# MOUNTAIN VIEW TRANSIT CENTER GRADE SEPARATION AND ACCESS PROJECT

## **CULTURAL RESOURCES INVENTORY REPORT**

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The purpose of this Cultural Resources Inventory Report (CRIR) is to assess the potential for the proposed Mountain View Transit Center Grade Separation and Access Project (project) to cause an impact to built environment and archaeological resources that are eligible for listing in the California Register of Historical Resources (CRHR), or that otherwise qualify as historical resources under the California Environmental Quality Act (CEQA). For the purposes of the current study, a CEQA Study Area was delineated to identify the physical extent within which the project could potentially cause an impact to historical resources.

To identify historical resources in the CEQA Study Area, a background records search for previously recorded resources was conducted at the Northwest Information Center (NWIC), existing historical resource evaluation studies were consulted, and the Native American Heritage Commission (NAHC) was consulted.

One historical resource, the Mountain View Adobe, was identified within the CEQA Study Area and is listed in the National Register of Historic Places (NRHP). All additional historic-age (over 50 years old) built environment resources located within the CEQA Study Area have previously been evaluated as not eligible for listing in the NRHP and California Register of Historical Resources (CRHR) and therefore do not qualify as historical resources under CEQA. The Mountain View Adobe is located adjacent to proposed project activities. Due to the nature of this resource and its proximity to construction proposed under the project, the project has the potential to cause a substantial adverse change in the significance of the resource due to construction-related ground-borne vibrations.

Furthermore, no archaeological resources were identified within the Study Area. However, the project footprint exists within a landform that is considered sensitive for buried archaeological resources. Deep excavation associated with the project could impact these resources, which would be significant.

The project's level of impact under CEQA will be determined in a subsequent environmental document. Although the impacts to historical resources could be potentially significant, implementation of mitigation measures outlined in Chapter 5, *Impacts and Recommendations*, would reduce these impacts to a less than significant level.

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# **Acronyms and Abbreviations**

AB	Assembly Bill
APE	Area of Potential Effects
bgs	Below ground surface
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
City	City of Mountain View
CRHR	California Register of Historic Resources
CRIR	Cultural Resources Inventory Report
CWA	Civil Works Administration
DPR	California Department of Parks and Recreation
HRIER Update	Peninsula Corridor Electrification Project Historical Resources Inventory and Evaluation Report Update
JPB	Peninsula Corridor Joint Powers Board
JRP	JRP Historical Consulting, LLC
MVTC	Mountain View Transit Center
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NPS	National Park Service
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
ОНР	California Office of Historic Preservation
PCEP	Peninsula Corridor Electrification Project
PPV	Peak particle velocity
Project	Mountain View Transit Center Grade Separation and Access Project
Second Addendum IEHR	Second Addendum Inventory and Evaluation of Historic Resources
SFSJRR/SPRR	San Francisco-San Jose Railroad/Southern Pacific Railroad
SHPO	State Historic Preservation Officer
SR	State Route
VTA	Santa Clara Valley Transportation Authority

## Introduction

The City of Mountain View (City) is proposing the Mountain View Transit Center Grade Separation and Access Project (project) to alter vehicular circulation paths in the vicinity of the Mountain View Transit Center (MVTC) in downtown Mountain View, California, introduce a new pedestrian and bicyclist undercrossing to pass below the Caltrain right-of-way and Central Expressway, and upgrade the MVTC facilities to improve access and accommodate planned service enhancements.

The project is subject to the requirements of California Environmental Quality Act (CEQA), and an environmental document will be prepared to disclose potential environmental impacts of the project. The purpose of this Cultural Resources Inventory Report (CRIR) is to identify whether historical resources (as defined under CEQA) are located within or adjacent to the project footprint and whether they would have the potential to be impacted by the project. This report describes the methods and results of the historical resources investigations, and it provides technical recommendations to reduce or avoid potential impacts to historical resources.

## **Project Location**

The project would be located surrounding the intersection of Castro Street/Moffett Boulevard, the Central Expressway, and Caltrain right-of-way in downtown Mountain View, California. The project footprint generally follows the alignment of Caltrain and the Central Expressway and spans between Shoreline Boulevard and State Route (SR) 85/West Valley Freeway, such that the project delineates the northeastern boundary of Mountain View's downtown commercial district and adjacent residential neighborhoods.

Figure 1 in Appendix A shows the Project Location.

# **Project Objectives**

The project would present pedestrians and bicyclists with a safer crossing of both of the rail corridor and Central Expressway and with fewer delays. The project will include components of the Transit Center Master Plan, a study of the vision for the transit center area, which was adopted by City Council in May 2017.

Specifically, the objectives of the proposed project are to:

- Increase safety for pedestrians and bicycles by providing a grade-separated crossing of the rail alignment and Central Expressway;
- Increase the safety of the rail corridor by eliminating a busy at-grade crossing;
- Accommodate Caltrain system needs with Electrification and service expansion (e.g., longer boarding platforms, level boarding, and access improvements);
- Improve multimodal connections at the Transit Center;
- Provide additional bus/shuttle pick-up and drop-off capacity in the vicinity of the Transit Center;
- Accommodate pick-up and drop-off capacity from Transportation Network Companies, and

• Enhance bicycle connections from the Transit Center to area trails including Shoreline Trail and the Stevens Creek Trail.

## **Project Description**

The project consists of three main components: 1) Castro Street Grade Separation; 2) Caltrain Station Improvements; and 3) Other Supportive Pedestrian and Bicycle Facilities improvements.

### **Castro Street Grade Crossing**

This component of the project involves redirecting existing Castro Street vehicle traffic and closing the Castro Street leg of the Castro Street/Moffett Boulevard/Central Expressway intersection (including the at-grade rail crossing area) to vehicles. Closing this section of Castro Street includes the following improvements:

- Construct a two-way vehicular ramp from West Evelyn Avenue to Shoreline Boulevard. This ramp would connect from West Evelyn Avenue at Franklin Street to the Shoreline Boulevard overpass that currently crosses over West Evelyn Avenue. The construction of the ramp would create a new half-signalized intersection at Shoreline Boulevard. This component would likely be constructed first to provide access to the downtown area when Castro Street is closed to vehicle traffic at the railroad crossing.
- Construct pedestrian and bicycle undercrossing(s) across Central Expressway intersection and the rail corridor to connect the Moffett Boulevard neighborhood with the Transit Center and Downtown. The undercrossing(s) will provide access to the area north of Central Expressway, the new shuttle area along Central Expressway, the VTA light rail platform, the Caltrain platforms, and downtown Mountain View. The undercrossing(s) would include both two-way bicycle and pedestrian facilities. Vertical circulation areas will be provided to access the undercrossing(s), including ramps and stairs. The undercrossing(s) would include lighting and artistic elements.
- Redirect vehicular traffic on Castro Street at West Evelyn Avenue and modify the West Evelyn Avenue/Castro Street intersection to allow for left turns from southbound Castro Street to eastbound West Evelyn Avenue and from northbound Castro Street to westbound Evelyn Avenue. Close the existing at-grade crossing of the rail tracks along Castro Street and remove the south leg of the Central Expressway/Moffett Boulevard intersection.
- Construct intersection enhancements to the Moffett Boulevard/Central Expressway intersection associated with the elimination of the south leg and additional bicycle and pedestrian facilities. Intersection improvements on the north side of Central Expressway include curb bulbouts to shorten the pedestrian crossing distance across Moffett Boulevard. Moffett Boulevard would be restriped to include pick-up and drop curb space on both north and southbound sides of the street near the entrances to the undercrossings. Existing southbound bike lanes would be upgraded to a one-way cycle track and a new one-way northbound cycle track would be constructed from Central Expressway to Central Avenue. Moffett Boulevard would be reduced to one lane in the northbound direction.

• Improve the special event transit loading area along Central Expressway just east of Castro Street to provide a pull-out area along Central Expressway for public and private shuttles. Enlarge the sidewalk along the south side of Central Expressway within this pull-out area to facilitate shuttle loading and unloading.

#### **Caltrain Station Improvements**

This component of the project expands the existing Caltrain platforms for train passenger loading and unloading to increase capacity to accommodate projections of increased ridership and longer trainsets. This component of the project includes the following improvements:

- Lengthen the existing northbound and southbound platforms by approximately 200 feet to a total of approximately 800 feet, to meet anticipated Caltrain needs.
- Widen the existing northbound Caltrain platform where feasible, consistent with the current 20-foot platform width standards.
- Shift both Caltrain platforms west towards Castro Street, providing improved connectivity to Downtown and the pedestrian undercrossing beneath Central Expressway and the tracks. This shift would provide a primary access point to the platforms adjacent to the foot of Castro Street.
- Remove the existing at-grade pedestrian crossing at the eastern end of the platform and replace with an undercrossing. The undercrossing would include ramps and stairs at either end to provide vertical circulation to the platforms.

#### **Other Supportive Bicycle and Pedestrian Facilities**

Bicycle and pedestrian improvements are proposed to better connect the Transit Center with regional bicycle facilities to provide improved alternatives to access/egress the transit center than private car. This component of the project includes the following improvements:

- Connect West Evelyn Avenue between Castro Street and the Shoreline Trail via a combination of a bicycle route, sidewalk, and a shared use path.
- Construct a two-way cycletrack along the north side of West Evelyn Avenue from the eastern end of the Transit Center to the Stevens Creek Trail. One westbound traffic lane would be converted to construct the cycletrack, with enhanced bicycle and pedestrian crossings at the SR-85 ramp intersection (more detail on the crossings below).
- Construct a bicycle and pedestrian corridor between the eastern end of the Caltrain platforms and East Evelyn Avenue along the northern and eastern ends of the transit center site. This would modifying the existing Caltrain lot and remove the existing Caltrain bicycle lockers.
- Extend existing Evelyn Avenue on-street bike lanes from Hope Street to Castro Street. This would remove existing on-street parking.
- Construct new bike parking facilities at the transit center depot building. Bike parking facilities may include additional bike-related services, such as staffed and secure valet parking, repair tools, and/or bike-supportive retail space.

#### **Other Minor Roadway Improvements**

Other roadway improvements associated with the project include signalization and turn-lane improvements at the Easy Street/Central Expressway Intersection (just east of the SR-85 overcrossing). In addition to a new traffic signal, these improvements include widening the road to provide a dedicated left-turn lane on eastbound Central Expressway as well as striping improvements on Easy Street to accommodate the new traffic signal.

Additional striping improvements are proposed along West Evelyn Avenue between Calderon Avenue and the SR-85 southbound off-ramp. These improvements consist of restriping the lanes and provision of a raised curb to accommodate the proposed cycle track that extends from the MVTC on the northside of Evelyn Avenue to approximately the SR-85 on-ramps. Improvements would be provided to widen the sidewalk along East Evelyn Avenue between the Stevens Creek Trail connector and the SR-85 southbound on-ramp intersection.

Restriping on westbound West Evelyn Avenue under the SR-85 overcrossing would be provided to create protected bike boxes at the traffic signal. Restriping would include a painted median as well as a designated bike left turn lane and through lane.

### **Construction Staging Areas**

Construction staging areas for the roadwork and undercrossing portion of the project would be located within existing right-of-way on Central Expressway generally between Elmwood Street and Horizonal Avenue. This segment of Central Expressway would be closed during construction.

Construction staging areas for the Evelyn Avenue Vehicle Ramp would be within existing right-ofway on Evelyn Avenue between Shoreline Boulevard and Franklin Street. This segment of Evelyn Avenue would be closed during construction. An additional staging area would be located within existing right-of-way along the north side of Evelyn Avenue between the road and the Caltrain rightof-way area. This strip of staging area would extend approximately from Franklin Street to Castro Street including a portion of the southwest corner of the existing MVTC.

Construction staging areas for the Caltrain platforms would generally be within the same limits of work area for the planned Caltrain platform improvements (but specifically not including the Caltrain railroad tracks).

## **CEQA Study Area**

The CEQA Study Area for the project represents the physical extent within which it is anticipated that impacts to cultural resources (inclusive of archaeological and built environment resources) have the potential to occur as a result of the project. The boundaries of the CEQA Study Area were determined in consideration of individual project components that would occur within different portions of the project footprint, which include both above-ground and below-ground activities.

For the purposes of identifying historical resources, the CEQA Study Area was drawn to encompass the geographic area in which the proposed project has the potential to cause direct or indirect impacts. Under CEQA, direct impacts include project activities that could physically alter built environment and archaeological resources. Indirect impacts could result from project activities that could change the setting of built environment resources by altering the character or use of the resource by visual, audible, or atmospheric intrusions; shadow effects; the blocking of existing views; or changes to access or use.

In consideration of the project's potential to result in different types of impacts to built environment and archaeological resources, the CEQA Study Area encompasses a larger area in which built environment resources were considered, as well as a more narrowly defined area in which archaeological resources were considered. In order to fully address potential direct and indirect effects to built environment resources, the CEQA Study Area was delineated to include the entirety of any legal parcel into which project activities would encroach. In many areas of the project footprint, however, the project proposes work that would occur only within existing roadways (which includes the Central Expressway). In those locations where project activities are limited to the roadway, the CEQA Study Area is limited to the roadway and does not extend to include adjacent parcels in which no project activities would occur. This delineation methodology reflects the understanding that the precise characteristics of roadways in central Mountain View have changed repeatedly over time. Changes proposed to traffic lane configurations, curb locations, paving materials, and bicycle paths under the Grade Separation and Access Project represent a continuation of incremental streetscape improvements that have occurred over time and have a limited potential to cause an indirect impact on the setting of adjacent parcels.

To address potential impacts to archaeological resources, the Study Area consists of both the horizontal and vertical extents of the project footprint. The horizontal extent of the Study Area encompasses the proposed project's construction footprint. The vertical extent of the Study Area would be defined as the depth of ground disturbing activities, which range from approximately 2 to 4 feet below the ground surface throughout the majority of the project, but may exceed 10 feet below the ground surface in some areas. Project elements that would require deep excavation include the construction of pedestrian undercrossings.

Figure 2 in Appendix A shows the CEQA Study Area.

Cultural resources are defined as buildings, sites, structures, or objects, each of which may have historic, architectural, archaeological, cultural, or scientific importance. Numerous laws, regulations, and statutes at the federal, state, and local levels seek to protect and target the management of cultural resources. Cultural resource laws and regulations apply differently to particular projects or undertakings based on a variety of preconditions, such as inclusion of federal monies or permitting. Because the project does not involve a federal nexus and because it is a discretionary action at the municipal level, CEQA is the primary regulation that would apply. However, federal and local regulations are also described below to provide regulatory context with regards to cultural resources.

# **Federal Regulations**

### National Historic Preservation Act and National Register of Historic Places

Archeological and built environment resources are protected through the National Historic Preservation Act (NHPA) of 1966, as amended (16 United States Code [USC] 470f) and its implementing regulations: Protection of Historic Properties (36 Code of Federal Regulations [CFR] Part 800), the Archeological and Historic Preservation Act of 1974, and the Archeological Resources Protection Act of 1979. The NHPA requires project review for effects on historic properties only when projects involve federal funding or permitting, or occur on federal land, and as such is not involved in many discretionary actions that are approved at the municipal level. However, the NHPA establishes the National Register of Historic Places (NRHP), which provides a framework for resource evaluation that informs the process of determining impacts to historical resources under CEQA.

The NRHP is the nation's official comprehensive inventory of historic resources. Administered by the National Park Service (NPS), the NRHP includes buildings, structures, sites, objects, and districts that possess historic, architectural, engineering, archeological, or cultural significance at the national, state, or local level. Typically, a resource that is more than 50 years of age is eligible for listing in the NRHP if it meets any one of the four eligibility criteria and retains sufficient historical integrity. A resource less than 50 years old may be eligible if it can be demonstrated that it is of "exceptional importance" or a contributor to a historic district. NRHP criteria are defined in *National Register Bulletin Number 15: How to Apply the National Register Criteria for Evaluation*.

A structure, site, building, district, or object would be eligible for listing in the NRHP if it can be demonstrated to meet at least one of the following four evaluative criteria:

**Criterion A (Event):** Properties associated with events that have made a significant contribution to the broad patterns of our history; or

**Criterion B (Person):** Properties associated with the lives of persons significant in our past; or

- **Criterion C (Design/Construction):** Properties that embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- **Criterion D (Information Potential):** Properties that have yielded, or may be likely to yield, information important in prehistory or history.

A resource can be significant to American history, architecture, archeology, engineering, and/or culture at the national, state, or local level. In addition to meeting at least one of the four criteria, a property or district must retain integrity, meaning that it must have the ability to convey its significance through the retention of seven aspects, or qualities, that, in various combinations, define integrity:

Location: Place where the historic property was constructed;

- **Design:** Combination of elements that create the form, plans, space, structure, and style of the property;
- **Setting:** The physical environment of the historic property, inclusive of the landscape and spatial relationships of the buildings;
- **Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form the historic property;
- **Workmanship:** Physical evidence of the crafts of a particular culture or people during any given period in history;
- **Feeling:** The property's expression of the aesthetic or historic sense of a particular period of time; and
- **Association:** Direct link between an important historic event or person and a historic property.

Properties that are listed in the NRHP, as well as properties that are formally determined to be eligible for listing in the NRHP, are automatically listed in the California Register of Historical Resources (CRHR) and are thus considered historical resources under CEQA.

## **State Regulations**

The State of California implements the NHPA through its statewide comprehensive cultural resource preservation programs. The California Office of Historic Preservation (OHP), an office of the California Department of Parks and Recreation (DPR), implements the policies of the NHPA on a statewide level. The OHP also maintains the California Historical Resources Inventory. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the State's jurisdiction.

#### **California Register of Historical Resources**

The CRHR is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change" (PRC section 5024.1[a]). The CRHR criteria are based on NRHP criteria (PRC section

5024.1[b]). Certain resources are determined by CEQA to be automatically included in the CRHR, including California properties formally eligible for or listed on the NRHP. To be eligible for the CRHR as a historical resource, a prehistoric or historic-period resource must be significant at the local, state, and/or federal level under one or more of the following criteria:

- **Criterion 1 (Events):** Resources that are associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States.
- **Criterion 2 (Persons):** Resources that are associated with the lives of persons important to local, California, or national history.
- **Criterion 3 (Design/Construction):** Resources that embody the distinctive characteristics of a type, period, region, or method of construction; represent the work of a master; or possess high artistic values.
- **Criterion 4 (Archaeological/Source of New Information):** Resources or sites that have yielded or have the potential to yield information important to the prehistory or history of the local area, California, or the nation.

As for the National Register, a significant historical resource must possess integrity in addition to meeting the significance criteria, in order to be considered eligible for listing in the California Register. Consideration of integrity for evaluation of California eligibility follows the same definitions and criteria from the NPS *National Register Bulletin 15*.

#### **California Environmental Quality Act**

CEQA, as codified in PRC Sections 21000 et seq. and implemented via the State CEQA Guidelines (14 California Code of Regulations [CCR] Section 15000 *et seq.*), is the principal statute governing the environmental review of projects in the state. In order to be considered a historical resource, it generally must be at least 50 years old. Section 21084.1 of CEQA and Section 15064.5 of the State CEQA Guidelines define a historical resource for purposes of CEQA. A historical resource includes:

- A resource listed in, or determined to be eligible by the State Historical Resources Commission for listing in, the CRHR (PRC section 5024.1, title 14 CCR, section 4850 et seq.);
- A resource included in a local register of historical resources, as defined in section 5020.1(k) of the PRC or identified as significant in a historical resource survey meeting the requirements of section 5024.1(g) of the PRC, shall be presumed to be historically or culturally significant. Public agencies must treat any such resource as significant unless the preponderance of evidence demonstrates that it is not historically or culturally significant;
- Any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be "historically significant" if the resource meets the criteria for listing in the CRHR (PRC section 5024.1, title 14 CCR, section 4852).

The fact that a resource is not listed in, or determined to be eligible for listing in, the CRHR; not included in a local register of historical resources, pursuant to PRC section 5020.1(k); or identified

in a historical resources survey meeting the criteria of PRC section 5024.1(g) does not preclude a lead agency from determining that the resource may be a historical resource, as defined in PRC sections 5020.1(j) or 5024.1.

CEQA requires lead agencies to determine if a proposed project would have a significant effect on important historical resources or unique archeological resources. If a lead agency determines that an archeological site is a historical resource, the provisions of PRC Section 21084.1 and State CEQA Guidelines Section 15064.5 would apply. If an archeological site does not meet the State CEQA Guidelines criteria for a historical resource, then the site may meet the threshold of PRC Section 21083.2 regarding unique archeological resources. A unique archeological resource is an archeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria.

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
- Has a special and particular quality such as being the oldest of its type or the best available example of its type.
- Is directly associated with a scientifically recognized important prehistoric or historic event or person [PRC Section 21083.2 (g)].

The State CEQA Guidelines note that if a resource is neither a unique archeological resource nor a historical resource, the effects of the project on that resource shall not be considered a significant effect on the environment (State CEQA Guidelines Section 15064.5[c][4]).

#### Assembly Bill 52, Public Resources Code Section 21074

Assembly Bill (AB) 52, requires the lead agency on a proposed project to consult with any California Native American tribes affiliated with the geographic area. The legislation creates a broad new category of environmental resources, "tribal cultural resources," which must be considered under CEQA; AB 52 requires a lead agency to not only consider the resource's scientific and historical value, but also whether it is culturally important to a California Native American tribe. AB 52 defines tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" that are included in or determined to be eligible for inclusion in the CRHR or the local register of historical resources.

AB 52 also sets up an expanded consultation process. For projects initiated after July 1, 2015, lead agencies are required to provide notice of proposed projects to any tribe traditionally and culturally affiliated with the geographic area. If, within 30 days, a tribe requests consultation, the consultation process must begin before the lead agency can release a draft environmental document. Consultation with the tribe may include discussion of the type of review necessary, the significance of tribal cultural resources, the significance of the project's impacts on the tribal cultural resources, and alternatives and mitigation measures recommended by the tribe. The consultation process will be deemed concluded when either (a) the parties agree to mitigation measures or (b) any party concludes, after a good faith effort, that an agreement cannot be reached. Any mitigation measures agreed to by the tribe and lead agency must be recommended for inclusion in the environmental document. If a tribe does not request consultation, or otherwise assist in identifying mitigation measures if

the agency determines that a project will cause a substantial adverse change to a tribal cultural resource.

## Local

### Mountain View City Code

The City of Mountain View (City) Zoning Ordinance (Chapter 36 of the City Code) includes a process for recognizing, preserving, and protecting historical resources at Section A36.78, *Designation and Preservation of Historic Resources* (City of Mountain View 2011). Section A36.78 established the Mountain View Register of Historic Resources as the City's official list of historically significant buildings, structures, sites, or other improvements that are considered during the permitdevelopment review process. The Mountain View Register of Historic Resources has similar criteria for listing as the CRHR and consists of historical resources that meet one or more of the following criteria:

- 1. Is strongly identified with a person who, or an organization that, significantly contributed to the culture, history, or development of the City of Mountain View;
- 2. Is the site of a significant historic event in the City's past;
- 3. Embodies distinctive characteristics significant to the City in terms of a type, period, region, or method of construction; is representative of the work of a master; or possesses high artistic value; or
- 4. Has yielded, or may be likely to yield, information important to the City's prehistory or history.

Under Section A36.78.080 of the City Zoning Ordinance, persons are prohibited from making significant alterations, redeveloping, or relocating a property listed in the Mountain View Register of Historic Resources without first obtaining a Historic Preservation Permit from the City's zoning administrator. A Historic Preservation Permit is granted if the City finds that (1) the proposed significant alteration will not result in a substantial adverse change in the significance of the historic resource and (2) the proposed significant alteration maintains and enhances the appearance of the community. The provisions of Section A36.78.080 also apply to properties that are eligible for listing in the NRHP and the CRHR, with the added requirements of City Council approval for a Historic Preservation Permit and compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties for alterations done to NRHP and CRHR properties.

### Mountain View 2030 General Plan

The General Plan includes the following goal and policy related to the protection of historic and cultural resources (City of Mountain View 2012):

Goal LUD-11: Preserved and protected important historic and cultural resources.

**Policy LUD 11.1:** Historical preservation. Support the preservation and restoration of structures and cultural resources listed in the Mountain View Register of Historic Resources, the California Register of Historical Resources, or National Register of Historic Places.

**Policy LUD 11.2:** Adaptive re-use. Encourage the adaptive re-use of historic buildings in ways that retain their historical materials and character-defining features.

**Policy LUD 11.3:** Incentives. Encourage historical preservation through incentives and opportunities.

**Policy LUD 11.5:** Archaeological and paleontological site protection. Require all new development to meet state codes regarding the identification and protection of archaeological and paleontological deposits.

**Policy LUD 11.6:** Human remains. Require all new development to meet state codes regarding the identification and protection of human remains.

The following natural and cultural settings for the project area provide the backdrop against which identified resources would be evaluated for inclusion in the NRHP and CRHR. The environment and geomorphology of the region addresses the nature of environmental change and discusses the effects that landscape evolution has had on the formation and preservation of the archaeological record. The ethnohistoric context describes the lifeways, settlement, and subsistence of prehistoric and contact-period Native Americans who inhabited the CEQA Study Area. The prehistoric context describes the previous prehistoric archaeological investigations of the San Francisco Bay Area and the CEQA Study Area. The historic context describes the historic events that have shaped Santa Clara County and the City of Mountain View.

## **Natural Environment**

The Project is located in the Santa Clara Valley on the coastal plain, south of San Francisco Bay. The Santa Clara Valley is bordered on the east by the Diablo Range and on the south by the Santa Cruz Mountains, which are part of the Coast Ranges Geomorphic Province. Faulting, folding, and erosion have produced northwest-trending ridges and valleys that characterize the Coast Ranges. The CEQA Study Area is underlain by fine-grained Holocene alluvial fan deposits (USGS 2000; Diblee and Minch 2007).

The Study Area is located between Permanente Creek to the west, the San Francisco Bay to the north, and intersects Stevens Creek in the east. While the present Study Area is entirely developed with commercial and residential buildings and modern transportation infrastructure, this setting was very different decades ago. Channelization of streams and creeks for agricultural and later urban use has drastically changed the natural setting. Historically and prehistorically, there was marsh habitat located within the Study Area which would have provided freshwater resources, including grasses, reeds, and waterfowl. Prehistoric settlement and use areas are commonly located in close proximity (>300 feet) to fresh water sources and thus these areas hold an increased potential to contain as-yet undocumented archaeological resources.

# **Cultural Environment**

## **Prehistoric Context**

Studies of the archaeology and prehistory of the Bay Area have been taking place since the early 20th century. Early investigators, such as Nels Nelson, Max Uhle, W. E. Schenk, and L. Loud, focused primarily on excavating the shell mounds that lined the shores of San Francisco Bay, investigating and recording more than 425 of them. These investigations were exclusively focused on one resource type (shell mounds) and relied on informal and unsystematic methods (Lightfoot and Luby 2002). From early to mid-20th century, the role of universities in local archaeological inquiry increased. With this inquiry, the focus on a wider range of resource types increased, and more rigorous and systematic methodologies were adopted. Academic research continues to play a role in

archaeological inquiry in the Bay Area. With the adoption of a range of environmental and cultural resource regulations in the mid-20th century, including the National Historic Preservation Act, archaeological inquiry in the region has been increasingly driven by regulatory compliance. This work, which is performed by professionally trained and qualified archaeologists, makes up a significant portion of the prehistoric archaeological record in the Bay Area (Morrato 1992).

The cultural chronology of the Bay Area has been summarized by numerous reviewers (Beardsley 1948; Heizer and Fenenga 1939; Lillard et al. 1939; Lillard and Purves 1936; Schenck and Dawson 1929). These summaries have divided the prehistoric cultural sequence into multiple phases or periods, which are delineated by changes in regional patterns of land use, subsistence, and tool types over time. The most recent chronologies encompass a time period that ranges from around 13,500 calibrated years before present (cal BP) to around 170 cal BP. This section uses the prehistoric cultural chronology proposed by Beardsley (1948) to help describe patterns in prehistoric cultural development in the Bay Area. The sequence incudes four periods, which are identified below. However, these periods are academic constructs and do not necessarily reflect Native American viewpoints.

The following summary presents the prehistory of the Bay Area by the geologic time segments:

- Terminal Pleistocene (13,500–11,600 cal BP)
- Early Holocene (11,600–7700 cal BP)
- Middle Holocene (7700–3800 cal BP)
- Late Holocene (3800 cal BP onward), with further divisions of the Late Holocene based on recent data.

#### Terminal Pleistocene (13,500–11,600 cal BP)

Traditionally, it was thought that the earliest human inhabitants of North America were highly mobile terrestrial hunters. Commonly referred to as the Clovis, these people used intricate bone and stone technology. On the West Coast of North America, Clovis assemblages are characterized by a wide but sparse distribution of isolated tools and caches, dated to between 12,800 and 12,500 BP (Meltzer 2004; Erlandson et al. 2007). However, over the last few decades, along the western coasts of North and South America, several archaeological sites and sets of human remains have been documented in island and mainland coastal contexts that date to the same period as the Clovis (Erlandson et al. 2007). These discoveries have forced researchers to reconsider how early humans migrated to the Americas and their land use strategies, with a greater emphasis placed on coastal environments.

In the south coastal region of California, the earliest evidence of human occupation has been found on the Channel Islands (Rick et al. 2001). For example, in addition to the set of human remains dated to around 13,000 years ago on Santa Rosa Island, an archaeological site dating to around 11,600 cal BP has been documented on San Miguel Island. The site contains numerous fish and shellfish remains, indicating an emphasis on marine resources (Rick et al. 2001). Although no archaeological sites from earlier than 5080 BP (Stanford Man) have been documented in the San Francisco Bay area, it is inferred that the absence of sites is largely a function of long-term trends in sea-level rise, shoreline erosion, and localized subsidence in the region (Byrd et al. 2010), which are likely to have obscured and/or destroyed early coastal sites with datable materials. The Terminal Pleistocene is generally considered to be represented by wide-ranging, mobile hunters and gatherers who periodically exploited large game (Haynes 2002). Projectile points are often used as an indicator of Terminal Pleistocene sites. As stated above, Terminal Pleistocene occupation is infrequently encountered and poorly understood in California (Erlandson et al. 2007). However, fluted points have been noted at sites on the periphery of the Bay Area; at the Borax Lake site (LAK-36); Tracy Lake, near the Delta, Hidden Valley, and NAP-131; and at Wolfsen Mound (MER-215).

#### Early Holocene (11,600–7700 cal BP)

The Early Holocene landscape of central California is characterized by semi-mobile hunters and gatherers who exploited a wide range of food resources from marine, lacustrine, and terrestrial contexts (Erlandson et al. 2007). However, the sample of prehistoric archaeological sites in the Bay Area is limited; therefore, it most likely represents an incomplete picture of local prehistoric land use during this period.

The six dated Early Holocene sites in or near the Bay Area consist of two sites at Los Vaqueros Reservoir in the East Bay (CCO-696 and CCO-637), the Blood Alley Site (SCL-178) in the Coyote Narrows of the Santa Clara Valley, SCR-177 at Scott's Valley in the Santa Cruz Mountains, the BART woman (SFR-28), and the Transbay Man (Cartier 1993). All of these sites were recovered from buried terrestrial contexts (Rosenthal and Meyer 2000).

The artifact and ecofact assemblages from these sites include hand stones and milling slabs, large flaked cores and cobble tools, flake tools, and bifaces. Faunal assemblages at these sites include deer, elk, rabbit, ground squirrel, coyote, and grizzly bear. The two Los Vaqueros sites each had a single human burial and trace amounts of shellfish. This diversity of resources from the Early Holocene sites demonstrates that the general region was occupied throughout this time segment; however, more detailed insight into the nature of early occupational trends will be required (Byrd et al. 2010).

#### Middle Holocene (7700–3800 cal BP)

The Middle Holocene is characterized by a diverse range of habitation sites and artifact assemblages, suggesting higher population levels, more complex adaptive strategies, and longer seasonal occupation compared with the Early Holocene (Byrd et al. 2010). Several isolated human burials, including two on the San Francisco Peninsula (SFR-28 and SMA-273), have also been dated to the Middle Holocene (Byrd et al. 2010).

