ ¼ **of** SE ¼ **of Sec** 28; M.D. **B.M.**
c. Address 205 East 3rd Street **City** Tracy **Zip** 95376
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) Assessor's Parcel Number (APN): 235-120-01

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

This parcel contains a Folk National residence and a vacant, butterfly roof office and storage building (**Photograph 1**). The parcel is located with the former Southern Pacific Railroad's Tracy yard to the north, a railroad spur to the west and East 3rd Street on the south. The residence fronts East 3rd Street, is one-story with a rectangular shaped plan, and has an integral porch A hipped roof with moderate eaves tops the building and has a hipped roof dormer on the façade. The exterior is sheathed in flush horizontal wood siding. The primary entry door is located on the east side of the porch (**Photograph 2**). All of the windows have been replaced and the large windows on the primary façade and one window on the east side were also resized. A small shed roof extension addition with replacement windows is located on the east side

The butterfly roof office and storage building is sited north from the residence. The building is rectangular in plan, is sheathed with a combination of siding materials including horizontal wood boards and corrugated metal sheets, and has a narrow roof overhang. The building appears to be accessed by double metal doors on the south side (**Photograph 3**). A tall privacy fence lines the west and north sides of the parcel (**Photographs 4-6**).

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single Family Property
***P4. Resources Present:** ☒Building ☐Structure ☐Object ☐Site ☐District ☐Element of District ☐Other (Isolates, etc.)

P5a. Photo or Drawing

P5b. Description of Photo: (view, date, accession #) **Photograph 1.** South and east sides of 205 East 3rd Street and office and storage building, camera facing northwest, February 7, 2019

***P6. Date Constructed/Age and Source:**
☒Historic ☐Prehistoric ☐Both
1925 (San Joaquin County Assessor)

***P7. Owner and Address:**
Geralynn A. Rosaia Trust
13271 Harding Ave
Tracy, CA 95376

***P8. Recorded by:** (Name, affiliation, address)
C. Miller and H. Miller, AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** February 7, 2019

***P10. Survey Type:** Reconnaissance

***P11. Report Citation**: AECOM. "Valley Link Historical Resources Impact Analysis Report." Prepared for Tri-Valley-San Joaquin Valley Regional Rail Authority, 2019

***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** 6Z
***Resource Name or #** (Assigned by recorder) 205 East 3rd Street
Map ID #: 32

B1. Historic Name: n/a
B2. Common Name: n/a
B3. Original Use: Single-Family Property
B4. Present Use: Single-Family Property
***B5. Architectural Style:** Folk National
***B6. Construction History:** (Construction date, alterations, and date of alterations) Residence constructed in 1925; Replacement windows installed pre-2007 (Google Street View 2007 July). Office and storage building constructed 1954-1957 (USGS 1954; UCSB 1957).

***B7. Moved?** X **No** ____ **Yes** ____ **Unknown** **Date:** ____ **Original Location:** ____
***B8. Related Features:** Office and storage building

B9a. Architect: unknown b. Builder: unknown

***B10. Significance: Theme** Residential **Area** Tracy, CA, San Joaquin County
Period of Significance 1925 **Property Type** Single-Family Property **Applicable Criteria** n/a
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 205 East 3rd Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

***B12. References:** SEE CONTINUATION SHEET

B13. Remarks:

***B14. Evaluator:** H. Miller, AECOM

***Date of Evaluation:** February 2019

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

***B10. Significance (continued):**

Tracy Historic Context

The City of Tracy was established at the intersection of two railroad lines. The Central Pacific Railroad (CPRR) portion of the transcontinental railroad that connected Sacramento to Niles, via the Altamont Pass was constructed through the area in 1869. In 1878 the Southern Pacific Railroad (SPRR), which had assumed control of the 1869 built CPRR line, criss-crossed through the area with a line from Oakland that connected to the CPRR line east of Livermore. The town of Tracy was platted in 1878 at the junction of these two lines and laid out along the arc-shaped streets north of the railroad junction (**Figure 1**). The name "Tracy" was selected by a construction official who named the town after his friend Lathrop J. Tracy, an Ohio grain merchant who never set eyes on the San Joaquin Valley (Tracy Historical Museum 2019; Hillman and Covello 1985: 69).

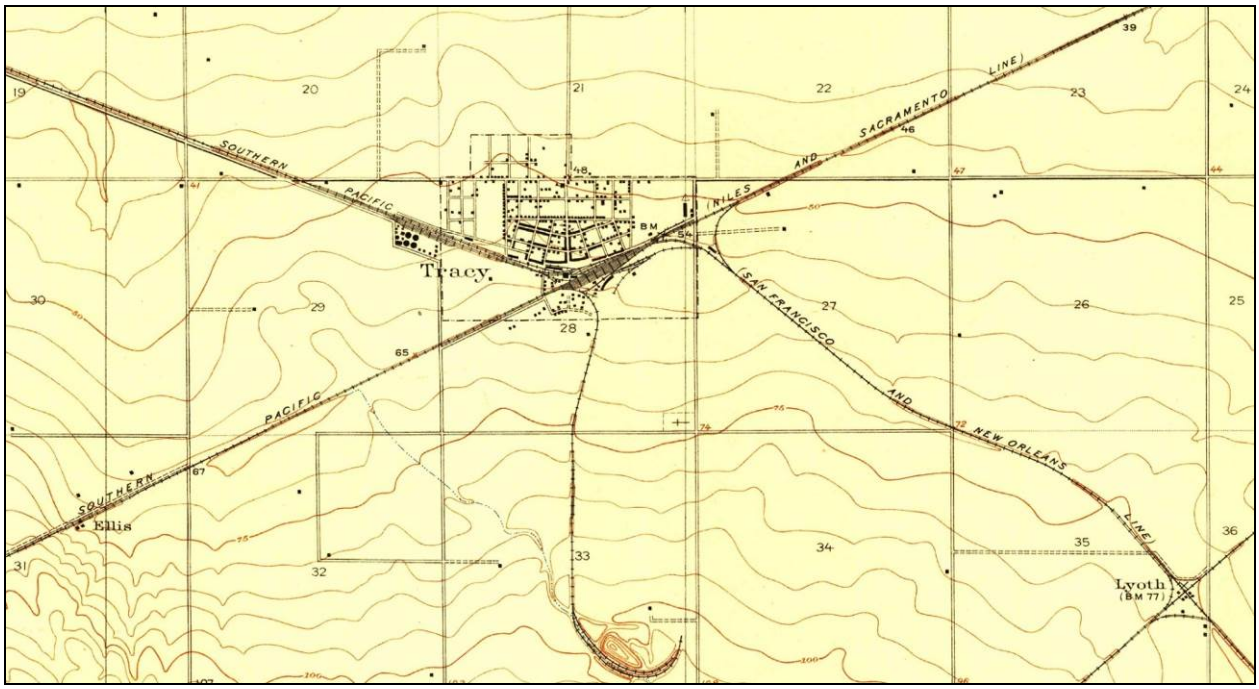


Figure 1: 1916 USGS map showing layout of the town of Tracy at the junction of two rail lines (USGS 1916).

Tracy quickly became an important railroad center for the transportation of goods and passengers throughout California. In 1894 SPRR moved its headquarters to Tracy from nearby Lathrop and constructed a new roundhouse in 1896 (Tracy Historical Museum 2019). Creation of an irrigation district in the early 1900s allowed Tracy become an agricultural center and capitalize on its rail infrastructure. Soon fields of barley, lima beans, sugar beets, and orchards appeared on formerly underutilized land. Sugar beets were planted for the Pacific Sugar Company processing plant constructed in 1917 on the north end of town. Around World War II, crops shifted in favor of tomatoes to supply the H.J. Heinz plant that was completed in 1946, and alfalfa grown for local dairies (Hillman and Covello 1985: 69-70, 81). Tracy remained an agricultural and commercial center for the surrounding farms and ranches until the 1950s when diesel engines replaced steam locomotives, and transportation of goods shifted from trains to trucks on improved roadways.

The SPRR built a new switching yard in 1962, just east of the original yard, to handle increased rail traffic. Once the new yard was completed some railroad related buildings were moved to other parts of town, but most of the buildings were demolished and tracks were ripped out, leaving large vacant lots in the center of town (*Tracy Press* 2010 Mar 20; UCSB 1957, 1972). The new switching yard was greatly reduced in scale and a number of the tracks were removed by the early 1990s (Google Earth Pro 1993 May).

Several early twentieth century state highways were important to the development and growth of the San Joaquin Valley and Tracy, including Interstates 5, 205, and 580. As part of the state highway system, a road connecting Oakland in the Bay Area with Stockton in the San Joaquin Valley was planned via Altamont Pass. In 1909, San Joaquin County paved a portion of this route near Tracy. In 1957, the Bureau of Public Roads approved plans for the North Tracy Bypass connecting I-5 and I-580 along the northern border of Tracy. Construction of the new I-205

freeway was completed and opened to traffic in 1970. Interstate-580, constructed during the 1960s, is an east-west route stretching from San Rafael in the Bay Area to I-5 near Tracy (California Highways 2019). These highways helped transform Tracy from a relatively isolated population center of only 8,400 residents in 1950 to nearly double the population in 1980 as growth from the Bay Area spread to the community. After a series of annexations and new construction, the city's population reached 83,000 in 2010 (Tracy Historical Museum 2019; California State Data Center 2012).

The Tracy Historic District was identified and recorded on a Historic Resources Inventory form in 1978. The district is concentrated in the oldest part of Tracy, on the original street grid, north of the former rail yard. The initial boundary was located between West and East Sixth streets on the south, East Street on the east, West Street on the west, and the alley between West and East 9th and 10th streets on the north. The 282 identified buildings within the district boundaries represented a concentration of Tracy's early commercial and residential building stock (Matthews 1978). Since the initial recordation, the building count has risen to 293 buildings, but the proportion of contributing buildings has fallen from 81 percent to 66 percent due to demolitions, and reclassifications from contributor to non-contributors, and vice-versa. Demolition of buildings on the West Sixth Street nearest to Central Avenue has also slightly changed the original boundary of the historic district (Napoli 2002).

Property History

This residence was constructed in 1925 on the east side of the Southern Pacific Railroad's spur track to a gravel pit south of town (**Figure 2**). Although the residence appears to have been constructed as a private residence, it was not depicted on any editions of the Sanborn Fire Insurance Maps because all of the land east of the spur track is labeled as "S.P. Shops Beyond" (San Joaquin County Assessor 2019; Sanborn 1921, 1945; San Joaquin County Recorder 1912). The 1930 census reported that 46-year old divorcee Mary Coleman was the tenant and rented a room to 45-year old Ichre Kanekuni who worked at the railroad roundhouse just north of the property (**Figure 3**) (U.S. Census 1930). Ms. Coleman, who worked as a housekeeper, lived in the residence until her death in 1943 and the property continued to be used as a rental property. The office and storage building was constructed between 1954 and 1957 and appears to have been used by the railroad in some capacity (U.S. Census 1940; FindAGrave.com 2019; USGS 1954; UCSB 1957).

The residence has continued to operate as a rental property, occupied by working-class tenants. In the 1970s Clifton Cox who was machine tool repairman at the Defense Depot and his wife Shirley lived in the residence and in the 1980 Albert Pitts who worked for City Garbage Disposal and his wife Mary were renters. The current owner purchased the property from a family member in 2017 and the residence is occupied by tenants (R.L. Polk 1970, 1981; San Joaquin County Assessor 2019).

After 1972, the office and storage building on the property appears to have been used as a container storage sale/storage site, but ceased operation by early 2017 (UCSB 1972; Google Earth Pro 1993 May, 2016 March, 2017 March).

Folk National Architecture

The Folk National style is generally characterized by a simple form lacking elaborate stylistic design or detailing. These modest houses were economical to build, had a flexible floor plan, and could accommodate a variety of roof forms, including pyramidal. The low cost, simplicity, and adaptability of this design type made it very popular throughout the United States; reaching California with the railroads after 1869 and continuing through the 1930s. Other typical characteristics of the type include unadorned one-over-one double-hung windows with porch variations that could include integral porches, full-width or small porch shelters (McAlester 2013: 134-138, 146-147).