The artifact assemblages include ground stones; side-notched dart points; cobble-based chopping, scraping, and pounding implements; and shall beads and ornaments (Fitzgerald 1993; Meyer and Rosenthal 1998). Type N grooved rectangular Olivella beads are present at the San Bruno Mountain mound site (SMA-40) and at CCO-474/H along the eastern edge of San Pablo Bay (Clark 1998; Estes et al. 2002). These beads are well dated to the Middle Holocene across a large region, from the northwestern Great Basin to San Clemente Island. They indicate the presence of an extensive regional sphere of interaction (Byrd and Raab 2007:220–221; Vellanoweth 2001; Byrd et al. 2010).

The faunal assemblages at these sites contain the same types of material found in Early Holocene assemblages; however, they also include seasonal water fowl, which suggests that more diverse, local niche-based exploitation strategies developed during the Middle Holocene. The ecofact assemblages include bay oyster and mussels as well as, at inland East Bay sites, freshwater shellfish (Meyer and Rosenthal 1998). These resources suggest a shift toward a lacustrine and maritime focus

with the expansion of the estuary at San Francisco Bay, the mud flats, and the freshwater tidal marshes during this time (Byrd et al. 2010).

#### Late Holocene (3800–170 cal BP)

The Late Holocene is generally divided into the following five main time slices: Early (4500/3800–2450 cal BP), Early-Middle Transition (2450–2050 cal BP), Middle (2050–900 cal BP), Middle-Late Transition (900–700 cal BP), and Late (700–170 cal BP).

The chronology detailed above includes sites studied from around the greater Bay Area. Although this information in indeed helpful, a closer, more detailed look at the archaeology of the San Francisco Peninsula will inform the current study. By understanding past investigations and the larger context of the area, avenues where further data is needed can be identified.

There are more than 200 documented Late Holocene sites in the Bay Area. The Early Period of the Late Holocene marks the establishment of a number of large shell mounds. Prominent sites along the bay margins that have produced particularly early dates, including dates from the end of the Middle Holocene, include University Village (SMA-77), Ellis Landing (CCO-295), the San Bruno Mound (SMA-40), the Stege Mound (CCO-298), the West Berkeley Mound (ALA-307), and ALA-17 (Banks and Orlins 1981); only one site, SFR-4, is dated to 300 years (DeGeorgey 2016:23–25). These sites have yielded stemmed and short broad-leaf projectile points, square-based knife blades, unshaped and cylindrical mortars, and cylindrical pestles. Burials throughout the Early Period of the Late Holocene were often flexed and frequently contained grave offerings. Grave offerings often included obsidian originating east of the Sierra Nevada and from Napa County (Hughes and Milliken 2007), which suggests that an extensive trade network had been established by this time (Byrd et al. 2010).

The Middle Period of the Late Holocene is characterized by greater settlement permanence (either sedentary or multi-seasonal occupation), mound building, and increased social complexity and ritual elaboration (Lightfoot 1997). Some male burials yielded thousands of shell beads. Isotopic analyses of human bone and food remains indicate that terrestrial (faunal) resources were exploited more than shellfish, and the use of the acorn also increased (Bartelink 2006; Bickel 1978; Wohlgemuth 2004; Byrd et al. 2010).

The Late Period of the Late Holocene is the best-documented Late Holocene division throughout the greater Bay Area. New artifact types included clamshell disk beads, distinctive Haliotis pendants, flanged steatite pipes, chevron-etched bone whistles and tubes, elaborately finished stone "flower pot" mortars, and needle-sharp coiled basketry awls (Milliken et al. 2007). Samples taken from material found at SFR-171 indicate an occupation period of between 500 and 550 BP. Archaeological investigations at SFR-154 uncovered a 40-centimeter-thick midden deposit beneath dune sands and historic debris. This deposit is thought to be associated the ethnographically identified village Sitlintac. Dating methods indicate occupation at SFR-154 possibly extending into the Mission Period (DeGeorgey 2016:25).

### **Ethnographic Context**

The Ohlone are a linguistically defined group, composed of several autonomous tribelets that spoke eight different but related languages. The Ohlone languages, together with Miwok, compose the Utian language family of the Penutian stock. The territory of the Ohlone people extended along the coast from the Golden Gate to just below Carmel and as far inland as 60 miles, encompassing several inland valleys (Levy 1978b:485–486).

The Ohlone were hunter-gatherers and relied heavily on acorns and seafood. They also exploited a wide range of other foods, including various seeds, the growth of which was promoted by controlled burning; buckeye; berries; roots; land and sea mammals; waterfowl; reptiles; and insects. The Ohlone used tule balsas for watercraft and bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs (Levy 1978b:491–493).

Prior to contact, the Ohlone were politically organized by tribelet, with each having a designated territory. A tribelet, which consisted of one or more villages or camps within a territory, was designated by physiographic features. This type of organization was prevalent in precontact California (Kroeber 1962). The office of tribelet chief was inherited patrilineally but could be occupied by a man or a woman. Duties of the chief included providing for visitors, overseeing ceremonial activities, and directing fishing, hunting, gathering, and warfare expeditions. The chief served as the leader of a council of elders that functioned primarily in an advisory capacity to the community (Harrington 1933:3 in Levy 1978b:487).

Ohlone villages typically had four types of structures. Dwellings were generally domed structures with central hearths. They were thatched with tule, grass, or other vegetal material and bound with willow withes. Sweathouses were used by men and women and usually located along streambanks. A sweathouse consisted of a pit that was excavated into the streambank, with a thatched portion constructed against the bank. Dance structures were circular or oval in plan and enclosed by a woven fence of brush or laurel branches, standing approximately 1.5 meters. The assembly house was a thatched structure that was domed and large enough to accommodate all of the inhabitants of the village (Crespi 1927:219; Levy 1978b:492).

Seven Spanish missions were founded in Ohlone territory between 1776 and 1797. While living within the mission system, the Ohlone commingled with other groups, including the Esselen, Yokuts, Miwok, and Patwin. Mission life was devastating to the Ohlone population (Milliken 1995). It has been estimated that the Ohlone population numbered around 10,000 in 1776, when the first mission was established in Ohlone territory. By 1832, the Ohlone population was less than 2,000 as a result of introduced disease, harsh living conditions, and reduced birth rates (Cook 1943a, 1943b in Levy 1978b:486).

Although they have yet to receive formal recognition from the federal government, the Ohlone are becoming increasingly organized as a political unit and developing an active interest in preserving their ancestral heritage. In the later part of the 20<sup>th</sup> century, the Galvan family of Mission San Jose worked closely with the American Indian Historical Society and "successfully prevented destruction of a mission cemetery that lay in the path of a proposed freeway. These descendants incorporated as the Ohlone Indian tribe, and now hold title to the Ohlone Indian Cemetery in Fremont" (Yamane 1994 in Bean 1994:xxiv). Many Ohlone are active in maintaining their traditions and advocating for Native American issues.

### **Historic Context**

Mission Santa Clara Asís was established in 1777, and is where Santa Clara County derives its name. Santa Clara County was one of the original 27 counties of California, and is the home of San Jose, the county seat and California's first state capitol (Kyle et al. 1990). At the end of the 18<sup>th</sup> century, a road known as *Camino Antiguo Verano* (Old Summer Road) linked Mission Santa Clara Asís with the Mission San Francisco de Asis and the small settlement of Yerba Buena near the northern tip of the San Francisco Peninsula (Carey & Co. 2008:7).

After Mexico achieved independence from Spain, the Mexican government established land grants to encourage settlement in the region. The governor of Alta California, José Figueroa, granted a land grant of 8,800 acres to Francisco Estrada, which contains the majority of the current-day city of Mountain View. Upon Estrada's death, his rancho, the Rancho Pastoria de las Borregas, passed to his father-in-law, Mariano Castro. Although the territory of California was ceded from Mexico to the United States in 1848 following the conclusion of the Mexican-American War, the Treaty of Guadalupe Hidalgo stipulated that Mexicans who occupied ranchos acquired under the earlier land grant system were to be allowed to remain in place (Carey & Co. 2008:8-9).

That same year, the discovery of gold in the Sierra Nevada foothills set in motion a wave of migration to California. The territory quickly absorbed thousands of new residents, and within two years had applied for, and had been granted, statehood. The effect of this influx of new residents was dramatic throughout California. On the San Francisco Peninsula, Mariano Castro divided and sold off the southern portion of his rancho as early as 1849, but unsanctioned settlers had begun to occupy the northern portion that he retained. Over the course of a protracted legal battle lasting nearly 20 years, members of the Castro family fought to confirm their legal right to the land, but ironically were forced to subdivide and sell off the rancho lands to cover their legal expenses (Carey & Co. 2008:9-10).

The development of Mountain View during this time began along the routes of the Old Summer Road and El Camino Real, which both led to San Francisco approximately 35 miles to the north. Commercial establishments sprang up within the Rancho Pastoria de las Borregas and soon grew to form an early settlement, christened Mountain View, that was centered along El Camino Real. The heart of the fledgling community shifted to the current location of the city's downtown district in the 1860s, when the San Francisco and San Jose Railroad constructed its tracks through Castro's rancho lands. The main street through the town, Castro Street, and its central commercial district began to take shape at this time, and through the final decades of the nineteenth century Mountain View developed into a small but thriving town located in the midst of the hugely productive Santa Clara Valley agricultural region, popularly known as "The Valley of the Heart's Delight." Mountain View's proximity to the booming agriculture and horticulture industries fueled its development well into the twentieth century, and new residential subdivisions pushed its boundaries outward. Mountain View incorporated in 1902 (Carey & Co. 2008:10-14, 19).

Although in the late nineteenth and early twentieth centuries Mountain View's identity was largely defined by its relationship with the orchards of the surrounding valley, the region's economic base began to diversify further with the arrival of the Great Depression and World War II. This process was facilitated in large part through the United States Navy's establishment of Naval Air Station Moffett Field near the shore of San Francisco Bay, several miles north of downtown Mountain View. This military installation, which opened in 1933, was joined by the Ames Research Center of the National Advisory Committee for Aeronautics (NACA) by the close of the decade. The Ames Research Center initially supported federal aviation research, but its mission evolved to encompass aerospace research after NACA was dissolved into the new National Aeronautics and Space Administration (NASA) in 1958. NAS Moffett Field and the Ames Research Center attracted ancillary industrial and technology firms to support the federal government's presence in the South Bay, which expanded significantly during and after World War II (Carey & Co. 2008:22-24).

Following the end of World War II, the availability of government and technology-based privatesector jobs within the vicinity of Mountain View led to rapid population growth in the city, as well as attendant annexation, subdivision, and housing development to house new residents. The broad character of the Santa Clara Valley was changing dramatically at this time, as the influence of oncedominant agriculture, horticulture, and food production industries was eclipsed by new electronics and high technology firms. Situated near important postwar employers such as the Ames Research Center, Stanford University, Stanford Industrial Park, and Lockheed Missile and Space Company, Mountain View absorbed tens of thousands of new residents. The most pronounced trends in the city's post-World War II physical development took place at its fringes, where low-density neighborhoods and retail areas cropped up, and El Camino Real regained some of its earlier prominence as a commercial corridor that could accommodate heavier automobile traffic than the city's downtown district (Carey & Co. 2008:24-27). The Santa Clara Valley's shift from an agricultural base to a strong dependence on the high technology industry continued into the early twenty-first century, and Mountain View developed into one of Silicon Valley's key locales providing housing and jobs for technology workers. The city's downtown has remained an important business district and is the location of several of Mountain View's civic and community institutions.

Downtown Mountain View has also historically maintained a strong connection to rail transportation on the San Francisco Peninsula. The route of the Southern Pacific Railroad (originally San Francisco and San Jose Railroad) tracks has demarcated the northern edge of the downtown business district. Passenger service on the route, commonly known as the Peninsula Line, was long popular but suffered drops in ridership and financial shortfalls after World War II. During the mid-1970s, following a series of fare increases and further decreasing passenger volume, the Southern Pacific explored eliminating commuter service on the line altogether. However, the California Department of Transportation (Caltrans) assumed management responsibilities for passenger service, christened Caltrain, and ridership again rose. Caltrain is now operated by the Peninsula Corridor Joint Powers Board, which now owns the rail right-of-way between San Jose and San Francisco (ICF 2015:4-17, 4-18). Caltrain serves the Downtown Mountain View station, as does the VTA. The station currently functions as the western terminus of the VTA's Mountain View-Winchester route. The following section presents the methodology and results regarding the identification of CEQA historical resources within the CEQA Study Area.

# Methodology

## **Historic Built Resource Survey**

ICF architectural historians visited the project site on June 27, 2018, in order to visually inspect above-ground features (including roadways and adjacent buildings and structures). No intensivelevel built environment survey was conducted, as the CEQA Study Area was found not to contain any historic-age built environment resources that had not previously been evaluated as historical resources under CEQA (as outlined under "Results," below).

Due to the developed nature of the project area, an archaeological pedestrian survey was determined not be useful in identifying archaeological resources. Because of the history of development in the area, any archaeological resources exiting at or just below ground surface are considered to have likely been disturbed.

### **Records Search and Literature Review**

A records search and literature review was completed on November 28, 2018 by ICF staff at the Northwest Information Center (NWIC) of the California Historic Resources Information System, located at Sonoma State University, Rohnert Park. The CEQA Study Area and 0.25-mile search radius was researched to determine if previous archaeological and built environment surveys had been conducted, and to identify the presence of previously recorded cultural resources, in and within the vicinity of the CEQA Study Area.

The search consisted of a review of the following resources/databases.

- Copies of all site records within a 0.25-mile search radius of the proposed project location.
- A bibliographic reference of survey reports.
- Copies of General Land Office plats and any other historic documents (e.g., county or city historical maps, U.S. agricultural census schedules for 1880 and/or other dates available).
- The OHP's Historic Property data file.
- The California Register of Historical Resources.
- Pertinent local historical maps for Santa Clara County.

ICF supplemented the NWIC records search and literature review by consulting the findings of known historical resource evaluation studies that have previously been completed within the CEQA Study Area, but that are not on file at the NWIC. These previous studies include the *Second Addendum Inventory and Evaluation of Historic Resources* (Second Addendum IEHR), prepared by

ICF for the Peninsula Corridor Joint Powers Board (JPB) in 2013, and the Peninsula Corridor Electrification Project Historical Resources Inventory and Evaluation Report Update (HRIER Update), prepared by ICF for the IPB and U.S. Department of Transportation in 2015. The Second Addendum IEHR and HRIER Update were completed to support compliance with CEOA and Section 106 of the NHPA for the Peninsula Corridor Electrification Project (PCEP), a discretionary action and a federal undertaking that proposes to electrify commuter rail service along the Caltrain Peninsula Corridor between the 4<sup>th</sup> and King Street station in San Francisco and Tamien Station in San Jose. The Area of Potential Effect (APE) identified for the PCEP encompasses the Caltrain rail right-of-way, as well as adjacent buildings, structures, and landscape features, between San Francisco and San Jose, and therefore leads through the City of Mountain View and overlaps portions of the CEOA Study Area identified for the current project. The Second Addendum IEHR and HRIER Update involved the documentation of all historic-age built environment resources within the APE on DPR 523A (Primary Record) and 523B (Building, Object, Structure Record) forms, which included evaluations of each resource for inclusion in the NRHP and CRHR. The Second Addendum IEHR supported the Peninsula Corridor Electrification Project Final Environmental Impact Report, which was certified in January 2015. In June 2015, the Federal Transit Administration submitted the HRIER Update to the SHPO, who provided a letter concurring with the findings of the report on October 19, 2015.

## **Desktop Geoarchaeological Analysis**

A review on geological maps of the San Francisco Bay Area revealed that the Study Area is located within a mix of alluvial gravel and sands which were deposited within the Holocene. These sediments include stream alluvium, located at the base of slopes, and younger stream alluvium found in fan deposits. Holocene-aged sediments coincide with early human occupation and is commonly believed to have increased potential to hold buried archaeological resources (Diblee and Minch 2007).

## **Native American Consultation**

ICF contacted the Native American Heritage Commission (NAHC) on December 20, 2018, to request a search of the NAHC's Sacred Land File and a list of individuals who have information or interest in the proposed project. The NAHC responded on December 27, 2018, stating that a search of their files failed to indicate the presence of Native American cultural resources within the project area. The NAHC also provided a list of seven Native American contacts who might have information pertinent to this project, or have concerns regarding the proposed action. These individuals are listed below:

- Valentin Lopez, Chairperson Amah Mutsun Tribal Band
- Edward Ketchum Amah Mutsun Tribal Band
- Irenne Zwierlein, Chairperson Amah Mutsun Tribal Band of Mission San Juan Bautista
- Ann Marie Sayers, Chairperson Indian Canyon Mutsun Band of Costanoan
- Charlene Nijmeh, Chairperson Muwekma Ohlone Indian Tribe of the San Francisco Bay Area
- Katherine Erolinda Perez, Chairperson North Valley Yokuts Tribe
- Andrew Galvan The Ohlone Indian Tribe

**Appendix C** contains copies of this correspondence with the NAHC.

## Results

#### **Built Environment Resources**

The NWIC records search identified two previously recorded built environment resources in the CEQA Study Area:

• **Mountain View Adobe, 157 Moffett Boulevard:** The Mountain View Adobe is a one-story, Spanish Colonial Revival-style building constructed in 1934 that has been formally listed in the NRHP and qualifies as a historical resource for the purposes of CEQA. The 2002 NRHP registration form determined that the building is significant under Criterion A (Events) for its association with federal Civil Works Administration (CWA) construction and work relief projects in Mountain View, which resulted in a highly utilized community center intended to benefit the city's residents. The Adobe Building is also significant under Criterion C (Architecture/Design) as a distinctive example of Depression-era public works architecture that is distinctive through its use of adobe and concrete construction and its Spanish Colonial Revival architectural style. The NRHP registration form defines the building's period of significance as 1934-1950.

Constructed as a community center using funding from the CWA, the Mountain View Adobe was originally located within a site that included a garden, municipal reservoir, pump house, and perimeter wall. These site features have subsequently been removed. The Mountain View Adobe was rehabilitated in 2001, and a new pump house, perimeter fence, and surface parking lot were constructed within the legal parcel that contains the resource. The current site wall, constructed c.2002, encloses the Adobe House site similar to the original site wall, and offers a sense of separation from adjacent roadways. However, the current site wall is not in the same location and does not appear to have the same design as the original site wall that was constructed around the Adobe House and municipal reservoir in 1934.

The NRHP registration form defines the boundaries of the resource as encompassing only the footprint of the Mountain View Adobe. The adjacent pump house, garden, parking lot, and site wall do not date to the property's period of significance and do not directly contribute to the historical significance of the Adobe Building. Character-defining features of the building are not defined in the NRHP registration form but for the purposes of the current study are considered the architectural features and spatial organization of the building located within the NRHP-listed property boundary, including the building's general massing and roof form, Spanish Colonial Revival architectural style, materials (including its adobe brick and concrete walls), entry and garden porches, and interior configuration of rooms.

Although the Mountain View Adobe is located within the CEQA Study Area, the project footprint does not overlap the historical resource boundary defined in the NRHP registration form.

San Francisco-San Jose Railroad/Southern Pacific Railroad: The NWIC records search • also identified that the previously recorded San Francisco-San Jose Railroad/Southern Pacific Railroad (SFSJRR/SPRR) extends into the CEQA Study Area. The recorded linear resource comprises the rail alignment belonging to the SFSJRR/SPRR between San Jose and San Francisco (generally aligning with the present-day Caltrain right-of-way), as well as numerous associated features such as underpasses, bridges, tunnels, and rail stations. The only component of the recorded resource within the CEQA Study Area is an approximately .65-mile segment of the SFSIRR/SPRR alignment, generally spanning between the Shoreline Boulevard Overpass and Abate Drive. Although the specific segment of the SFSJRR/SPRR located within the CEQA Study Area has not previously been evaluated for historical resource status under CEQA, the other segments of the resource as well as the overall SFSJRR/SPRR have been documented and determined not eligible for inclusion in historic registers. The overall SFSJRR/SPRR alignment was recorded in 1994 by JRP Historical Consulting (IRP) and found not eligible for listing in the NRHP. The resource was not evaluated for inclusion in the CRHR at this time. However, JRP documented and evaluated the entire SFSIRR/SPRR alignment on a DPR Update Sheet in 2017 in support of the California High-Speed Rail Authority Historical Architectural Survey Report: San Francisco to San Jose Section. JRP's 2017 site record has determined that the SFSJRR/SPRR is not eligible for listing in the NRHP or CRHR, and thus does not qualify as a historical resource under CEQA, because the materials and characteristics of the resource (including the tracks, rail bed, and affiliated equipment) have been altered and/or replaced continuously since the rail line was first constructed during the 1860s. No additional components of the SFSJRR/SPRR that have been evaluated individually as historical resources are located within the CEQA Study Area.

Review of the 2013 Second Addendum IEHR and 2015 HRIER Update revealed that two structures located within the CEQA Study Area were documented and evaluated for inclusion in the NRHP and CRHR:

- **Shoreline Boulevard Overpass**: The Shoreline Boulevard Overpass is a six-lane viaduct constructed in 1970 that carries Shoreline Boulevard over the Caltrain corridor and Central Expressway approximately .25 miles west of downtown Mountain View. The Shoreline Boulevard Overpass was determined not eligible for listing in the NRHP and CRHR and therefore is not a historical resource under CEQA.
- **SR-85 Overpass**: The SR-85 Overpass is a six-lane viaduct constructed in 1965 that carries SR-85/West Valley Freeway over the Caltrain corridor and Central Expressway approximately .6 miles east of downtown Mountain View. The SR-85 Overpass was determined not eligible for listing in the NRHP and CRHR and therefore is not a historical resource under CEQA.

In addition to the built environment resources described above that are historic-age and have previously been evaluated for inclusion in historical registers, the CEQA Study Area delineated for the current project also contains the following three properties that are not yet 50 years old, and thus are not of the age at which they could qualify as CEQA historical resources:

• Police Services and Fire Administration Building, 1000 Villa Street, constructed in 1980;

- MVTC facilities, including primary station building,<sup>1</sup> associated landscaping, Caltrain and VTA light rail passenger platforms, and bus waiting shelters, which are located at the intersection of Castro Street and West Evelyn Avenue and have been constructed and updated between the 1980s and the present;
- 100 Moffett Boulevard, constructed in 2016.

In summary, the CEQA Study Area contains one built environment resource that qualifies as a historical resource under CEQA, the Mountain View Adobe. Future environmental documents prepared to support the project's CEQA compliance would analyze and disclose whether the project would result in impacts to the Mountain View Adobe.

**Figure 3 in Appendix A** shows the built environment resources identified during the records search and literature review.

### **Archaeological Resources**

The records search did not identify any archaeological resources in the CEQA Study Area or within 0.25 of the Study Area.

The Study Area has been subject to eighteen cultural resource studies that cover approximately 90% of the Study Area. These studies are detailed below:

Study	Author	Date	Title	Findings
number				
4492	M.P. Holman	1978	Archaeological Reconnaissance for the Stevens Creek Project	no resources identified,
				monitoring recommended
8521	K. Flynn	1979	Archaeological Reconnaissance of Approximately 9 Miles of	no resources identified,
	-		Central Expressway, from De La Cruz Boulevard to San	monitoring recommended
			Antonio Road	5
9440	M.K. Kelly	1979	Archaeological Survey Report for the Proposed Improvements	no resources identified
			to the Routes 85, 101, 237 triangle and Route 85 from	within current project area
			Stevens Creek Boulevard to Route 101 in Santa Clara County	
			· · · · · · · · · · · · · · · · · · ·	
10154	R.L. Anastasio, D.	1987	Historic Property Survey of the Proposed Central Expressway	no resources identified
	Garaventa, S.A.	(revised	Commuter Lane Project Located in the Cities of Santa Clara,	within current project area
	Guedon, R.M.	1987,	Sunnyvale, and Mountain View in Santa Clara County,	
	Harmon, and M.J.	1988)	California	
	Rothwell			
44200		4000		the state of the s
11396	BIOSystems Analysis,	1989	Technical Report of Cultural Resources Studies for the	no resources identified
	Inc.		Proposed WIG-WEST, Inc., Los Angeles to San Francisco and	within current project area
			Sacramento, California: Fiber Optic Cable Project	
12294	S. Baker and L.H.	1990	Archaeoloaical Survey Report, Tasman Corridor Proiect, Santa	No additional resources
	Shoup		Clara County, California	identified within current
	Check			project area
14608	D. Garaventa	1992	Cultural Resources within the Evelyn Avenue Corridor Plan,	no resources identified
			City of Mountain View, Santa Clara County, California	within current project area
			- , , , ,	

Table 1. Cultural Resources Studies Conducted In or Adjacent to the Study Area

<sup>1</sup> The station building belonging to the MVTC was constructed in 2001, although its design is closely modeled on the Southern Pacific station in this location that originally served Mountain View beginning in the 1880s. The original station building was demolished during the 1950s (Scheck 2001). Despite that the current MVTC station building exhibits a historic-era design, its recent construction date precludes the building from qualifying as a CEQA historical resource.

14885	A.M. Banet and D.G. Brittan	1992	Cultural Resources Assessment a One-Quarter Acre Site at the Corner of Shoreline Boulevard, Dana Street, and Oak Street City of Mountain View, Santa Clara County, California	no resources identified within current project area
18286	D. Chavez	1996	Historic Property Survey Report - Negative Finding/Archaeological Survey Report	no resources identified within current project area
23363	C.T. Busby	1999	Historic Property Survey Report - Negative Finding/Archaeological Survey Report	no resources identified within current project area
24216	R. Cartier	2001	Cultural Resource Evaluation of the Downtown Mountain View Transit Plaza Landscaping Project in the City of Mountain View	no resources identified within current project area, monitoring recommended
25173	J. Holson, C. Sutch, and S. Pau	2002	Cultural Resources Report for San Jose Local Loops, Level 3 Fiber Optics Project in Santa Clara and Alameda Counties, California	no resources identified within current project area, monitoring recommended
26045	R.L. Carrico, T.G. Cooley, W.T. Eckhardt	2000	Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiberoptic Cable Project San Francisco Bay Area and Los Angeles Basin Networks	no resources identified within current project area
29657	W.J. Nelson, T. Norton, L. Chiea, and R. Pribish	2002	Archaeological Inventory for the Caltrain Electrification Program Alternative in San Francisco, San Mateo, and Santa Clara Counties, California	no resources identified within current project area
33061	N. Sikes, C. Arrington, B. Bass, C. Corey, K. Hunt, S. O'Neil, C. Pruett, T. Sawyer, M. Tuma, L. Wagner, A. Wesson	2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	no resources identified within current project area
37026	E.T. Jones	2010	A Cultural Resources Study for the Downtown Family Development Project Mountain View, Santa Clara County, California	no resources identified within current project area
43525	JRP Historical Consulting Services	2002	Inventory and Evaluation of Historic Resources Caltrain Electrification Program, San Francisco to Gilroy (MP 0.0 tot 77.4)	no resources identified within current project area
45670	K. Kubal	2014	Historic Property Survey Report, US 101 Express Lanes Project, Santa Clara County, California, Project No. 0412000459/EA 2G7100, 04-SCL-101 PM 16.00/52.55, 04- SCL-85 PM 23.0/24.1	no resources identified within current project area
Source: N	Source: Northwest Information Center 2018			

**Appendix B** contains the records search results.

In summary, no previously recorded archaeological resources were identified within the CEQA Study Area during the records search and literature review. Additionally, correspondence with the NAHC did not identify any sacred lands listed on the SLF within the CEQA Study Area. However, desktop geoarchaeological review revealed that the project is located on Holocene-aged sediments which are known to have increased potential for containing buried archaeological deposits (USGS 2000; Diblee and Minch 2007). The CEQA Study Area is located east of Permanente Creek and intersects Stevens Creek on its eastern end. The Study Area is also within close proximity to the Bay shore and would have been a prime resource collection area for prehistoric communities. So while no formal archaeological resources have been recorded within the project area, there is increased potential for as-yet undocumented archaeological deposits to exist subsurface.

Pursuant to CEQA, the environmental document prepared for the project would assess whether project activities would cause significant impacts to historical resources. The following section outlines potential significant impacts to historical resources that would be anticipated to result from the project, based on the current level of project design that has been developed. Per section 15064.5b of the CEQA Guidelines, a significant impact would occur if the project involves the physical demolition, destruction, relocation, or alteration of a historical resource or its immediate surroundings such that the historical resource would be materially impaired. The historical resource would be materially impaired if the project destroys or adversely alters those characteristics that qualify the resource for CRHR eligibility or local designation.

For any anticipated impacts to historical resources, recommendations and standard mitigation measures are provided that would assist the project avoid or reduce impacts to a less than significant level. Due to the preliminary nature of the proposed project, the analysis assumes the potential for impacts in cases where the nature of construction activities adjacent to historical resources has not yet been determined.

## Potential Project Impacts to Built Environment Resources

Based on the results of the records search and literature review, project activities would not encroach within the boundary of any known historical resource as defined under CEQA. As described above, the historical resource boundary of the NRHP-listed Mountain View Adobe is limited to the building's footprint. However, construction would occur adjacent to the Mountain View Adobe, including grading and excavation associated with vertical circulation paths (ramps) that would allow pedestrians and bicyclists to access the proposed below-grade undercrossing beneath the Central Expressway and Caltrain right-of-way. Excavation for vertical circulation would occur within the legal parcel that contains the Mountain View Adobe, but would be placed within the southern half of the parcel that currently contains the non-historic-era surface parking lot and site wall that support the current operations of the building. The precise location of the vertical circulation feature has not yet been determined, but it may be placed adjacent to the Central Expressway or adjacent to Moffett Boulevard. If the latter option is incorporated into the final project design, the vertical circulation feature may terminate immediately adjacent to the nonhistoric pump house, a location that is, at nearest, approximately 15 feet south of the south façade of the Mountain View Adobe. Additionally, it is anticipated that the introduction of new vertical circulation within the southern half of the Mountain View Adobe's parcel would require the removal of the non-historic site wall and at least a portion of the parking lot.

Even though the project does not propose physical alteration of the Mountain View Adobe, construction activities within its vicinity have the potential to cause a significant impact to the historical resource in two separate ways:

**Changes in setting.** The introduction of new vertical circulation paths would alter the broader setting of the Mountain View Adobe. As described earlier, the setting of the Mountain View Adobe has changed noticeably since the resource's period of significance (1934-1950). The original pump house, site wall, and municipal reservoir that originally occupied the parcel that contains the resource were removed to accommodate the widened Central Expressway. Previous changes to the setting of the Adobe House did not diminish its historical integrity to the extent that it was not eligible for listing in the NRHP. Furthermore, the rehabilitation of the building in the early 2000s involved the construction of a new pump house closely based on the design of the original, and a new site wall that encloses the surface parking lot located south of the resource. Despite earlier changes, the setting of the Mountain View Adobe and the adjacent Moffett Boulevard, and, on the other hand, a sense of enclosure within the southern half of the parcel facilitated by the non-historic site wall that separates the Mountain View Adobe site from the Central Expressway.

The most conservative scenario would place a new, heavily used vertical circulation feature within the southern half of the Mountain View Adobe's parcel within close proximity of the building's south facade and could remove a portion of the current surface parking lot and site wall adjacent to the resource. Consequently, the project would diminish the resource's integrity of setting and feeling by eliminating the sense of enclosure that the resource currently enjoys. However, the project would not remove any character-defining features of the Mountain View Adobe, which are limited to within the building's footprint. As such, it does not appear that this change in the immediate surroundings of the Mountain View Adobe would constitute material impairment of the resource's significance, such that it would sustain a significant impact as defined by CEQA. Changes to the parcel would not remove any historic site features, and are not anticipated to introduce above-ground features of a scale that would compete with the Mountain View Adobe, which currently is the most prominent feature within its parcel. New vertical circulation would furthermore not be placed between the Mountain View Adobe and Moffett Boulevard, and it is not anticipated that the project would interrupt the resource's visibility as seen from the public realm. Although the surroundings of the Mountain View Adobe would change, it is not anticipated that the project would destroy or adversely alter characteristics that qualify the resource for historical register listing.

**Ground-borne vibrations.** The excavation and construction required to build the vertical circulation paths and pedestrian/bicyclist undercrossing may cause ground-borne vibrations during construction that have the potential to damage the Mountain View Adobe's structural or ornamental features. Specifically, ground-borne vibrations—which are measured in peak particle velocity (PPV)—would result in a significant impact on the Mountain View Adobe if construction-related vibrations were to alter in an adverse manner the resource's character-defining features (including its design, materials, and construction methods) that convey its historical significance under NRHP/CRHR Criteria A/1 and C/3. The Mountain View Adobe may be particularly susceptible to vibration-related damage because its building walls are partially constructed of adobe, a fragile material that may sustain damage at lower vibration levels than other portions of the building that are constructed of reinforced concrete.

The California Department of Transportation (Caltrans) has established vibration-related damage potential threshold criteria in the document *Transportation and Construction Vibration Guidance Manual*, which presents several building classifications with associated PPV levels at which ground-borne vibrations would be expected to cause structural or ornamental damage.

Given that the Mountain View Adobe is partly constructed of adobe, a conservative approach would be to classify the resource as a "fragile building" using Caltrans' classifications. According to Caltrans, fragile buildings may sustain damage when they experience PPV levels in excess of 0.2 PPV for transient sources, and 0.1 PPV for continuous/frequent intermittent sources (California Department of Transportation 2013).

If excavation and construction activities were to occur within the southernmost portion of the parcel that contains the Mountain View Adobe, they would be separated from the resource by a distance of 75 feet or more. It is possible that vibration-producing equipment (including jackhammers, drill rigs, bulldozers, and vibratory rollers) may be used in closer proximity to the resource, in which case it appears that the vibration damage thresholds specified above have the potential to be reached. If these thresholds are found to be reached, the project would be found to have a significant impact on historical resources due to its generation of ground-borne vibrations. Mitigation measures are provided below that would reduce this impact to a less than significant level if it is determined that the PPV thresholds for fragile buildings are exceeded as a result of the project.

## **Potential Project Impacts to Archaeological Resources**

No archaeological resources were identified during the archaeological investigations of the CEQA CEQA Study Area. However, desktop geoarchaeological review revealed that the Study Area exists on sediments known to hold increased potential for buried archaeological deposits. Additionally, the CEQA Study Area intersects Stevens Creek and is in close proximity to Permanente Creek and the Bay shore. This places the project location within prime resource collection likely utilized by prehistoric communities. Therefore, there is potential to encounter previously undocumented archaeological resources during ground disturbing activities.

While the majority of ground disturbance associated with project activities would occur between ground surface and 2 feet, in previously disturbed material, some project elements would require deeper excavation (greater than 10 feet). This deep excavation could result in a significant impact to as-yet undocumented archaeological resources. The implementation of mitigation measures would reduce these impacts. Mitigation measures created to ensure correct treatment of unanticipated archaeological discoveries are provided below.

## **Recommendations to Reduce or Avoid Impacts**

In consideration of the discussion of potential project impacts above, the following mitigation measures could be implemented to reduce or avoid impacts to historical resources under CEQA.

#### Mitigation Measures: Built Environment Protective Measures and Vibration Monitoring

If vibration-generating construction equipment is proposed for use near enough to the Mountain View Adobe to have the potential to exceed the fragile building vibration damage thresholds presented above, protective measures may be implemented in order to reduce or avoid the potential for damage to the resource. As a result, these measures could be included in the project's environmental document in order to reduce or avoid the potential impact on historical resources.

#### Mitigation Measure 1: Protect Built Environment Resources from Adjacent Construction

The project sponsor may implement protective measures where construction would occur within the vicinity of the Mountain View Adobe. The project sponsor may incorporate into construction specifications for the proposed project a requirement that the construction contractor(s) use all feasible means to avoid damage to adjacent and nearby historic buildings. Such methods may include maintaining a safe distance between the construction site and the historical resource, using construction techniques that reduce vibration (such as using concrete saws instead of jackhammers or hoe-rams to open excavation trenches, the use of non-vibratory rollers, and hand excavation), employing appropriate excavation shoring methods to prevent movement of adjacent structures, and providing adequate security to minimize risks of vandalism and fire.

#### Mitigation Measure 2: Vibration Monitoring, Cessation, Minimization, and Repair

The project sponsor may undertake a monitoring program to minimize damage to the Mountain View Adobe and to ensure that any such damage is documented and repaired. The monitoring program may include the following components.

- Prior to the start of construction activities, the project sponsor may engage a professional meeting the Secretary of the Interior's Standards for historic architecture and a structural engineer to prepare an existing conditions documentation scope and a vibration monitoring plan for review and approval by appropriate CEQA lead agency staff. The vibration monitoring plan may establish a vibration threshold that may not be exceeded at the Mountain View Adobe, based on the resource's construction methods, existing conditions, character-defining features, soil conditions, and anticipated construction practices in use at the time. The vibration threshold for the resource may be the vibration level at which construction activities have the potential to cause cosmetic and/or structural damage to the resource. The project sponsor may implement the approved documentation scope by engaging a consultant team to undertake a preconstruction survey of the Mountain View Adobe in order to document and photograph the resource's existing conditions.
- During construction, the project sponsor may require that construction contractors employ monitoring equipment that records vibration levels and provides an immediate warning when construction-related PPV levels exceed the allowable vibration threshold, as specified in the vibration monitoring plan. The warning emitted by the vibration-monitoring equipment may be instantaneously transmitted to the responsible person designated by the contractor by means of warning lights, audible sounds, or electronic transmission.
- Following the commencement of construction, the consultant team may conduct regular periodic inspections of the Mountain View Adobe in order to inspect for cosmetic and/or structural damage to the resource. The consultant team may submit the results of these inspections as monitoring reports to appropriate CEQA lead agency staff.
- Should vibration levels exceed the vibration thresholds for cosmetic and/or structural damage specified in the vibration monitoring plan, or damage to the Mountain View Adobe occur as a result of construction activity for the project, construction within the vicinity of that resource may be halted until measures are implemented to prevent

further damage and lower project-related vibration levels below the identified thresholds. These measures include use of alternative construction techniques, which may include the use of non-vibratory rollers or a jumping jack in the place of vibratory rollers and skid-steer loaders in the place of backhoes.

If accidental damage occurs to the Mountain View Adobe as a result of construction activity, the resource may be repaired to its original condition consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties. The repair methodology may be developed by a qualified historic architect in consultation with appropriate CEQA lead agency staff.

#### **Mitigation Measures: Archaeological Protective Measures**

#### Mitigation Measure 3: Stop Work if Archaeological Deposits are Encountered During Ground-Disturbing Activities

If archaeological deposits are encountered during project related ground disturbance work in the area is to stop immediately. A qualified archaeologist will be contacted to assess the discovery. Archaeological deposits include, but are not limited to, flaked stone or groundstone, midden and shell deposits, historic-era refuse and/or structure foundations.

If human remains of Native American origin are discovered during ground-disturbing activities, it will be necessary to comply with state laws regarding the disposition of Native American burials, which fall within the jurisdiction of the Native American Heritage Commission (Pub.Res. Code Sec. 5097). If human remains are discovered or recognized in any location other than a dedicated cemetery, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:

1. The county coroner has been informed and has determined that investigation of the cause of death is required; and

- 2. If the remains are of Native American origin:
  - a. The descendants of the deceased Native Americans have made a recommendation to the landowner or the person responsible for the excavation work for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Pub. Res. Code Sec. 5097.98; or
  - b. The Native American Heritage Commission was unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified by the commission.

According to California Health and Safety Code, six or more human burials at one location constitute a cemetery (Section 8100), and disturbance of Native American cemeteries is a felony (Section 7052). Section 7050.5 requires that excavation be stopped in the vicinity of the discovered human remains until the coroner can determine whether the remains are those of a Native American.
# **Summary of Impacts and Recommendations**

The project has the potential to cause construction- and vibration-related damage to the Mountain View Adobe. The implementation of Mitigation Measure 1: *Protect Built Environment Resources from Adjacent Construction*, and Mitigation Measure 2: *Vibration Monitoring, Cessation, Minimization, and Repair*, would reduce this impact to a less than significant level.

No archaeological resources were identified during the course of this analysis. However, the CEQA Study Area would be located within an area where deep excavation associated with project elements has the potential to impact archaeological resources. This impact would be significant. However, the implementation of Mitigation Measure 3: *Stop Work if Archaeological Deposits are Encountered During Ground-Disturbing Activities*, would reduce this impact to a less than significant level.

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Figure 1 Project Vicinity Mountain View Transit Center Grade Separation and Access Project



Figure 2 Built Environment and Archaeological Study Areas Mountain View Transit Center Grade Separation and Access Project



Figure 3 Study Results Mountain View Transit Center Grade Separation and Access Project

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CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEM	HUMBOLDT LAKE OSTA MARIN E MENDOCINO MONTEREY NAPA SAN BENITO	SAN FRANCISCO SAN MATEO SANTA CLATA SANTA CRUZ SOLANO SONOMA YOLO	Northwest Informa Sonoma State Univers 150 Professional Cent Rohnert Park, Califorr Tel: 707.588.8455 nwic@sonoma.edu http://www.sonoma.ed	<b>ation Center</b> ity er Drive, Suite E nia 94928-3609 du/nwic
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CHRIS Access and Use Agreement No.:

\*\*This is not an invoice. Sonoma State University will send separate invoice.\*\*

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Figure X NWIC Record Search City Of Mountain View Transit Center Project



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Figure X NWIC Record Search City Of Mountain View Transit Center Project

OMB No. 1024-0018

NPS Form 10-900a (8-86)

United States Department of the Interior National Park Service

# NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section \_\_\_\_ Page

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 02001256

Date Listed: 10/28/2002

Mountain View Adobe Property Name

Santa Clara CA County State

N/A

Multiple Name \_\_\_\_\_

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

A Signature of the Keeper Date of T

Amended Items in Nomination:

Significance:

The Period of Significance should read: 1934–1952, as per the narrative text. [The narrative statement of significance draws the period up to the 50 year mark at 1952.]

# **Geographical Data:**

The acreage reads: less than one acre.

The correct U. T. M. Coordinates are: 10 581770 4139010

The Verbal Boundary Description encompasses the historic main building only, within a rectangular parcel approximately 50' x 40'; the outlying peripheral areas of the property no longer retain integrity and do not contain any significant historic features. [Clarification of VBD.]

These revisions were confirmed with the CA SHPO office.

DISTRIBUTION: National Register property file Nominating Authority (without nomination attachment)

	RECEIVED 2000	
NPS Form 10-900 (Rev. 10-90)	SEP 19	OMB No. 1024-0018
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NATIONAL REGISTER OF HISTORIC PLACES	MATTONAL PARK SERVICE	AUG 08 2002
	1424	OHP
This form is for use in nominating or requesting determinations for individua of Historic Places Registration Form (National Register Bulletin 16A). Comp requested. If any item does not apply to the property being documented, e and areas of significance, enter only categories and subcategories from the (NPS Form 10-900a). Use a typewriter, word processor, or computer, to com-	al properties and districts. See instructions in olete each item by marking "x" in the appropri- nter "N/A" for "not applicable." For functions e instructions. Place additional entries and no omplete all items.	n How to Complete the National Register iate box or by entering the information , architectural classification, materials, arrative items on continuation sheets
1. Name of Property		
historic name <u>Mountain View Adobe</u> other names/site number <u>The Adobe Building</u>		
2. Location		
street & number <u>157 Moffett Boulevard</u> city or town <u>Mountain View</u> state California code CA county Sant	vicinity <u>N/A</u> ta Clara code 085	<u>N/A</u> not for publication zip code 94043-4720
3. State/Federal Agency Certification		
As the designated authority under the National Historic Preservation Act of determination of eligibility meets the documentation standards for registerin professional requirements set forth in 36 CFR Part 60. In my opinion, the p meets does not meet the National Register Criteria. I reconnationally statewide X locally. ( See continuation sheet for a statewide X see continuation sheet for a statewide X statewide Xstatewide Xsta	1986, as amended, I hereby certify that this ng properties in the National Register of Histo property ommend that this property be considered sig additional comments.)	X nomination request for price Places and meets the procedural and mificant
KnowEllan	9/12/02	
Signature of certifying official	Date	
California Office of Historic Preservation State or Federal agency and bureau		
In my opinion, the property meets does not meet the National R	egister criteria. ( See continuation sheet	for additional comments.)
Signature of commenting or other official	Date	
State or Federal agency and bureau		
4. National Park Service Certification		
I, hereby certify that this property is:		
entered in the National Register See continuation sheet.		
determined eligible for the National Register See continuation sheet.		
determined not eligible for the National Register		
removed from the National Register		
other (explain):		

Signature of Keeper

1

Date of Action

#### 5. Classification

Ownership of Property (Check as many boxes as apply)

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- \_\_\_\_ private
- X public-local
- \_\_\_\_ public-State
- public-Federal

Category of Property (Check only one box)

- <u>X</u> building(s)
- \_\_\_\_ district
- \_\_\_\_ site
- structure
- object

#### Number of Resources within Property

#### Contributing Noncontributing

1	buildings
and the second sec	sites
	structures
	objects
	Total
A CONTRACTOR AND A CONTRACTOR OF A	

# Number of contributing resources previously listed in the National Register N/A\_\_\_\_\_

Name of related multiple property listing (Enter "N/A" if property is not part of a multiple property listing.)

Sub:

Meeting Hall Clubhouse Civic

#### 6. Function or Use

Historic Functions (Enter categories from instructions)

Cat:
Social
Social
Social
Commerce/Trade
Government
Recreation and Culture

Sub	:
	Meeting Hall
	Clubhouse
	Civic
	Professional
	Government Office
	Auditorium

#### **Current Functions** (Enter categories from instructions)

Social Social Social	
Social Social	
Social	

#### \_\_\_\_\_

### 7. Description

#### Architectural Classification (Enter categories from instructions)

Spanish Revival

.....

#### Materials (Enter categories from instructions)

toundation	Concrete	_
roof	terra cotta	_
walls <u>:</u>	adobe	_
other		_

Narrative Description (Describe the historic and current condition of the property on one or more continuation sheets.)

2

#### 8. Statement of Significance

Applicable National Register Criteria (Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- <u>X</u> A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- X C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations (Mark "X" in all the boxes that apply.)

- A owned by a religious institution or used for religious purposes.
- \_\_\_\_\_B removed from its original location.
- C a birthplace or a grave.
- \_\_\_\_ D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

#### Areas of Significance (Enter categories from instructions)

Social History Architecture

Period of Significance \_1934-1950

Significant Dates 1934

Significant Person (Complete if Criterion B is marked above)

<u>N/A</u>\_\_\_\_\_

Cultural Affiliation N/A

Architect/Builder Don Reinhoel (City Engineer) and the Civil Works Administration

Narrative Statement of Significance (Explain the significance of the property on one or more continuation sheets.)

5. Majul Divilographical References	). N	laior	Bibliogr	aphical	References
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(Cite the books, articles, and other sources used in preparing this for more continuation sheets.)	orm on one
Previous documentation on file (NPS) preliminary determination of individual listing (36 CFR 67) has b previously listed in the National Register previously determined eligible by the National Register designated a National Historic Landmark recorded by Historic American Buildings Survey # recorded by Historic American Engineering Record #	een requested.
Primary Location of Additional Data State Historic Preservation Office Other State agency Federal agency Local government University Other Name of repository: <u>Mountain View Public Library History Room</u>	
10. Geographical Data	
Acreage of Property	
UTM References (Place additional UTM references on a continuation Zone 10 Easting 580770 Northing 41390	on sheet) 010
Verbal Boundary Description (Describe the boundaries of the prope continuation sheet.)	rty on a
Boundary Justification (Explain why the boundaries were selected o continuation sheet.)	n a
11. Form Prepared By	
name/title Jessica E Kusz/Preservation Specialist (contact Caroly	n Kjernat)
hame/me_ocosica_e. Rusz// reservation opecialist_ (contact ourory	n Riemat)
organization_Page &Turnbull, Inc., Architects	date 2/13/02 (modified 6/5/02)
street & number_724 Pine Street	telephone_(415)362-5154
city or town_San Franciscostate	<u>CA</u> _zip code <u>94108</u>

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#### **Additional Documentation**

Submit the following items with the completed form:

**Continuation Sheets** 

#### Maps

A USGS map (7.5 or 15 minute series) indicating the property's location. A sketch map for historic districts and properties having large acreage or numerous resources.

#### Photographs

Representative black and white photographs of the property.

Additional items (Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)	
name	

street & number\_\_\_\_\_\_telephone\_\_\_\_\_\_telephone\_\_\_\_\_\_

city or town\_\_\_\_\_ zip code \_\_\_\_\_

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended

(16 U.S.C. 470 et seq.). Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the

form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.0. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara, California</u>

#### **Building Narrative**

### Location

The Mountain View Adobe is located at 157 Moffett Boulevard at the northeast corner of Moffett Boulevard and Central Expressway in Mountain View, California *(see illustration Section 7, Page 4)*. Moffett Boulevard leads to Moffett Naval Air Station to the northeast. To the southwest, Moffett Boulevard becomes Castro Street, the central artery of the Mountain View central business district. Upon its construction the Mountain View Adobe established a link between downtown Mountain View and Moffett Field. Downtown Mountain View includes several buildings that represent the earliest development in the area, including the Ames Building at 171 Castro Street, built in 1903, and the Farmers and Merchants State Bank at 201 Castro Street, built in 1910. While this historic district is only a few blocks away from the Mountain View Adobe, the Central Expressway, Caltrain tracks and light rail tracks divide them. A 1930's residential district lies to the east of the site. The Mountain View Adobe project is a part of the city's General Plan for Linear Commercial/Residential Development and the city hopes the rehabilitation and site improvement of the Adobe will spur sensitive development along Moffett Boulevard to the north of the railroad tracks.

#### Exterior

#### **General Description**

The Mountain View Adobe, built in 1934, is a Spanish Revival style one-story adobe building, approximately fifty-four feet square with a gabled timber frame roof covered by red clay tile. In plan the stucco-faced building consists of a large main hall with auxiliary rooms flanking the main hall to the east and west. Built on a concrete foundation, construction of the Mountain View Adobe involved pouring of a concrete frame of columns and beams to support the roof, and the infill of adobe bricks between the columns to create walls on the interior and to cover the exterior. There are ten poured reinforced concrete columns in the adobe, each capped by a flat, formed capital, still visible beneath several layers of plaster and paint. While these columns and capitals are embedded in the wall, they are articulated as ornamental elements. The thick walls are covered in stucco and a gable timber frame roof rests on the concrete frame. The west elevation, which faces Moffett Boulevard, is the principal façade of the Mountain View Adobe and provides

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 County and State Santa Clara, California

the main entrance to the building. A large entry porch indicates the main entrance and contains two doors which lead to the main hall. An office is also located on the west side of the building, north of the entry porch. The north elevation has minor fenestration with one door providing access to the main hall. The men's toilet room is also located on this side, as well as a utility shed. On the east elevation, a garden porch with two sets of doors provides access to the main hall. The garden porch opens to a landscaped garden and a parking lot. The women's toilet room and the kitchen are located on either side of the garden porch. The south elevation displays a stepped stucco chimney.

### West Elevation

The west elevation is the dominant elevation of the Mountain View Adobe. The main entrance is accessed through the entry porch where two pairs of new wood double doors open into the main interior space. Three adobe columns with wood corbels support the roof of the entry porch. A single door set in a scalloped archway provides access to the office. In the office, three wood casement windows provide light to the interior office space. These windows have four stacked lights and are set in deep unadorned punched openings.

#### **North Elevation**

When built, the northern façade of the Mountain View Adobe had a view of Moffett Field to the northeast. A double door, rather grand for this modest building, marks the center of the gabled façade. Today, the view has been obscured by the placement of a building to the north of the adobe building. The two large french doors with an eight-light transom open into the main hall. The door protrudes about eighteen inches from the face of the building, topped with a cornice and a hipped roof. There is a low concrete watertable about a foot above the ground. To the east of the door the men's toilet room protrudes seven feet from the face of the building. A single casement window is located on the eastern wall of the extension. Located on the western side of the north elevation is an original casement window for the office space.

#### **East Elevation**

On the east elevation two sets of double doors open from the main hall onto the garden porch. The garden porch is flanked by two rooms, a women's toilet room to the south and a kitchen and men's toilet room to the north. The women's toilet room contains one large multi-light stationary

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window. The kitchen contains two casement windows. On the southern end of the east façade, an original casement window has been retained while the others are new, but match the original in size, color and design. The men's toilet room has one small window on the east elevation. Though the men's toilet room was an early addition to the structure, it maintains the same roof slope as the rest of the building. The eave on this elevation is built on an original stepped wood fascia that is set into the adobe and concrete wall. Before the restoration, the east elevation of the Mountain View Adobe looked out on a parking lot and a plot of grass. Today, the previously enclosed garden porch has been opened and a tile walkway leads to a landscaped garden and garden/tool shed.

#### **South Elevation**

On the south elevation the wall rises to meet the center ridge of the gable roof and a wide, stepped stucco chimney projects from the middle of the elevation. This chimney, protruding about two feet from the face of the building, steps in four times and ends in a brick cap about a foot above the ridge of the roof. While lacking in ornament, a corbel steps between the face of the wall and the slightly overhanging roof tiles. In time, the corbel has become layered with stucco and paint, obscuring the articulated steps into a simple bulge.

#### Interior

#### Main Hall

The two sets of double doors off of the entry porch provide access to the main hall, the primary space in the adobe building (see *illustrations on Section 7, Page 4 and 5*). This room has maintained its integrity over time, with few reductive changes. The walls are the original adobe and concrete, now coated with cementitious plaster. The space rises to the ridge of the roof, exposing the three timber trusses that support the gable.

The roof has been stabilized. Above the concrete bond beam the adobe bricks have been stabilized in order to tie the roof into the adobe walls. Wood flooring is set on sleepers over a concrete slab. The western wall of the room is marked by two double doors connecting it to the

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entry porch, and a single door leading into the office. A simple and distinguished fireplace occupies the southern wall of the room. A hood and cornice cover the simple brick hearth that extends in a semicircle into the main room. New glass doors now enclose the fireplace. The eastern wall of the room is marked by two double doors leading to the garden porch and two single doors on either side of the porch. The single door to the south leads to the women's toilet room and the other single door to the north leads to the kitchen. A set of double doors take up the center of the northern wall of the main room, while a single door east of these leads to the men's toilet room.

### Entry porch

The entry porch retains the original concrete floor, which is painted gray. The three doors on this elevation are wood plank which mimic the original doors in size, color, and design. The north doorway, which leads to the office space, is set in a scalloped arched opening. Three columns and a pilaster support a large, hand-hewn timber beam, which supports the mission tile roof at the front porch.

# Office

To the north of the entry porch is the office space for the building. The door opening into the space is set into the deep adobe wall. The floor is wood and three casement windows open into the space. The ceiling is exposed wood plank and beam.

#### Garden porch

The garden porch opens into the landscaped garden area. Two doors open from the main hall into the garden porch. A shed roof covers the garden porch with an exposed wood plank and beam ceiling. These two wood plank doors match the original in color, size and design. An original door on the south side of the porch has been fixed closed as it is part of the wall of the women's toilet room. Another door leads from the kitchen into the garden porch area. The floor of the garden porch is concrete which has been painted gray.

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#### Women's Toilet Room

The third, eastern bay of the Mountain View Adobe contains restrooms and a kitchen. To the south, the women's toilet is entered from the main room through an original door with *senoras* carved into it. The original adobe walls are partially covered with the resilient paneling and the room rises to the height of the roof, exposing the rafters and roof deck.

### Kitchen

The kitchen lies to the north of the garden porch. The floor is painted concrete and the walls are painted adobe and concrete. The north interior wall in the kitchen was finished with beaded tongue and groove paneling that remains today. The ceiling is open to the original hand-hewn rafters, but they have been painted white. One door, original, leads to the main hall, while a second leads to the garden porch. The new catering kitchen features new fixtures such as sink, stove, refrigerator and cabinets which have replaced the original kitchen fixtures.

### Men's Toilet Room

The men's toilet room lies to the north of the kitchen, accessed through an original door from the main hall. The men's toilet has two windows, on the east and west walls. The western window, fixed wood with four stacked lights, is original. Like the women's toilet, the men's toilet retains its original floor, but all the fixtures are new. The walls are resilient paneling. Of particular historic interest are the bathroom doors in this space. The doors are original plank doors with *senors* carved into the wood.

### Landscaped Garden and Parking lot

The garden porch opens to a tile walkway, garden, fountain and a garden shed. The entire site is surrounded by a 6-foot plastered concrete block wall with decorative tile openings which follows the original wall. The parking lot within this wall sits where the original reservoir was located. A low wall separates the parking lot from the garden area. The garden area is separated from the adobe building by a tile walkway which leads past the new pumphouse to an exit gate.

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#### Pumphouse

The new pumphouse is a simple gabled concrete block structure roofed with clay tiles. One door leads to the interior of the space which is used for storage purposes. Two casement windows are located on the south elevation along with brick screen openings and decorative tile screens on the east and west elevation.

# Garden shed

The new garden shed is located nearby the east entrance to the adobe building. The building is a small gabled structure with a clay tile roof. The building serves to store the gardening equipment for the landscaped area.

### **Construction History**

The Mountain View Adobe is located on land that in the late 1920s was occupied by a city reservoir. In 1929, Wallace and Alice Angelo deeded the city the site for ten dollars and the next year the city built a water well, pump and reservoir on a portion of the site south of where the Mountain View Adobe stands. In 1930, a simple frame pump station building was built over the well. This reservoir became the main water source for the city of Mountain View. In the 1930s the need for a community building prompted the city to consider the reservoir site. In 1934, construction began on the community center located next to the reservoir and pumphouse. When the Mountain View Adobe was built, the pumphouse was given a layer of adobe block to harmonize it with the larger building.

The Mountain View Adobe was designed by City Engineer Don Reinhoel and funded with \$1,100 worth of bonds issued by the Junior Chamber of Commerce. The project was meant to both provide the city with a meeting place and to provide employment during the Depression. The *Mountain View Register-Leader* noted that "The young men of the Junior Chamber of Commerce certainly deserve the utmost commendation and appreciation of the rest of the community for the splendid spirit of progress and enterprise they have manifested in this project, which they have carried on under the most trying and discouraging of circumstances. The Jr. Chamber of

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Commerce has donated its time and money to see completion of the building as well as Don Reinhoel, city engineer, who has labored all his spare time for months in order to keep the work going. Without his technical knowledge and generous donations of his own spare time, the building would have never been finished." Don Reinhoel was also instrumental in the promotion of adobe construction, testing bricks at Stanford with an engineering professor to establish the proper brick formula for construction. In September 1934, the walls of the Mountain View Adobe were completed and a Junior Chamber of Commerce meeting was held in the unroofed building. PG&E donated labor and equipment to install the sanitary sewer line just in time for the formal dedication. In December 1934 the Mountain View Register- Leader reported that the Junior Chamber of Commerce formally presented the keys of the new 'Community House' to the city. "The public is invited to inspect the building. It will be well worth seeing, as there is nothing like this building anywhere. Fundamentally, it is adobe, but the walls of adobe bricks made on the premises are reinforced with steel and concrete, and the outer walls have a cement dash to preserve the adobe. The interior is finished in hand wrought wood and iron. A great fireplace at the one end of the main hall invites the visitor to "pull up a chair" and stay a while. The building is illuminated by electricity from cunningly wrought iron candelabra and fixture, the like of which will not be found anywhere in this country. After construction, little money remained to roof the structure, so while the wide concrete columns could support heavy clay tiles, the roof was covered with a paper composite. The city was, however, able to furnish the building with hardwood floors, oak doors, wooden casement windows and wrought iron fixtures."<sup>2</sup> An adobe wall was built to encompass the site screening the reservoir, and adjoining the front facade of the pumphouse and the community center. In 1935, the community raised funds, to replace the modest temporary roof with a clay tile roof.

Continued use and changing needs led to the alteration of the Mountain View Adobe and its site. In the 1950's the Adobe housed the city's recreation department, and the space was modified to accommodate its new use. The front porch was enclosed to create a foyer and an additional office and the garden porch was enclosed, creating a storage area. These projects created needed space, but eliminated most of the natural light in the main hall, making the central space dependent on artificial light. While the additions ended the open relationship the Adobe had once had with its site, the site had changed apace. In 1965 the Central Expressway to the south of the

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Adobe was widened. To accommodate this, the reservoir shrank and the adobe wall that surrounded the site was removed. A new chain link fence was erected to separate the community center and pumphouse from the busy road. In 1984 the city discontinued using the reservoir and in 1997 the pumphouse was removed.

The exterior of the building was altered due to the installation of a new heating and air conditioning system. This system did much to damage the appearance of both the exterior and interior of the building. Large intake and exhaust vents obscured the clay tile roofline on the east slope. On the interior, air was distributed through an exposed duct that ran the length of the main hall. The interior was further changed in 1974 when the building became home to the City of Mountain View's Senior Nutrition Program, serving a daily lunch to older residents. This program required updating the kitchen, adding a large vent over the stove, and adding storage closets in the rear storage area. Community use of the Adobe declined and in 1987 the building was closed as a result of California's Unreinforced Masonry Building Law (URM).

Today, the Mountain View Adobe has been carefully restored back to its 1934 appearance. The exterior alterations such as the enclosed entry and garden porch have been opened once again. On the interior, new wood floors have been installed and new french doors have been restored. The HVAC system has been installed under the wood floor, allowing for an unobstructed roofline and an interior free of unsightly ducts and equipment. The kitchen has been remodeled to accommodate a new catering kitchen and the bathrooms are ADA accessible. The demolished pumphouse has been rebuilt based on historic photographs and drawings. It currently serves as a storage area and may be converted into office space in the future. The site has also been successfully restored including the garden area with a grass lawn, new plantings, and a fountain. A new wall surrounds the site which matches the character of the adobe buildings and creates a private outdoor space for gatherings.

### **Building Alterations**

The Mountain View Adobe has undergone many minor alterations since its initial construction. Most of the alterations took place in the 1950s, when the entry porch was enclosed to create an

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interior foyer and lounge area and the garden porch was enclosed to create a storage area. In the entry porch, new walls spanning between the original thick columns, were built of wood frame with stucco on the exterior and gypsum board on the interior. A set of double doors was installed in the central bay of the porch and sliding aluminum windows were set in the two side bays. Beyond the loss of the original doors, the wood frame addition had little impact on the original building fabric, as it simply spanned between the original pillars. On the east elevation, alterations enclosed the garden porch and changed the roof line. Historic photographs suggest that a set of French doors may have originally been in place on the north elevation.

In 1965 the Central Expressway to the south of the Mountain View Adobe was widened. To accommodate this, the adobe wall that surrounded the site was removed. A new chain link fence was erected to separate the community center and pumphouse from the busy road. In 1984 the city discontinued using the reservoir and in 1997 the pumphouse was removed. By this time, the

Mountain View Adobe, once an inviting community building set within a walled garden, became a walled-off building set between parking and empty lawn, isolated and unprotected from busy thoroughfares.

The following chronology highlights the important community events at the Mountain View Adobe:

December 14, 1934 – Grand opening and dedication of Mountain View Community Center.

**1934-1941**- Junior Chamber of Commerce, along with other civic groups and service clubs, held regular meetings Adobe Building.

May 1, 1935 - Deputy Tax Assessor for Mountain View and Sunnyvale opened an office at the Mountain View Adobe.

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**1935**- The community raised funds to add the tile roof which had been deleted previously due to lack of funds.

**1941-1944**-During WWII, the Adobe Building became the Soldiers' Lounge and USO Peninsula Hospitality House serving active duty personnel and veterans.

**1943**- Along with Soldiers Lounge the building was also occupied by American Legion, Post 248. They became an anchor tenant, coordinating rentals and scheduling meetings for a wide variety of organizations.