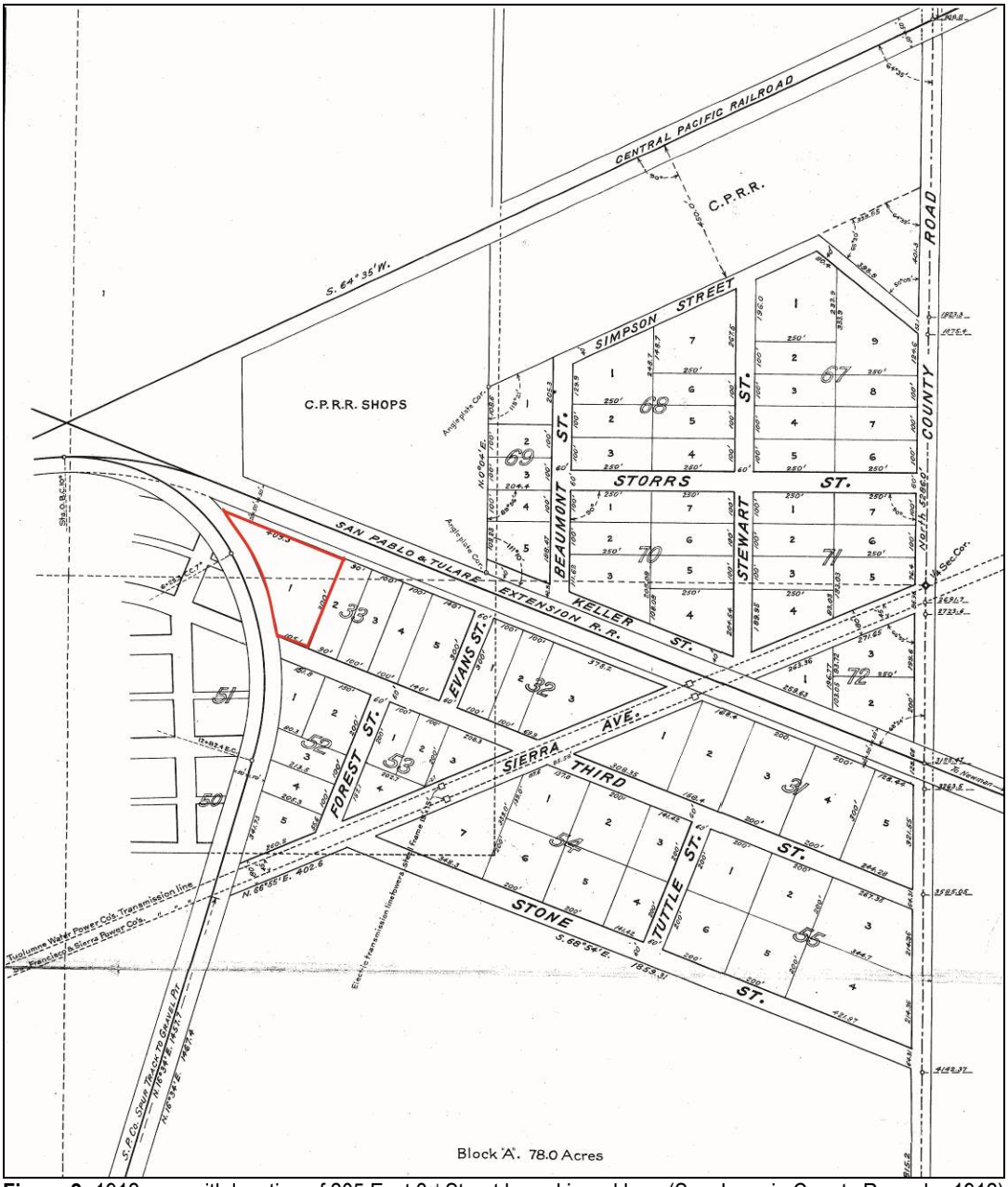


Figure 2: 1912 map with location of 205 East 3rd Street bound in red box. (San Joaquin County Recorder 1912).

Figure 3: 1957 aerial photograph with location of 205 East 3rd Street bound in red box. Note the SPRR roundhouse just north of the parcel and the office and storage building with a dividing fenceline (UCSB 1957).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property does not have important associations with significant historic events, patterns, or trends of development. This residence was constructed in 1925 and is not associated with Tracy's founding and research revealed no important association between this property and the context of residential development on a local, state, or national level or association with the railraod.

This property is not significant for any association with the lives of persons important to history (NRHP Criterion B / CRHR Criterion 2). Research did not reveal who commissioned construction of the residence. It does not appear that any of the tenants, including Mary Coleman, Clifton and/or Shirley Cox, or Albert and/or Mary Pits, made demonstrably important contributions to history at the local, state, or national level.

Under NRHP Criterion C or CRHR Criterion 3, this residence is not significant for possessing distinctive characteristics of a type, period, or method of construction. The residence is a modest, somewhat modified, example of the Folk National style, does not appear to be an important work of a master designer, nor does it embody the high artistic value that would merit listing in a national or state register under these criteria.

This property is not eligible under NRHP Criterion D / CRHR Criterion 4 as a source (or likely source) of important information regarding history. The residence was constructed using typical materials of the time, and does not have any likelihood of yielding important information about historic construction materials or technologies.

In addition to the building's lack of significance, it also has lost integrity of design, workmanship, and materials with the installation of replacement and resized windows. The property has lost integrity of setting because most of the railyard infrastructure and buildings have been removed after the yard was relocated in 1962. While the residence retains integrity of location, feeling, and association, the property lacks historical and architectural significance and does not meet the criteria for listing in the NRHP or CRHR.

***B12. References (continued):**

California Highways
2019 "Interstate 580." Available at https://www.cahighways.org/466-740.html#580 (Accessed February 2019).

California State Data Center
2012 "Historical Census Populations of California, Counties, and Incorporated Cities, 1850-2010. Available at http://www.dof.ca.gov/Reports/Demographic_Reports/documents/2010-1850_STCO_IncCities-FINAL.xls (Accessed February 2019). June 4.

FindAGrave.com
2019 "Mary Coleman." Available at https://www.findagrave.com/memorial/135887223# (Accessed February 2019).

Google Earth Pro
1993 205 East 3rd Street, Tracy, CA, 95376. May.
2016 205 East 3rd Street, Tracy, CA, 95376. March.
2017 205 East 3rd Street, Tracy, CA, 95376. March.

Google Street View
2007 205 East 3rd Street, Tracy, CA, 95376. July.

Hillman, R. and L. Covello
1985 *Cities & Towns of San Joaquin County Since 1847*. Fresno, CA: Panorama West Books.

Matthews, Nancy
1978 Historic Resources Inventory Form for "Tracy Historic District." P-39-002871.

McAlester, Virginia Savage
2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture.* New York: Alfred A. Knopf.

Napoli, Donald S.
2002 Department of Parks and Recreation (DPR) Sheets for "Tracy Historic District (Update)." P-39-002871. HRE 5376-0001-9999. Created for Windmiller, Ric and Napoli, Donald S. "Archaeological and Historic Building Inventory, Tract Multimodal Station Project, City of Tracy, San Joaquin Country, California." September 6.

R.L. Polk & Co.
1970 *Polk's Tracy City Directory 1970.* Monterey Park, CA: R. L. Polk & Co.
1981 *1981 Tracy City Directory.* Dallas, TX: R. L. Polk & Co.

Sanborn Map and Publishing Company
1921 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. November.
1945 Tracy, Cal. New York: Sanborn Map and Publishing Company, Limited. January.

San Joaquin County Assessor
2019 Parcel Number 235-120-01.

San Joaquin County Recorder
1912 "Amended Map of the City of Tracy, San Joaquin County, Cal. Showing Re-Subdivision of Blocks 31, 32, 33, 50, 51, 52, 53 & 54 of the Original Townsite, and additional Lots and Blocks lying in the E ½ of Sec. 28, T. 2S.-R.5E., M.D.M."

Tracy Historical Museum
2019 "Tracy History." Available at http://tracymuseum.org/tracy-history/ (Accessed February 2019).

Tracy Press
2010 "Tracing Tracy Territory: Solving the Case of the SP Depot." Available at http://www.goldenstatenewspapers.com /tracy_press/archives/tracing-tracy-territory-solving-the-case-of-the-sp-depot/article_42df7147-02ea-560e-ac04-746735656b8b.html (Accessed February 2019). Mar 20.

United States Geological Survey (USGS)
1916 *Tracy, Calif.* 1:31,680. Washington, D.C: United States Department of the Interior.
1954 *Tracy, Calif.* 1:24,000. Washington, D.C: United States Department of the Interior.

University of California Santa Barbara (UCSB) Library
1957 Aerial photography collection. Flight ID CAS-1957, Frame Tracy. June 1.
1972 Aerial photography collection. Flight ID CAS_3390, Frame 18. September 8.

U.S. Census
1930 Population Schedule, California, San Joaquin County, Tulare Township, Tracy City, Enumeration Dist. No. 39-84, Supervisor's Dist. No. 9, Sheet 20B.
1940 Population Schedule, California, San Joaquin County, Tracy City, Supervisor's Dist. No. 3, Enumeration Dist. No. 39-99, Sheet 61A.

P5a. Photographs (continued):

Photograph 2. South side of 205 East 3rd Street, Google Street View camera facing north, March 2015.

Photograph 3. South and east sides of office and storage building, camera facing northwest, February 7, 2019.

Photograph 4. Southwest corner of parcel near the former gravel pit railroad spur track, camera facing northeast, February 7, 2019.

Photograph 5. Privacy fence along the western parcel boundary next to the former gravel pit railroad spur track, Google Street View camera facing southeast (Google Street View 2015 March).

Photograph 6. Northwest corner of parcel near the former gravel pit railroad spur track, camera facing north, February 7, 2019.

APPENDIX C

Built Environment Summary Table

Table C. Built Environmental Summary Table
(Table includes all historic-period properties identified in the CEQA Study Area)

	Map ID#[a]	Project Segment	Property/ Resource Identifier	Address / Property Name or Type and Description	City, County	Year Built	Previous CHR Status Code (Year)	Newly Assigned CHR Status Code	Applicable Criteria	Documentation
1	01	Tri-Valley	P-01-002204; P-01-002205	487 E Airway Blvd / Gandolfo Ranch	Livermore, Alameda County	1885-1950	2S2 (2001)	2S2	NRHP A, C CRHR 1, 3 ACRHR A, C	DPR 523L update
2	02	Tri-Valley	P-01-011636	3680 Las Colinas Rd / Vidalin House; Schenone House	Livermore, Alameda County	1915	6Z (1991)[b]	6Z	N/A	DPR 523L update
3	03	Tri-Valley	101 Greenville Rd	101 Greenville Rd / commercial buildings	Livermore, Alameda County	1966; 1993-2014	N/A	6Z	N/A	New DPR 523 forms
4	04	Tri-Valley & Altamont	P-01-002190	WPRR railroad alignment	Alameda County	circa 1909	3S, 3CS, 5S2 (2017); 7 (2005); 3S (1998)[b]	3S, 3CS, 5S3	NRHP A CRHR 1 ACRHR A	DPR 523L update
5	04a	Tri-Valley	Caltrans Bridge No. 33C0013	Altamont Pass Road UP on WPRR railroad alignment	Alameda County	1908, 1919	5S1 (2005)	3S, 3CS, 5S1	NRHP A CRHR 1 ACRHR A	DPR 523L update
6	04b	Altamont	P-01-010671; Caltrans Bridge No. 33C0109	Altamont Pass Road UP on WPRR railroad alignment	Alameda County	1907, 1915	6Z (1998); 5S1 (2005)	3S, 3CS, 5S1	NRHP A CRHR 1 ACRHR A	DPR 523L update
7	05	Tri-Valley & Altamont	P-01-001783; CA-ALA-000623H	SPRR Grade	Alameda County	circa 1869	6Y (1999) 7R (2009)	3S, 3CS, 5S3	NRHP A, C CRHR 1, 3 ACRHR A, C	DPR 523L update

	Map ID#[a]	Project Segment	Property/ Resource Identifier	Address / Property Name or Type and Description	City, County	Year Built	Previous CHR Status Code (Year)	Newly Assigned CHR Status Code	Applicable Criteria	Documentation
8	06	Altamont	Altamont	Former settlement of Altamont	Altamont, Alameda County	1869- circa 1949	N/A	6Z	N/A	New DPR 523 forms
9	07	Altamont	P-39-000090	California Aqueduct	Tracy, San Joaquin County	1960-1974	2S2 (2012)[b]	2S2	NRHP A, C, Criterion Consideration G CRHR 1, 3	DPR 523L update
10	08	Altamont	26603 Hansen Rd	26603 Hansen Rd / rural residence	Tracy, San Joaquin County	1973; 2013-2018	N/A	6Z	N/A	New DPR 523 forms
11	09	Altamont	P-39-000089	Delta-Mendota Canal	Tracy, San Joaquin County	1952	3D (2009)[b]	3B, 3CB	NRHP A	DPR 523L update
12	10	Altamont	15178-15580 W Schulte Rd	15178-15580 W Schulte Rd / former FAA transmitter	Tracy, San Joaquin County	1961-1962	N/A	6Z	N/A	New DPR 523 forms
13	11	Altamont	14700 W Schulte Rd	14700 W Schulte Rd / Owens-Illinois Glass Co. plant	Tracy, San Joaquin County	1961-1962	N/A	6Z	N/A	New DPR 523 forms
14	12	Altamont	P-39-004288	1-mile-long segment of abandoned telegraph poles in SPRR ROW	Tracy, San Joaquin County	1869-circa 1970	6Z	Demolished (6Z)	N/A	Demolished (DPR 523L update)
15	13	Tracy to Lathrop	P-39-002871; HRI 5376-0001-9999	Tracy Historic District	Tracy, San Joaquin County	1890-1930	3D (2002)	3S, 3CS (2017)	NRHP C CRHR 3	Adequate existing documentation