**1944**- Mountain View Adobe was known as the Eagles Shack teen center, hosting High School dances and sock-hops.

**1946**-The Mountain View Chamber of Commerce utilized the Mountain View Adobe and sponsored Youth Meetings and other activities. Dana Street PTA also held meetings at the Adobe during this time.

Late 1940s- Mountain View Adobe becomes a popular wedding venue.

**1949 - 1953**-Mountain View Adobe was leased to the State of California as the Temporary Armory for Battery B 637th Field Artillery Battalion. This became the first National Guard in Mountain View.

**1950s**- American Legion meetings, Eagles' Shack Friday and Saturday night dances, and National Guard activities continued at the Mountain View Adobe along with use by community groups, including: the Fleet Reserve Association, Rotary Club, Kiwanis, the Native Sons, and later the Mountain View Pioneer and Historic Association.

**1959**- Mountain View Adobe was remodeled to accommodate the Mountain View Recreation Department. Front porch enclosed, office partitioned and garden was converted into paved parking and a playground.

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**1964**- Recreational programs and activities were held at the 'Recreation Department Adobe' site, utilized by community organizations and clubs, private rental events, and a variety of classes including Tiny Tots.

**1960s** -**1976** -Modifications were made to the kitchen and rear porch to accommodate food preparation and storage for the Senior Nutrition Program run by the Community Services Agency of Mountain View & Los Altos, and the City of Mountain View.

**1970s and 1980s**- Adobe was referred to as the 'City-owned Meeting Room' or 'Adobe Shack', having lost much of the grace and elegance of the original design to renovation and remodeling, but continued as a popular public meeting place, party and reception venue, and home to several civic organizations until 1987.

**1987** The City of Mountain View was forced to close the Mountain View Adobe to comply with the new building regulations, and the building was left vacant until structural strengthening work could be accomplished.

**1995**-'Save the Adobe' campaign initiated when City of Mountain View alerts the public of intention to raze the building and sell the site. The campaign received hundreds of postcards filled with memories and stories about the Mountain View Adobe Building, in support of its preservation and restoration.

**October 10, 1998-**The City Council formally added the Adobe Building to the Historical Resources List and approved the restoration project in 1999.

**September 29, 2001**- Formal dedication of the 'Historic Adobe Building.' The property was restored to its 1935 appearance.

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# 2001 Rehabilitation

In 2001, the Adobe Building was returned to its original 1934 appearance. The Mountain View Adobe maintains its original plan with a large main hall and a front porch on the west providing the main entrance to the building. The entry porch is covered by a gable roof which is supported by three original adobe piers. These piers and the walls of the front porch were previously filled-in to create the enclosed space. On the east elevation, a small shed roof addition has been removed and the garden porch has been restored. The aluminum windows have been replaced with wood casement windows to match the original. The metal doors which were installed on the west elevation have been replaced with french doors that currently provide access to the utility shed area. The roof and wood trusses have been stabilized and the roof sheathing replaced. The original hand-packed clay tiles were salvaged and reinstalled on the upper layer, while newer tiles were installed beneath them.

Many of the changes that were made during the 2001 rehabilitation involved removal of nonoriginal fabric and non-historic additions to the building. Most of the building's original fabric was left in place during the rehabilitation effort and, as a result, the original fabric of the Mountain View Adobe remains almost entirely intact in 2001. Original elements that were maintained during the rehabilitation include the roof tiles, timbers for beams, rafters, purlins, bolts, adobe walls, windows, many doors, the fireplace mantle (with new doors), and ceiling hooks. The original adobe walls, in particular, have been retained. The original adobe walls have been patched and repaired, where needed, but no adobe walls were removed or altered during the course of the 2001 rehabilitation efforts. Both the interior and the exterior of the building exhibit historic fabric as it was constructed in 1934.

New features such as light sconces and windows (where historic windows did not exist) are replicas of originals. The building is now surrounded with a new site wall and a landscaped garden and fountain which retain the historic setting of the Mountain View Adobe.
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Endnotes

<sup>1</sup> "New Adobe Community Building Nearing Completion and a Meeting Will Be Held Next Week," *Mountain View Register-Leader*, September 14, 1934, p. 1.

<sup>2</sup> " Opening of New Community House To Begin With Chamber of Commerce Banquet This Thursday Evening," Mountain View Register-Leader, December 14, 1934, p. 1.

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#### Statement of Significance

#### Period of Significance

The period of significance for the Mountain View Adobe begins with construction in 1934 and ends in 1952, fifty years prior to this application for listing in the National Register. The period of significance is based on the contribution the building made to the Mountain View community between the 1930s and 1950 and on its 1930s construction method. With the restoration of the property in 2001 to its original 1935 appearance, the Mountain View Adobe is able to convey its association with the significant historic period.

#### Statement of Significance

The Mountain View Adobe is significant under Criterion A [Event-Social History, Community Development] and Criterion C [Design/Construction-Architecture]. Under Criterion A, the Mountain View Adobe is significant for its continued role as a public building central to the development of the Mountain View community and as a building constructed under the Civil Works Administration. The building is also significant under Criterion C: Design/Construction, because it embodies the distinctive characteristics of a 1930s community building type, of adobe and concrete construction.

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#### **Criterion A**

Across the Untied States, the social phenomena of the 1930s Depression continues to be reflected in tangible elements such as buildings, roads, and bridges constructed by the Works Progress Administration (WPA), Civilian Conservation Corps (CCC), Public Works Administration (PWA) and the Civil Works Administration (CWA). These projects affirm the dedication and labor of the communities in which they were constructed. The Mountain View Adobe is an intact example of these relief efforts and the ensuing work.

#### Mountain View History

For centuries before the 1840s, the area which was to become Mountain View was inhabited by Ohlone Indians. During the Spanish period (1777-1834), the area was part of Mission Santa Clara lands and in the Mexican period (1834-1846) ranchos owned by the Castro family occupied most of Mountain View. In the 1850s, the town of Mountain View began as a stop on the Butterfield Stage Line, which eventually became the Campbell Station, and included a large hotel, a saloon and a barn. When the San Francisco-San Jose Railroad was opened in 1864, the train route lay a mile northwest of the town. The mile between the stage stop and the railroad stop created two separate Mountain View towns, 'Old' Mountain View and 'New' Mountain View. The railroad stop at 'New Mountain View' would become the dominant town as the railroad grew more prosperous and efficient. 'Old' Mountain View would eventually be incorporated into 'New' Mountain View. Mountain View would continue to develop into a farming and business community, expanding further with the addition of educational and religious facilities.

The unincorporated town of Mountain View continued to grow in the late 1800s, particularly around the train tracks, where new businesses and industries developed and gradually matured into downtown Mountain View. As agricultural uses began to intensify, Mountain View's growth was marked by official incorporation as a city on November 7, 1902. Downtown became a thriving area as the town grew significantly between 1902 and 1930.

As the country entered into the Depression in the 1930s, a new Naval base, the Sunnyvale Naval Air Station, was being erected. The construction of the base and its huge hangar for the dirigible,

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*U.S.S. Macon*, would bring needed jobs to the area. The Mountain View Adobe was built during this period in an effort by the Civil Works Administration to provide jobs during the winter months. Moffett Boulevard, the street on which the Mountain View Adobe is located, led directly to the new base and was lined with restaurants and bars to serve the base, which was re-named Moffett Field. This street, Moffett Boulevard, would become a main thoroughfare in Mountain View. The construction of the Mountain View Adobe was part of an evolution that linked Moffett Field to Mountain View's downtown area. Moffett Boulevard provided this connection as a main thoroughfare between both destinations.

Between the 1930s and the 1950s, Mountain View evolved from small town to mid-size city, supporting agricultural operations but also moving towards the high-tech industry. Development continued and by the 1960s and 1970s, new construction, new freeways and widening of roads marked the expansion of Mountain View. Many neighborhoods were altered by the widening of roads, including the area adjacent to the Mountain View Adobe. During this period, the site wall of the Mountain View Adobe was removed for expansion of the Central Expressway. At this time, the public was beginning to abandon the downtown area and began to frequent suburban malls in the area. During the 1980s and 1990s, the economic impact of 'Silicon Valley' became a reality, changing the landscape from agricultural fields to high-tech industrial areas. In the late 1990s, along with movement toward the high-tech industry, came a resurgence of interest in the downtown. A revitalization plan was put in place implementing new trees, widening of sidewalks, a new City Hall, and a new Center for the Performing Arts, all in an effort to increase interest in the downtown area. Today, the downtown is a vibrant area with shops, restaurants and a new library. The Mountain View Adobe further evidence of the resurgence of the downtown.

### **Civil Works Administration**

On November 9, 1933 under the authority of the National Industrial Recovery Act, President Franklin Roosevelt established the Civil Works Administration (CWA) and pledged to provide public jobs for 4 million people within 30 days. As a temporary relief program, the CWA was intended to

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help the unemployed get through the winter until the Public Works Administration (PWA) program was finalized. While the CWA was focused on temporary relief, the PWA was a New Deal recovery program focused on creating long-term employment and economic stability.

In the hope of promoting and stabilizing employment and purchasing power, the PWA was developed to administer the construction of various public works, such as public buildings, bridges, dams, and housing developments, and to make loans to states and municipalities for similar projects. However, by the winter of 1933 the Public Works Administration was still not completely functioning and a temporary relief program, Civil Works Administration, was implemented. The CWA acted as a temporary relief program to sustain communities with small projects until the PWA could become fully functioning.

Along with winter work relief, the CWA was implemented in order to eliminate time-consuming procedures of case work and elaborate planning that had plagued other federal relief programs during the Depression. This speed may have caused the quick demise of the program, which did not have time to fully develop after its inauguration. Problems within the program included disbursement of funds and paychecks, poor project organization and a shortage of commercial supply of small tools and equipment.

The program was to provide work at regular wages for four million unemployed people in as short a time as possible, thereby stimulating purchasing power through earnings and by purchase of the materials for the projects.<sup>1</sup> The program was started in November with \$400 million transfer of funds from the PWA and the following February, Congress gave additional funding. Across the country, nine million eventually applied for the positions which were advertised in the newspaper during the last week in November.<sup>2</sup>

The CWA regulations closely followed the model of the PWA, specifically favoring ex-service men with co-dependents, non-service men with the same qualifications, followed by able-bodied ex-veterans with no dependents, and last, married men who had not seen military duty.<sup>3</sup> The

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CWA differed from the PWA by operating via 'force account', where the federal government did the planning, purchasing, hiring, and firing, while the PWA sub-contracted to private firms in the construction industry. The program was administered through State and local Civil Works Administrations.

According to the book, *Spending to Save*, the CWA was successful due to the fact that it provided 'jobs on a work programs' as opposed to 'work relief'. Work relief provided employment but need was still determined by a social worker. The 'jobs on a work program' did not involve a social worker and the worker was paid in wages. The 'jobs on a work program' granted the employee autonomy, something which the work relief program didn't accomplish.<sup>4</sup> The success of the CWA program was based on quick employment for earned wages, incorporating projects that could be quickly initiated with limited planning and preparation, and providing employment for unskilled or semi-skilled workers.

Other New Deal relief and recovery agencies included the Works Progress Administration (WPA), the Civilian Conservation Corps (CCC), the Federal Emergency Relief Administration (FERA), the National Youth Administration (NYA), the Agricultural Adjustment Administration (AAA) and the National Recovery Administration (NRA).

#### Projects

Projects began quickly upon creation of the CWA program. The preliminary projects by the CWA were limited to general construction purposes including planning projects for upcoming construction work. Regulations required that all projects should be operated on public property, be undertaken quickly and should be socially and economically desirable. Over half the projects involved repair or construction of public buildings. These types of construction projects could be initiated quickly, required a minimum of planning and preparation, and provided employment for a large number of unskilled or semi-skilled persons. Other CWA projects involved erosion control, irrigation, landscaping park projects and building or improving 255,000 miles of road, laying over 11.5 million feet of sewer pipe, repairing or constructing over 60,500 buildings, building or improving 5,000 parks and airports.<sup>5</sup> Teachers were also hired working for rural schools and artists were hired to create murals in post offices and other government buildings. The CWA program reached its peak in mid-January 1934.

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#### **CWA Building Production,**

#### California

In the State of California 160,000 people were to be put to work through the CWA, 70,000 were transferred from other relief rolls to the Civil Works Projects.<sup>6</sup> The speed at which these people were employed led to problems within the organization. Providing tools and permanent work proved a difficult task which was accompanied by much public criticism, but putting people to work was the principal objective of the CWA program. The CWA concentrated on community and civic improvements, such as the Mountain View Adobe. Public school districts, municipalities, counties and the state received direct assistance through the CWA program. In the 19 weeks of its existence in California, the Civil Works program employed 162,563 men and women, and distributed approximately \$41,000,000.00. According to the *Summary of CWA Services for California*, the CWA program rescued over four million people from a winter of destitution and despair, gave them tools for their empty hands, money in their pockets and hope in their hearts.<sup>7</sup>

#### **Mountain View**

At the height of the CWA program, 2813 people were employed in Santa Clara County. In Mountain View, few buildings were constructed by the CWA aside from Mountain View Adobe. This was most likely due to the short-lived nature of the program, which did not allow for many structures to be built. The Mountain View Adobe project employed forty-five or more men for a number of weeks.

Construction was halted in spring due to controversy about building use. Concern about use of the building began when a community member accused the Chamber of Commerce of utilizing public funds for a private venture. Work was stopped and 45 men were put out of work. A week later, after a city council meeting, the conflict was resolved and work continued on the building.

On March 31<sup>st</sup>, the CWA program ceased and workers transferred to the State Emergency Relief Administration (SERA). This transfer to new program rolls proved to be unfavorable for the Mountain View Adobe. The short duration of the CWA and shift to becoming a SERA project proved to be a problem for the workers and, ultimately, the construction of the building. According to the *Mountain View Register-Leader* newspaper article dated September 14, 1934, "work has

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progressed slowly and there are no funds anywhere available to complete the building as it ought to be completed. Due to lack of funds, instead the tile roof would be constructed of a much cheaper material and the floors of concrete or inexpensive lumber."<sup>8</sup> Since SERA granted funds for labor but not for materials, the tile roof originally intended and budgeted under the CWA project was deleted.

Construction of the building was resumed in June. However, in order to complete the building, many of the Junior Chamber of Commerce members donated their own time and money. Even the City Engineer is noted as spending all of his spare time on project. In September 1934 the first event held in the "New Adobe," with no roof, or floors, and no tables or chairs, was the regular monthly meeting of the Junior Chamber of Commerce. They decided that a simple composition roof would have to be built until fundraising efforts could pay for roof tiles. In 1935, the community raised funds and added the tile roof. PG&E donated labor and equipment to install the sanitary sewer line just in time for the dedication. In December 1934 the *Mountain View Register-Leader* reported that the Junior Chamber of Commerce formally presented the keys of the new 'Community House' to the city.

#### **Program Demise**

Continuing with the original plans of the program, the Civil Works Administration program began tapering off rapidly as the spring of 1934 approached. For the week ending March 1, employment stood at about 2,900,000; for the week ending March 29, employment had been further cut by one million. By May and June, only a few projects were in operation, and on July 14, 1934 the program officially closed.<sup>9</sup> As the program tapered off, President Franklin D. Roosevelt announced that CWA projects would be transferred to State Emergency Relief Agencies (SERA). Roosevelt's new relief program intended to supplant the CWA was administered by the Federal Emergency Relief Agency in San Jose, CA. In California, Edward Macauley, the former CWA administrator, assumed charge of the new program.

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#### Criterion C

The Mountain View Adobe building is significant under Criterion C: Design/Construction as a distinctive surviving example of a 1930s Civil Works Administration (CWA) building and for its method of construction, adobe brick with a concrete frame. Due to the short term of the CWA, few buildings were constructed under the program. The construction type is significant not only because it illustrates a CWA building, but also because it incorporates a method of construction rarely found in 19th century adobe buildings.

#### Construction Method: Adobe Brick with Concrete Frame

The structural system, concrete frame with adobe brick infill, is significant as this type of construction is not found in earlier adobe buildings. Most adobe structures are of simple adobe brick construction, now referred to as unreinforced masonry buildings. The concrete columns in the Mountain View Adobe provide added structural bracing within the adobe brick walls. In general, the columns are twelve feet apart with adobe brick infill inserted between each column. Each concrete column is one-foot wide and ten-and-a-half feet in height.

The use of adobe as the building material in the Mountain View Adobe construction is attributed to the growing interest in the material beginning in the mid-1920s. At first this impulse was motivated by a sense of nostalgia for Hispanic building traditions, especially in California and the Southwest. However, with the onset of the Depression, adobe construction began to attract the attention of various branches of government, such as the Agriculture Department, the Department of the Interior and several of Franklin Roosevelt's "Alphabet" agencies. Adobe received serious study during the Depression because of its inexpensive nature and relative ease of construction. During the Depression, the WPA made wide use of adobe and rammed earth in construction of

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homes and public buildings. This is illustrated in New Mexico where the WPA supervised the construction of 40 small adobe houses and an elementary school at Bosque Farms. In the 1930s, many of the New Mexico State Fair buildings in Albuquerque were also built of adobe. In Northern California, the WPA supervised the construction of adobe buildings at the Burton Park Adobe in San Carlos, CA and at the Castro Valley Art Center in Castro Valley, CA. In 1929, adobe use was promoted by the University of California at Berkeley Department of Agriculture Experiment Station in the bulletin 'Adobe Construction'. This bulletin provided a guide for construction of adobe building, taking into consideration earthquakes and recommending concrete foundations and reinforced concrete bond beams at the top of walls. The bulletin also presented adobe houses constructed by private citizens, for example the Smith house in Yuba City built in 1927, which won first prize in the National Better Homes in America contest.<sup>10</sup> These examples are only a few of the many private adobe homes built throughout California attesting to the 1930s resurgence of adobe as a building material. Indeed, the CWA welcomed the use of adobe construction as it harmonized with the goals of organization. These goals emphasized projects that were quickly planned and constructed yet provided work for a large number of unskilled or semi-skilled persons.

As interest in adobe increased, so too did the insertion of concrete into the adobe building form. The use of concrete is attributed to the popularity of the material in the 1930s and its reinforcing properties. The use of concrete in the United States began in the 1850s, but was not widely accepted until the 1880s when reinforced concrete was introduced. The innovations introduced by Ernest L. Ransome allowed for a cheaper and more reliable type of reinforced concrete leading to the greatly increased acceptance of the material after 1900. By the 1920s and 1930s, concrete was adopted as a structural and design material, exhibited in such structures as the Hoover Dam and Frank Lloyd Wright's "Fallingwater". Inserted into the adobe form, concrete served as a replacement for wood or stone in foundations, lintels and bond beams. This is evident is such buildings as the 1929 Walter Richardson residence in Pasadena by Henry Greene. In this example, the house is constructed of adobe bricks with concrete lintels, headers and includes a massive concrete bond-beam tying the entire structure together. Other Works Progress Administration divisions, such as the Civilian Conservation Corps (CCC), utilized concrete in their reconstruction projects. This is demonstrated in the 1933 reconstruction of La Purisima Mission

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State Historic Park. At La Purisima Mission State Historic Park, concrete was used to stabilize historic adobe brick walls with new adobe bricks.

Although many buildings have been identified that utilize concrete in various architectural elements, few examples exist which incorporate a concrete frame with adobe infill.<sup>11</sup> The scarcity of this type of construction illustrates the rarity of the Mountain View Adobe. The use of concrete frame construction, which generally utilized brick or hollow clay tile as infill, was easily adapted to different building types as illustrated by the Mountain View Adobe. In Mountain View, the brick or hollow clay tile was simply substituted with adobe. Although the progression in building technology can account for the use of concrete frame with adobe, seismic strengthening may also provide an answer. Due to the unpredictable nature of adobe bricks in an earthquake, concrete was integrated to form a stronger bracing for the building. This may have been required by building codes which mandated stricter seismic regulations. After the Long Beach, California earthquake in 1933, earthquake resistant construction was required by the Field Act following major structural failure of unreinforced masonry school buildings. This 1933 earthquake was influential because it caused the adoption of seismic code provisions in American building codes. Most likely this regulation was applied to other public buildings aside from schools. New building codes for seismic strengthening may have influenced the concrete frame and adobe infill construction seen at the Mountain View Adobe.

The method of combining concrete columns with adobe brick proves to be an effective and progressive type of construction. As these examples illustrate, the evolution from adobe brick walls with concrete elements to a concrete frame with adobe infill was a natural progression in building technology.

#### Community Use

Traditionally, community centers have provided local citizens with a secular meeting site. These centers often supported cohesion of the community and provided a free or low cost venue for

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such groups as club organizations, school groups, or youth clubs. These groups often made cultural and civic contributions to the community and their presence supported the development of the town. As the only community center in Mountain View, the Mountain View Adobe played an important role in the development of the community. This community center provided not only a meeting place for groups and social activity, but became a focus of community life.

This building type became part of the common cultural fabric as economic and social needs shifted in a community. In the early 1900s, this shift entailed changes to the family and religious life to the extent that community centers became a necessity. Along with community centers, buildings such as social halls, clubhouses, gymnasiums, and park structures provided a social or physical outlet for local citizens. By utilizing these various buildings a community was able to unite and sustain itself. Many of these buildings, were modest in design and plan, constructed simply to fulfill a basic need for work and recreation. A characteristic community building found throughout the United States is the YMCA. These building were simple in design providing facilities for recreational, education, dormitory, club and cultural activities. In general, the plan for various community buildings were similar, incorporating a central meeting hall flanked by a kitchen, office, restrooms and some type of outdoor space. These building exhibit a utilitarian plan which accommodated a combination of functions for community use.

In the 1930s, the Junior Chamber of Commerce, along with the municipality, recognized the need for a community center in Mountain View and applied for Public Works Administration funds for its construction. The planned community center would become the headquarters for the Junior Chamber of Commerce, as well as a meeting space for the community. The construction of the building would also provide much needed jobs. The Junior Chamber of Commerce worked with the City Engineer to obtain federal Civil Works Administration funds to build the community center. The city already owned the land which had previously been acquired for the city's water system. A well, pump station and large reinforced concrete reservoir were installed in 1930 to serve the needs of the growing downtown. This land would become the site for the Mountain View Adobe.

The original plan for the site was to name the building the 'Junior Chamber of Commerce Building'. However, as adobe blocks were being made in January 1934, the building name was

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modified to the Adobe Club House. When concern was raised that the name 'Club House' depicted a private rather than a public building, the name was changed once again to the Adobe Community Building. The construction of the Adobe Community Building was publicly funded by the CWA, a federal agency under the Works Progress Administration and eventually completed under State Emergency Relief Agencies (SERA).

In anticipation of the building's completion, the *Mountain View Register-Leader* noted in September 1934, that the new Adobe Building was the only building able to serve the Mountain View community, the article reads "there is no other community building [besides the Adobe Building] since the Legion Building has been taken away from us."<sup>12</sup> The American Legion Building was constructed in 1932 and was soon sold to the Masons and utilized as the Masonic

Lodge. In Mountain View, the Mountain View Adobe was the principal building for community use. In December of 1934, the Adobe officially opened to the public after three days of luncheons, dinners and dances. At this time, the *Mountain View Register-Leader* announced that "the building is now available for rental to organizations, clubs, and societies for parties, banquets, dances, etc."<sup>13</sup> During World War II, the building was utilized as the Service Men's Hospitality Club and for forty years following the end of the war, the adobe provided space for meetings, high school dances, weddings and other large gatherings, public and private.

According to the *Mountain View Register-Leader*, "The building will be available for all local civic purposes and will prove its value to the community more and more as time goes on."<sup>14</sup> From its initial construction until its closure in 1987 due to structural concerns, the Mountain View Adobe played a key role in the civic life of Mountain View and provided a gathering place for the community. Clubs and agencies met regularly and some organizations were born and raised at the Mountain View Adobe. Today, the building remains a visible reminder of this site which was once central to the livelihood of the town.

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<sup>1</sup> United States, Work Projects Administration, Analysis of Civil Works Program Statistics, p.5.

<sup>2</sup> Schwartz, Bonnie, The Civil Works Administration, p.13.

<sup>3</sup> Schwartz, Bonnie, The Civil Works Administration, p.14.

<sup>4</sup> Harry L. Hopkins, Spending to Save-The Complete Story of Relief, p. 114.

<sup>5</sup> Arthur E. Burns & Edward A. Williams, Federal Work, Security and Relief Programs, p. 34.

<sup>6</sup> United States, Federal Civil Works Administration (in California), *Summary Report, Civil Works Administration activities, State of California, November 27, 1933-March 29, 1934.* p. 15.

<sup>7</sup> CWA Summary United States, Federal Civil Works Administration (in California), *Summary Report, Civil Works* Administration activities, State of California, November 27, 1933-March 29, 1934. p. 9.

<sup>e</sup> "New Adob/e Community Building Nearing Completion and a Meeting Will Be Held Next Week," *Mountain View Register-Leader*, September 14, 1934, p. 1.

<sup>5</sup> Arthur E. Burns & Edward A. Williams, Federal Work, Security and Relief Programs, p. 30.

<sup>w</sup> Long, J. D. Adobe Construction-Bulletin 472 University of California, Berkeley, College of Agriculture, Agricultural Experiment Station, p.53.

<sup>11</sup> This rare configuration has been difficult to document in other buildings. A search has been made in local and national libraries and other repositories to ascertain whether publications exist that specifically recommend this system for adobe buildings. Sources examined include: technical monographs (i.e. "how to build your own adobe"); reviews of recent adobe construction dwellings in architectural journals like *Architectural Record*; federal and local government technical brochures; WPA and CWA information and reports, corporate literature and local building codes. To date, no documents have emerged that recommend the combined system of concrete frame and adobe infill.

<sup>12</sup> "New Adobe Community Building Nearing Completion and a Meeting Will Be Held Next Week," *Mountain View Register-Leader*, September 14, 1934, p. 1.

<sup>13</sup> "Junior Chamber Starts Campaign for Civic Center," Mountain View Register-Leader, February 16, 1934, p. 1.

<sup>14</sup> "Junior Chamber Starts Campaign for Civic Center," Mountain View Register-Leader, February 16, 1934, p. 1.

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- Planning Department, Mountain View, California. Now and Then: Exploring Mountain View's Architectural Heritage. Mountain View: Planning Department, 1979.
- "President Franklin D. Roosevelt's New Relief Program Intended to Supplant the CWA," *Mountain View Register-Leader (*March 16, 1934).
- Reitherman, Robert. "1933 Long Beach Earthquake," 2001 CUREE Claendar: Significant Earthquakes in the United States (2001).
- Savage, Christine. New Deal Adobe-The Civilian Conservation Corps and the Reconstruction of Mission La Purisima 1934-1942. Santa Barbara: Fithian Press, 1991.
- Schwartz, Bonnie. The Civil Works Administration, 1933-1934: the Business of Emergency Employment in the New Deal. Princeton: Princeton University Press, 1984.

Southwick, Marcia. Build With Adobe. Athens: Swallow Press, 1994.

Steiger, Richard. "In the Beginning there was...béton aggloméré," Concrete Construction (August 1993).

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section 9 Page 3

Name of Property <u>Mountain View Adobe</u> County and State Santa Clara, <u>California</u>

"Tests Made of Mountain View Adobe Bricks," Mountain View Register-Leader (March 2, 1934).

- United States, Federal Civil Works Administration (in California). *Summary Report, Civil Works Administration Activities, State of California, November 27, 1933-March 29, 1934.* San Francisco: U.S. Government Printing Office, 1934.
- United States, Works Progress Administration. *Analysis of Civil Works Program Statistics*. Washington D.C.: Works Progress Administration, 1939.
- United States, Federal Work Agency. *Final Report on the WPA Program, 1935-1943.* Washington, D.C.: U.S. Government Printing Office, 1947.
- United States, Works Progress Administration. *Summary of Relief and Federal Work Program Statistics*, 1933-1940. Washington D.C.: U.S. Government Printing Office, 1941.
- Winters, Mildred G. *Old Mountain View: 1850-1880.* Mountain View: Mountain View Pioneer and Historical Association, 1977.
- "Work on Adobe Building is Going Slowly but Surely," *Mountain View Register-Leader* (August 3, 1934).
- "Work Resumed on Adobe Building after CWA Funding Ceased, Using SERA Program Funding and Workers," *Mountain View Register-Leader* (June 22, 1934).

"Work Resumed on Jr. C. of C. Adobe Building," Mountain View Register-Leader (June 22, 1934).

#### Internet Sites

The History of Mountain View: <u>http://members.aol.com/Nap98/History</u>

Adobe Information: <u>http://ag.arizona.edu/OALS/ALN/aIn47/mchenry</u> http://www.uapress.arizona.edu/samples/sam306

Civil Works Administration: <u>http://newdeal.feri.org/timeline/1934e</u>

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>10</u> Page <u>1</u>

Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara, California</u>

### **Geographical Data**

### **Verbal Boundary Description**

The Mountain View Adobe is located at 157 Moffett Boulevard at the northeast corner of Moffett Boulevard and the Central Expressway. The property is listed on the County Assessor's Map as parcel number 15844001.

The site lies within a commercial business district, just north of the City of Mountain View's downtown business district and historic neighborhood. The site is bounded by Moffett Boulevard on the west, Central Expressway and Southern Pacific and lightrail lines to the south, Santa Rosa Avenue to the east and commercial enterprises to the north. The Mountain View Adobe building is located on the northwest corner of the parcel.

#### **Boundary Justification**

The site plan in Section 7 Page 4 includes the entire parcel that was deeded to the City of Mountain View in 1930s. However, the National Register boundary shown in Section 7 Page 5 encompasses only the historic Adobe Building. While the site has retained its general configuration over the years, the original reservoir and pumphouse that were on the site have been removed. The pumphouse has been reconstructed based on historic drawings and photographs, but no traces of the original reservoir remain.

The Mountain View Adobe building itself retains a high level of integrity and remains in its original configuration with no loss of original adobe walls. Because of this, the boundary for purposes of National Register listing has been defined to encompass only the Adobe Building and not the remainder of the site.

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>11</u> Page <u>1</u>

Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara, California</u>

### Photographs

### Photograph #1

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- 5. Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: Main entrance on Moffett Boulevard (camera pointed east).
- 7. Photograph Number: 1

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- 5. Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: East elevation (camera pointed northwest).
- 7. Photograph Number: 2

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>11</u> Page <u>2</u>

Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara</u>, <u>California</u>

### Photograph #3

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: East elevation (camera pointed west).
- 7. Photograph Number: 3

- Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- Location of original negative: Alan Geller, photographer
   1360 Lombard Street
   San Francisco, CA 94109
- 6. View: East elevation of Pump House and partial south elevation of Mountain View Adobe (camera pointed west).
- 7. Photograph Number: 4

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>11</u> Page <u>3</u>

Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara, California</u>

### Photograph #5

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: Northeast view of garden (camera pointed north).
- 7. Photograph Number: 5

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: Interior hall (camera pointed south).
- 7. Photograph Number: 6

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>11</u> Page <u>4</u>

Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara</u>, <u>California</u>

### Photograph #7

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: Interior hall (camera pointed north).
- 7. Photograph Number: 7

- 1. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 2. Santa Clara County, California
- 3. Photographer: Alan Geller
- 4. Photograph date: November 2, 2001
- Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 6. View: Interior concrete column detail, note the adobe brick infill surrounding column. (camera pointed west).
- 7. Photograph Number: 8

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#### United States Department of the Interior National Park Service

### NATIONAL REGISTER OF HISTORIC PLACES CONTINUATION SHEET

Section <u>11</u> Page <u>5</u>

Name of Property <u>Mountain View Adobe</u> County and State <u>Santa Clara, California</u>

- 8. Mountain View Adobe 157 Moffett Boulevard Mountain View, CA
- 9. Santa Clara County, California
- 10. Photographer: Alan Geller
- 11. Photograph date: November 2, 2001
- 12. Location of original negative: Alan Geller, photographer 1360 Lombard Street San Francisco, CA 94109
- 13. View: Main entrance on Moffett Boulevard (camera pointed east).
- 14. Photograph Number: 9

State of California – The Resources A DEPARTMENT OF PARKS AND RECREA PRIMARY RECORD	gency ATION	Primary # HRI # Trinomial	P-43-000928 CA-SCL-898	н
C R	ther Listings eview Code	NRHP Status	Code <u>6</u>	Date
Page 1 of 5		*Resource Nam	ne or # (Assigned by	recorder) <u>MP 47.15</u>
P1. Other Identifier: Julian Street un	derpass MP 47.15			
*P2. Location: D Not for Publication 2 and (P2b and P2c or P2d. Attach a Location	☑ Unrestricted Map as necessary.)	*a. County <u>Sa</u>	<u>nta Clara</u>	
*b. USGS 7.5' Quad <u>San Jose West</u>	Date <u>1961, revised 198</u>	<u>80</u> T; R;	¼ of Sec;	B.M.
c. Address (Bridge #37C-207) Julia	<u>n Street</u> City <u>San Jose</u>	Zip <u>95110</u>		
<ul><li>d. UTM: (give more than one for large and/</li><li>e. Other Locational Data: (e.g., parcel #, dir</li></ul>	or linear resources) Zone rections to resource, elevation	, etc., as appropriate)	mE/	mN

**\*P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Julian Street underpass measures 42 feet in length and is a concrete and steel through girder bridge with reinforced concrete abutments. The railroad deck consists of 43-13"x 21" rolled "I" beams supported by nine concrete piles. A decorative pointed arched / lancet railing runs down both sides of the bridge deck and are supported by bracketed ends that form cantilevers in the bents (**Photograph 1**). The Southern Pacific emblem is centered on the railing and is composed of unpainted concrete with embossed lettering. The underpass has a pedestrian walkway enclosed by reinforced concrete bents on the north side of the four-lane road. Typical of underpasses in the area, the walkway has an arched entry with eight molded arched openings with metal pipe railings that face the road. The underpass has a concrete stairway leading to the pedestrian walkway on the north side of the bridge. (See Continuation Sheet.)