	Map ID#[a]	Project Segment	Property/ Resource Identifier	Address / Property Name or Type and Description	City, County	Year Built	Previous CHR Status Code (Year)	Newly Assigned CHR Status Code	Applicable Criteria	Documentation
16	14	Tracy to Lathrop	P-39-000505	47 W 6th St / West Side Bank	Tracy, San Joaquin County	1910	1S (1978)	1S, 3D (2017)	NRHP A, C CRHR 1, 3	Adequate existing documentation
17	15	Tracy to Lathrop	77 W 6th St	77 W 6th St / residence	Tracy, San Joaquin County	1900	3S; 3CS (2017)	3S, 3CS (2017)	NRHP C CRHR 3	Adequate existing documentation
18	16	Tracy to Lathrop	28 W 4th St	28 W 4th St / residence	Tracy, San Joaquin County	1935	N/A	6Z	N/A	New DPR 523 forms
19	17	Tracy to Lathrop	24 W 4th St	24 W 4th St / residence	Tracy, San Joaquin County	circa 1890-1900	N/A	6Z	N/A	New DPR 523 forms
20	18	Tracy to Lathrop	22 W 4th St	22 W 4th St / residence	Tracy, San Joaquin County	1915; 1972-1993; 1980-1981	N/A	6Z	N/A	New DPR 523 forms
21	19	Tracy to Lathrop	16 W 4th St	16 W 4th St / residence	Tracy, San Joaquin County	circa 1915-1920	N/A	6Z	N/A	New DPR 523 forms
22	20	Tracy to Lathrop	P-39-004353	10 E 4th Street / residence	Tracy, San Joaquin County	circa 1920	6Z (2002)[b]	6Z	N/A	DPR 523L update
23	21	Tracy to Lathrop	20 E 4th St	20 E 4th St / residence	Tracy, San Joaquin County	1966	N/A	6Z	N/A	New DPR 523 forms
24	22	Tracy to Lathrop	24 & 26 E 4th St	24 & 26 E 4th St / residence	Tracy, San Joaquin County	1970-1972	N/A	6Z	N/A	New DPR 523 forms

	Map ID#[a]	Project Segment	Property/ Resource Identifier	Address / Property Name or Type and Description	City, County	Year Built	Previous CHR Status Code (Year)	Newly Assigned CHR Status Code	Applicable Criteria	Documentation
25	23	Tracy to Lathrop	34-36 E 4th St	34-36 E 4th St / residence	Tracy, San Joaquin County	1940-1945; 1945-1957; post -1972	N/A	6Z	N/A	New DPR 523 forms
26	24	Tracy to Lathrop	50 & 52 E 4th St	50 & 52 E 4th St / residence	Tracy, San Joaquin County	1963-1965; post-1972; 1945-1957	N/A	6Z	N/A	New DPR 523 forms
27	25	Tracy to Lathrop	P-39-000002	Section of SPRR	San Joaquin County	circa 1884	6Y (2008)	6Z (2017), 7N[c]	N/A	Adequate existing documentation
28	26	Tracy to Lathrop	P-39-005084	Paradise Cut Levee	San Joaquin County	Late nineteenth century	6Z (2017)[b]	6Z (2017)	N/A	Adequate existing documentation
29	27	Tracy to Lathrop	P-39-000002; P-39-000548	19010 S Manthey Rd / Mossdale Railroad Bridge; Warren Truss vertical lift bridge, site of completion of Pacific Railroad	Lathrop, San Joaquin	1869, 1946	Bridge = 3CS (2002) Site = 1CL CHL 780-7	3S, 3CS (2017)	NRHP A, C CRHR 1, 3	Adequate existing documentation
30	28	Tracy to Lathrop	18800 Queirolo Rd	18800 Queirolo Rd / residence	Lathrop, San Joaquin County	1952-1957	N/A	6Z	N/A	New DPR 523 forms
31	29	Tracy to Lathrop	P-39-000612; various	Sharpe Army Depot	Lathrop, San Joaquin County	1942-1960	7N (unknown)	6Z (2017)	N/A	Adequate existing documentation
32	30	Tri-Valley	5281 Southfront Road	5281 Southfront Road / Residence and outbuildings	Livermore, Alameda County	1947-1958	N/A	6Z	N/A	New DPR 523 forms

	Map ID#[a]	Project Segment	Property/ Resource Identifier	Address / Property Name or Type and Description	City, County	Year Built	Previous CHR Status Code (Year)	Newly Assigned CHR Status Code	Applicable Criteria	Documentation
33	32	Tracy to Lathrop	205 E 3rd Street	205 E 3rd St / residence	Tracy, San Joaquin County	1925	N/A	6Z	N/A	New DPR 523 forms

NOTES: [a]The properties are generally listed geographically from west to east; Map ID# correspond to Figure 2 in Appendix A. (Because the Valley Link project description was revised after this study was initiated, properties have been added from the study population and Map ID# are not always numerically sequential.) Map ID # 31 was dropped from the study after changes to the Proposed Project design in 2020.

[b] Not listed in CHRIS list. Status Code and Year from previous recordations.

[c] Recording and evaluating the SPRR as a single, continuous, resource is beyond the scope of this Project.

ACRHR = Alameda County Register of Historical Resources

Caltrans = California Department of Transportation

CHL = California Historical Landmark

CHR = California Historical Resource

CRHR = California Register of Historical Resources

DPR = Department of Parks and Recreation

FAA = Federal Aviation Administration

NRHP = National Register of Historic Places

SPRR = Southern Pacific Railroad

ROW = right-of-way

UP = Underpass

WPRR = Western Pacific Railroad

California Historical Resource Status Codes (OHP 2003)

1CL = Automatically listed in the CRHR – Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing the by State Historical Resources Commission.

1S = Individual property listed in the NRHP by the Keeper. Listed in the CRHR.

2S2 = Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the CR.

3B = Appears eligible for NRHP both individually and as a contributor to a NRHP-eligible district through survey evaluation.

3CB = Appears eligible for the CRHR both individually and as a contributor to a CRHR-eligible district through survey evaluation.

3D = Appears eligible for NRHP as a contributor to a NRHP eligible district through survey evaluation.

Map ID#[a]	Project Segment	Property/ Resource Identifier	Address / Property Name or Type and Description	City, County	Year Built	Previous CHR Status Code (Year)	Newly Assigned CHR Status Code	Applicable Criteria	Documentation

3S = Appears eligible for NRHP as an individual property through survey evaluation.

3CS = Appears eligible for CRHR as an individual property 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 individually eligible for local listing or designation through survey evaluation.

6Y = Determined ineligible for NRHP by consensus through Section 106 process – not evaluated for CRHR or local listing.

6Z = Found ineligible for NRHP, CRHR, or Local designation through survey evaluation.

7 = Not evaluated for NRHP or CRHR or Needs Re-evaluation

7R = Identified at Reconnaissance Level Survey: Not evaluated

7N = Needs to be reevaluated.

Appendix O

Supporting Archeological Resources Information

Correspondence with California Native American Tribes

Local Government Tribal Consultation List Request

Native American Heritage Commission
1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

☑ **CEQA Tribal Consultation List (AB 52)** – ***Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2***

☐ **General Plan (SB 18)** - ***Per Government Code § 65352.3.***

Local Action Type:

☐ **General Plan** ☐ **General Plan Element** ☐ **General Plan Amendment**

☐ **Specific Plan** ☐ **Specific Plan Amendment** ☐ **Pre-planning Outreach Activity**

Required Information

Project Title: Valley Link

Local Government/Lead Agency: Tri-Valley - San Joaquin Valley Regional Rail Authority

Contact Person: Lily Arias

Street Address: 201 Mission Street, Suite 1500

City: San Francisco, CA **Zip:** 94105

Phone: 415.677.7132 **Fax:** --

Email: Lily.Arias@icf.com

Specific Area Subject to Proposed Action

County: Alameda and San Joaquin Counties **City/Community:** Multiple, see attached map

Project Description:

This project will connect Northern San Joaquin County communities to the Tri-Valley and Bay Area Rapid Transit (BART) through frequent and fast rail service via the route of the historic Transcontinental Railroad right-of-way though the Altamont Pass.

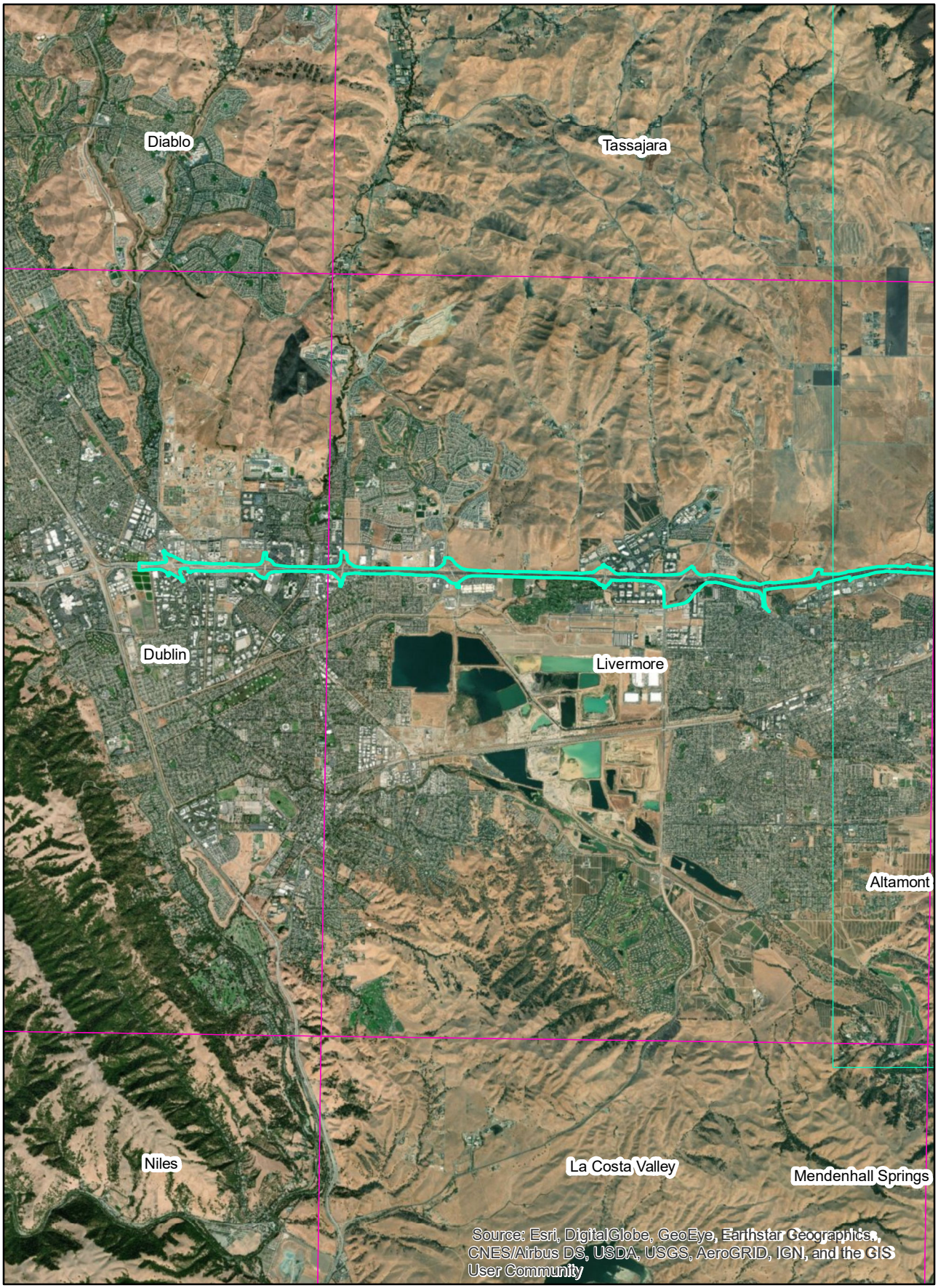
For additional information about the Project description, including the location of Project elements, please review the attached NOP. The NOP includes a map of the Project.

Additional Request

☑ **Sacred Lands File Search** - ***Required Information:***

USGS Quadrangle Name(s): Dublin, Livermore, Altamont, Midway, Tracy, Union Island, Lathrop
Stockton West

Township: Multiple **Range:** Multiple **Section(s):** Multiple



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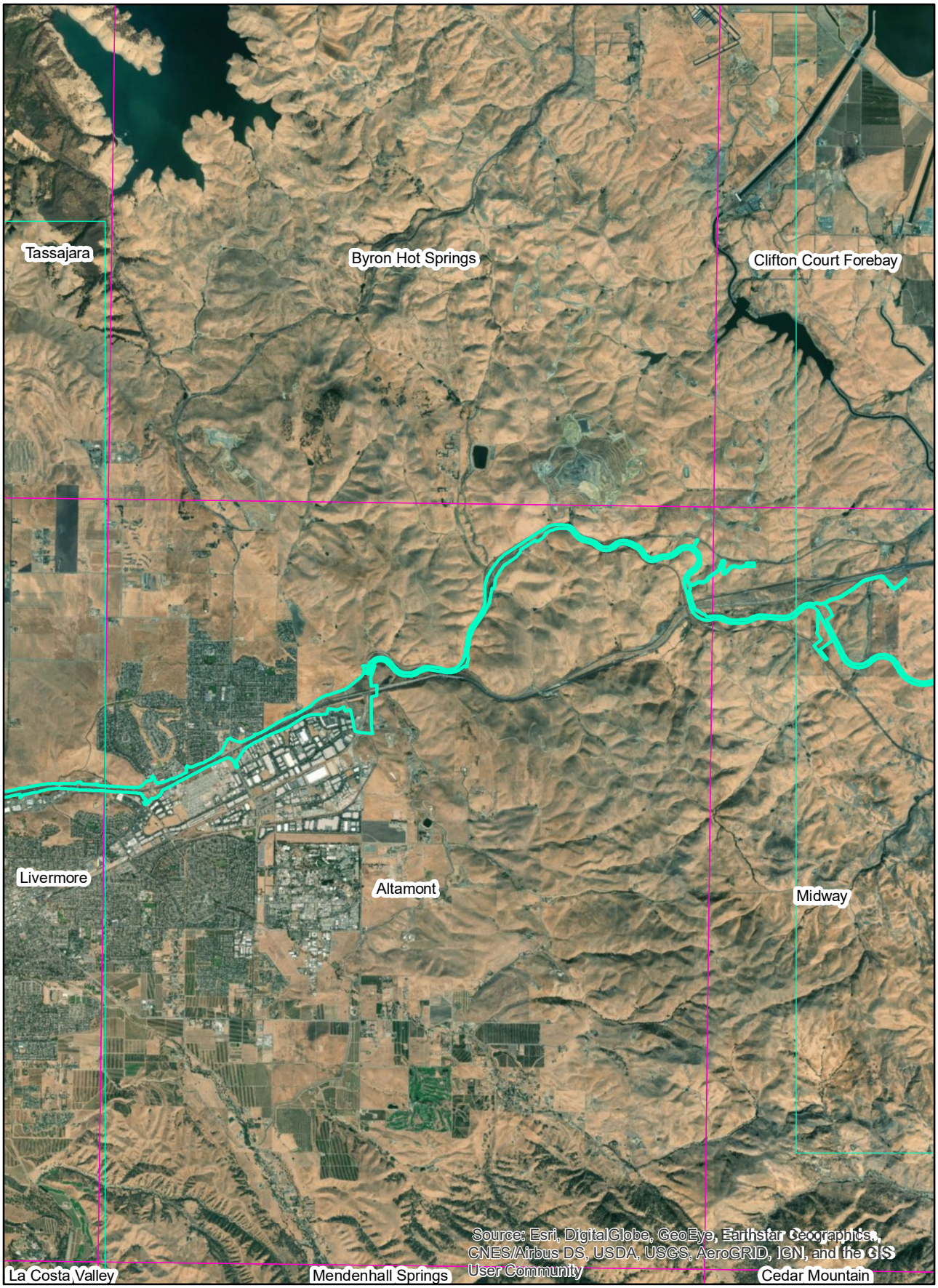
N

Valley Link Project



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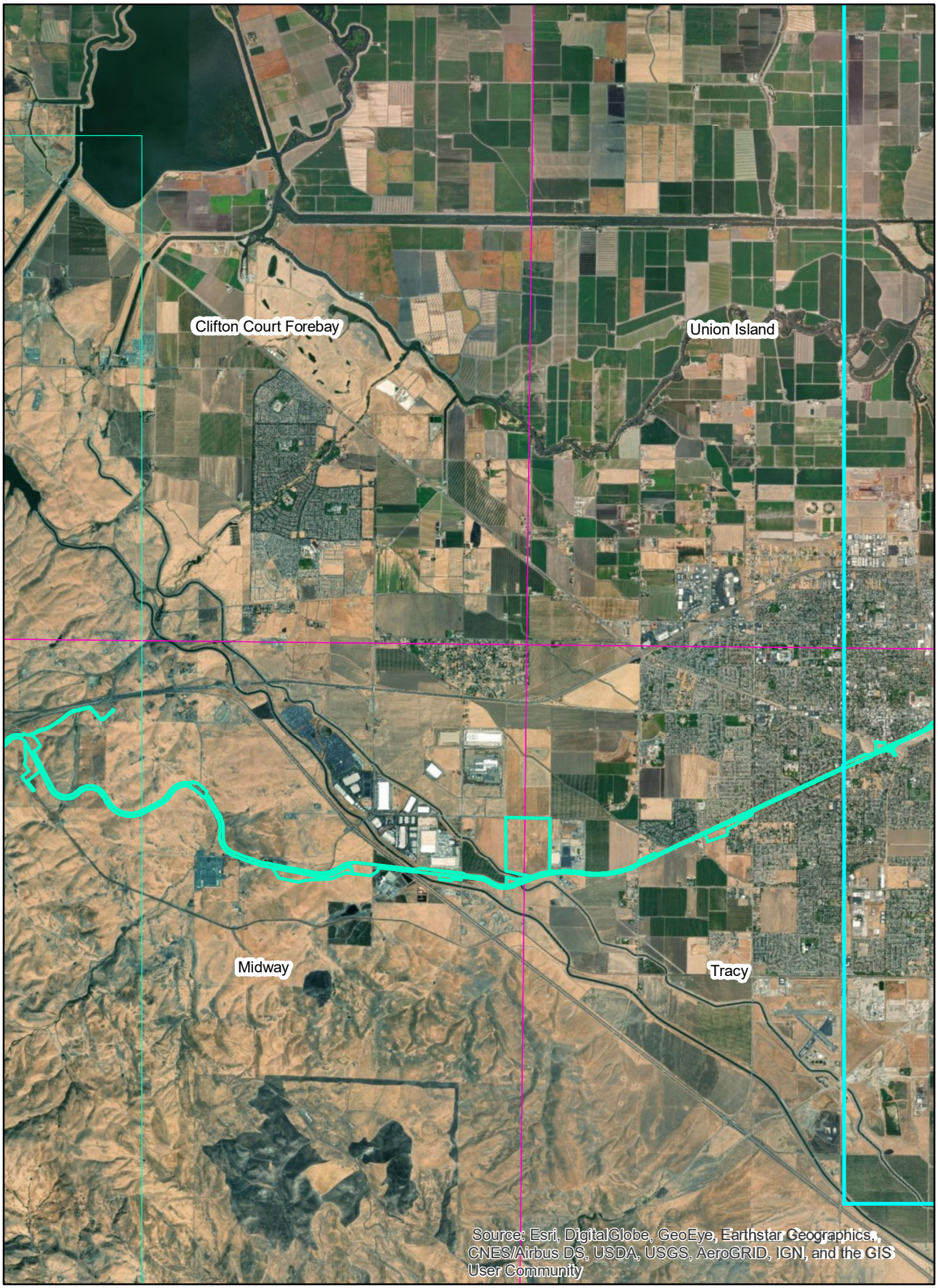
Valley Link Project



0 0.5 1 Miles

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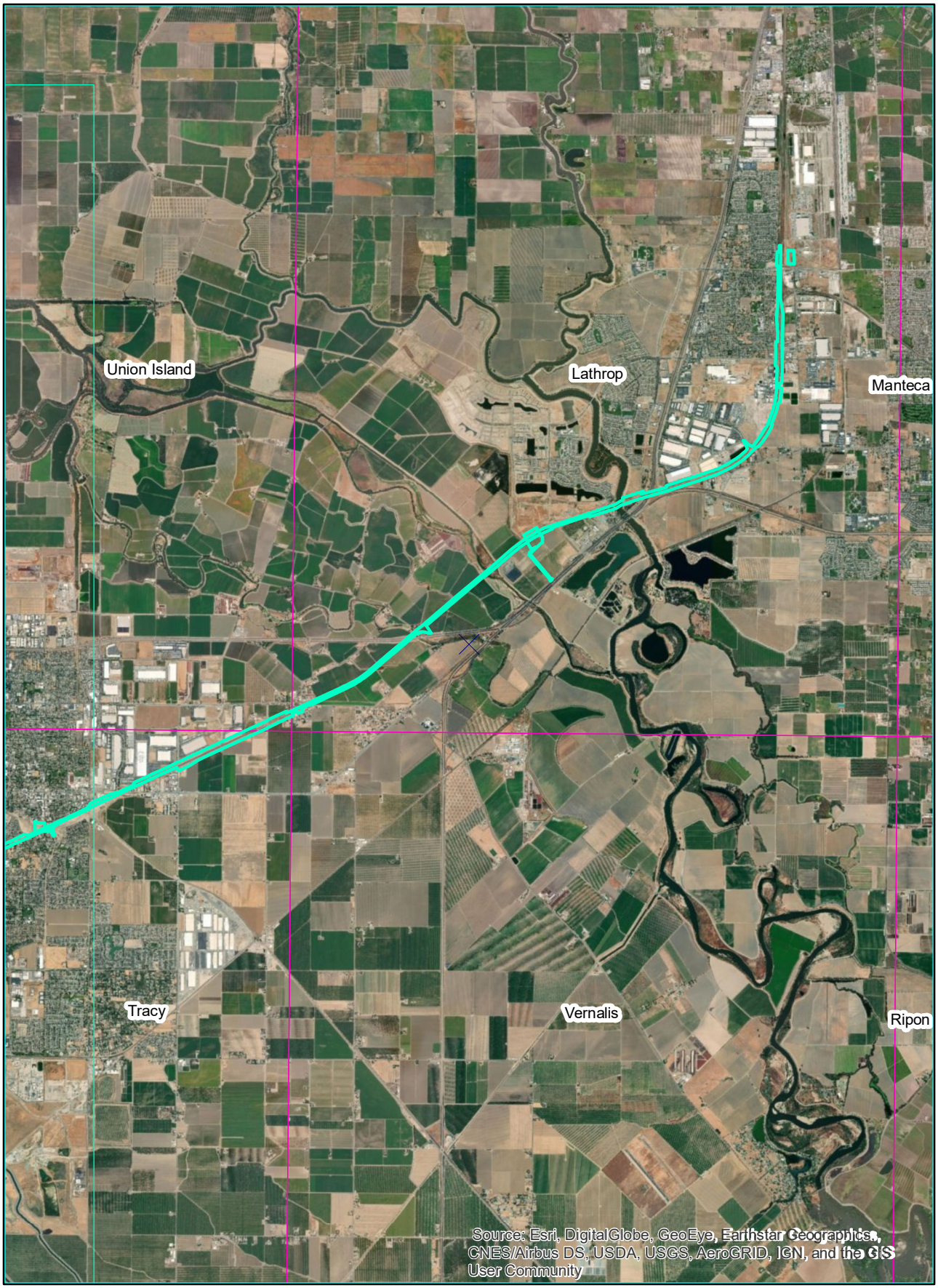
Valley Link Project



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Valley Link Project

NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
Valley Link Rail Project
SCOPING PERIOD: SEPTEMBER 13, 2018 – OCTOBER 15, 2018

DATE: September 13, 2018
TO: Agencies, Organizations, and Interested Parties
FROM: Tri-Valley – San Joaquin Valley Regional Rail Authority
SUBJECT: Notice of Preparation of an Environmental Impact Report (EIR)

NOTICE IS HEREBY GIVEN that the Tri-Valley – San Joaquin Valley Regional Rail Authority (Authority) intends to prepare an Environmental Impact Report (EIR), consistent with requirements under the California Environmental Quality Act (CEQA). The purpose of the EIR is to evaluate the environmental issues associated with the proposed improvements included in the Valley Link Rail Project. The Authority will serve as the lead agency under CEQA for the EIR.