**\*P3b.** Resource Attributes: (List attributes and codes) HP19 (underpass)

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*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 # \_\_\_\_ P-43-000928

DEPARTMENT OF PARKS AND RECREATION HRI # BUILDING, STRUCTURE, AND OBJECT RECORD

CA-SCL-898H

\*NRHP Status Code <u>6</u>

\*Resource Name or # (Assigned by recorder)  $\underline{MP 47.15}$ 

B1. Historic Name: Julian Street subway

Page 2 of 5

B2. Common Name: Julian Street underpass

State of California – The Resources Agency

B3. Original Use: railroad underpass B4. Present Use: railroad underpass

\*B5. Architectural Style: utilitarian, with Classical elements

\*B6. Construction History: (Construction date, alteration, and date of alterations) 1934

\*B7. Moved? ⊠ No □ Yes □ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_ \*B8. Related Features: <u>pumphouse</u>

B9. Architect: Southern Pacific Company b. Builder: Southern Pacific Company

\*B10. Significance: Theme <u>n/a</u> Area<u>n/a</u>

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 Julian Street underpass is associated with the Southern Pacific's San Jose bypass project of the 1930s as well as the popular 1910s-1930s grade separation movement that sought to reduce at-grade railroad hazards. These associations do not appear to be significant within those contexts (Criterion A), and the structure is not associated with any known historical person (Criterion B). The structure also does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criterion D). Although the structure retains some historic integrity, the Julian Street underpass does not appear to meet the criteria for listing in the National Register of Historic Places. Furthermore, this structure 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, and it does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)  $\underline{N\!/\!A}$ 

\*B12. References: Cited report; Caltrans Bridge Log; Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

\*B14. Evaluator: <u>Christopher McMorris /</u> Theresa Saputo Rogers

\*Date of Evaluation: <u>November 2001</u>

(This space reserved for official comments.)



\*Required Information

State of California – The Resources Agency	Primary # <b>P-43-000928</b>
DEPARTMENT OF PARKS AND RECREATION	HRI #
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 \*Recorded by <u>Theresa Saputo Rogers / Chris McMorris</u> \*Date <u>September 2000</u> I Continuation I Update

# P3a. Description (continued):

The stairway has the same decorative lancet railing as the bridge deck. Leading to the stairway is a continuous walkway, at street level, with the same decorative railings. Vintage lamps atop concrete posts originally lighted this portion of the walkway. The posts remain, but the lamps have been removed. (**Photograph 2**) The lamps may have been similar to the lamps leading to the Santa Clara Street underpass.

## P7. Owner and Address (continued):

Peninsula Corridor Joint Powers Board P.O. Box 3006 1250 San Carlos Avenue San Carlos, CA 94070 City of San Jose 801 North First Street San Jose, CA 95110

# B10. Significance (continued):

During the 1910s and 1920s increased automobile traffic and train service on and around Southern Pacific's original mainline through downtown San Jose became problematic for both the prospering city and for the railroad. To resolve this issue, the Southern Pacific constructed a new mainline that bypassed downtown San Jose that included a new terminal at Cahill Street and eight grade separations. The Southern Pacific began construction on the San Jose by-pass in 1928. From the College Park Station, the new main line followed the then existing Santa Cruz line to San Carlos Street and then along new right-of-way across the city to Lick where it met with the original main line. The City of San Jose favored this plan, in part, because it eliminated 24 grade crossings within the city. The new line included eight grade separations along important streets and roads. Seven of the eight underpasses were funded by the railroad. While the line was not finished until the end of 1935, SP completed the underpass adjacent to the new Cahill Street along the Alameda, Legislative Route 2 (today State Route 82) in 1933, and both the Julian Street underpass and San Carlos Street overpass in 1934. In 1935, SP completed four more underpasses along the new main line at Bird Avenue, Delmas Avenue, Prevost Avenue, and Willow Street. The SP built the last of this group in 1936 at Almaden Road. While the Great Depression generally delayed the San Jose bypass project, several other factors contributed to slow the process. The City of San Jose and the community of Willow Glen took SP to court over the details of the project, and Willow Glen incorporated in 1927 with the intention of keeping Southern Pacific from proceeding with its bypass through that area. Through these efforts, SP may have conceded to constructing more grade separations than it originally intended along this new line.<sup>1</sup>

<sup>&</sup>lt;sup>1</sup> J.G. Hunter and Steward Mitchell, "Report of the Grade Crossing Situation of Public Streets, Roads and Highways with Steam and Electric Interurban Railroads in the State of California," State of California Railroad Commission and Department of Public Works Division of Highways, Pursuant to Assembly Concurrent Resolution No. 23, Chapter 45, Laws of 1931, December 1, 1932, p.100; John R. Signor, *Southern Pacific's Coast Line*, (Wilton, CA: Signature Press, 1994), pp.84-85 and 100-105; Fred A. Stindt, "Pennisula (sic) Service: A Story of Southern Pacific Commuter Trains," *The Western* Railroader, Vol.20, No.9, No.213, p.23; Besides the new by-pass line and the new railyard at Newhall, Southern Pacific's work around San Jose during this period included increasing capacity on the line between San Jose and Watsonville Junction, completing a second track from Lick to Coyote, constructing sidings, and other track work further a field. In 1917, the City of San Jose lost a case in the State Supreme Court (175 Cal. 284) against the Railroad Commission and Southern Pacific over the apportionment of construction costs for the proposed grade separation at West Santa Clara Street / The Alameda. In the suit, SP is described as having proposed 34 grade crossings and one grade separation on its "contemplated route." The case brief does not elaborate on what this new route is, but it may have been early proposals for the San Jose by-pass. If so, the City of San Jose and Willow Glen appear to have convinced SP to construct seven additional grade separations between 1917 and the early 1930s.

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 \*Resource Name or # (Assigned by recorder) MP 47.15

 \*Recorded by Theresa Saputo Rogers / Chris McMorris
 \*Date September 2000
 Image: Continuation

Construction of the Julian Street underpass, and other grade separations in the bypass project, was influenced by the grade separation movement that began during the 1910s as motor vehicle traffic increased causing an alarming number of accidents at railroad crossings. Although the hazardous conditions associated with at-grade railroad crossings were detected early, it took many years to address what were referred to by the Railroad Commission in 1921 as "some of the worst death traps" in California. Over time, many of the grade crossings along the SP's Coast Line between San Francisco and Gilroy were recognized to be particularly hazardous.<sup>2</sup>

While public interest and organization in reaction to the SP bypass delayed the project's progress, it is unclear to what extent local resident's efforts resulted in the construction of these grade separations. Throughout this period, the State Division of Highways and citizen groups throughout the state increasingly called for grade separations. The Peninsula Grade Crossing Conference, for instance, formed in 1929 and focused its attention on eliminating grade crossings between San Francisco and San Jose. They do not, however, appear to have addressed the crossings in the San Jose bypass project. During this period there was also controversy over which entities had control over construction of grade separations and how the cost of such a project was apportioned between the railroads, the state, and local municipalities. The Public Utilities Act of 1915 (amended in 1917 and 1927) conferred specific powers to the State Railroad Commission regarding grade separations including the authority to choose which were to be built and the authority to apportion the funding of grade separations to the various interested parties (i.e., the railroad, cities/counties, and local communities over placement of safety devices and construction of grade separations. Southern Pacific generally did not want to be fully responsible for the cost of grade separation. Thus, it was unusual for the SP to fully fund seven of the eight grade separations eventually constructed on the San Jose bypass project.

Elizabeth McKee of Caltrans District Four previously evaluated the Julian Street underpass in 1991. Ms. McKee evaluated the Julian Street underpass with 123 other buildings and structures along the San Francisco Peninsula Commute right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. McKee used sample evaluations for that study. While McKee found the Julian Street underpass in San Jose to be ineligible for the National Register, she did not individually describe or evaluate this resource under National Register Criteria. JPB did not submit McKee's findings to the Office of Historic Preservation.

In the mid-1980s, Caltrans conducted a study regarding the historic significance of local agency and state-owned bridges in California. The results of that survey lists this structure as not eligible for the National Register. While the conclusions of that study can still be valid, Caltrans specifically instructs historians to verify whether reevaluation is necessary. Some bridges and grade separations studied in that survey were found to be ineligible for the National Register because they were not yet 50 years old at the time. Structures that are now more than 50 years old must be evaluated. Caltrans also states that bridges and grade separations should be re-evaluated if "new information" on the structure or its type has emerged or the "passage of time" has provided new historical perspective regarding the structure's possible historical significance.<sup>3</sup> JRP re-evaluated this structure based on the wider appreciation of possible historic significance of grade separations that has emerged since Caltrans conducted its study of bridges in the mid-1980s.

<sup>&</sup>lt;sup>2</sup> San Francisco Chronicle, August 17, 1934.

<sup>&</sup>lt;sup>3</sup> Caltrans, "California Historic Bridge Inventory," Caltrans website: <u>http://www.dot.ca.gov/hq/structur/strmaint/historic.htm</u> (no date), accessed November 2001. JRP Historical Consulting Services confirmed Caltrans' policy regarding re-evaluation of bridges listed in the California Historic Bridge Inventory. Dorene Clement, Architectural Historian Caltrans Headquarters, telephone communication with Rand Herbert, December 3, 2001.

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\*Resource Name or # (Assigned by recorder)  $\underline{MP 47.15}$ 

\*Recorded by Theresa Saputo Rogers / Chris McMorris\_\*Date September 2000 I Continuation Update

As stated above, the Julian Street underpass is associated with the Southern Pacific's San Jose bypass project of the 1930s as well as the popular 1910s-1930s grade separation movement that sought to reduce at-grade railroad hazards. The San Jose bypass project was one among the railroad's prominent modernization efforts that began at the turn of the century and continued through the post-World War II era. The bypass is also significant within the developmental history of San Jose, altering the downtown area as well as the city's early western suburbs. The Julian Street underpass, along with the other grade separations built for the San Jose bypass project, does not appear to be significant with those historic context to which it is associated. Julian Street's location near downtown San Jose and its function as a feeder road between the industrial area east of downtown and Legislative Route 2 made it a relatively important, though indirect thoroughfare. The Julian Street underpass, thus, was not crucial to traffic flows, and therefore as important as, the Santa Clara Street underpass for example. While it was perhaps unusual for Southern Pacific to pay for as many grade separations as they did for the San Jose bypass, and there appears to have been great local interest in how Southern Pacific built its project around the city, the historic evidence does not reveal enough significance, at this time, to show that the San Jose bypass grade separations are important within the context of the grade separation movement. Thus, the Julian Street underpass does not appear to be significant under Criterion A.

The Julian Street underpass does not appear to be significant under the other National Register criteria either. Under Criteria B, the underpass is not associated with the life of any significant person in the past, and while the stairways leading to the underpass are unusual compared to the other underpasses in the San Jose by-pass project, structure as a whole does not embody distinctive architectural or engineering characteristics as defined by Criteria C. Its design is common to Southern Pacific underpass seen elsewhere regionally and across the state. In addition, the underpass does not appear to be significant under Criteria D. In certain circumstances, structures themselves can serve as sources of important information about historic construction materials technologies, however, this type of structure is well documented and does not appear to be a primary source of information. While the Julian Street underpass retains some historic integrity, it lacks important historical associations and architectural/engineering significance, and therefore does not appear to meet the criteria for listing in the National Register.

## Photographs (continued):



**Photograph 3:** Julian Street underpass, view of posts where lamps used to rest, 9/12/00

State of California – The Resource DEPARTMENT OF PARKS AND REC	s Agency REATION	Primary # <b>P-43-000928</b> HRI #	<u> </u>
PRIMARY RECORD		Trinomial CA-SCL-898	3H
		NRHP Status Code <u>6</u>	
	Other Listings		
	Review Code Revie	wer	Date
Page $1$ of $5$		*Resource Name or #	(Assigned by recorder) <u>MP 46.52</u>
P1. Other Identifier: <u>Taylor Stre</u>	et Underpass MP 46.52		
*P2. Location: 🛛 Not for Publicati	ion 🗵 Unrestricted	*a. County Santa Clara	
and (P2b and P2c or P2d. Attach a Loc	ation Map as necessary.)	<u> </u>	
*b. USGS 7.5' Quad San Jose We	<u>est</u> Date <u>1961, revised 1980</u> т_	; R; ¼ of Sec; _	B.M.
c. Address (no #) W. Taylor Str	eet City San Jose Zip 95126		
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)	
Bridge# 37C-278			

**\*P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The Taylor Street Underpass is a 94 feet long concrete deck girder bridge resting on concrete abutments and two support walls. In addition to east and west traffic lanes, the underpass also has a central (unused) lane. The unadorned bridge has a concrete deck with concrete and cyclone fence railings at the roadway and is comprised of steel I-beam stringers visible underneath the deck. There are open pedestrian walkways on the north and south sides of Taylor Street. A pump house is located on the west side of the underpass. The pump house is a concrete structure with a steel door on its north side and steel louvered windows on the north and west sides.

\*P3b. Resource Attributes: (List attributes and codes) HP19 (Underpass)

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



P5b. Description of Photo: (View, date, accession #) <u>camera facing southwest</u>, <u>9/13/00</u> \*P6. Date Constructed/Age and Sources: ⊠ Historic □ Prehistoric □ Both 1940 / Division of Highways Construction Report

\*P7. Owner and Address: <u>Peninsula Corridor Joint Powers</u> <u>Board and the City of San Jose</u> <u>(See Continuation Sheet</u> for addresses)

\*P8. Recorded by: (Name, affiliation, address) <u>Theresa Saputo Rogers / Meta Bunse</u> <u>JRP Historical Consulting Services</u> <u>1490 Drew Ave, Suite 110</u> <u>Davis, CA 95616</u> \*P9. Date Recorded: <u>9/13/00</u> \*P10. Survey Type: (Describe) <u>Intensive</u>

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*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-43-000928** 

CA-SCL-898H

\*NRHP Status Code <u>6</u>

HRI #

\*Resource Name or # (Assigned by recorder)  $\underline{MP46.52}$ 

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- B1. Historic Name: <u>Polhemus Street Underpass</u>
- B2. Common Name: <u>Taylor Street Underpass</u>

B3. Original Use: <u>railroad underpass</u> B4. Present Use: <u>railroad underpass</u>

- \*B5. Architectural Style: <u>utilitarian</u>
- \*B6. Construction History: (Construction date, alteration, and date of alterations) 1940, remodeled 1963

\*B7. Moved? 🗵 No 🗆 Yes 🗆 Unknown Date: Original Location:

\*B8. Related Features: <u>Pumphouse</u>

B9a. Architect: <u>Dept of Public Work Bridge Div. / State Highway Engineer Dept.</u> b. Builder: <u>Earl W. Heple, Contractor</u> \*B10. Significance: Theme <u>n/a</u> Area <u>n/a</u> Period of Significance <u>n/a</u> Property Type <u>n/a</u> Applicable Criteria <u>n/a</u> (Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The Taylor Street is associated with the popular 1910s-1930s grade separation movement that sought to reduce atgrade railroad hazards and is associated with the federal government's program to fund grade separation construction. The structure's association with these historic contexts, however, cannot be considered important as outlined under Criterion A. The underpass is not associated with the lives of significant persons as defined under Criterion B, nor does it embody the distinctive engineering or architectural characteristics that would make it eligible under Criterion C. The structure also has not yielded, nor will likely yield, important information for history as defined by Criterion D. In addition, modifications made to the structure in 1963 likely impaired the structure's historic integrity from its original period of construction. Therefore, the Taylor Street Underpass does not appear to meet the criteria for listing in the National Register of Historic Places. Furthermore, this structure 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, and it does not appear to meet the significance criteria as outlined in these guidelines.(See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes)  $\underline{N/A}$ 

\*B12. References: Cited report; Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990); J.E. Burke, "Final Construction Report of the Undergrade Crossing of a Feeder Highway and the Southern Pacific Railroad on Polhemus Street in the City of San Jose," Contract 213GFNC1, November 14, 1940.

B13. Remarks:

\*B14. Evaluator: Chris McMorris / Theresa Rogers

\*Date of Evaluation: November 2001

(This space reserved for official comments.)



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P-43-000928 Primary # HRI # CA-SCL-898H Trinomial

\*Resource Name or # (Assigned by recorder) MP 46.52 \*Recorded by Theresa Saputo Rogers / Meta Bunse \*Date September 2000 🗵 Continuation 🗆 Update

## P7. Owner and Address:

Peninsula Corridor Joint Powers Board P.O. Box 3006 1250 San Carlos Avenue San Carlos, CA 94070

City of San Jose 801 North First Street San Jose, CA 95110

## B10. Significance (continued):

As part of the Southern Pacific's system-wide modernization efforts during the early to mid-20th century, the railroad upgraded its facilities, bridges, and track capacities along much of its Coast Line route from San Francisco to Gilroy. During the 1910s and 1920s increased automobile traffic and train service on and around Southern Pacific's mainline through downtown San Jose became problematic for both the prospering city and for the railroad. To resolve this issue, the Southern Pacific constructed a new mainline that bypassed downtown San Jose that included a new terminal at Cahill Street. Begun in 1928, Southern Pacific complete the bypass in 1935. Taylor Street, then called Polhemus Street, was located on the new route. From the College Park Station, the new main line followed the then existing Santa Cruz line to San Carlos Street and then along new right-of-way across the city to Lick where it met with the original main line. The City of San Jose favored this plan, in part, because it eliminated 24 grade crossings within the city. The new line included eight grade separations along important streets and roads, but not at Polhemus Street even though the City of San Jose had expressed interest in building a grade separation at that location.<sup>1</sup> Construction of the bypass grade separations and others like it along the San Francisco Peninsula was influenced by the grade separation movement that thrived from the 1910s through the 1930s as motor vehicle traffic increased causing an alarming number of accidents at railroad crossings. Although the hazardous conditions associated with at-grade railroad crossings were detected early, it took many years to address what were referred to by the Railroad Commission in 1921 as "some of the worst death traps" in California. Over time, many of the grade crossings along the SP's Coast Line between San Francisco and Gilroy were recognized to be particularly hazardous.<sup>2</sup>

The City of San Jose initiated efforts to construct an underpass at Polhemus Street as early as 1926, but it was not constructed until 1940. Named for early San Jose settler and one of the founders of the San Francisco and San Jose Railroad Company, Polhemus Street served as one of the only major cross-town arterials in San Jose north of Santa Clara Street that joined El Camino Real and the Bayshore Highway. Its location located just north of the San Jose railyards insured that many passenger and freight trains passed this crossing each day causing frequent and numerous motor vehicle traffic delays. The situation was aggravated by the railroad blocking the crossing while sorting and switching freight train railcars. By 1928, the city had succeeded in obtaining Southern Pacific's active cooperation to begin design studies. During the Depression, these plans were apparently dropped until the federal government provided funding to California between 1935 and 1941 to construct grade separations. It is unclear why Polhemus Street was not among the first group of grade separations constructed, but the City of San Jose eventually garnished the funding for this project.<sup>3</sup>

<sup>&</sup>lt;sup>1</sup> J.G. Hunter and Steward Mitchell, "Report of the Grade Crossing Situation of Public Streets, Roads and Highways with Steam and Electric Interurban Railroads in the State of California," State of California Railroad Commission and Department of Public Works Division of Highways, Pursuant to Assembly Concurrent Resolution No. 23, Chapter 45, Laws of 1931, December 1, 1932, p.100. <sup>2</sup> San Francisco Chronicle, August 17, 1934.

<sup>&</sup>lt;sup>3</sup> J.E. Burke, "Final Construction Report of the Undergrade Crossing of a Feeder Highway and the Southern Pacific Railroad on Polhemus Street in the City of San Jose," Contract 214GFNC1, November 14, 1940, pp.1-2. DPR 523L (1/95)

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\*Resource Name or # (Assigned by recorder)  $MP\,46.52$ \*Recorded by Theresa Saputo Rogers / Meta Bunse \*Date September 2000 🗵 Continuation 🗆 Update

The Earl W. Heple Contractor and the Southern Pacific Railroad, under direction of the California Department of Public Works, constructed the Polhemus Street underpass between January and November 1940. Department of Public Works Bridge Engineer F.W. Panhorst and Assistant State Highway Engineer G.T. McCoy signed the plans for this underpass. Associate Bridge Engineer J.E. Burke carried out the plans with assistance from H.B. Taylor, George A. Babb, and A.E. Rhoades. During construction, SP built the falsework, drove foundation piles, installed the structural steel, rearranged the signal and telegraph lines, performed track changes, and moved a water main. In the project's final report to the State Highway Engineer, Burke praised Earl Heple and his superintended Louis P. Jones for their work on the project noting that Heple was experienced in such projects. Heple had also been responsible for construction on the Agnew grade separation on the Bayshore Highway in San Jose and for the Wilson Way Separation in Stockton. While many of the vendors and material sources were local, such as the aggregate from A.J. Raisch of San Jose or the form lumber from Cheim Lumber of San Jose, Bethlehem Steel from Pennsylvania provided the structural steel used.<sup>4</sup> In 1963 the underpass was widened adding the central lane with its concrete support walls and an additional two lanes on the south side. The addition provided additional traffic lanes to Taylor Street. The concrete rail along the bridge deck was also raised by one foot.

Elizabeth McKee of Caltrans District Four previously evaluated the Taylor Street underpass in 1991. Ms. McKee evaluated the Taylor Street underpass with 123 other buildings and structures along the San Francisco Peninsula Commuter right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. For that study McKee used sample evaluations. While McKee found the Taylor Street underpass in San Jose to be ineligible for the National Register, she did not individually describe or evaluate this resource under National Register Criteria.

In the mid-1980s, Caltrans conducted a study regarding the historic significance of local agency and state-owned bridges in California. The results of that survey lists this structure as not eligible for the National Register. While the conclusions of that study can still be valid, Caltrans specifically instructs historians to verify whether reevaluation is necessary. Some bridges and grade separations studied in that survey were found to be ineligible for the National Register because they were not yet 50 years old at the time. Structures that are now more than 50 years old must be evaluated. Caltrans also states that bridges and grade separations should be re-evaluated if "new information" on the structure or its type has emerged or the "passage of time" has provided new historical perspective regarding the structure's possible historical significance.<sup>5</sup> JRP re-evaluated this structure because it is now more than 50 years old.

As stated above, the Taylor Street underpass is associated with the early 20<sup>th</sup> century grade separation movement and the Depression-era federal government funded grade separation construction program. Although these contexts can be considered important within local and state history, the Taylor Street underpass is not significant

<sup>5</sup> Caltrans, "California Historic Bridge Inventory," Caltrans website: http://www.dot.ca.gov/hg/structur/strmaint/historic.htm (no date), accessed November 2001. JRP Historical Consulting Services confirmed Caltrans' policy regarding re-evaluation of bridges listed in the California Historic Bridge Inventory. Dorene Clement, Architectural Historian Caltrans Headquarters, telephone communication with Rand Herbert, December 3, 2001.

<sup>&</sup>lt;sup>4</sup> Burke, "Final Construction Report," November 14, 1940, pp.4-6, 43-51.

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\*Resource Name or # (Assigned by recorder) MP 46.52 \*Recorded by Theresa Saputo Rogers / Meta Bunse \*Date September 2000 🗵 Continuation 🗆 Update

within those context. The structure also does not appear to be associated with any known historical person. Thus, the structure does not appear to be significant under Criteria A or B. The structure also does not embody distinctive engineering or architectural characteristics and has not yielded, nor will likely yield, important information for history. The structure's utilitarian design is relatively common, like other underpasses seen throughout the state, and it does not does not appear to be a source of important information about historic construction materials technologies as this type of structure is well documented. Thus, the structure also does not appear to be significant under Criteria C or D. In addition, Southern Pacific and the Division of Highways modified the structure in 1963 and likely altered the structure's original historic integrity. Therefore, lacking historical or engineering / architectural significance as well as historic integrity, the Taylor Street underpass does not appear to meet the criteria for listing in the National Register of Historic Places.

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DEPARTMENT OF PARKS AND REC	REATION	HRI #
PRIMARY RECORD		Trinomial CA-SCI-898H
	ou	NRHP Status Code 0
	Other Listings	
	Review Code Rev	iewer Date
Page 1 of 5		*Resource Name or # (Assigned by recorder) $\underline{MP \ 43.67}$
P1. Other Identifier: <u>Lafayette S</u>	treet Underpass MP 43.67	
*P2. Location: D Not for Publicat	ion 🗵 Unrestricted	*a. County Santa Clara
and (P2b and P2c or P2d. Attach a Loc	ation Map as necessary.)	
*b. USGS 7.5' Ouad San Jose We	est Date 1961, revised 1980	T · R · · · ¼ of Sec · · B.M.
(No #) L oforsette Ctr	$\frac{1}{1000} \frac{1}{1000} \frac{1}{1000$	
c. Address (INO #) Lafayette Str	eet City Santa Clara Zip 95050	<u>U</u>
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, et	c., as appropriate)

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

The Lafayette Street underpass consists of a through plate girder measuring 79 feet supported by concrete abutments. At street level the abutment walls are incised. An open pedestrian walkway is located on the east side of the road. Recessed into the northwest abutment is a concrete pump house with concrete stairs leading to a metal entry door.

**\*P3b.** Resource Attributes: (List attributes and codes) <u>HP19 (Underpass)</u>

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



 P5b. Description of Photo: (View, date, accession #)
 camera facing north, September 2000

 P6. Date Constructed/Age and Sources:
 ⊠

 Image: Historic □ Prehistoric □ Both 1936, Caltrans

\*P7. Owner and Address: <u>Peninsula Corridor Joint Powers</u> <u>Board and City of Santa Clara</u> (See Continuation Sheet for <u>addresses</u>)

\*P8. Recorded by: (Name, affiliation, address) <u>Theresa Rogers / Meta Bunse</u> JRP Historical Consulting Services 1490 Drew Ave., Suite 110 Davis, CA 95616 \*P9. Date Recorded: <u>September 2000</u> \*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*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-43-000928** HRI # \_\_\_\_

# RD CA-SCL-898H

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\*Resource Name or # (Assigned by recorder) <u>MP 43.67</u>

B1. Historic Name: Lafayette Street Subway
B2. Common Name: Lafayette Street Underpass
B3. Original Use: railroad underpass B4. Present Use: railroad underpass
*B5. Architectural Style: <u>utilitarian</u>
<b>*B6.</b> Construction History: (Construction date, alteration, and date of alterations) $1936$
*B7. Moved? 🗵 No 🗆 Yes 🗖 Unknown Date: Original Location:
*B8. Related Features: Pump house
B9. a. Architect: <u>California Department of Public Works</u> , Bridge Department and State Highway Engineer Department

b. Builder: Barrett & Hilp, Contractors

\*B10. Significance: Theme <u>n/a</u> Area <u>n/a</u>

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) While the Lafayette Street underpass is associated with the early to mid-20<sup>th</sup> century grade separation movement and the federal government's grade-crossing elimination / employment program, the underpass is not an important structure within those historic contexts (Criterion A) and is not associated with lives of any known significant historical persons (Criterion B). The structure also does not embody distinctive architectural or engineering characteristics (Criterion C) and has not yielded, nor will likely yield, important information for history (Criteria D). Therefore, even though the structure retains historic integrity, the Lafayette Street Underpass does not appear to meet the criteria for listing in the National Register of Historic Places. Furthermore, this structure 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, and it does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) <u>HP35 (WPA funded project)</u>

\*B12. References: SPRR Bridge Books, Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990); E.C. Rooney and J.W. Silliman, "Final Construction Report of the Lafayette Street Subway," Contract 814PGFNC6, February 16, 1937.

B13. Remarks:

\*B14. Evaluator: <u>Chris McMorris / Theresa Rogers</u>

\*Date of Evaluation: November 2001

(This space reserved for official comments.)



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\*Recorded by <u>Theresa Rogers / Meta Bunse</u> \*Date <u>September 2000</u> 🗵 Continuation 🗆 Update

# P7. Owner and Address (continued):

Peninsula Corridor Joint Powers Board P.O. Box 3006 1250 San Carlos Avenue San Carlos, CA 94070 City of Santa Clara 1500 Warburton Avenue Santa Clara, CA 95050

# B10. Significance (continued):

The Lafayette Street underpass in Santa Clara is associated with the general grade separation movement that emerged in the first half of the 20<sup>th</sup> century to alleviate hazards that grew as motor vehicle traffic increased along the San Francisco Peninsula and around Santa Clara / San Jose at the same time railroad traffic increased. More specifically, the structure is associated with the Depression-era federal program for funding the construction of grade separations. Although the public and government officials detected the hazardous conditions associated with at-grade railroad crossings by the 1910s, it took many years to address what were referred to in 1921 as "some of the worst death traps" in California. From 1916 onward the Railroad Commission, and later the Public Utilities Commission, studied and rated grade crossings. Between the World War I and World War II many of the grade crossings along the Southern Pacific Railroad Coast Line between San Francisco and Gilroy, on which the Lafayette Street underpass sits, were recognized as particularly hazardous. The death of three school teachers in August 1934 at Lafayette Street in Santa Clara drew particular attention to this crossing where seven other persons had already lost their lives.<sup>1</sup> Despite the need and public support for grade separations, funding for such projects was limited throughout the 1920s and became more so once the Great Depression struck. The California Division of Highways and local municipalities had to wait for Federal funding in order to construct many of the grade separations built during this period. In 1935, in an effort to stimulate employment during the Great Depression, the Federal Government provided grade separation funding with the Emergency Relief Appropriation Act. The Federal government supplemented the initial program in 1938 and 1939 with the Federal Aid Grade Crossings Appropriation and added further funding with appropriations in 1940 and 1941. Among the over sixty-five grade separations built or upgraded in California through Federal funding between 1935 and 1941, six of them were located along the SPRR's Coast Line between San Francisco and San Jose (now Caltrain). In addition to building the Lafayette Street Underpass in 1936 under this program, the Division of Highways and Southern Pacific reconstructed and widened the grade separations in San Francisco at Army Street and Williams Street in 1936. They also built the Embarcadero underpass in Palo Alto in 1936, and constructed the University Avenue underpass in Palo Alto and the Taylor Street (formerly Polhemus Street) underpass in San Jose in 1940.<sup>2</sup>

Although Lafayette Street was not part of the State Highway system, it played an important enough role in Santa Clara connecting Legislative Routes 68 and 2 to be considered for a grade separation. Carrying mostly through traffic traveling to and from San Francisco and peninsula cities, Lafayette Street crossed over the heavily traveled Southern Pacific's double tracked Coast line. At the time, there were roughly 70 passenger trains and 15 freight trains daily at this location. Besides causing motor traffic delays, the highway department deemed the crossing hazardous because there was very limited sight distance from one approach and because of the high speed of

<sup>&</sup>lt;sup>1</sup> San Francisco Chronicle, August 17, 1934.