The purpose of this Notice of Preparation (NOP) is to notify agencies, organizations, and individuals that the Authority plans to prepare the EIR and to request input on the scope of the environmental analysis to be performed and the alternatives to be considered. From public agencies, we are inviting comments on the scope and context of the environmental information that is germane to each agency's statutory responsibilities with regard to the proposed project. We are also requesting interested individuals' or organizations' views on the scope of the environmental document.

A. Scoping Period

Written responses and comments on the scope of the Valley Link Rail Project will be accepted until 5:00 PM on Monday, October 15, 2018. Please send written comments to:

Tri-Valley – San Joaquin Valley Regional Rail Authority
Attn: Valley Link Rail Project
1362 Rutan Court, Suite 100
Livermore, CA 94551

Your comments may also be sent by email to info@valleylinkrail.com. Please include "Valley Link Project" in the subject heading.

Public scoping meetings are scheduled at the time and date listed below.

B. Scoping Meetings

Public scoping meetings will be held for the project at the following locations:

Tuesday, October 2nd from 6:00-8:00 p.m. Open House
Robert Livermore Community Center - 4444 East Livermore Avenue, Livermore, CA

Wednesday, October 3rd from 6:00-8:00 p.m. Open House
Tracy City Hall Lobby - 333 Civic Center Plaza, Tracy, CA

The scoping meetings will provide an opportunity for the lead agency to provide further details on the project and to give interested agencies, organizations, and individuals an opportunity to comment on the scope and content of the EIR.

C. Project History

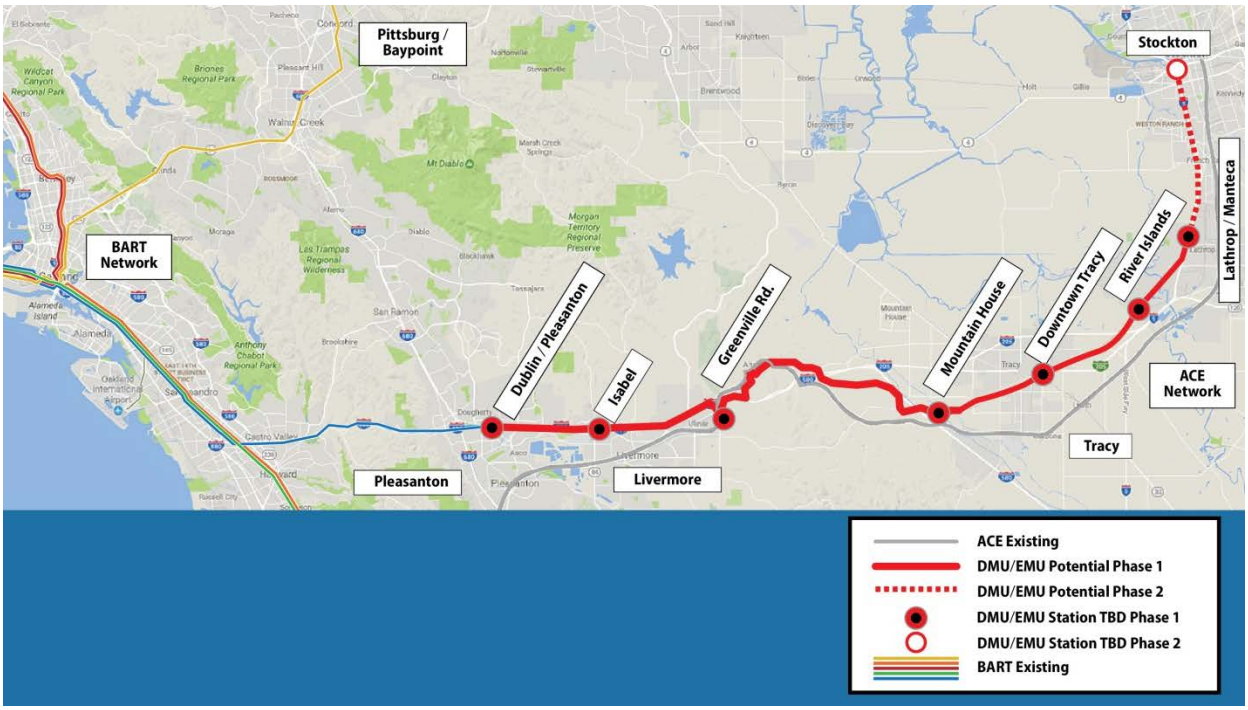
In the Bay Area and surrounding Northern California megaregion, the greatest daily commute flow is between the Northern San Joaquin Valley and the Bay Area, with an average of more than 82,000 daily trips recorded in 2016. This number is projected to continue to increase as the Bay Area produces six jobs for every one new housing unit; cities in the Northern San Joaquin Valley such as Manteca, Livermore, Tracy, and Stockton continue to grow; and traffic over the already-congested Altamont Pass increases by a projected 60 percent between 2013 and 2040.

To address this issue, the Tri-Valley – San Joaquin Valley Regional Rail Authority was formed through California State Assembly Bill 758 in October of 2017. With a governing board made up of representatives from fifteen cities, counties, and agencies in the region, the Authority was empowered by the State Legislature to plan, design, procure, and construct facilities to achieve “transit connectivity” between the Tri Valley and San Joaquin Valley through the Valley Link project.

D. Project Location

As shown in the Project Location Map, the project spans Alameda and San Joaquin Counties. Project improvements would provide rail service from the existing Dublin/Pleasanton BART Station to the approved ACE North Lathrop Station. The alignment would be located within the I-580 freeway median through Dublin, Pleasanton, and Livermore; follow the Alameda County Transportation Corridor (formerly the Southern Pacific line) over the Altamont Hills; and then follow along existing rail lines through Tracy to Lathrop and Stockton.

Project Location Map



E. Project Goals

The goals of the project as adopted by the Authority on July 25, 2018 are below:

- Rail connectivity between the Bay Area Rapid Transit District's rapid transit system and the Altamont Corridor Express commuter service in the Tri-Valley.
- Project implementation that is fast, cost-effective and responsive to the goals and objectives of the communities it will serve.
- Improved connectivity within the Bay Area Megaregion: connection people, jobs and housing.
- Supports the vision of the California State Rail Plan to connect the Northern California Megaregion to the State rail system.

The project contains both Phase I and Phase II improvements. The Phase I improvements will be analyzed at a project level of detail based on preliminary engineering and Phase II improvements are analyzed at a programmatic, more conceptual level of detail because only conceptual engineering has been completed at this time.[1]

[1] CEQA permits the use of a tiered process for environmental review. The first tier is a program-level analysis of an entire program of improvements which comprehensively reviews the environmental impacts of a program as a whole at a broad conceptual level of analysis including cumulative impacts. The second tier is a project-level analysis conducted for specific improvements that are sufficiently designed to allow for a detailed analysis and the identification and disclosure of project-level environmental impacts. Improvements that are analyzed at a program level of review would subsequently be reviewed at the project level before they can be approved at a project level and constructed.

Overview of Phase I Improvements

Phase I improvements that are part of the project consist of the following:

- Construction of a new connecting platform at the existing Dublin/Pleasanton BART Station
- New platforms, parking, pedestrian facilities, and other improvements at new stations at Isabel, Greenville Road, Mountain House\West Tracy, Downtown Tracy, River Islands, and North Lathrop
- Rail infrastructure
    - New rail alignment within the I-580 freeway median through Dublin, Pleasanton, and Livermore;
    - Restoration of rail in Alameda County Transportation Corridor (formerly the Southern Pacific line) over the Altamont Hills;
    - Upgrades of existing trick and/or new rail alignments in or along existing rail ROW from west of Tracy to Lathrop.

Overview of Phase II Improvements

Phase II improvements that are part of the project consist of the following:

- New platforms, parking, pedestrian facilities, and other improvements at new infill stations at South Front Street, Grant Line Road and Ellis
- Rail infrastructure
    - Upgrades of existing track and/or new rail alignments in or along existing rail ROW from Lathrop to Stockton.

F. Potential Environmental Effects

The lead agency has initially determined that the following topics will be included for evaluation in the EIR: Aesthetics, Agricultural Resources, Air Quality, Biological Resources, Cultural Resources, Energy, Geology and Soils, Greenhouse Gas Emissions, Hazardous Materials, Hydrology and Water Quality, Land Use and Planning, Noise and Vibration, Population and Housing, Public Services, Recreation, Safety and Security, Transportation and Traffic, and Utilities and Service Systems. The EIR will consider both temporary construction-period and permanent impacts. The EIR will also include a cumulative impact analysis of the impacts of the project in combination with other planned railway projects, transportation improvements, and land use plans and projects in the various cities along the project corridor.

The Authority is seeking comments from agencies, stakeholders, and the public regarding the environmental effects and potential alternatives to be analyzed in the EIR.

G. Alternatives

As required by CEQA, the EIR will consider a reasonable range of alternatives in addition to the proposed project. At a minimum, the following alternatives will be considered in the EIR:

1. No build

2. Build – Project level
    a. Technology alternatives
        1) Diesel Multiple Unit (DMU)
        2) Diesel/Electric Hybrid Multiple Unit
        3) Locomotive Haul for Union Pacific Railroad (UPRR)
    b. Station alternatives
        1) Greenville Station – North or south of I-580
        2) West Tracy/Mountain House – West of I-580 or East of I-580
    c. Alignment alternatives
        1) UPRR right-of-way (ROW) from West Tracy to Lathrop
        2) Alignment alternative to UPRR ROW from West Tracy to Lathrop
3. Build – Program level
    a. Infill Station Alternatives
        1) South Front
        2) Ellis Historical
        3) Grant Line Road
    b. Alignment alternatives
        1) UPRR right-of-way (ROW) from Lathrop to Stockton
        2) Alignment alternative to UPRR ROW from Lathrop to Stockton

The Authority is seeking comments from agencies, stakeholders, and the public regarding feasible alternatives for evaluation in the EIR. After consideration of input from project scoping and development of environmental analysis of the proposed project, the Authority will consider the need for analysis of additional alternatives. Only alternatives that are feasible, meet the project purpose and need, and reduce one or more significant environmental impacts of the proposed project will be analyzed in detail. Alternatives that are infeasible, that do not meet the project purpose and need, or that do not reduce one of more significant environmental impacts of the proposed project will be discussed in the EIR but will not be analyzed in detailed as allowed by the requirements of CEQA.

Native American Heritage Commission
Native American Contacts List
1/3/2019

Buena Vista Rancheria of Me-Wuk Indians
Rhonda Morningstar Pope, Chairperson
1418 20th Street, Suite 200 — Me-Wuk / Miwok
Sacramento ,CA 95811
rhonda@buenavistatribe.com
(916) 491-0011 Office
(916) 491-0012 Fax

California Valley Miwok Tribe
4620 Shippee Lane — Miwok
Stockton ,CA 95212
(209) 931-4567 Office
(209) 931-4333 Fax

California Valley Miwok Tribe
AKA Sheep Rancheria of Me-Wuk Indians of Ca
P.O. Box 395 — Miwok
West Point ,CA 95255
l.ewilson@yahoo.com
(209) 293-4179 Office

Ione Band of Miwok Indians
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P.O. Box 699 — Miwok
Plymouth ,CA 95669
sara@ionemiwok.net
(209) 245-5800 Office
(209) 245-6377 Fax

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717 — Ohlone/Costanoan
Linden ,CA 95236 — Northern Valley Yokuts
canutes@verizon.net — Bay Miwok
(209) 887-3415

United Auburn Indian Community of the Auburn Rancheria
Gene Whitehouse, Chairperson
10720 Indian Hill Road — Maidu
Auburn ,CA 95603 — Miwok
(530) 883-2390 Office
(530) 883-2380 Fax

Wilton Rancheria
Raymond Hitchcock, Chairperson
9728 Kent Street — Miwok
Elk Grove ,CA 95624
rhitchcock@wiltonrancheria-nsn.gov
(916) 683-6000 Office
(916) 683-6015 Fax

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes for the proposed:
Valley Link Project, San Joaquin County.

Native American Heritage Commission
Native American Contacts List
1/3/2019

Amah MutsunTribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road — Ohlone/Costanoan
Woodside ,CA 94062
amahmutsuntribal@gmail.com
(650) 851-7489 Cell
(650) 332-1526 Fax

Costanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
244 E. 1st Street — Ohlone/Costanoan
Pomona ,CA 91766
rumsen@aol.com
(909) 524-8041 Cell
(909) 629-6081

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
P.O. Box 28 — Ohlone/Costanoan
Hollister ,CA 95024
ams@indiancanyon.org
(831) 637-4238

Muwekma Ohlone Indian Tribe of the SF Bay Area
Charlene Nijmeh, Chairperson
20885 Redwood Road, Suite 232 — Ohlone / Costanoan
Castro Valley ,CA 94546
cnihmeh@muwekma.org
(408) 464-2892
(408) 205-9714

North Valley Yokuts Tribe
Katherine Erolinda Perez, Chairperson
P.O. Box 717 — Ohlone/Costanoan
Linden ,CA 95236 — Northern Valley Yokuts
canutes@verizon.net — Bay Miwok
(209) 887-3415

The Ohlone Indian Tribe
Andrew Galvan
P.O. Box 3388 — Ohlone/Costanoan
Fremont ,CA 94539 — Bay Miwok
chochenyo@AOL.com — Plains Miwok
(510) 882-0527 Cell — Patwin
(510) 687-9393 Fax

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native American Tribes for the proposed:
Valley Link Project, Alameda County.

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Tony Cerda, Chairperson
Costanoan Rumsen Carmel Tribe
244 E. 1st Street
Pomona, CA 91766

Subject: Valley Link Project

Dear Mr. Cerda,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

As shown in the enclosed map, the Project area extends across both Alameda and San Joaquin Counties and several USGS quadrangles between the Dublin-Pleasanton BART Station and the planned ACE North Lathrop Station.

Construction and operation of project activities require analysis under the California Environmental Quality Act (CEQA).

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1362 Rutan Court, Suite 100, Livermore, CA 94551
(925) 455-7564 • mtree@valleylinkrail.com

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On behalf of the Authority, ICF would like to provide you with an opportunity to communicate concerns you might have regarding places within the Project area that may be important to your community. The Authority requests your participation in the identification and protection of cultural resources, sacred lands or other heritage sites within the above described Project area with the understanding that you or other members of the community might possess specialized knowledge of the area.

If you have any questions, please feel free to reach out to our point of contact for cultural resources:

Lily Arias, M.A.
ICF
201 Mission Street, 1500
San Francisco, CA
415.677.7132
Lily.Arias@icf.com

Sincerely,

Michael Tree, Executive Director
Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Ann Marie Sayers, Chairperson
Indian Canyon Mutsun Band of Costanoan
PO Box 28
Hollister, CA 95024

Subject: Valley Link Project

Dear Ms. Sayers,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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Sincerely,

Michael Tree, Executive Director
Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Irenne Zwierlein, Chairperson
Amah Mutsun Tribal Band of Mission San Juan Bautista
789 Canada
Woodside, CA 94062

Subject: **Valley Link Project**

Dear Ms. Zwierlein,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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Michael Tree, Executive Director
Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Andrew Galvan
The Ohlone Indian Tribe
PO Box 3388
Fremont, CA 94539

Subject: Valley Link Project

Dear Mr. Galvan,

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Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Charlene Nijmeh, Chairperson
Mukwema Ohlone Indian Tribe of the SF Bay Area
20885 Redwood Road, Suite 232
Castro Valley, CA 94546

Subject: **Valley Link Project**

Dear Mr. Nijmeh,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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ICF requested a search of the Native American Heritage Commission (NAHC) sacred lands database, which identified a sacred site, located on the Dublin 7.5-minute series topographic quadrangle.

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Sincerely,

Michael Tree, Executive Director
Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Rhonda Morningstar Pope, Chairperson
Buena Vista Rancheria of Me-Wuk Indians
1418 20th Street, Suite 200
Sacramento, CA 95811

Subject: Valley Link Project

Dear Ms. Morningstar Pope,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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Sincerely,

Michael Tree, Executive Director
Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

California Valley Miwok Tribe
4620 Shippee Lane
Stockton, CA 95212

Subject: Valley Link Project

Dear California Valley Miwok Tribe,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Sheep Rancheria of Me-Wuk Indians of California
California Valley Miwok Tribe
PO Box 395
West Point, CA 95255

Subject: Valley Link Project

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Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Sara Dutschke Setchwaelo, Chairperson
Ione Band of Miwok Indians
PO Box 699
Plymouth, CA 95669

Subject: Valley Link Project

Dear Ms. Dutschke Setchwaelo,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Katherine Erolinda Perez, Chairperson
North Valley Yokuts Tribe
PO Box 717
Linden, CA 95236

Subject: Valley Link Project

Dear Ms. Perez,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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1362 Rutan Court, Suite 100, Livermore, CA 94551
(925) 455-7564 • mtree@valleylinkrail.com

ICF requested a search of the Native American Heritage Commission (NAHC) sacred lands database, which identified sacred sites, located on the Lathrop and Stockton West 7.5-minute series topographic quadrangles. The NAHC also provided your name as a representative of a California Native American Tribe who may have knowledge of cultural resources within or near the Project area.

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If you have any questions, please feel free to reach out to our point of contact for cultural resources:

Lily Arias, M.A.
ICF
201 Mission Street, 1500
San Francisco, CA
415.677.7132
Lily.Arias@icf.com

Sincerely,

Michael Tree, Executive Director
Tri-Valley-San Joaquin Valley Regional Rail Authority

Attachment: Project Location Map

Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

Gene Whitehouse, Chairperson
United Auburn Indian Community of the Auburn Rancheria
10720 Indian Hill Road
Auburn, CA 95603

Subject: Valley Link Project

Dear Mr. Whitehouse,

The purpose of this letter is to inform you of the Valley Link Project (Project). The Tri-Valley San Joaquin Valley Regional Rail Authority (Authority) is proposing to increase and improve rail connectivity between the Bay Area Rapid Transit (BART) and the Altamont Corridor Express (ACE) commuter service in the Tri-Valley. The Project includes track work and the potential construction of up to nine new passenger stations. This increased and improved rail connectivity would support the growing San Francisco Bay Area population and provide a reliable connection between housing and work locations.

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REGIONAL RAIL AUTHORITY

January 16, 2019

Raymond Hitchcock, Chairperson
Wilton Rancheria
9728 Kent Street
Elk Grove, CA 95624

Subject: Valley Link Project

Dear Mr. Hitchcock,

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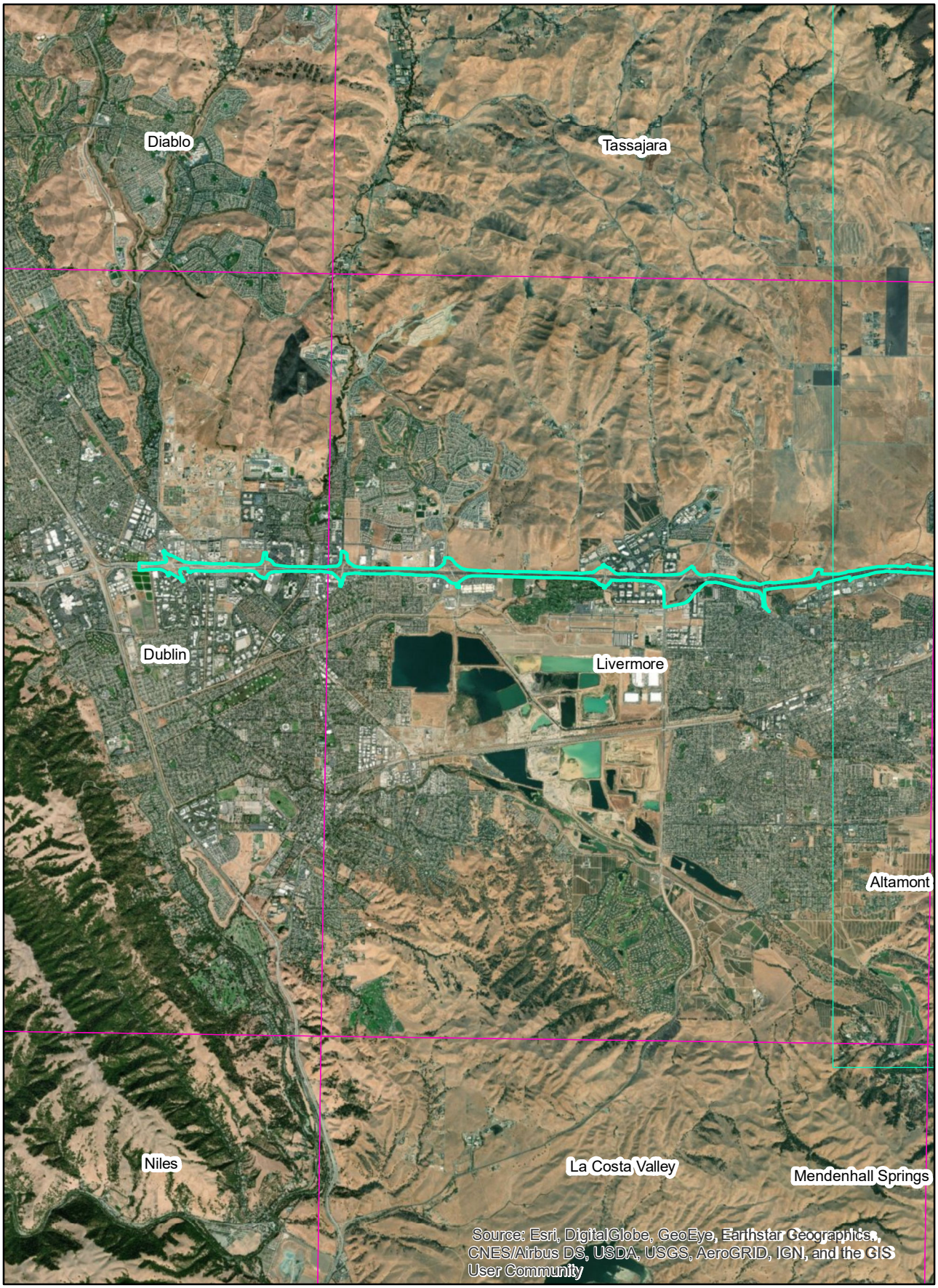

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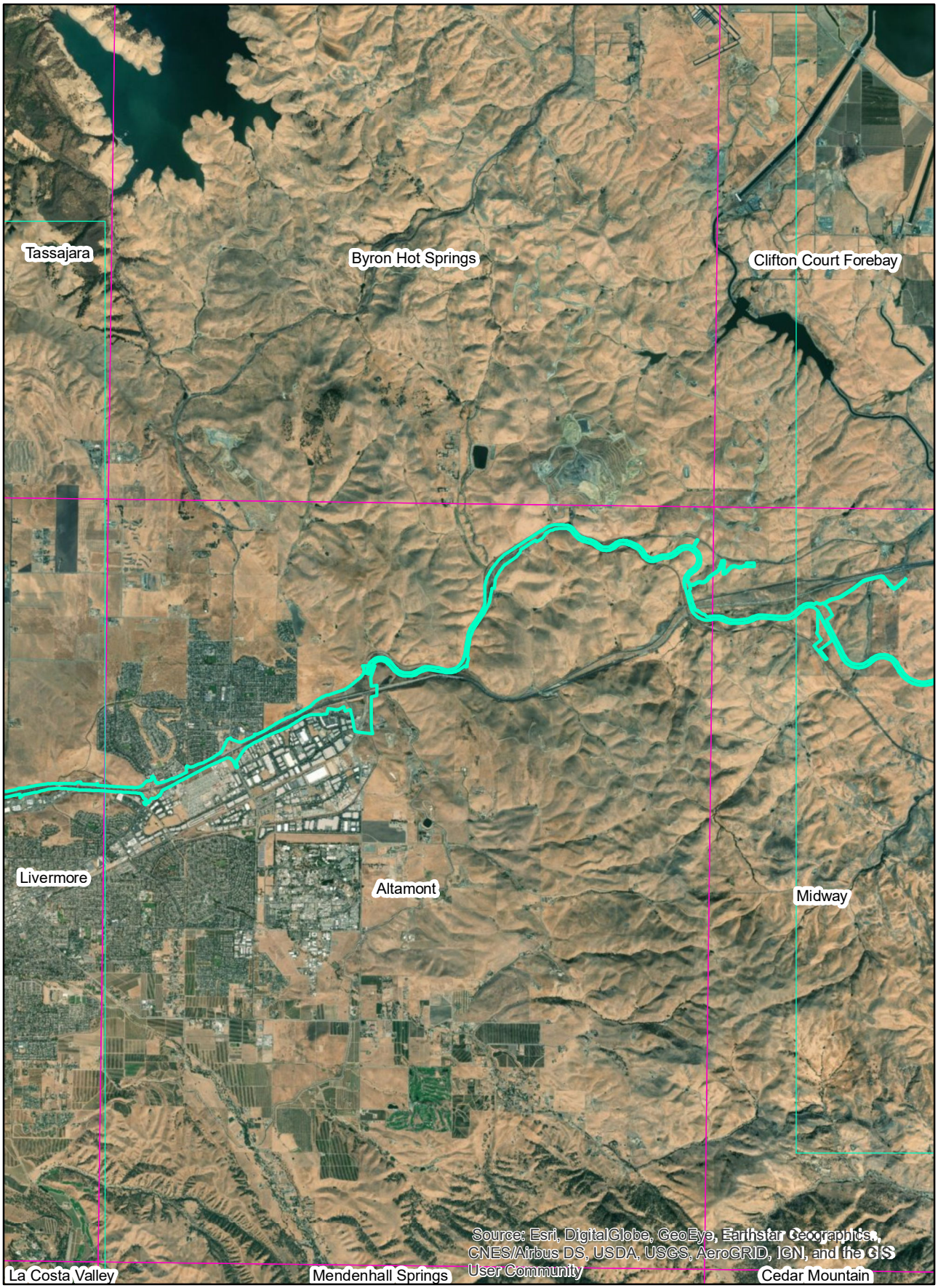
Valley Link Project