<sup>&</sup>lt;sup>2</sup> George T. McCoy, "39 Grade Crossings on California Highways Being Eliminated with \$7,500,000 Federal Funds," *California Highway and Public Works*, October 1935, pp.1-6; Biennial Report of the California Highway Commission, 1936, p.76; and F.W. Panhorst, "Sixty-Eight Grade Separation Projects Aggregate \$11,000,000," *California Highway and Public Works*, May 1939, pp.11-14. **DPR 523L (1/95)** \*Required Information
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 \*Recorded by Theresa Rogers / Meta Bunse \*Date September 2000 IX Continuation I Update

## B10. Significance (continued):

trains here. Preliminary investigations and negotiations between the state, SPRR, and the City of Santa Clara occurred throughout 1935. Barrett & Hilp Contractors and the Southern Pacific Railroad, first under Resident Engineer E.C. Rooney supervision and then under J.W. Silliman, constructed the Lafayette Underpass from January to December 1936. During construction, SPRR built and removed the necessary falsework, erected the structural steel, drove the foundation piles, altered the necessary wire lines, performed track work, and constructed a temporary highway detour. Barrett & Hilp used both local and national vendors including the Union Paving Company for aggregate and asphalt, Bethlehem Steel for the structural steel, California Corrugated Culvert Company, U.S. Pipe Company of San Francisco, and California Pottery from Niles for piping, the Enterprise Foundry of San Francisco for cast iron and steel, and West Coast Wood for the treated Douglas Fir pilings.<sup>3</sup>

Elizabeth McKee of Caltrans District Four evaluated the Lafayette Street underpass in 1991 with 123 other buildings and structures along the San Francisco Peninsula Commuter right-of-way when the Southern Pacific Transportation Company transferred the line to the Peninsula Corridor Joint Powers Board. For that study McKee used sample evaluations. While McKee found the Lafayette Street underpass in San Jose to be ineligible for the National Register, she did not individually describe or evaluate this resource under National Register criteria.

In the mid-1980s, Caltrans conducted a study regarding the historic significance of local agency and state-owned bridges in California. The results of that survey lists this structure as not eligible for the National Register. While the conclusions of that study can still be valid, Caltrans specifically instructs historians to verify whether reevaluation is necessary. Some bridges and grade separations studied in that survey were found to be ineligible for the National Register because they were not yet 50 years old at the time. Structures that are now more than 50 years old must be evaluated. Caltrans also states that bridges and grade separations should be re-evaluated if "new information" on the structure or its type has emerged or the "passage of time" has provided new historical perspective regarding the structure's possible historical significance.<sup>4</sup> JRP re-evaluated this structure based on the wider appreciation of possible historic significance of grade separations that has emerged since Caltrans conducted its study of bridges in the mid-1980s.

As stated above, the Lafayette Street underpass does not appear to meet the criteria for listing in the National Register. The structure is associated with the grade separation movement of the period and the federal government's grade separation funding program. As described, this program was to provide jobs during the Depression, as were many federal programs during that period. While it is possible to view the grade separation funding program as historically important, the Lafayette Street underpass does not appear to be significant within that context. Although both local and state officials recognized the at-grade crossing was hazardous, the location was not one of the state's most dangerous rail and motor vehicle intersections, and Lafayette Street played only a secondary role in the Santa Clara / San Jose road system during that period. Also, the Lafayette Street underpass construction does not appear to have particular importance as an employment producing project, and it does not

<sup>&</sup>lt;sup>3</sup> E.C. Rooney and J.W. Silliman, "Final Construction Report of the Lafayette Street Subway under the Southern Pacific Railroad Tracks in the County of Santa Clara on Lafayette Street in the City of Santa Clara," Contract 814PGFNC6, February 16, 1937.

<sup>&</sup>lt;sup>4</sup> Caltrans, "California Historic Bridge Inventory," Caltrans website: <u>http://www.dot.ca.gov/hq/structur/strmaint/historic.htm</u> (no date), accessed November 2001. JRP Historical Consulting Services confirmed Caltrans' policy regarding re-evaluation of bridges listed in the California Historic Bridge Inventory. Dorene Clement, Architectural Historian Caltrans Headquarters, telephone communication with Rand Herbert, December 3, 2001.

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\*Resource Name or # (Assigned by recorder) MP 43.67 \*Recorded by Theresa Rogers / Meta Bunse \*Date September 2000 🗵 Continuation 🗆 Update

appear to be associated with the life of any known significant historical person. Thus, the Army Street underpass does not appear to be significant under Criteria A or B. The underpass also does not embody distinctive engineering or architectural characteristics that would make it eligible under Criterion C, and the structure has not yielded, nor will likely yield, important information for history that would make it eligible under Criterion D. The Lafayette Street underpass is a utilitarian design similar to others of the same period in the region, and the structure does not appear to be a source of important information about historic construction materials technologies as this type of structure is well documented. While the underpass retains some historic integrity to its period of construction in 1936, it lacks important historical associations and architectural/engineering significance. Therefore, the Lafayette Street underpass does not appear to meet the criteria for listing in the National Register.

State of California – The Resour	rces Agency	Prima	ry # <b>P-4</b>	3-000928		
DEPARTMENT OF PARKS AND R	ECREATION	HRI #	<u></u>			
PRIMARY RECORD		Trinor	mial <u>CA</u>	-SCL-898	<u>H</u>	
		NRHP	Status Code	6		
	Other Listings		-			
	Review Code	Reviewer			Date	
Page 1 of 8	*Resource Name or #	(Assigned by recorder)	MP 42.59.	MP 56.00.	MP 56.50	). MP 56.60.
		(	$\frac{1}{MD} = \frac{1}{2} \frac$	MD (( 24	MD (( 4)	<u>, MD 72 00</u>
			MP 30.70,	MP 00.34,	MP 00.42	<u>, MP 73.00,</u>
			MP 73.10.	MP 74.47.	MP 76.17.	MP 76.30
				,		·
P1. Other Identifier: Santa Clar	a County Concrete H	Headwall Culverts	(Caltrain) N	Mile Posts 4	42.59 to 76	5.30
*D2 Lesstion D Not for Dublish	tion 🛛 Unnectricted	*- 0	ntu Santa C	loro		
^P2. Location: □ Not for Publica		^a. Cou	nty <u>Sailla C</u>	lala		
and (P2b and P2c or P2d. Attach a Lo	cation Map as necessary.)					
*b. USGS 7.5' Quad (see Contin	uation Sheet) Date (s	ee Continuation S	heet) T;	R; ¹⁄	4 of Sec	; B.M.
c. Address (no street #)	City (see Continuation	ion Sheet) Zip				
d. UTM: (give more than one for larg	e 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)

This form records and evaluates twelve culverts in Santa Clara County located along the Caltrain and Union Pacific Railroad right-of-way (see table on Continuation Sheet). They are grouped on this form because of their similar design and function. All twelve culverts are designed with pipes (cast iron, corrugated metal, or concrete) to carry water from one side of the railroad tracks to the other and have board-formed, rectangular in shape, concrete headwalls on each end (**Photograph 1**). (See Continuation Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP11 (culverts)

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



P5b. Description of Photo: (View, date, accession #) <u>photograph 1, MP 76.17,</u> <u>camera facing east, 8/22/00</u> **\*P6. Date Constructed/Age and Sources:** ⊠ Historic □ Prehistoric □ Both <u>ca. 1900-1910, estimated</u>

\*P7. Owner and Address: <u>Peninsula Corridor Joint Powers</u> <u>Board and Union Pacific Railroad</u> (see Continuation Sheet)

\*P8. Recorded by: (Name, affiliation, address) <u>Bunse / McMorris / Rogers</u> JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616
\*P9. Date Recorded: <u>August and</u> <u>September 2000</u>
\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*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

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\*NRHP Status Code 6 \*Resource Name or # (Assigned by recorder) MP 42.59, MP 56.00, MP 56.50, MP 56.60, MP 56.70, MP 66.34, MP 66.42, MP 73.00, MP 73.10, MP 74.47, MP 76.17, MP 76.30

B1. Historic Name: unknown

B2. Common Name: unknown

B3. Original Use: culvert B4. Present Use: culvert

\*B5. Architectural Style: utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) ca. 1900-1910

\*B7. Moved? X No Yes Unknown Date: Original Location:

\*B8. Related Features: none

B9. Architect: Southern Pacific Railroad b. Builder: Southern Pacific Railroad

\*B10. Significance: Theme n/a n/a Area

Period of Significance n/a Property Type n/a Applicable Criteria <u>n/a</u>

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The Southern Pacific Railroad Company likely built the culverts described on this form as part of its routine program of upgrading structures on its lines during the early 20<sup>th</sup> century. The culverts do not appear to have significant associations within the context of Southern Pacific's structure construction and operations during that period (Criterion A), do not appear to be associated with the life of any significant historic person (Criterion B), and do not embody distinctive architectural or engineering characteristics (Criterion C). The structures have not yielded, nor will likely yield, important information for history (Criterion D). While these structures may retain some historic integrity, they lack important historical associations and architectural/engineering significance, and therefore do not appear to meet the criteria for listing in the National Register. Furthermore, these culverts have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEOA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and they do not appear to meet the significance criteria as outlined in those guidelines. (see Continuation Sheet).

B11. Additional Resource Attributes: (List attributes and codes) N/A\*B12. References: Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

\*B14. Evaluator: Christopher McMorris

\*Date of Evaluation: November 2001

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

See continuation sheet.

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\*Resource Name or # (Assigned by recorder) MP 42.59, MP 56.00, MP 56.50, MP 56.60, MP 56.70, MP 66.34, MP 66.42, MP 73.00, MP 73.10, MP 74.47, MP 76.17, MP 76.30

\*Recorded by Meta Bunse / Chris McMorris / Theresa Rogers \*Date August-September 2000 🗵 Continuation 🗆 Update

Resource Name	Mile	City	Quad Map Name / Year	Year of Construction
Culvert south of San Tomas Expressway	42.59	Santa Clara	San Jose West 1961 PR 1980	1905
Culvert south of Blossom Hill Station	56.00	Blossom Hill	San Jose East 1961 PR 1980	Ca. 1900 – 1910
Culvert north of Flintwell Road	56.50*	Blossom Hill	San Jose East 1961 PR 1980	Ca. 1900 – 1910
Culvert south of Flintwell Street	56.60*	Blossom Hill	Santa Teresa Mountains 1953 PR 1980	Ca. 1900 – 1910
Culvert north of SR-85 Overpass	56.70*	Blossom Hill	Santa Teresa Mountains 1953 PR 1980	Ca. 1900 – 1910
Culvert north of Madrone Underpass	66.34	Morgan Hill	Morgan Hill 1955 PR1980	Ca. 1900 – 1910
Culvert north of Madrone Underpass	66.42	Morgan Hill	Morgan Hill 1955 PR 1980	Ca. 1900 – 1910
Culvert south of 11580 Monterey Road	73.00*	San Martin	Gilroy 1955 PR 1993	Ca. 1900 – 1910
Culvert north of Neva Lane	73.10*	San Martin	Gilroy 1955 PR 1993	Ca. 1900 – 1910
Culvert north of Buena Vista Avenue	74.47	San Martin	Gilroy 1955 PR 1993	Ca. 1900 – 1910
Culvert south of Animas Avenue	76.17*	Gilroy	Gilroy 1955 PR 1993	Ca. 1900 – 1910
Culvert north of Leavesly Road	76.30*	Gilroy	Gilroy 1955 PR 1993	Ca. 1900 – 1910

\*Approximate Mile Posts

### P3a. Description (continued):

The culverts at MP 56.00, MP 56.50, MP 56.70, and MP 76.30 have cast iron pipes. The culverts at MP 42.75, MP 66.34, MP 66.42, MP 73.10, MP 74.47, and MP 76.17 have concrete pipes, and the culvert at MP 56.60 has a corrugated metal pipe. While the headwalls of all twelve culverts are rectangular, as shown in **Photograph 1**, the headwall of the culvert at MP 56.60 is only partially visible as earth has built up overtime around the culvert (Photograph 2). The remaining five culverts have slightly different features. At MP 42.59, the headwall has been expanded increasing its height and width (Photograph 3). The culverts at MP 56.50 and MP 73.00 have timber caps to increase their height and retain ballast. Both are flanked by vertical timber posts. The culvert at MP 56.50 has an iron grate covering the pipe (Photograph 4). The culvert at MP 66.42 has a stone cap and arched wingwalls (Photograph 5).

State of California – The Reso DEPARTMENT OF PARKS AND CONTINUATION SH	urces Agency RECREATION EET	Primary # HRI # Trinomial	P-43-000928 CA-SCL-898H
Page $4$ of $8$	*Resource Name or # (Assigned by	recorder) <u>MP 2</u> <u>MP 3</u> MP 7	42.59, MP 56.00, MP 56.50, MP 56.60, 56.70, MP 66.34, MP 66.42, MP 73.00, 73.10, MP 74.47, MP 76.17, MP 76.30
*Recorded by <u>Meta Bunse / C</u>	Chris McMorris / Theresa Rogers	s *Date <u>Augu</u>	st-September 2000 ⊠ Continuation □ Update

### P7. Owner and Address (continued):

The culvert at MP 42.59 is owned by Peninsula Corridor Joint Powers Board P.O. Box 3006/1250 San Carlos Avenue San Carlos, CA 94070, and the remaining 11 culverts are owned by the Union Pacific Railroad, 1416 Dodge Street, Omaha, NE 68179

## B10. Significance (continued):

It is difficult to ascertain when and how these culverts were constructed, upgraded, or altered. Their design is similar to those in San Mateo County built by Southern Pacific in the early 20<sup>th</sup> century. Except for the culvert at MP 42.59 which is located within the JPB right-of-way, all of the culvert described on this form are located within the Union Pacific Railroad's right-of-way. Union Pacific did not permit access to the railroad right-of-way or to railroads records and little specific information on these structures was available. Southern Pacific recorded the culvert at MP 42.59, in its 1990 Bride Inspection Report, as a 40 foot structure built in 1905. Using the culvert at MP 42.59 as a guide, in terms of its condition and design, it is likely that the other culverts described on this form were built by the Southern Pacific Railroad's during its early 20<sup>th</sup> century systemic modernization efforts. These efforts continued on the company's Coast Line, including the area between San Jose and Gilroy, until the post-World War II period. Some of Southern Pacific's most strident efforts occurred after Edward H. Harriman gained control of the railroad in 1901. He continued existing modernization projects and expanded these efforts enormously, the most prominent of which was the Bayshore Cutoff constructed from 1904 to 1907 between San Francisco and San Bruno. In 1903, Harriman instituted double tracking from San Bruno to San Jose along the Coast Line route, on which the culvert at MP 42.59 sits. Although Harriman died in 1909, Southern Pacific continued to modernize its service especially during the 1910s and 1920s as both freight and passenger railroad traffic continued to increase on this line. The culverts from MP 56.00 to MP 76.30 were installed either when new tracks were laid along this portion of the line or via the "jacking" method. With this method crews could bore through a railroad berm and construct a culvert without having to remove track, build detour sho-flys, or even, under some circumstances, require trains to slow over the construction site. According to a 1940s book on concrete pipe line, jacking was used on railroad berms starting at the turn of the 20<sup>th</sup> century and was in wide spread use by Southern Pacific by the 1910s. Pipes with concrete headwalls were the most common and simplest form of culverts during this period, although box culverts were also very common.<sup>1</sup>

As stated above, these structures can be associated with an important period of Southern Pacific's development, but they are not significant for that association. While they retain some historic integrity from when they were built, the culverts described on this form do not appear to meet the criteria for listing in the National Register of Historic Places.

<sup>&</sup>lt;sup>1</sup> Rufus Steele, "The Spread of San Francisco: The New City …" *Sunset Magazine* 19 (June 1907), pp.117-118; M.W. Loving, *Concrete Pipe Lines*, (Chicago: American Concrete Pipe Association, 1942, reprinted 1945), p.59; George A. Hool, *Reinforced Concrete Construction*, *Vol. III, Bridges and Culverts*, (New York: McGraw-Hill Book Company, Inc. 1928, 2<sup>nd</sup> edition), p.445-449 DPR 523L (1/95) \*Required Information

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*Recorded by <u>Meta Bunse</u>	/ Chris McMorris / Theresa Ro	gers *Date <u>Augu</u>	15.10, 101 74.47, 101 70.17, 101 70.50 $1st-September 2000$ $\boxtimes$ Continuation $\square$ Update

# Photographs (continued):



Photograph 2: Culvert at MP 56.60 covered with built-up earth, 8/23/00.



Photograph 3: Culvert with addition at MP 42.59, 9/13/00.

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*Recorded by <u>Meta Bunse / C</u>	Chris McMorris / Theresa	a Rogers *Date A	Augu:	$\frac{75.10}{18t-September 2000} \boxtimes \text{ Continuation } \square \text{ Update}$

# Photographs (continued):



**Photograph 4:** Culvert at MP 56.50 with timber retaining ballast and grate over pipe, 8/23/00.



**Photograph 5:** Culvert with wingwalls at MP 66.42, 8/23/00.

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*Recorded by $\underline{Meta \ Bunse / Chi}$	ris McMorris / Theresa Ro	gers *Date Augu	ust-September 2000 🗵 Continuation 🗖 Update

## **Sketch Maps:**







MP 56.00 to MP 56.70: Culvert in Blossom Hill



MP 66.34 and MP 66.42 Culverts north of Madrone Underpass

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Page $8$ of $8$	*Resource Name or # (Assigned b	y recorder) <u>MP 4</u> <u>MP 5</u> MP 7	42.59, MP 56.00, MP 56.50, MP 56.60, 56.70, MP 66.34, MP 66.42, MP 73.00, 73.10, MP 74.47, MP 76.17, MP 76.30
*Recorded by <u>Meta Bunse</u> /	Chris McMorris / Theresa Roge	<u>rs</u> *Date <u>Augu</u>	st-September 2000 🖾 Continuation 🗖 Update

# Sketch Maps (continued):



MP 73.00 to 76.30: Culverts from San Martin to Gilroy

State of California – The Resource DEPARTMENT OF PARKS AND REC	s Agency REATION	Prima HRI #	ery # <u>P-43-0</u>	00928	
PRIMARY RECORD		Trinoi	mial <u>CA-SC</u>	L-898	Н
		NRHP	Status Code	6	
	Other Listings				
	Review Code	_ Reviewer			Date
Page 1 of 3			*Resource Nar	me or #	(Assigned by recorder) <u>MP 36.46</u>
P1. Other Identifier: <u>Stevens Cr</u>	eek Culvert M.P.36.46				
*P2. Location: 🛛 Not for Publicat	ion 🗵 Unrestricted	*a. Co	ounty <u>Santa Cla</u>	ra	
and (P2b and P2c or P2d. Attach a Loc	ation Map as necessary.)				
*b. USGS 7.5' Quad <u>Mountain V</u>	<u>iew</u> Date <u>1997</u> T; R	;¼ of Se	ec; I	В.М.	
c. Address <u>Stevens Creek adjac</u>	ent Evelyn Avenue City	<u>Mountain Vie</u>	<u>ew</u> Zip <u>94040</u>		
d. UTM: (give more than one for large e. Other Locational Data: (e.g., parcel	and/or linear resources) Zone #, directions to resource, eleva	tion, etc., as appro	opriate)	_mE/	mN
*P3a. Description: (Describe resource	e and its major elements. Inclu	ude design, mater	ials, condition, alter	ations, siz	ze, setting, and boundaries)

The culvert over Stevens Creek adjacent Evelyn Avenue, shown in the attached photograph, is a board-formed concrete arch measuring 30 feet long with a vertical clearance of 12 feet. The concrete deck had a timber retaining wall and a metal post with gable railing. Modern pipes run the length of the deck. Embossed at the top of the arch is the 1903 date of construction.

\*P3b. Resource Attributes: (List attributes and codes) <u>HP11 (Culvert)</u>

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



P5b. Description of Photo: (View, date, accession #) <u>camera facing northwest</u>, <u>September, 13 2000</u>
\*P6. Date Constructed/Age and Sources:
⊠ Historic □ Prehistoric □ Both
1903, Engraved on Bridge
\*P7. Owner and Address:
Peninsula Corridor Joint Powers
Board P.O. Box 3006
1250 San Carlos Avenue
San Carlos, CA 94070
\*P8. Recorded by: (Name, affiliation, address)
Theresa Rogers / Meta Bunse
JRP Historical Consulting Services
1490 Drew Ave, Suite 110

Davis, CA 95616 \*P9. Date Recorded: September 2000 \*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

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

Primary # <u>P-43-000928</u> HRI #

### CA-SCL-898H

\*NRHP Status Code <u>6</u>

\*Resource Name or # (Assigned by recorder) MP 36.46

B1. Historic Name: <u>Stevens Creek Culvert</u>
B2. Common Name: <u>Stevens Creek Culvert</u>
B3. Original Use: <u>Culvert</u> B4. Present Use: <u>Culvert</u>
*B5. Architectural Style: <u>Utilitarian</u>
*B6. Construction History: (Construction date, alteration, and date of alterations) $1903$
*B7. Moved? 🗵 No 🗆 Yes 🗖 Unknown Date: Original Location: *B8. Related Features: <u>None</u>
B9. Architect: Southern Pacific Railroad b. Builder: Southern Pacific Railroad
*B10. Significance: Theme <u><math>n/a</math></u> Area <u><math>n/a</math></u>
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.)

While the concrete arch culvert over Stevens Creek adjacent Evelyn Avenue was likely built as part of the Southern Pacific Railroad improvement program during the early 20th century, the structure does not have a important association with that historic context (Criterion A), and it is not associated with the life of any significant historical person (Criterion B). The culvert also does not embody the distinctive architectural or engineering characteristics (Criterion C), and the structure has not yielded, nor will likely yield, important information for history (Criterion D). Although the concrete arch culvert over Stevens Creek retains some historic integrity, its lacks historic and architectural / engineering significance and therefore does not appear to meet the criteria for listing in the National Register. Furthermore, this structure 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, and does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) N/AReferences: (general references) Elizabeth \*B12. McKee, "Historic Architectural Survey Report and Addendum Survey Report for the Joint Powers Board, E.A. 635001," California Department of Transportation, district Four, December 1991: Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

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\*B14. Evaluator: Chris McMorris

\*Date of Evaluation: November 2001

(This space reserved for official comments.)



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\*Resource Name or # (Assigned by recorder)  $\underline{MP \ 36.46}$ 

\*Recorded by <u>Theresa Rogers / Meta Bunse</u> \*Date <u>September 2000</u> 🖾 Continuation 🗆 Update

## B10. Significance (continued):

Southern Pacific Railroad constructed the concrete arch culvert at Stevens Creek in 1903. During the early 20th century Southern Pacific, under Edward H. Harriman's leadership, modernized much of their system in California and along the San Francisco Peninsula. Railroad traffic had increased dramatically since the line between San Francisco and San Jose was completed in 1864. In 1886, for example, eighteen cars moved passengers into and out the city of San Francisco. By 1901, twenty-nine passenger trains per day ran between San Francisco and San Harriman, who gained control of the Southern Pacific in 1901, expanded the previously begun Jose. modernization of both rolling stock and infrastructure. Under Harriman's direction, Southern Pacific acquired right-of-way to accommodate up to four tracks and double tracked the 39 miles between San Jose and San Bruno by 1903. In addition to the new tracks, Southern Pacific installed new trestles, bridges, culverts, and other track figures. The most important of these early 20<sup>th</sup> century Southern Pacific projects along the San Francisco Peninsula was the Bayshore Cutoff located north of San Bruno built between 1904 and 1907. As stated above, while the Stevens Creek concrete arch culvert is likely associated with the Southern Pacific's early 20<sup>th</sup> century improvements, it is not important to this historic event in a way that would make it significant under Criterion A. Nor does the structure appear to have association with any known historical persons that would make it significant under Criterion B.<sup>1</sup>

The Stevens Creek concrete arch culvert also does not appear to be significant under Criterion C. Upon the infrequent occasion when culverts are found eligible, like bridges, their eligibility is usually based on their distinctive characteristics of type, period, or method of construction. To be eligible, a culvert would likely have to be a rare example of a construction type, a demonstration of innovative designs or construction methods of its period, or possess important aesthetic value. While Southern Pacific may have chosen to build a concrete arch at this location for a greater aesthetic effect, the railroad may have also chosen this design based on the amount of fill to be supported here and because of the wide creek bed at this location. A concrete arch would have likely been more economical than a concrete box culvert at this location.<sup>2</sup> Although the structure's design is less common than the small wooden bridge trestles seen along the peninsula rail line, concrete arches such as this one were commonly used for road and railroad purposes in California by the turn of the 20<sup>th</sup> century. Many concrete arches are likely still extant in the San Francisco Bay Area, including one at Cordilleras Creek at the south end of Redwood City, built in 1902. The Stevens Creek structure, however, does not appear to rise to the level of significance suggested above and the significance level that would be necessary for an otherwise highly utilitarian design.

As with most of the line, the railroad maintained and upgraded this area of track throughout the 20<sup>th</sup> century. The most important changes to the structure's historic integrity likely include alterations to its setting, including new ballast, ties, track, and at adjacent properties as well as alterations to the structure's materials. While the structure may retain some historic integrity, it lacks historic or architectural significance and thus does not appear to meet the criteria for listing in the National Register of Historic Places.

<sup>&</sup>lt;sup>1</sup> Donald Hofsommer, "For Territorial Dominion in California and the Pacific Northwest: Edward H. Harriman and James J. Hill," *California History* (Spring 1991): 15-19, 31; and John R. Signor, *Southern Pacific's Coast Line* (Wilton, California: The Signature Press, 1994): 32.

<sup>&</sup>lt;sup>2</sup> These design considerations are suggested in George A. Hool, *Reinforced Concrete Construction, Volume III. Bridges and Culverts*, 2<sup>nd</sup> edition, (New York: McCraw-Hill Book Company, Inc., 1928), 479.

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Other Listings	
Review Code	Reviewer Date
Page 1 of 3	*Resource Name or # (Assigned by recorder) $\underline{MP 35.12}$
P1. Other Identifier: Bridge over Permanente C	reek MP 35.12
*P2. Location: D Not for Publication 🗵 Unrestricted	*a. County Santa Clara County
and (P2b and P2c or P2d. Attach a Location Map as necessa	ıry.)
*b. USGS 7.5' Quad $\underline{Mountain \ View}$ Date $\underline{1991}$ T	; R;¼ of Sec; B.M.
c. Address Permanente Creek adjacent Park Bo	<u>ulevard</u> City Mountain View Zip 94040
<ul><li>d. UTM: (give more than one for large and/or linear resource.</li><li>e. Other Locational Data: (e.g., parcel #, directions to resource)</li></ul>	ces) Zone;mE/mN rce, elevation, etc., as appropriate)

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

The bridge over Permanente Creek measures 13 feet and carries two tracks. The timber deck is composed of 19 stringers supported by board formed concrete abutments and a concrete lined channel. Steel posts with cables form the railing, which is located on the south side. When constructed the wingwall abutments extended out approximately fifteen feet, however, the creek has been channelized and lined with concrete in the recent past.

\*P3b. Resource Attributes: (List attributes and codes) <u>HP19 (bridge)</u>

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



P5b. Description of Photo: (View, date, accession #) <u>camera facing north,</u> <u>September 2000</u> \*P6. Date Constructed/Age and Sources: ⊠ Historic □ Prehistoric □ Both 1903, (JPB 1990 Bridge Inspection) \*P7. Owner and Address: Peninsula Corridor Joint Powers Board P.O. Box 3006/ 1250 San Carlos Avenue San Carlos, CA 94070

\*P8. Recorded by: (Name, affiliation, address) <u>Theresa Rogers/Meta Bunse</u> <u>JRP Historical Consulting Services</u> <u>1490 Drew Ave, Suite 110</u> <u>Davis, CA 95616</u> \*P9. Date Recorded: <u>September 2000</u>

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*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 # <u>P-43-000928</u> HRI # \_\_\_\_

BUILDING, STRUCTURE, AND OBJECT RECORD

### CA-SCL-898H

\*NRHP Status Code <u>6</u>

\*Resource Name or # (Assigned by recorder)  $\underline{MP 35.12}$ 

B1. Historic Name: <u>unknown</u>

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B2. Common Name: bridge over Permanente Creek

State of California – The Resources Agency

DEPARTMENT OF PARKS AND RECREATION

B3. Original Use: railroad bridge B4. Present Use: railroad bridge

\*B5. Architectural Style: <u>utilitarian</u>

**\*B6.** Construction History: (Construction date, alteration, and date of alterations) <u>1903</u>: bridge constructed; channel concrete lined recently

**Original Location:** 

\*B7. Moved? ⊠ No □ Yes □ Unknown Date \*B8. Related Features: <u>None</u>

B9. Architect: Southern Pacific Company b. Builder: Southern Pacific Company

\*B10. Significance: Theme  $\underline{n/a}$  Area  $\underline{n/a}$ 

Period of Significance \_\_\_\_\_\_ n/a \_\_\_\_\_ Property Type \_\_\_\_\_\_ Applicable Criteria \_\_\_\_\_\_ n/a

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) While the bridge at Permanente Creek in Mountain View was likely built as part the Southern Pacific's improvement program in the early 20th century, the structure does not have significant association with that event (Criterion A), and is not associated with the life of any significant historic person (Criterion B). The bridge does not embody distinctive engineering characteristics (Criterion C), and has not yielded, nor will likely yield, important information for history (Criterion D). In addition to lacking significant historical association and architectural significance, the bridge also retains only some of its historic integrity. Therefore, this structure does not appear to meet the criteria for listing in the National Register. Furthermore, this structures 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, and does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) N/AReferences: (general references) Elizabeth \*B12. McKee, "Historic Architectural Survey Report and Addendum Survey Report for the Joint Powers Board, E.A. 635001." California Department of Transportation, District Four, December 1991: Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

#### \*B14. Evaluator: Chris McMorris/Theresa S. Rogers

\*Date of Evaluation: November 2001

(This space reserved for official comments.)



\*Required Information

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\*Resource Name or # (Assigned by recorder) <u>MP 35.12</u>

\*Recorded by  $\underline{Theresa \ Rogers/Meta \ Bunse}$  \*Date  $\underline{September \ 2000}$   $\boxtimes$  Continuation  $\Box$  Update

# B10. Significance (continued):

After the death of Southern Pacific Railroad founder C.P. Huntington, Edward H. Harriman gained control of the Southern Pacific in 1901. While Southern Pacific had begun to modernize its rolling stock and infrastructure before Huntington's death, it was Harriman who ushered in a new phase of system-wide improvements of the company. Prior to construction of Harriman's most important modernization project along the San Francisco Peninsula, the Bayshore Cutoff completed in 1907, he instituted other improvements along the line between San Francisco and San Jose. During this period, Southern Pacific acquired right-of-way to accommodate four tracks, but never built more than two tracks along this route. In addition to double tracking, improvements included construction of new trestles, bridges, and other track features. Southern Pacific made these improvements alleviate congested rail traffic along the San Francisco Peninsula line. Traffic had increased dramatically since the line between San Francisco and San Jose was completed in 1864. For example, in 1886 eighteen trains per day moved passengers into and out of San Francisco. By 1901, twenty-nine trains per day transported passengers between San Francisco and San Jose. Southern Pacific completed much of the double tracking and initial track improvements, including the small bridge at MP 35.12, by 1903. As stated above, while the bridge at Permanente Creek is likely associated with the Southern Pacific's early 20<sup>th</sup> century improvements, it is not important to this historic event in a way that would make it significant under Criterion A. Nor does the structure appear to have association with any known historical persons that would make it significant under Criterion B.<sup>1</sup>

The bridge at Permanente Creek also does not appear to be significant under Criterion C. As historic resources, bridges generally are eligible for their distinctive characteristics of type, period, or method of construction or as important works of a master engineer. Eligible bridges are often significant as a rare example of a bridge type, as a demonstration of innovative designs or construction methods, as the representation of a bold engineering achievement, or for possessing important aesthetic value. The bridge at Permanente Creek does not possess any of these characteristics and is not an important work of a master engineer. Its simple utilitarian design is typical of early 20<sup>th</sup> century Southern Pacific bridges. The structure is also small and of little aesthetic value.