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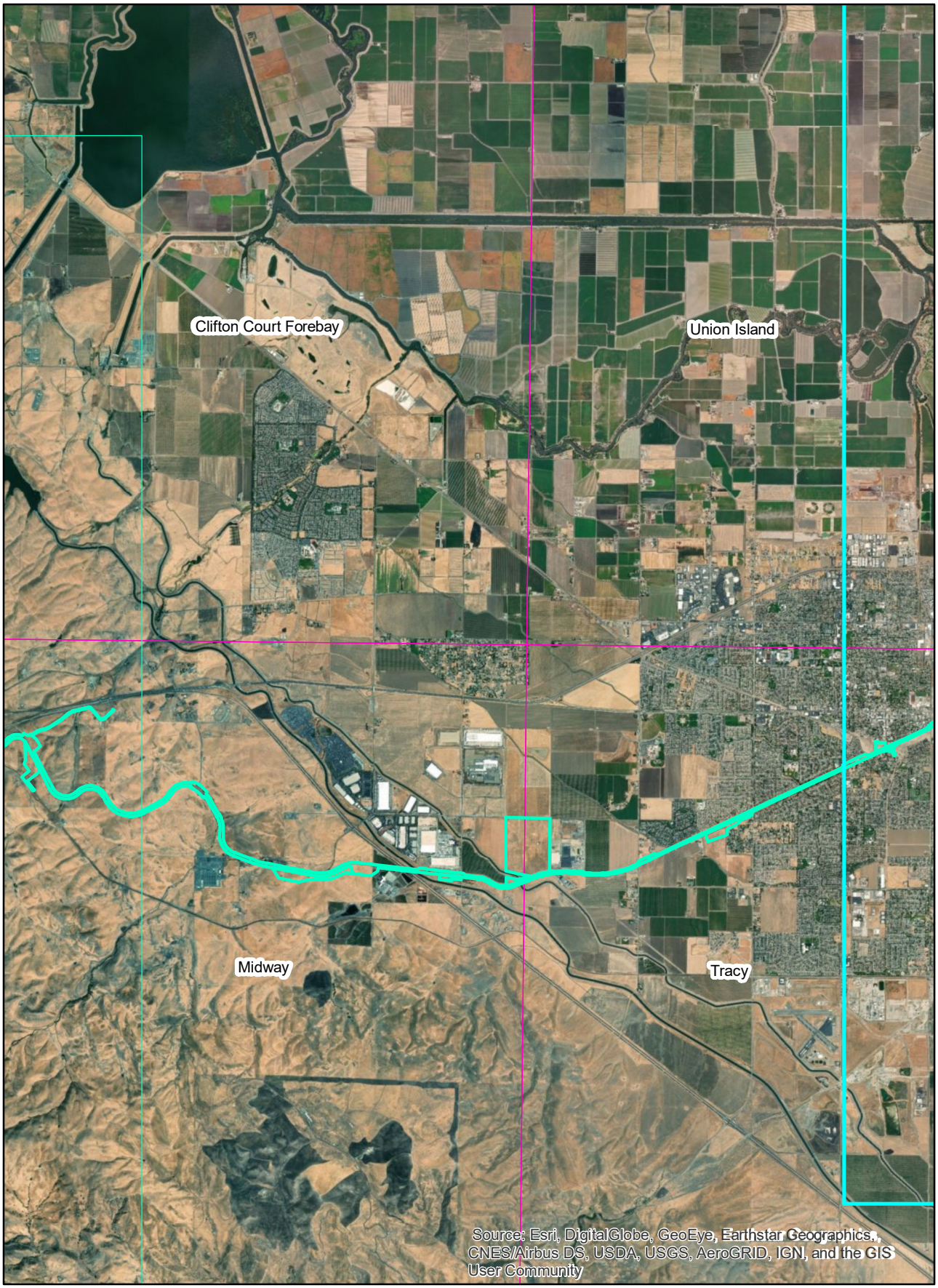

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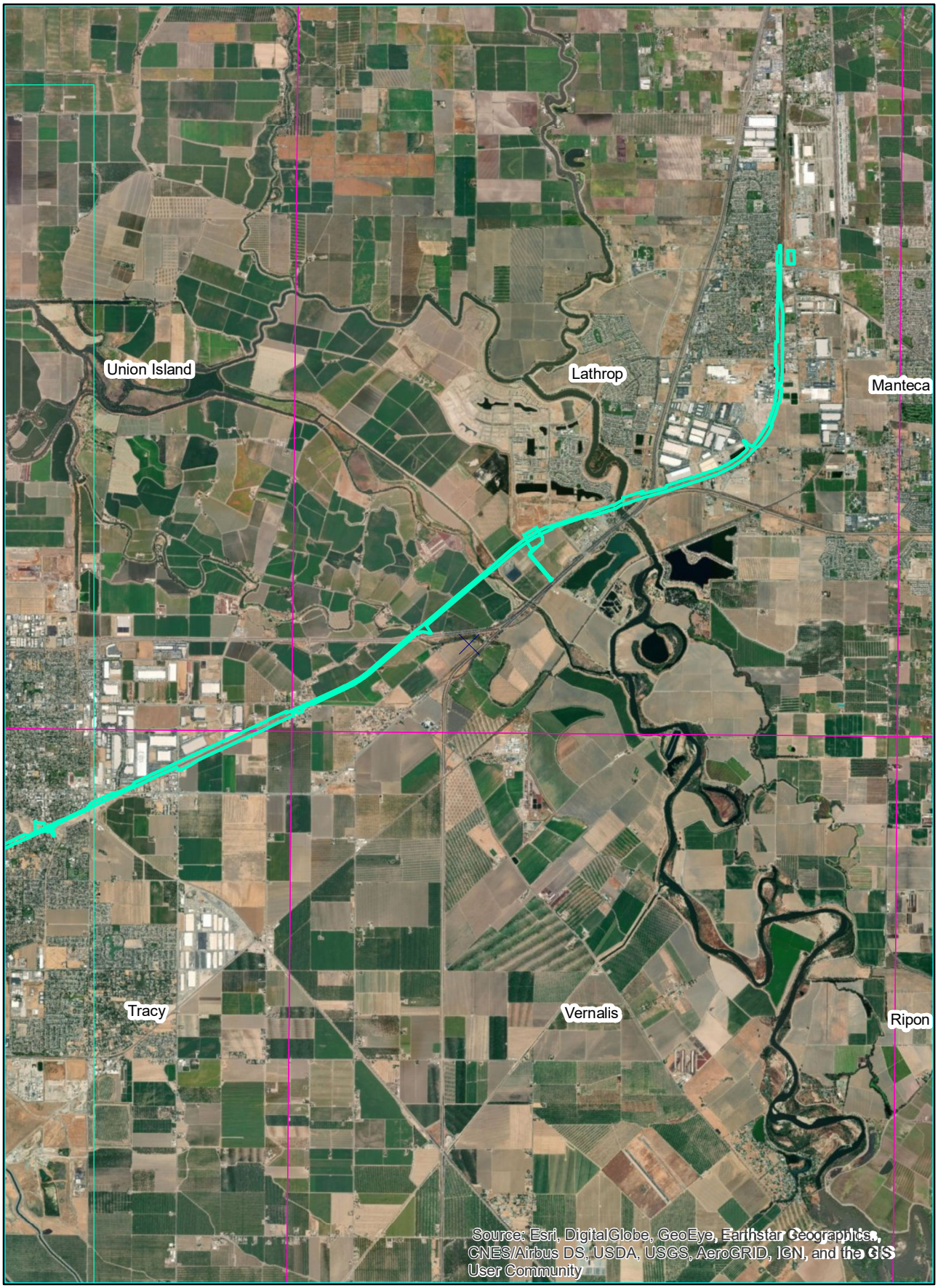

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Valley Link Project

Arias, Lily

From: canutes@verizon.net
Sent: Monday, February 04, 2019 9:25 AM
To: Arias, Lily
Subject: Valley Link Project

Lily,

We received your letter regarding the Valley Link Project, Tri-Valley San Joaquin Valley Regional Rail Authority & the Altamont Corridor Express Commuter service in the Ti-Valley.
It is the recommendation of the tribe to have the proposed project monitored by a Native American monitor as there's a high potential for inadvertent discoveries.

Nototomne Cultural Preservation
Northern Valley Yokut
Katherine Perez
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Cell: 209.649.8972
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Tri-Valley • San Joaquin Valley
REGIONAL RAIL AUTHORITY

January 16, 2019

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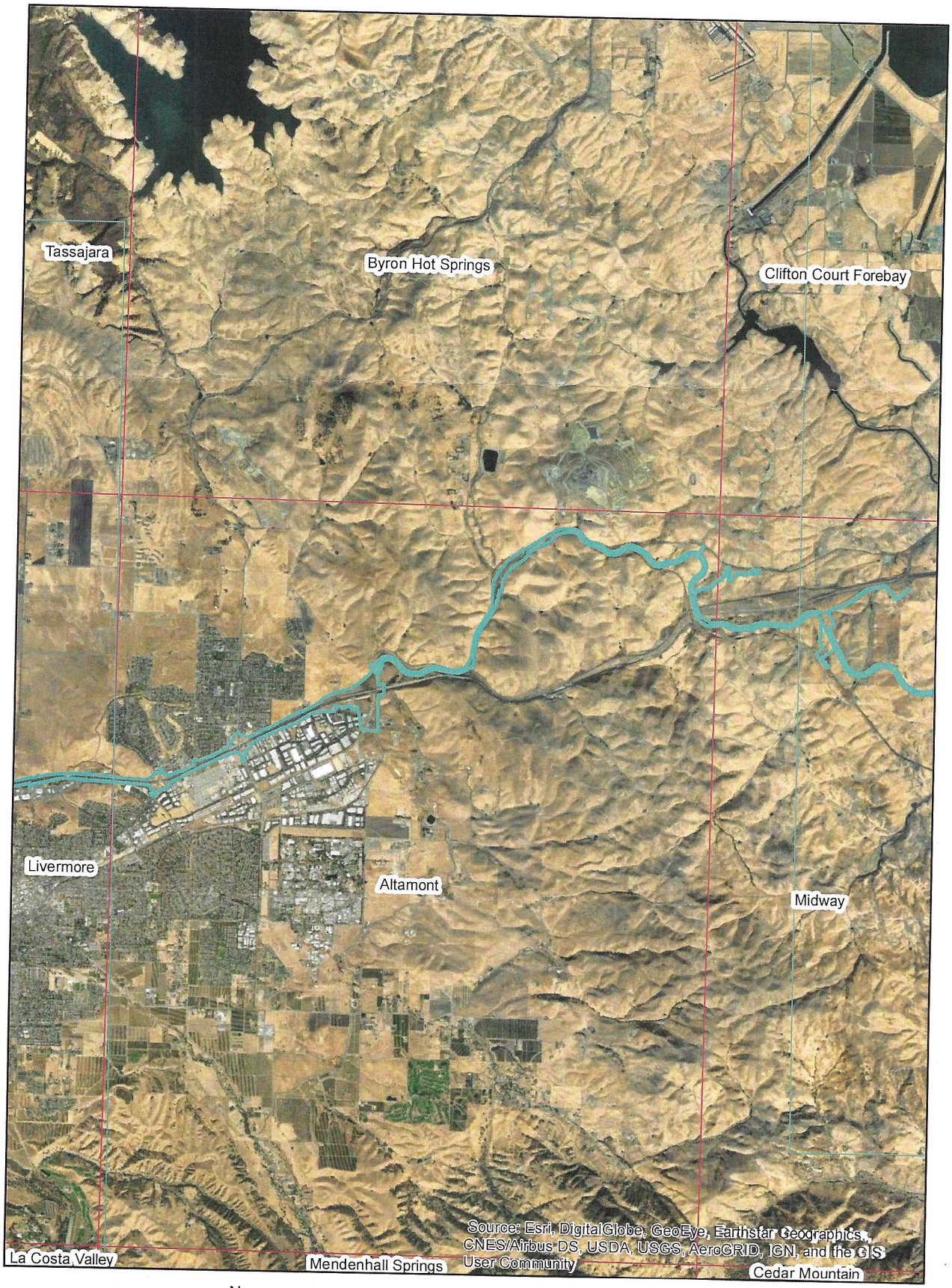

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Nototomne Cultural Preservation
Northern Valley Yokut
Katherine Perez
P. O Box 717
Linden, CA 95236
Cell: 209.649.8972
Email: canutes@verizon.net

Arias, Lily

From: Ed Silva <esilva@wiltonrancheria-nsn.gov>
Sent: Saturday, February 23, 2019 1:01 PM
To: Arias, Lily
Cc: Cultural Resource Department Inbox
Subject: Valley Link Project
Attachments: 2019-02-19-1982 Valley Link Project.pdf

This letter constitutes a formal request for tribal consultation under the provisions of the California Environmental Quality Act (CEQA) (Public Resources Code section 21080.3.1 subdivisions (b), (d) and (e)) for the mitigation of potential project impacts to tribal cultural resource for the above referenced project. Wilton Rancheria (Tribe) requested formal notice and information for all projects within your agency's geographical jurisdiction on July 1, 2015 and received notification on January 16, 2019 regarding the above referenced project.

The Tribe requests consultation on the following topics checked below, which shall be included in consultation if requested (Public Resources Code section 21080.3.2, subd. (a):
_____ Alternatives to the project
_____ Define the Applicant (Lead Agency)
___x__ Project funding
__X__Recommended mitigation measures
__X__Significant effects of the project
___X__ Native American Inspector present during ground disturbance

The Tribe also requests consultation on the following discretionary topics checked below (Public Resources Code section 21080.3.2, subd. (a):
_X____ Type of environmental review necessary
_____ Significance of tribal cultural resources, including any regulations, policies or standards used by your agency to determine significance of tribal cultural resources
__X__Significance of the project's impacts on tribal cultural resources
__X__Project alternatives and/or appropriate measures for preservation or mitigation that we may recommend, including, but not limited to:

(1) Avoidance and preservation of the resources in place, pursuant to Public Resources Code section 21084.3, including, but not limited to, planning and construction to avoid the resources and protect the cultural and natural context, or planning greenspace, parks or other open space, to incorporate the resources with culturally appropriate protection and management criteria;
(2) Treating the resources with culturally appropriate dignity taking into account the tribal cultural values and meaning of the resources, including but not limited to the following:

a. Protecting the cultural character and integrity of the resource;
b. Protection the traditional use of the resource; and

c. Protecting the confidentiality of the resource.

(3) Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

(4) Protecting the resource.

Additionally, the Tribe would like to receive any cultural resources assessments or other assessments that have been completed on all or part of the project's area of potential effect (APE), and area surrounding the APE including, but not limited to:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:
   - A listing of any and all known cultural resources have already been recorded on or adjacent to the APE;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - If the probability is low, moderate, or high that cultural resources are located in the APE or surrounding the APE.
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the potential APE or surrounding the APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.
     - ✦ The Tribe requests to be present at any survey conducted on the Applicants behalf.
2. The results of any archaeological inventory survey that was conducted, including:
   - Any reports that may contain site forms, site significance, and suggested mitigation measures.
   - Any reports or inventories found under the Native American Graves Protection and Repatriation Act.
     - ✦ All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code Section 6254.10. All Wilton Rancheria correspondences shall be kept under this confidential section and only shared between the Tribe and lead agency.
3. The results of any Sacred Lands File (SFL) check conducted through Native American Heritage Commission. The request form can be found at http://www.nahc.ca.gov/slf_request.html. USGS 7.5-minute quadrangle name, township, range, and section required for the search.
4. Any ethnographic studies conducted for any area including all or part of the potential APE or areas surrounding the APE; and
5. Any geotechnical reports regarding all or part of the potential APE or areas surrounding the APE.
   - The Tribe shall be notified before any geotechnical testing is planned. Geotechnical testing has potential to impact Tribal Cultural Resources and should be part of this consultation.

The information gathered will provide us with a better understanding of the project and will allow the Tribe to compare your records with our database. The below requested review fees are based on services provided by tribal staff time and general administrative expenses. The Tribe's fiscal year 2019 fee schedule is listed below:

- Requested document review fee $650.00
- Onsite field investigation requested fee $550.00
- Tribal Inspector rates are based on a different fee schedule
  - All payments shall be made out to Wilton Rancheria at the address above.

We would like to remind your agency that CEQA Guidelines section 15126.4, subdivision (b)(3) states that preservation in place is the preferred manner of mitigating impacts to archaeological sites. Section 15126.4, subd. (b)(3) of the CEQA Guidelines has been interpreted by the California Court of Appeal to mean that "feasible preservation in place must be adopted to mitigate impacts to historical resources of an archaeological nature unless the lead agency determines that another form of mitigation is available and provides superior mitigation of impacts." *Madera Oversight Coalition v. County of Madera* (2011) 199 Cal.App.4th 48, disapproved on other grounds, *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439.

Please contact Ed Silva, Tribal Resources Coordinator via email at esilva@wiltonrancheria-nsn.gov if you have any further questions or concerns.

Sincerely,
Cultural Resources Department

Ed Silva

Natural Resources Coordinator

Wilton Rancheria

9728 Kent St Elk Grove, Ca 95624

916-683-6000 x2013 Office 916-978-5915 Direct Line

Valley Link Tribal Meeting with Wilton Rancheria
March 26, 2019
Notes:

Attendance:
Troy Hatch (Wilton)
Ed Silva (Wilton)
Michael Kay (AECOM)
John Cook (ICF)
Lily Arias (ICF)

Introductions

Questions from Wilton Rancheria:

- Interested in project plans/duration
- Mitigation/treatment plans

Project overview by John Cook/Michael Kay:

- Environmental review complete 2019
- Final design and Pre-construction permitting
- Late 2020 for beginning construction

Wilton:
What is ground disturbance?

ICF/AECOM:
(Altamont) Assuming footprint around centerline, 50-100 feet buffer
(Tracy and Lathrop) Existing track UPRR, install second track or upgrade existing tracks to share with UPRR

Wilton:
On a project at between N Lathrop and River Island station that identifies burials/funerary objects (likely SJO-3 and SJO-17/H
Site visit and pedestrian survey recently found surface indicators of site
Greenville – West Tracy – several sites (possibly state owned Brushy Peak?)(near landfill site)

ICF:
Both areas outside of our footprint
No resources came up during records search or correspondence with NAHC
Acknowledge previously identified resources near San Joaquin River, likely same resources tribe visited recently

Wilton:
Would like to see environmental report to view ground disturbance, acknowledges its early in the project and there isn't much to go on now
Will get report from THPO to depict sensitive areas

ICF:
Requests additional personal, not formally recorded, information on sites if they have it.
Hopefully by mid-April

Wilton:
Will send draft sensitivity report out to us no later than April 15, 2019

ICF:
Send email project related info via SFT/email (week of 3/26)

No.	Date	To/From ICF	ICF Contact	Contact	Address	Organization Affiliation	Type	Subject	Comments
1	11.21.2018	From	Leo Mena	NAHC		NAHC		AB52 SLF request	
2	11.26.2018	To	Leo Mena	NAHC		NAHC		Request for more project location detail	Requested a more detailed project map including township/range info
3	12.10.2018	From	Lily Arias	NAHC		NAHC		provided township/range info	
4	12.10.2018	To	Lily Arias	NAHC		NAHC		Requested additonal (quad) location data	
5	12.18.2018	From	Lily Arias	NAHC		NAHC		Provided full map of project footprint	
6	1.7.2019	To	Lily Arias	NAHC		NAHC		Provided SLF/AB52 results	NAHC provided lists of contacts for both Alameda and San Joaquin Counties as well as positive SLF results for both counties.
7	1.16.2019	from	Lily Arias	Tony Cerda, Chairperson	244 E. 1st Street Pomona, CA 91766	Coastanoan Rumsen Carmel Tribe	certified letter	AB52 consultation request on behalf of TVRRA	
8	1.16.2019	from	Lily Arias	Irenne Zweirlein, Chairperson	789 Canada Road Woodside, CA 94062	Amah Mutsun Tribal Band of Mission San Juan Bautista	certified letter	AB52 consultation request on behalf of TVRRA	
9	1.16.2019	from	Lily Arias	Charlene Nijmeh, Chairperson	20885 Redwood Road, suite 232 Castro Valley, CA 94546	Muwekma Ohlone Indian Tribe of the SF Bay Area	certified letter	AB52 consultation request on behalf of TVRRA	
10	1.16.2019	from	Lily Arias	Andrew Galvan	PO Box 3388 Fremont, CA 94539	The Ohlone Indian Tribe	certified letter	AB52 consultation request on behalf of TVRRA	
11	1.16.2019	from	Lily Arias	Ann Marie Sayers, Chairperson	PO Box 28 Hollister, CA 95024	Indian Canyon Mutsun Band of Coastanoan	certified letter	AB52 consultation request on behalf of TVRRA	
12	1.16.2019	from	Lily Arias	Katherine Perez, Chairperson	PO Box 717 Linden, CA 95236	Northern Valley Yokuts	certified letter	AB52 consultation request on behalf of TVRRA	
13	1.16.2019	from	Lily Arias	Rhonda Morningstar Pope, Chairperson	1418 20th Street, suite 200 Sacramento, CA 95811	Buena Vista Rancheria of Me-Wuk Indians	certified letter	AB52 consultation request on behalf of TVRRA	
14	1.16.2019	from	Lily Arias	California Valley Miwok Tribe	4620 Shippee Lane Stockton, CA 95212	California Valley Miwok Tribe	certified letter	AB52 consultation request on behalf of TVRRA	
15	1.16.2019	from	Lily Arias	Sheep Rancheria of Me-Wuk Indians of California	PO Box 395 West Point, CA 95255	California Valley Miwok Tribe	certified letter	AB52 consultation request on behalf of TVRRA	
16	1.16.2019	from	Lily Arias	Sara Dutschke Setchwaelo, Chairperson	PO Box 699 Plymouth, CA 95669	Ione Band of Miwok Indians	certified letter	AB52 consultation request on behalf of TVRRA	
17	1.16.2019	from	Lily Arias	Katherine Erolinda Perez, Chairperson		Northern Valley Yokuts	certified letter	AB52 consultation request on behalf of TVRRA	
18	1.16.2019	from	Lily Arias	Gene Whitehouse, Chairperson	10720 Indian Hill Auburn, CA 95603	United Auburn Indian Community of the Auburn Rancheria	certified letter	AB52 consultation request on behalf of TVRRA	
19	1.16.2019	from	Lily Arias	Raymond Hitchcock, Chairperson	9728 Kent Street Elk Grove, CA 95624	Wilton Rancheria	certified letter	AB52 consultation request on behalf of TVRRA	
20	1.16.2019	to	Lily Arias	Katherine Perez	PO Box 717 Linden, CA 95236	Northern Valley Yokuts		email response to letter	Ms. Perez stated that the Tribe recommends the project be monitored by a Native American monitor due to the high potential for inadvertent discoveries.
21	2.23.2019	to	Lily Arias	Ed Silva		Wilton Rancheria		email response to letter	Ed Silva and Wilton Rancheria sent a response to our lette and a formal request to consult.
22	3.22.2019	to	Lily Arias	Ed Silva		Wilton Rancheria		email request for meeting	Ed Silva and Wilton Rancheria sent a request for a phone meeting
23	3.26.2019	n/a	Lily Arias	Ed Silva		Wilton Rancheria		phone meeting	meeting with Ed Silva and Wilton. Meeting notes in project folder.
24	4.02.2019	from	Lily Arias	Ed Silva		Wilton Rancheria		Email	Follow-up email with requested material.

Geoarcheological Analysis

The Geoarchaeological Analysis contains confidential information and has been removed from the EIR.