In addition, this structure has little historic integrity to the early 20<sup>th</sup> century. The rail line here has been maintained and upgraded throughout the 20<sup>th</sup> century, and more recently with creek channel was lined with concrete. The most important changes to the historic integrity of the bridge structure likely includes alterations to its setting, including new ballast, ties, track, and at adjacent properties as well as alterations to the structure's materials. Therefore, for the lack of historic or architectural significance and the lack of historic integrity, this structure does not appear to meet the criteria for listing in the National Register of Historic Places.

<sup>&</sup>lt;sup>1</sup> Donald Hofsommer, "For Territorial Dominion in California and the Pacific Northwest: Edward H. Harriman and James J. Hill," *California History* (Spring 1991): 15-19, 31; and John R. Signor, *Southern Pacific's Coast Line* (Wilton, California: The Signature Press, 1994): 32.

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PRIMARY RECORD		Trinomial <u>CA-SCL-898H</u>	
		NRHP Status Code 6	
	Other Listings		
	Review Code	Reviewer	Date
Page $1$ of $3$	*Resource Name	e or # (Assigned by recorder) M.P. 32.76	
P1. Other Identifier: Bridge over	er Barron Creek M.P. 3	<u>2.76</u>	
*P2. Location: D Not for Publica	tion 🗵 Unrestricted	*a. County Santa Clara County	
and (P2b and P2c or P2d. Attach a Lo	ocation Map as necessary.)		
*b. USGS 7.5' Quad $\underline{Redwood P}$	oint Date 1959, revised	_ <u>1980</u> T; R;¼ of Sec;	B.M.
c. Address [No Bridge#] Barro	<u>n Creek</u> City <u>Palo Alto</u> Z	Zip <u>94040</u>	
d. UTM: (give more than one for larg e. Other Locational Data: (e.g., parce	e and/or linear resources) Zon I #, directions to resource, eleva	e;mE/ ation, etc., as appropriate)	mN

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

The bridge over Barron Creek measures 13 feet and carries two tracks. The deck is composed of concrete and "I" beam stringers supported by concrete abutments. 8" x 16" timber planks retain the ballast adjacent to the abutments. A chain link fence surrounds the resource from the north side of the bridge to Alma Street. Recently the creek has been channelized and lined in concrete.

\*P3b. Resource Attributes: (List attributes and codes) <u>HP19</u>

\*P4. Resources Present: Building 🗵 Structure Dobject District District District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) <u>camera facing south,</u> <u>September 2000</u> \*P6. Date Constructed/Age and Sources: ⊠ Historic □ Prehistoric □ Both <u>1903, JPB</u> \*P7. Owner and Address: <u>Peninsula Corridor Joint Powers</u> <u>Board P.O. Box 3006/</u> <u>1250 San Carlos Avenue</u> San Carlos, CA 94070

\*P8. Recorded by: (Name, affiliation, address) <u>Theresa Rogers/Meta Bunse JRP</u> <u>Historical Consulting Services 1490</u> <u>Drew Ave, Suite 110</u> <u>Davis, CA 95616</u> \*P9. Date Recorded: <u>September 2000</u>

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*Attachments: NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Linear Feature Record Milling Station Record Record 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 # HRI #	P-43-000928 CA-SCL-898H
F	Page 2 of 3 *NRHP Status Code *Resource Name or	<u> </u>	by recorder) <u>M.P. 32.76</u>
E E *	<ul> <li>B1. Historic Name: <u>Unknown</u></li> <li>B2. Common Name: <u>Bridge over Barron Creek</u></li> <li>B3. Original Use: <u>Bridge</u> B4. Present Use: <u>Bridge</u></li> <li>*B5. Architectural Style: <u>Utilitarian</u></li> <li>*B6. Construction History: (Construction date, alteration, and date of alteration)</li> </ul>	s) <u>1903</u>	
*	*B7. Moved? ⊠ No □ Yes □ Unknown Date Original Loc *B8. Related Features: <u>None</u>	cation:	
В * ( ] Н	B9. Architect: Southern Pacific Company b. Builder: Southern Pacific Reserve and the second	$\frac{\sqrt{a}}{\max period, and}$	any plicable Criteria $n/a$ d geographic scope. Also address integrity.) isting on the National Register of Historic

Elizabeth McKee evaluated 123 buildings and structures in 1991 when the Peninsula Corridor Joint Powers Board. The bridge over Barron Creek was not part of that survey. JRPs full evaluation of this resource appears on the attached Continuation Sheet.

B11. Additional Resource Attributes: (List attributes and codes) <u>N/A</u> \*B12. References: Elizabeth McKee, "Historic Architectural Survey Report and Addendum Survey Report for the Joint Powers Board, E.A. 635001," California Department of Transportation, District Four, December 1991; Caltrain, Track Diagram (March 1, 2000); Amtrak West Engineering Services, 1999 Annual Inspection of Structures; JPB, Bridge Book: San Francisco to Lick, (1990).

B13. Remarks:

\*B14. Evaluator: Theresa Rogers/Meta Bunse

\*Date of Evaluation: <u>November 2001</u>

(This space reserved for official comments.)



State of California – The Resources Agency	Primary # <u>P-43-000928</u>
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial <u>CA-SCL-898H</u>

 Page 3 of 3
 \*Resource Name or # (Assigned by recorder) M.P. 32.76

 \*Recorded by Theresa Rogers/Meta Bunse
 \*Date

 \*Date
 September 2000

 Image 3 of 3
 Image 3 of 3

## B10. Significance (continued):

After Collis Huntington's death Edward Henry Harriman gained control of the Southern Pacific in 1901. While Huntington had been in the process of modernizing both rolling stock and infrastructure when he died, it was Harriman who ushered in a new phase of system-wide improvements during his control of the company. Prior to construction of Harriman's most important modernization project along the peninsula, the Bayshore Cutoff, he instituted other improvements along the line between San Francisco and San Jose.<sup>1</sup>

The Southern Pacific, under Harriman's direction, acquired enough right-of-way to eventually accommodate four tracks, although the Bayshore cutoff was built with two. He had also ordered the line to the south, the 39 miles between San Jose and San Bruno, to be double tracked in 1903 in preparation for the project. Engineers, therefore, also designed the trestles, bridges, and tunnels of the project to carry two tracks; additional structures would have to be built if the line was ever widened to four.

While the additional track between San Bruno and San Jose was laid in preparation for the Bayshore cutoff it was also constructed to alleviate the increase in traffic over the line. Traffic had increased dramatically since the line between San Francisco and San Jose was completed in 1864. In 1886 eighteen cars moved passengers into and out the city of San Francisco. By 1901 the amount of trains over the segment between San Francisco and San Jose had increased to 29 cars per day, half of which terminated at Palo Alto. The traffic increase over the single-track line required helpers. On October 30, 1903 39 miles of additional track became operational.<sup>2</sup>

While the bridge over Barron Creek is likely to have been built as part of Harriman's improvement program that began at the turn of the century, the bridge does not have a significant association with that event (Criteria A). Under Criteria B, the bridge is not associated with the life of any significant person in the past. Furthermore, the bridge itself, does not embody the distinctive characteristics of an architectural or engineering type, period, or method of construction, or that represent the work of a master, nor does it possess high artistic values as defined by Criteria C. These modest types of bridges are dominant throughout the state and the region.

Under Criteria D, in certain circumstances, structures themselves can serve as sources of important information about historic construction materials technologies, however, this type of structure is well documented and does not appear to be a primary source of information. Lacking significant historical associations and architectural significance the bridge over Barron Creek does not appear to meet the criteria for listing in the National Register. Furthermore, this structure 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. This historic structure does not appear to meet the significance criteria as outlined in these guidelines.

<sup>2</sup> John R. Signor, *Southern Pacific's Coast Line* (Wilton, California: The Signature Press, 1994): 32. DPR 523L (1/95)

<sup>&</sup>lt;sup>1</sup> Donald Hofsommer, "For Territorial Dominion in California and the Pacific Northwest: Edward H. Harriman and James J. Hill," *California History* (Spring 1991): 15-19, 31.

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION	/ F 11	Primary # HRI #	P-43-000928	
PRIMARY RECORD	т	Frinomial	CA-SCL-898H	
	r	NRHP Status C	ode <u>6</u>	
Other	Listings			
Review	v Code Reviewe	r		_ Date
Page $1$ of $4$	*Resource Name or #	# (Assigned by	recorder) <u>MP 32.31</u>	
P1. Other Identifier: Bridge over Matade	ero Creek MP 32.31			
*P2. Location: D Not for Publication 🗵 Uni	restricted *a.	County Sant	a Clara County	
and (P2b and P2c or P2d. Attach a Location Map a	as necessary.)	J	<b>,</b>	
*b. USGS 7.5' Quad <u>Redwood Point</u> Date	<u>1959, revised 1980</u> T;	; R; ¼	4 of Sec;	B.M.
c. Address Matadero Creek adjacent to A	Alma Street City Palo Alto	Zip <u>94301</u>		
d. UTM: (give more than one for large and/or line	ar resources) Zone;		mE/	mN
e. Other Locational Data: (e.g., parcel #, direction	s to resource, elevation, etc., as a	ppropriate)		

**\*P3a.** Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This form records and evaluates the railroad bridge at Matadero Creek, MP 32.31. Features related to Matadero Creek bridge are a channelized creek and the motor vehicle bridge taking Alma Street over Matadero Creek (adjacent to approximately railroad mile post 32.21). The 13 foot railroad bridge, built in 1903, has a deck carrying two tracks. The deck is construction of "I" beam stringers, flanked by timber stringers, supported by concrete abutments, as shown in the attached photograph. Timber railings run along both sides of the bridge. A large metal pipe carries water under the bridge that spills into the recently channelized creek lined with reinforced concrete. From the bridge, the channel makes a sharp turn and runs northwest parallel to the railroad to the Alma Street bridge. (See Continuations Sheet.)

\*P3b. Resource Attributes: (List attributes and codes) HP19 (bridge)

\*P4. Resources Present: Building 🗵 Structure Dobject District District District Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) <u>camera facing southwest</u>, <u>September 13, 2000</u>
\*P6. Date Constructed/Age and Sources:
⊠ Historic □ Prehistoric □ Both
1903, (JPB 1990 Bridge Inspection)
\*P7. Owner and Address:
Peninsula Corridor Joint Powers
Board P.O. Box 3006/
1250 San Carlos Avenue
San Carlos, CA 94070
\*P8. Recorded by: (Name, affiliation, address)
Theresa Rogers/Meta Bunse
JRP Historical Consulting Services

Theresa Rogers/Meta Bunse JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616 \*P9. Date Recorded: September 2000

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") <u>Inventory and Evaluation of Historic Resources</u>, Caltrain Electrification Project, San Francisco to Gilroy (MP 0.0 to 77.4)

\*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 # <u>P-43-000928</u> HRI # CA-SCL-898H
Page 2 of 4 *NRHP Status Cod *Resource Name of	le <u>6</u> or # (Assigned by recorder) <u>MP 32.31</u>
<ul> <li>B1. Historic Name: <u>Unknown</u></li> <li>B2. Common Name: <u>Bridge over Matadero Creek</u></li> <li>B3. Original Use: <u>Bridge</u> B4. Present Use: <u>Bridge</u></li> <li>*B5. Architectural Style: <u>Utilitarian</u></li> <li>*B6. Construction History: (Construction date, alteration, and date of alteration)</li> </ul>	ons) <u>1903</u>
*B7. Moved? ⊠ No □ Yes □ Unknown Date Original L *B8. Related Features: <u>None</u>	location:
B9. Architect:       Southern Pacific Company       b. Builder:       Southern Pacific         *B10.       Significance:       Theme       n/a       Area       n/a         Period of Significance	acific Company n/a Applicable Criteria <u>n/a</u> eme, period, and geographic scope. Also address integrity.)

While the bridge at Matadero Creek in Palo Alto was likely built as part the Southern Pacific's improvement program in the early 20th century, the structure does not have significant association with that event (Criterion A), and is not associated with the life of any significant historic person (Criterion B). The bridge does not embody distinctive engineering characteristics (Criterion C), and has not yielded, nor will likely yield, important information for history (Criterion D). In addition to lacking significant historical association and architectural significance, the bridge also likely retains only some of its historic integrity. Therefore, this structure does not appear to meet the criteria for listing in the National Register. Furthermore, this structures 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, and does not appear to meet the significance criteria as outlined in those guidelines. (See Continuation Sheet.)

B11. Additional Resource Attributes: (List attributes and codes) <u>N/A</u>
\*B12. References: (general references) Elizabeth
McKee, "Historic Architectural Survey Report and
Addendum Survey Report for the Joint Powers Board,
E.A. 635001," California Department of
Transportation, District Four, December 1991;
Caltrain, Track Diagram (March 1, 2000); Amtrak
West Engineering Services, 1999 Annual Inspection
of Structures; JPB, Bridge Book: San Francisco to
Lick, (1990).

B13. Remarks:

#### \*B14. Evaluator: Chris McMorris/Theresa S. Rogers

#### \*Date of Evaluation: November 2001

(This space reserved for official comments.)



\*Required Information

State of California – The Resources Agency	Primary # <u>P-43-000928</u>
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial <u>CA-SCL-898H</u>

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 \*Resource Name or # (Assigned by recorder) MP 32.31

 \*Recorded by Theresa Rogers/Meta Bunse
 \*Date September 2000
 ⊠ Continuation □ Update

## P3a. Description(continued):

A chain link fence encloses the channel between Alma Street and the railroad track. The channel then makes a sharp turn northeast and crosses under Alma Street. The concrete and steel motor vehicle bridge on Alma Street was built in 1937 and is shown in **Photograph 2**. According to the PCJPB Bridge Inspection Report from 1993, another 1903 railroad stringer bridge was at MP 32.21 but was slated for removal at the time to be replaced by a culvert at MP 28.29. This railroad feature at M.P. 32.21 appears to have been removed but the replacement culvert does not appear on the track diagram dated March 1, 2000 nor was it visible during field recordation.

## B10. Significance (continued):

After the death of Southern Pacific Railroad founder C.P. Huntington, Edward H. Harriman gained control of the Southern Pacific in 1901. While under Huntington, Southern Pacific began modernizing both its rolling stock and infrastructure, but it was Harriman who ushered in a new phase of system-wide improvements of the company. Prior to construction of Harriman's most important modernization project along the San Francisco Peninsula, the Bayshore Cutoff, he instituted other improvements along the line between San Francisco and San Jose. The Southern Pacific acquired right-of-way to accommodate four tracks, but never built more than two tracks along this route. In addition to double tracking, improvements included construction of new trestles, bridges, and other track features. Southern Pacific made these improvements alleviate congested rail traffic along the San Francisco Peninsula line. Traffic had increased dramatically since the line between San Francisco and San Jose was completed in 1864. For example, in 1886 eighteen trains per day moved passengers into and out of San Francisco. By 1901, twenty-nine trains per day transported passengers between San Francisco and San Jose. Southern Pacific completed much of the double tracking and initial track improvements, including the small bridges at MP 32.31, by 1903. As stated above, while the bridge at Matadero Creek is likely associated with the Southern Pacific's early 20<sup>th</sup> century improvements, it is not important to this historic event in a way that would make it significant under Criterion A. Nor does the structure appear to have association with any known historical persons that would make it significant under Criterion B.<sup>1</sup>

The bridge at Matadero Creek also does not appear to be significant under Criterion C. As historic resources, bridges generally are eligible for their distinctive characteristics of type, period, or method of construction or as important works of a master engineer. Eligible bridges are often significant as a rare example of a bridge type, as a demonstration of innovative designs or construction methods, as the representation of a bold engineering achievement, or for possessing important aesthetic value. The bridge at Matadero Creek does not possess any of these characteristics and is not an important work of a master engineer. Its simple utilitarian design is typical of early 20<sup>th</sup> century Southern Pacific bridges. The structure is also small and of little aesthetic value.

In addition, this structure has probably retained only some historic integrity. The rail line here has been maintained and upgraded throughout the 20<sup>th</sup> century. The most important changes to the historic integrity of this structure likely includes alterations to its setting, including new ballast, ties, track, and at adjacent properties as well as alterations to the structure's materials. Therefore, for the lack of historic or architectural significance and

<sup>&</sup>lt;sup>1</sup> Donald Hofsommer, "For Territorial Dominion in California and the Pacific Northwest: Edward H. Harriman and James J. Hill," *California History* (Spring 1991): 15-19, 31; and John R. Signor, *Southern Pacific's Coast Line* (Wilton, California: The Signature Press, 1994): 32.

State of California – The Resources Agency	Primary # <u>P-43-000928</u>
DEPARTMENT OF PARKS AND RECREATION	HRI #
CONTINUATION SHEET	Trinomial <u>CA-SCL-898H</u>

 Page 4 of 4
 \*Resource Name or # (Assigned by recorder) MP 32.31

 \*Recorded by Theresa Rogers/Meta Bunse
 \*Date September 2000
 Image: Continuation Image: Update

## B10. Significance (continued):

the likely lack of historic integrity, this structure does not appear to meet the criteria for listing in the National Register of Historic Places.

## Photographs (continued):



**Photograph 2:** Alma Street bridge over Matadero Creek, camera facing southwest, 9/13/00

		HOPPIDGE
		# 170523
State of Californ	la — The Resources Agency F PARKS AND RECREATION	Primary #P-43-000928
PRIMARY F	IECORD Other Listings	Trinomial CA-SCL-898H NRHP Status Code <u>35</u>
	Review Code	ReviewerDate
Page <u>1</u> of <u>4</u> P1. Other Ide	*Resource Name or antifier: Southern Pacific Railroad Bridge	#: (Assigned by recorder) SPRR Bridge - San Francisquito Creek
P2. Location: and (P2c,I *b. USGS c. Addru d. UTM.	□ Not for Publication © Unrestricte '2e, and P2b or P2d. Attach Location Map a 7.5' Quad <u>Palo Alto, CA</u> ess <u>SPRR Bridge - San Francisquito Cree</u> : (Give more than one for large and/or linear	ed       *a: County       Santa Clara       02       02         is necessary.)       Date       1991       T; R;% of% of Sec.; B.M.         ek       City Palo Alto       Zip       94301         resources)       Zone; mN

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

The Southern Pacific Railroad bridge over Sen Francisquito Creek is a steel through-truss bridge. The structural design is a variation of a Pratt truss, called a Baltimore Petit truss (Mikesell, p. 47). Two lines of track pass through the bridge truss. It is approximately 52 feet long and 21 feet high.

\*P3b Resource Attributes: (List attributes and codes) HP19 Bridge

\*P4. Resources Present: D Building 🛛 Structure D Object D Site D District D Element of District D Other (isolates, etc.)



P11. Report Citation\*: (Cite survey

report and other sources, or enter "none".) Palo Alto Historic Survey Update (Corbett and Bradley for Dames & Moore, 2000)

\*Attachments: DNONE Docation Map DSketch Map Continuation Sheet DBuilding, Structure and Object Record Archaeological Record DDistrict Record DLinear Feature Record DMilling Station Record Rock Art Record Artifact Record DPhotograph Record DOther (List)

	of California - The Resources Agency	Primary #P-43=000928
DEPA	RTMENT OF PARKS AND RECREATION	HRI #
BUI	LDING, STRUCTURE, AND C	BJECT RECORD CA-SCL-898H
Page	2 of 4 *Resource Name	*NRHP Status Code <u>3S</u> or # (Assigned by recorder) <u>SPRR Bridge - San Francisquito Creek</u>
B1.	Historic Name:	
32.	Common Name:	B4. Present Use: Bridge
B5.	Architectural Style: utilitarian	on mount over <u>onage</u>
B6.	Construction History: (Construction date, a 1902: Built	Iterations, and date of alterations)
*87. *88.	Moved? @ No 🖸 Yes 🗆 Unknown Related Features:	Date: Original Location:
39a.	Architect:	b. Builder: <u>Southern Pacific Railroad</u>
B10.	Significance: Theme A: Development of Pa	Property Type transportation Applicable Criteria A and C
	(Discuss importance in terms of historical or architectura	al context as defined by theme, period, and geographic scope. Also address integrity.)
edword other work ohotog	od tree called El Palo Alto that was long a symb was shortened by lightning, the tree was ofte raphs and was part of a familiar and widely re are: There has been a railroad bridge at the curre	ool of the city. Before the tallest of the two trunks of the tree fell and the in photographed. Because the bridge is next to it, it was included in the eproduced image of the City of Palo Alto. ent site since the 1860s. The earliest bridge was a heavy timber structure.
THE LEW		THE PRESENT DUILE WAS DUIL IN 1902.
lse: An speci ian Jos ignitar	ccording to the book, Southern Pacific Bay Area al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand per a Coast Line by John B. Sinner, construction of	ea Steam by Harry W. Demoro, the giant redwood called El Palo Alto has bry because it was under that tree that officials of the San Francisco and field to San Francisco segment of the line. Governor Stanford and other ople here on 17 October 1863. In fact, according to the book, Southern of the San Francisco-San Jose line had begun in both directions from San
Ise: An speci San Jos lignitar Pacific	ccording to the book, <i>Southern Pacific Bay Area</i> al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand per <i>s Coast Line</i> by John R. Signor, construction o quito Creek in 1861. The San Francisco and	ea Steam by Harry W. Demoro, the giant redwood called El Palo Alto has bry because it was under that tree that officials of the San Francisco and field to San Francisco segment of the line. Governor Stanford and other ople here on 17 October 1863. In fact, according to the book, <i>Southern</i> of the San Francisco-San Jose line had begun in both directions from San San Jose Railroad would become part of the Southern Pacific Railroad in
Jse: An speci San Jos lignitar Pacific rancis See con	ccording to the book, <i>Southern Pacific Bay Are</i> al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand peo <i>S Coast Line</i> by John R. Signor, construction o quito Creek in 1861. The San Francisco and ntinuation sheet	the present onuge was built in 1902. The present onuge was built in 1902. The present onuge was built in 1902. The search of the
Jse: An speci San Jos lignitar Pacific francis see con see con 111. B12.	coording to the book, <i>Southern Pacific Bay Are</i> al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand peo is <i>Coast Line</i> by John R. Signor, construction o quito Creek in 1861. The San Francisco and intinuation sheet Additional Resource Attributes: (List attribut References:	tes and codes}
Jse: An speci ian Jos lignitar <i>Pacific</i> rancis see col 111. B12.	coording to the book, <i>Southern Pacific Bay Are</i> al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand peo <i>s Coast Line</i> by John R. Signor, construction o quito Creek in 1861. The San Francisco and intinuation sheet Additional Resource Attributes: (List attribut References: See continuation sheet.	(Sketch map with north arrow required)
Jse: An speci an Jos lignitar <i>Pacific</i> rancis see con 111. B12.	coording to the book, <i>Southern Pacific Bay Area</i> al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand peo <i>s Coast Line</i> by John R. Signor, construction o quito Creek in 1861. The San Francisco and intinuation sheet Additional Resource Attributes: (List attribut References: See continuation sheet. Remarks:	the present onuge was built in 1902.  The present onuge was built in 1902.  The present onuge was built in 1902.  The Steam by Harry W. Demoro, the giant redwood called El Palo Alto has bury because it was under that tree that officials of the San Francisco and other ople here on 17 October 1863. In fact, according to the book, Southern of the San Francisco-San Jose line had begun in both directions from San San Jose Railroad would become part of the Southern Pacific Railroad in tess and codes)  (Sketch map with north arrow required)
dse: Ad speci ignitar <i>acific</i> rancis ee col 11. B12. 13.	Ecording to the book, Southern Pacific Bay Area al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand peo is Coast Line by John R. Signor, construction o quito Creek in 1861. The San Francisco and intinuation sheet Additional Resource Attributes: (List attribut References: See continuation sheet. Remarks:	tes and codes}  (Sketch map with north arrow required)
Ise: An speci ignitar <i>acific</i> rancis ee con 11. B12. 13. B14. ate of	Execution: Michael Corbett Evaluation: May 12, 2000	tes and codes}  (Sketch map with north arrow required)  (Sketch map with north arrow required)
Jse: An speci an Jos lignitar <i>Pacific</i> rancis iee col 111. B12. 13. B14. ate of	Coording to the book, Southern Pacific Bay Area al significance in the Bay Area's railroad histo se Railroad celebrated the opening of the May ies addressed a crowd of several thousand peo is Coast Line by John R. Signor, construction o quito Creek in 1861. The San Francisco and intinuation sheet Additional Resource Attributes: (List attribut References: See continuation sheet. Remarks: Evaluator: <u>Michael Corbett</u> Evaluation: <u>May 12, 2000</u> (This space reserved for official comments)	the present unuge was built in 1902.  as Steam by Harry W. Demoro, the giant redwood called El Palo Alto has bry because it was under that tree that officials of the San Francisco and trield to San Francisco segment of the line. Governor Stanford and other ople here on 17 October 1863. In fact, according to the book, Southern of the San Francisco-San Jose line had begun in both directions from San San Jose Railroad would become part of the Southern Pacific Railroad in tes and codes)  (Sketch map with north arrow required)

State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET		Primary # P-43-000928 HRI/Trinomial CA-SCL-898		
Page 3 of 4	Resource Identifier: Sou	thern Pacific Railroad Br	idge over San Francis	quito Creek
Recorded by Michael	Corbett/Steve Hardy (history) *	Date_May 12, 2000	Continuation OL	Jodate

#### History (continued)

1870. It would also become, along with Stanford University, one of the most significant factors in the evolution of the City of Palo Alto.

#### Evaluation

The Southern Pacific Railroad bridge over San Francisquito Creek appears eligible for the NRHP under criteria A and C at the local level of significance. The period of significance is from 1902, when it was built, to the present.

Under criterion A, this bridge is associated with the image and development of Palo Alto in the 20th century. Under criterion C, this is the only significant steel bridge in Palo Alto and is a distinctive example of an important standard type - steel through truss bridge.

#### References

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Demoro, Harry W. Southern Pacific Bay Area Steam. Burlingame: Chatham Publishing Company, 1979.

Mikesell, Stephen D. Historic Highway Bridges of California. [Sacramento]: California Department of Transportation, 1990.

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Sanborn Map Company. Insurance Maps of Palo Alto. New York: 1924.

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United States Department of the Interior, National Park Service. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.

Urguhart, Leonard Church, editor. Civil Engineering Handbook, 4th edition. New York: McGraw-Hill, 1959.

Winslow, Ward and the Palo Alto Historical Association. Palo Alto: A Centennial History. Palo Alto: Palo Alto Historical Association, 1993.



### **METADATA SHEET**

# P-43-000866

This railroad segment is part of a railroad that has already been assigned a Primary Number. The record documents for this resource have therefore been subsumed and the Primary/Trinomial numbers have been voided. Please see the following file number in the Primary Number files:

# P-43-000928

Date: 15 January 2014 NWIC Staff: S. Graham

### BRIDGE EVALUATION FORM

(Chittenden 7.5')

(NOTE: This form is only to be used for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.)

LOCATION: (attach copy of appropriate map showing structure location)

COUNTY: Santa Clara ROUTE: Southern Pacific Coast Division VICINITY: Corporal NAME: N/A BRIDGE NUMBER: 86.20

DESCRIPTION:

TYPE: STANDARD

TYPE OF SUPERSTRUCTURE: Two-track, three span timber trestle underpass, composed of twenty-four timber stringers, with ballasted timber deck and timber rails. Span length approximately 12 feet; length overall approximately 40 feet.

TYPE OF SUBSTRUCTURE: Timber wingwalls, and 12-pile timber bents.

HISTORY: DATE OF CONSTRUCTION/DESIGNER: 1920 & 1930/Southern Pacific

OTHER HISTORICAL INFORMATION (persons, events--e.g. WPA/CCC):

Built 1920 as a single-track bridge; second track added 1930.

PREPARED BY: John W. Snyder, Chief Architectural and Historic Studies Caltrans

DATE: September 24, 1990



500 5#10192



### **METADATA SHEET**

# P-43-000861

This railroad segment is part of a railroad that has already been assigned a Primary Number. The record documents for this resource have therefore been subsumed and the Primary/Trinomial numbers have been voided. Please see the following file number in the Primary Number files:

# P-43-000928

Date: 15 January 2014 NWIC Staff: S. Graham

#### BRIDGE EVALUATION FORM

(NOTE: This form is only to be used for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.)

LOCATION: (attach copy of appropriate map showing structure location)

COUNTY: Santa Clara ROUTE: Southern Pacific Coast Division VICINITY: Carnadero NAME: N/A BRIDGE NUMBER: 83.81

DESCRIPTION:

TYPE: STANDARD

TYPE OF SUPERSTRUCTURE: Two-track, five span timber trestle composed of twenty-four timber stringers, with ballasted timber deck and timber rails. Span length approximately 12 feet; length overall approximately 60 feet.

TYPE OF SUBSTRUCTURE: Reinforced concrete abutments and wingwalls, and 12-pile timber bents.

HISTORY: DATE OF CONSTRUCTION/DESIGNER: 1920 & 1930/Southern Pacific

OTHER HISTORICAL INFORMATION (persons, events--e.g. WPA/CCC):

Built 1920 as a single-track bridge; second track added 1930.

PREPARED BY: John W. Snyder, Chief Architectural and Historic Studies Caltrans

DATE: September 24, 1990



See S#10192



### **METADATA SHEET**

# P-43-000864

This railroad segment is part of a railroad that has already been assigned a Primary Number. The record documents for this resource have therefore been subsumed and the Primary/Trinomial numbers have been voided. Please see the following file number in the Primary Number files:

# P-43-000928

Date: 15 January 2014 NWIC Staff: S. Graham

P-43-000864

P-43-000864

This site crosses the county line between Santa Clara and San Benito counties. Please see the following file number in the Primary Number file:

#### P-35-000334

2 May 2001 Annette Schachter Lab Asst 1

(copied from Caltrans Bridge Eva	alutaion Form by NWIC personel)		
State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary # /43-000864 HRI # Trinomial NRHP Status Code		
PRIMARY RECORD Other Listings			
Review Code	Reviewer Date		
Page <u>1</u> of <u>2</u> *Resource Name or #: (A P1. Other Identifier: Carnsdero junction - P	Assigned by recorder) <u>Bridge number 85.61</u> Pajaro River Bridge		
P2. Location: □ Not for Publication □ Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.) *b. USGS 7.5' Quad Chittenden # 3861 Date c. Address d. UTM: (Give more than one for large and/or linear resources)	<pre>'a County San Benito/Santa Clara .80 %11S R4E; % of % of Sec ;B.M</pre>		

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) \*Single-track, 23-span timber trestle composed of two built-up timber stringers (4 timbers each), with open deck. A metal grate walkway with metal post and cable railing is cantilevered off the west side of the bridge. Span lengths are approximately 15 feet; length overall approximately 345 feet. (superstructure) \*Timber wingfalls backfilled with granite rubble, and 5-pile timber

bents.(substructure)

Date of construction/designer: ca.1920/Southern Pacific This is a Southern Pacific Common Standard trestle. Rails laid on this branch line in the vicinity of the bridge bear a rolling date of 1902. Given that construction of the Hollister Branch dates from mid-1873 (it was originally intended as the main line from San Jose south through the Santa Clara and San Benito Valleys, over the Coast Range and into the San Joaquin Valley towards Bakersfield), the 1902 rail undoubtedly represents-con. \*F3b. Resource Attributes: (List attributes and codes) <u>HP.19-Bridge</u>

P5a. Photo or Drawing (Photo n	hoto required for buildings, structures, and objects.)		P5b. Description of Photo: (View, date, accession #)
			*P6. Date Constructed/Age and Sources: ⊠Historic □Prehistoric Ca. 1902
	4-		*P7. Owner and Address: Southern Pacific RR
			*P8. Recorded by: (Name, affiliation, and address) John W. Snyder, Chief Architectural and
		-	Historic Studies/Caltrans *P9. Date Recorded: <u>Sept.</u> 24,1990 *P10. Survey Type: (Describe)
			Bridge evaluation

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

\*Attachments: NONE Continuation Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Clinear Feature Record Milling Station Record Record Record Other (List)

DPR 523A (1/95)
State of California — The Resources Agency DEPARTMENT OF PARKS AND RECHEATION CONTINUATION SHEET				1.11-	Primary # P-35-000334 /43-000864 HBI#					
					Trinomial					
age2_	of _2	*	Resource N	ame or #	(Assigned L	by record	<sub>ler)</sub> Bridge	e numbe	r 85.6	1
Recorde	d by John	n Snyder		-		*Dat	te 9/24/90	X Con	tinuation	D Update
P3a.	the re- a regui	-use of lar rail	obsoles road pr	cent : actice	rail f e.	from	elsewher	re on t	he sys	tem,
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P-35-000334 dge # B-5

/43-000864

#### BRIDGE EVALUATION FORM

(NOTE: This form is only to be used for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.)

LOCATION: (attach copy of appropriate map showing structure location)

COUNTY: Santa Clara  $\int \delta_{au} = \int \delta_{au} d\sigma = \int \partial \sigma d\sigma d\sigma$ ROUTE: Southern Pacific Hollister Branch VICINITY: Carnadero Junction NAME: Pajaro River Bridge BRIDGE NUMBER: 85.61

DESCRIPTION:

TYPE: STANDARD

TYPE OF SUPERSTRUCTURE: Single-track, 23-span timber trestle composed of two built-up timber stringers (4 timbers each), with open deck. A metal grate walkway with metal post and cable railing is cantilevered off the west side of the bridge. Span lengths are approximately 15 feet; length overall approximately 345 feet. TYPE OF SUBSTRUCTURE: Timber wingwalls backfilled with granite

rubble, and 5-pile timber bents.

HISTORY: DATE OF CONSTRUCTION/DESIGNER: ca.1920/Southern Pacific

OTHER HISTORICAL INFORMATION (persons, events--e.g. WPA/CCC):

This is a Southern Pacific Common Standard trestle. Rails laid on this branch line in the vicinity of the bridge bear a rolling date of 1902. Given that construction of the Hollister Branch dates from mid-1873 (it was originally intended as the main line from San Jose south through the Santa Clara and San Benito Valleys, over the Coast Range and into the San Joaquin Valley toward Bakersfield), the 1902 rail undoubtedly represents the re-use of obsolescent rail from elsewhere on the system, a regular railroad practice.

PREPARED BY: John W. Snyder, Chief Architectural and Historic Studies Caltrans

DATE: September 24, 1990

See S# 16192

P-43-000864 Bridge # B-5



P-43-000864

P-43-000864

This site crosses the county line between Santa Clara and San Benito counties. Please see the following file number in the Primary Number file:

### P-35-000334

2 May 2001 Annette Schachter Lab Asst 1

(copied from Caltrans Bridge Evalutaion Form by NWIC personel					
State of California — The Resources Agency	Primary # P-35-000334 /P-43-00000928				
DEPARTMENT OF PARKS AND RECREATION	HRI #				
PRIMARY RECORD	Trinomial				
Other Listings	NRHP Status Code				
Review Code	Reviewer Date				
Page <u>1</u> of <u>2</u> *Resource Name or #: (A	Assigned by recorder) <u>Bridge number 85.61</u>				
P1. Other Identifier: Carnsdero junction - P	Pajaro River Bridge				
P2. Location: D Not for Publication D Unrestricted and (P2b and P2c or P2d. Attach a Location Map as necessary.) *b. USGS 7.5' Quad Chittenden # 3861 Date c. Address d. UTM: (Give more than one for large and/or linear resources)	*a. County <u>San Benito/Santa Clara</u> 80 <u>T115</u> R <u>4E</u> ; <u>% of _% of Sec ;B.M</u> <u>Ctty 632670mE/4090030mN-Ztp</u> Zone <u>10</u> ; 632560 mE/4090110 mN				

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) \*Single-track, 23-span timber trestle composed of two built-up timber stringers (4 timbers each), with open deck. A metal grate walkway with metal post and cable railing is cantilevered off the west side of the bridge. Span lengths are approximately 15 feet; length overall approximately 345 feet. (superstructure) \*Timber wingfalls backfilled with granite rubble, and 5-pile timber

bents.(substructure)

Date of construction/designer: ca.1920/Southern Pacific This is a Southern Pacific Common Standard trestle. Rails laid on this branch line in the vicinity of the bridge bear a rolling date of 1902. Given that construction of the Hollister Branch dates from mid-1873 (it was originally intended as the main line from San Jose south through the Santa Clara and San Benito Valleys, over the Coast Range and into the San Joaquin Valley towards Bakersfield), the 1902 rail undoubtedly represents-con. \*F3b. Resource Attributes: (List attributes and codes) <u>HP.19-Bridge</u>

P5a. Photo or Drawing (Ph	oto required for	buildings, structures, and	objects.)	P5b. Des date, acces	cription of Photo: (View, sion #)
				*P6. Date Sources: DPrehisto	Constructed/Age and Altistoric ric 902
	4-			*P7. Own Southe	er and Address: ern Pacific RR
				*P8. Reco affiliation, a John W Archit Histor	rded by: (Name, ind address) J. Snyder, Chief cectural and cic Studies/Caltrans
			•	*P9. Date *P10. Sur Bridge	Recorded: <u>Sept.</u> 24,1990 vey Type: (Describe) evaluation

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

\*Attachments: NONE Continuation Map Sketch Map Continuation Sheet Building, Structure, and Object Record Archaeological Record District Record Clinear Feature Record Milling Station Record Rock Art Record Art Record Clinear Feature Record Clinear Featu

DPR 523A (1/95)

\*Required information

tate of C	alifornia — The Resources Agency IENT OF PARKS AND RECREATION	Primary # P-35-000334 /P-43-00000928					
CONTI	NUATION SHEET	Trinomial					
age2_c	of _2 *Resource Name or # (A	Assigned by recorder) Bridge number 85.61					
Recorde	d by John Snyder	*Date 9/24/90 *C Continuation Update					
P3a.	the re-use of obsolescent r a regular railroad practice	ail from elsewhere on the system,					
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P-35-000334 P-43-001 idge # B-5

/P-43-00000928

#### BRIDGE EVALUATION FORM

(NOTE: This form is only to be used for structure types listed in the Caltrans/FHWA/SHPO Memorandum of Understanding dated December 12, 1980.)

LOCATION: (attach copy of appropriate map showing structure location)

COUNTY: Santa Clara  $\int \delta_{au} = \int \delta_{au} d\sigma = \int \partial \sigma d\sigma d\sigma$ ROUTE: Southern Pacific Hollister Branch VICINITY: Carnadero Junction NAME: Pajaro River Bridge BRIDGE NUMBER: 85.61

DESCRIPTION:

TYPE: STANDARD

TYPE OF SUPERSTRUCTURE: Single-track, 23-span timber trestle composed of two built-up timber stringers (4 timbers each), with open deck. A metal grate walkway with metal post and cable railing is cantilevered off the west side of the bridge. Span lengths are approximately 15 feet; length overall approximately 345 feet. TYPE OF SUBSTRUCTURE: Timber wingwalls backfilled with granite

rubble, and 5-pile timber bents.

HISTORY: DATE OF CONSTRUCTION/DESIGNER: ca.1920/Southern Pacific

OTHER HISTORICAL INFORMATION (persons, events--e.g. WPA/CCC):

This is a Southern Pacific Common Standard trestle. Rails laid on this branch line in the vicinity of the bridge bear a rolling date of 1902. Given that construction of the Hollister Branch dates from mid-1873 (it was originally intended as the main line from San Jose south through the Santa Clara and San Benito Valleys, over the Coast Range and into the San Joaquin Valley toward Bakersfield), the 1902 rail undoubtedly represents the re-use of obsolescent rail from elsewhere on the system, a regular railroad practice.

PREPARED BY: John W. Snyder, Chief Architectural and Historic Studies Caltrans

DATE: September 24, 1990

See S# 16192





# **METADATA SHEET**

P-43-000905

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

## P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel



SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-1 through CT-20; SPW-11 through SPW-13 (CT-18) QUAD SHEET: Various; see individual maps of pipelines crossing locations PIPELINE LOCATION: Various; see individual maps of pipelines crossing locations

### Feature Description

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The proposed Mojave pipeline crosses the alignment of the Peninsula Commute Service at 20 locations between Santa Clara on the south and South San Francisco on the north. These various locations are shown in the attached segments of USGS quadrangles, showing pipeline crossing locations, identified as CT-1 through CT-20.

The Peninsula Commute Service line is generally a modern and efficient commuter system, designed to carry frequent diesel commuter trains along an extensive line between San Jose and San Francisco. The line comprises double tracks, all 132-lb. jointed rails, the standard for heavily-used passenger lines. The bulk of these rails were laid in the 1950s and 1960s, when the old San Francisco and San Jose freight line was rehabilitated for commuter use by the Southern Pacific Railroad. The bulk of this generation of rails is still in place, although a 10 mile stretch between Redwood City and Menlo Park was replaced in 1990 (Lybarger interview May 6, 1994).

All 20 crossings of the Peninsula Commute Service line were inspected in the field. The line passes through diverse settings, from commercial to industrial to residential, even through scattered open spaces. While the setting differs, the line itself is remarkably uniform. The rails and ties are set in crushed granite ballast, most appearing to have been replaced in very recent years. The ballast is shallow, raging from nearly at grade to about two feet deep. The rails are from two periods: the late 1950s or early 1990s. Ties are generally in very good condition and appear to have been replaced in recent years. The ballast is shallow, so grade crossings along the line. Here, the tracks are at grade and set into the adjoining pavement.

This line is so uniformly post-1945 in its appearance that it was not formally recorded at all locations. Representative photographs illustrate the appearance of the line at selected locations. Photograph 1 shows the track in Santa Clara (CT-19). Photograph 2 shows the track in Mountain View (CT-16). Photograph 3 is at a site near downtown Palo Alto (CT-15).

**Photograph 4** shows a grade crossing in Atherton (CT-14). **Photograph 5** shows built-up ballast in an industrial area in Redwood City (CT-13). **Photograph 6** shows the line in an urban core, also in Redwood City (CT-12). **Photograph 7** shows the line in a mixed industrial-commercial area in San Mateo (CT-10). **Photograph 8** shows another industrial site in San Mateo (CT-9). **Photograph 9** shows a downtown site in Burlingame (CT-8). **Photograph 10** shows an industrial area of Burlingame (CT-6).

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The locations for the 20 crossings are shown in the attached map segments, identified by site number (CT-1 through CT-20). It will be observed that crossing CT-19, 16, and 15 are also recorded and discussed under the Southern Pacific Western overview. They are sites SPW-11, SPW-12, and SPW-13, respectively.

### History of Feature

The Peninsula Commute Service follows the alignment of San Francisco & San Jose Railroad, one of the oldest railroad lines in California, generally acknowledged to be the second railroad line built in the state, following the Sacramento Valley line between Sacramento and Folsom in Sacramento County. More than a year before passage of the Pacific Railroad Act of 1862, the San Francisco & San Jose Rail Road Company had begun work on a railroad line connecting the two towns through the Santa Clara Valley. The first two companies organized to finance the line had adopted the pretentious name of The Pacific & Atlantic Rail Road Company and proposed eventually to build a rail line eastward across the continent. The third company, The San Francisco & San Jose Rail Road Company (SF&SJ) had more modest goals, but also failed to find financing for the project. The fourth company, organized in 1860, adopted the same name. It won legislative support in Sacramento and convinced voters of San Francisco, San Mateo, and Santa Clara counties to approve local subsidies for the railroad.

The SF&SJ began construction at San Francisquito Creek between modern Menlo Park and Palo Alto on the San Francisco Peninsula on May 1, 1861. Within a few months grading of the route was nearly complete through both Santa Clara and San Mateo counties. Iron rails were ordered from Eastern manufacturers and in December 1862 some 500 tons of rail arrived by boat. Additional shipments followed and the rails were completed as far south as Belmont in September 1863. As soon as the route was identified, large property owners along the right-of-way began marketing land that would become the site of many present day cities on the peninsula. New subdivision maps convenient to the railroad line were filed near Redwood City by Timothy G. Phelps, a director of the SF&SJ. In September 1862, C. B. Polhemus, another director of the railroad, laid out the townsite of San Mateo at a point where the right of way crossed San Mateo Creek. As the railroad neared completion in 1863, Menlo Park Villa Association advertised five-acre villa lots for sale in a tract of more than 800 acres. The SF&SJ established a station at the entrance to the subdivision. Other towns such as San Bruno, Millbrae, Burlingame, Belmont, Atherton, and Sunnyvale grew up along the railroad.

The railroad was completed between San Francisco and San Jose on January 16, 1864. At ceremonies marking completion of the line, Judge Timothy Dame, president of the company, announced that the Central Pacific had assigned to his company and to the Western Pacific Railroad (not the same company as the present-day Western Pacific) the right to construct that section of the transcontinental railroad from San Jose to Sacramento. Dame was also president of the Western Pacific, a company organized with Big Four support in 1862 for the purpose of constructing a railroad from San Jose to Sacramento via Stockton. Western Pacific officials hoped to connect their railroad with the Central Pacific at Sacramento. There seemed to be little doubt that the peninsula line would indeed become part of the great transcontinental line begun at Sacramento in



1863. The SF&SJ was not successful in making that link; the distinction for connecting the Bay Area with transcontinental service eventually went to the San Francisco & Alameda Railroad (SF&ARR).

Despite its precocious beginning, the old SF&SJ served a distinctly local clientele over most of its life. In the twentieth century the old SF&SJ rail line became popularly known as the Southern Pacific "Ocean View Line." In the late 1950s, the Southern Pacific Railroad rehabilitated the line with heavier rails and to more exacting engineering standards to operate it as a commuter line, not unlike diesel-powered commuter lines that serve Boston, New York, and other East Coast cities. The Southern Pacific operated this commuter service with varying degrees of financial success through the 1970s, finally filing for abandonment of service in the late 1970s. In the early 1980s, the State of California leased much of the SF&SJ line to operate what it called "Caltrain." The State of California continued to operate the facility, formally known as the Peninsula Commute Service through the 1980s. In 1991, however, the state transferred its interest to a Joint Powers Board, representing affected counties and municipalities, chiefly Santa Clara and San Mateo counties. The Joint Powers Board now owns the track as well as various ancillary properties, including most of the stations along the line. The state made some major improvements to the line during its tenure, including replacement of 10 miles of track, mentioned earlier, as well as major improvements to stations and associated parkand-ride facilities (Western Railroader 1978: 3).

### **Evaluation of Feature**

The twenty sites associated with the Peninsula Commute Service (SF&SJ) line do not appear to be eligible for listing in the National Register of Historic Places because they do not retain integrity of location, setting, design, materials, workmanship, feeling and association. Potential significance for this line relates chiefly to its antiquity and its early role in the development of cities and communities along the Peninsula. As noted under "History of Feature," however, this line was substantially rebuilt in the 1950s and again in the 1990s in selected locations. The resource that may be observed today is entirely the product of efforts to make this old freight line into a frequent-service commute line. The track retains some vestiges of the 1950s and 1960s generations of work. For the most part, however, only the rails, which are heavy grade equipment, remain from the 1950s and 1960s. The bulk of material found at the line -- the ties, plates, and ballast reflect incremental upgrading, chiefly by the State of California, during the course of operation of this popular commute service. In sum, the Peninsula Commute Service is the product of very recent construction and has little if any material which may be associated with the pioneering railroad line through this area.

Some individual features along the old SF&SJ line, chiefly depots, do retain integrity to the pioneering period of its use and they may be significant on an individual basis. Indeed, a large number of railroad stations along the SF&SJ have been determined eligible for the National Register, including stations in Santa Clara, Palo Alto, Menio Park, Atherton, and San Jose. Any such individually eligible features that are within the vicinity of the Mojave pipeline have been treated on an individual basis and are discussed.

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elsewhere in this report. As for the tracks at these twenty crossings, however, none appear to retain integrity of location, setting, design, materials, workmanship, feeling and association, and for that reason do not appear to be eligible for listing in the National Register of Historic Places.

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# **METADATA SHEET**

P-43-000904

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

## P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel

P-43-000928



. . .

SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-18 QUAD SHEET: "Cupertino Quadrangle," USGS: 1961, photorevised 1980

PIPELINE LOCATION: MP 42.3, Paio Alto Alternative

Sonta clara.



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SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-1 through CT-20; SPW-11 through SPW-13 (CT-1) QUAD SHEET: Various; see individual maps of pipelines crossing locations PIPELINE LOCATION: Various; see individual maps of pipelines crossing locations

### Feature Description

The proposed Mojave pipeline crosses the alignment of the Peninsula Commute Service at 20 locations between Santa Clara on the south and South San Francisco on the north. These various locations are shown in the attached segments of USGS quadrangles, showing pipeline crossing locations, identified as CT-1 through CT-20.

The Peninsula Commute Service line is generally a modern and efficient commuter system, designed to carry frequent diesel commuter trains along an extensive line between San Jose and San Francisco. The line comprises double tracks, all 132-lb. jointed rails, the standard for heavily-used passenger lines. The bulk of these rails were laid in the 1950s and 1960s, when the old San Francisco and San Jose freight line was rehabilitated for commuter use by the Southern Pacific Railroad. The bulk of this generation of rails is still in place, although a 10 mile stretch between Redwood City and Menlo Park was replaced in 1990 (Lybarger interview May 6, 1994).

All 20 crossings of the Peninsula Commute Service line were inspected in the field. The line passes through diverse settings, from commercial to industrial to residential, even through scattered open spaces. While the setting differs, the line itself is remarkably uniform. The rails and ties are set in crushed granite ballast, most appearing to have been replaced in very recent years. The ballast is shallow, raging from nearly at grade to about two feet deep. The rails are from two periods: the late 1950s or early 1990s. Ties are generally in very good condition and appear to have been replaced in recent years. The exception to this pattern is found at the dozens of grade crossings along the line. Here, the tracks are at grade and set into the adjoining pavement.

This line is so uniformly post-1945 in its appearance that it was not formally recorded at all locations. Representative photographs illustrate the appearance of the line at selected locations. Photograph 1 shows the track in Santa Clara (CT-19). Photograph 2 shows the track in Mountain View (CT-16). Photograph 3 is at a site near downtown Palo Alto (CT-15).

Photograph 4 shows a grade crossing in Atherton (CT-14). Photograph 5 shows built-up ballast in an industrial area in Redwood City (CT-13). Photograph 6 shows the line in an urban core, also in Redwood City (CT-12). Photograph 7 shows the line in a mixed industrial-commercial area in San Mateo (CT-10). Photograph 8 shows another industrial site in San Mateo (CT-9). Photograph 9 shows a downtown site in Burlingame (CT-8). Photograph 10 shows an industrial area of Burlingame (CT-6).

5#17793

The locations for the 20 crossings are shown in the attached map segments, identified by site number (CT-1 through CT-20). It will be observed that crossing CT-19, 16, and 15 are also recorded and discussed under the Southern Pacific Western overview. They are sites SPW-11, SPW-12, and SPW-13, respectively.

### History of Feature

The Peninsula Commute Service follows the alignment of San Francisco & San Jose Railroad, one of the oldest railroad lines in California, generally acknowledged to be the second railroad line built in the state, following the Sacramento Valley line between Sacramento and Folsom in Sacramento County. More than a year before passage of the Pacific Railroad Act of 1862, the San Francisco & San Jose Rail Road Company had begun work on a railroad line connecting the two towns through the Santa Clara Valley. The first two companies organized to finance the line had adopted the pretentious name of The Pacific & Atlantic Rail Road Company and proposed eventually to build a rail line eastward across the continent. The third company, The San Francisco & San Jose Rail Road Company (SF&SJ) had more modest goals, but also failed to find financing for the project. The fourth company, organized in 1860, adopted the same name. It won legislative support in Sacramento and convinced voters of San Francisco, San Mateo, and Santa Clara counties to approve local subsidies for the railroad.

The SF&SJ began construction at San Francisquito Creek between modern Menlo Park and Palo Alto on the San Francisco Peninsula on May 1, 1861. Within a few months grading of the route was nearly complete through both Santa Clara and San Mateo counties. Iron rails were ordered from Eastern manufacturers and in December 1862 some 500 tons of rail arrived by boat. Additional shipments followed and the rails were completed as far south as Belmont in September 1863. As soon as the route was identified, large property owners along the right-of-way began marketing land that would become the site of many present day cities on the peninsula. New subdivision maps convenient to the railroad line were filed near Redwood City by Timothy G. Phelps, a director of the SF&SJ. In September 1862, C. B. Polhemus, another director of the railroad, laid out the townsite of San Mateo at a point where the right of way crossed San Mateo Creek. As the railroad neared completion in 1863, Menlo Park Villa Association advertised five-acre villa lots for sale in a tract of more than 800 acres. The SF&SJ established a station at the entrance to the subdivision. Other towns such as San Bruno, Millbrae, Burlingame, Belmont, Atherton, and Sunnyvale grew up along the railroad.

The railroad was completed between San Francisco and San Jose on January 16, 1864. At ceremonies marking completion of the line, Judge Timothy Dame, president of the company, announced that the Central Pacific had assigned to his company and to the Western Pacific Railroad (not the same company as the present-day Western Pacific) the right to construct that section of the transcontinental railroad from San Jose to Sacramento. Dame was also president of the Western Pacific, a company organized with Big Four support in 1862 for the purpose of constructing a railroad from San Jose to Sacramento via Stockton. Western Pacific officials hoped to connect their railroad with the Central Pacific at Sacramento. There seemed to be little doubt that the peninsula line would indeed become part of the great transcontinental line begun at Sacramento in

P-43-000928

1863. The SF&SJ was not successful in making that link; the distinction for connecting the Bay Area with transcontinental service eventually went to the San Francisco & Alameda Railroad (SF&ARR).

Despite its precocious beginning, the old SF&SJ served a distinctly local clientele over most of its life. In the twentieth century the old SF&SJ rail line became popularly known as the Southern Pacific "Ocean View Line." In the late 1950s, the Southern Pacific Railroad rehabilitated the line with heavier rails and to more exacting engineering standards to operate it as a commuter line, not unlike diesel-powered commuter lines that serve Boston, New York, and other East Coast cities. The Southern Pacific operated this commuter service with varying degrees of financial success through the 1970s, finally filing for abandonment of service in the late 1970s. In the early 1980s, the State of California leased much of the SF&SJ line to operate what it called "Caltrain." The State of California continued to operate the facility, formally known as the Peninsula Commute Service through the 1980s. In 1991, however, the state transferred its interest to a Joint Powers 80ard, representing affected counties and municipalities, chiefly Santa Clara and San Mateo counties. The Joint Powers Board now owns the track as well as various ancillary properties, including most of the stations along the line. The state made some major improvements to the fine during its tenure, including replacement of 10 miles of track, mentioned earlier, as well as major improvements to stations and associated parkand-ride facilities (Western Railroader 1978: 3).

### Evaluation of Feature

The twenty sites associated with the Peninsula Commute Service (SF&SJ) line do not appear to be eligible for listing in the National Register of Historic Places because they do not retain integrity of location, setting, design, materials, workmanship, feeling and association. Potential significance for this line relates chiefly to its antiquity and its early role in the development of cities and communities along the Peninsula. As noted under "History of Feature," however, this line was substantially rebuilt in the 1950s and again in the 1990s in selected locations. The resource that may be observed today is entirely the product of efforts to make this old freight line into a frequent-service commute line. The track retains some vestiges of the 1950s and 1960s generations of work. For the 1950s and 1960s. The bulk of material found at the line -- the ties, plates, and ballast - reflect incremental upgrading, chiefly by the State of California, during the course of operation of this popular commute service. In sum, the Peninsula Commute Service is the product of very recent construction and has little if any material which may be associated with the pioneering railroad line through this area.

Some individual features along the old SF&SJ line, chiefly depots, do retain integrity to the pioneering period of its use and they may be significant on an individual basis. Indeed, a large number of railroad stations along the SF&SJ have been determined eligible for the National Register, including stations in Santa Clara, Palo Alto, Menlo Park, Atherton, and San Jose. Any such individually eligible features that are within the vicinity of the Mojave pipeline have been treated on an individual basis and are discussed.

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elsewhere in this report. As for the tracks at these twenty crossings, however, none appear to retain integrity of location, setting, design, materials, workmanship, feeling and association, and for that reason do not appear to be eligible for listing in the National Register of Historic Places.

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Santa clara

P-43-000928



SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-17

QUAD SHEET: "Mountain View Quadrangle," USGS: 1961, photorevised 1981 PIPELINE LOCATION: MP 44.0, Palo Alto Alternative

# **METADATA SHEET**

P-43-000903

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

## P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel

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P-43-000928

P-41-000424 CA-

This Primary Number has been voided because the site is actually located in another county and has been assigned an appropriate Primary Number there.

Please see the following file number in the Primary Number files:

P-43-000903

30 Aug 2007 A. Neal

j. B.

# RAILROAD FEATURE INVENTORY FORM

P-43-000928

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project MILEPOST: 50.9 Palo Alto Segment QUAD NAME & NO.: Palo Alto (41.9)

(Map# 4282 1973)

PHOTO DATE: April 11, 1994

LOCATION NO: SPW-13

1. Name of Line: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad)

2. Location of recordation: This site is located where the proposed gas pipeline will intersect the double tracks of the Southern Pacific, just northwest of Churchill Avenue in Palo Alto. The railroad alignment parallels Alma Street, about 50' to the northeast (Photograph 1).

3. Structures at or near this location: The at grade, parallel double tracks extend in a southeastnorthwest direction, and are about 8' 4" apart. On Churchill Avenue crossing guards and signals lights are located on both sides of the tracks. There is also a signal for the train, located adjacent to the southern track, about 30' northwest of Churchill Avenue. Fences parallel the tracks, roughly 20' to the northeast and 10' to the southwest.

4. Setting at this location: This area is wholly residential, except for Palo Alto High School, located to the immediate northwest of the APE.

5. Integrity considerations for this feature: Southern Pacific started replacing rails in this area sometime after 1953.

6. Attributes at this location (measurements in feet):

Width, berm-berm: At grade, 32

Top width (crown): See above

Height or Depth: At grade

Ballast Material: Crushed granite

7. Observed dates:

Rails:	APE: 1953	Northwest: 1953
Tiepla	tes: APE: 1954	Northwest: 1954

Southeast: 1953 Southeast: 1954

Other:

Sketch, in cross section: At grade



Location Sketch:

Pxxxxxxxxxxxxxxxxxxxxx P-43-000928

j A.

Photograph Number: 1 Site Number: SPW-13 Common Name: Southern Pacific - South Bay Route



P-43-000928



SITE NAME: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad), Santa Clara County SITE NUMBER: SPW-13 QUAD SHEET: "Palo Alto Quadrangle," USGS: 1961, photorevised 1973 PIPELINE LOCATION: MP 50.9 Palo Alto Segment

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SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-1 through CT-20; SPW-11 through SPW-13 (CT-15) QUAD SHEET: Various; see individual maps of pipelines crossing locations PIPELINE LOCATION: Various; see individual maps of pipelines crossing locations

### Feature Description

The proposed Mojave pipeline crosses the alignment of the Peninsula Commute Service at 20 locations between Santa Clara on the south and South San Francisco on the north. These various locations are shown in the attached segments of USGS quadrangles, showing pipeline crossing locations, identified as CT-1 through CT-20.

The Peninsula Commute Service line is generally a modern and efficient commuter system, designed to carry frequent diesel commuter trains along an extensive line between San Jose and San Francisco. The line comprises double tracks, all 132-lb. jointed rails, the standard for heavily-used passenger lines. The bulk of these rails were laid in the 1950s and 1960s, when the old San Francisco and San Jose freight line was rehabilitated for commuter use by the Southern Pacific Railroad. The bulk of this generation of rails is still in place, although a 10 mile stretch between Redwood City and Menlo Park was replaced in 1990 (Lybarger interview May 6, 1994).

All 20 crossings of the Peninsula Commute Service line were inspected in the field. The line passes through diverse settings, from commercial to industrial to residential, even through scattered open spaces. While the setting differs, the line itself is remarkably uniform. The rails and ties are set in crushed granite ballast, most appearing to have been replaced in very recent years. The ballast is shallow, raging from nearly at grade to about two feet deep. The rails are from two periods: the late 1950s or early 1990s. Ties are generally in very good condition and appear to have been replaced in recent years. The exception to this pattern is found at the dozens of grade crossings along the line. Here, the tracks are at grade and set into the adjoining pavement.

This line is so uniformly post-1945 in its appearance that it was not formally recorded at all locations. Representative photographs illustrate the appearance of the line at selected locations. Photograph 1 shows the track in Santa Clara (CT-19). Photograph 2 shows the track in Mountain View (CT-16). Photograph 3 is at a site near downtown Palo Alto (CT-15).

Photograph 4 shows a grade crossing in Atherton (CT-14). Photograph 5 shows built-up ballast in an industrial area in Redwood City (CT-13). Photograph 6 shows the line in an urban core, also in Redwood City (CT-12). Photograph 7 shows the line in a mixed industrial-commercial area in San Mateo (CT-10). Photograph 8 shows another industrial site in San Mateo (CT-9). Photograph 9 shows a downtown site in Burlingame (CT-8). Photograph 10 shows an industrial area of Burlingame (CT-6).

S# 17793

 $\frac{P-43-000928}{P-41-000424}$ 

The locations for the 20 crossings are shown in the attached map segments, identified by site number (CT-1 through CT-20). It will be observed that crossing CT-19, 16, and 15 are also recorded and discussed under the Southern Pacific Western overview. They are sites SPW-11, SPW-12, and SPW-13, respectively.

### History of Feature

The Peninsula Commute Service follows the alignment of San Francisco & San Jose Railroad, one of the oldest railroad lines in California, generally acknowledged to be the second railroad line built in the state, following the Sacramento Valley line between Sacramento and Folsom in Sacramento County. More than a year before passage of the Pacific Railroad Act of 1862, the San Francisco & San Jose Rail Road Company had begun work on a railroad line connecting the two towns through the Santa Clara Valley. The first two companies organized to finance the line had adopted the pretentious name of The Pacific & Atlantic Rail Road Company and proposed eventually to build a rail line eastward across the continent. The third company, The San Francisco & San Jose Rail Road Company (SF&SJ) had more modest goals, but also failed to find financing for the project. The fourth company, organized in 1860, adopted the same name. It won legislative support in Sacramento and convinced voters of San Francisco, San Mateo, and Santa Clara counties to approve local subsidies for the railroad.

The SF&SJ began construction at San Francisquito Creek between modern Menlo Park and Palo Alto on the San Francisco Peninsula on May 1, 1861. Within a few months grading of the route was nearly complete through both Santa Clara and San Mateo counties. Iron rails were ordered from Eastern manufacturers and in December 1862 some 500 tons of rail arrived by boat. Additional shipments followed and the rails were completed as far south as Belmont in September 1863. As soon as the route was identified, large property owners along the right-of-way began marketing land that would become the site of many present day cities on the peninsula. New subdivision maps convenient to the railroad line were filed near Redwood City by Timothy G. Phelps, a director of the SF&SJ. In September 1862, C. B. Polhemus, another director of the railroad, laid out the townsite of San Mateo at a point where the right of way crossed San Mateo Creek. As the railroad neared completion in 1863, Menlo Park Villa Association advertised five-acre villa lots for sale in a tract of more than 800 acres. The SF&SJ established a station at the entrance to the subdivision. Other towns such as San Bruno, Millbrae, Burlingame, Belmont, Atherton, and Sunnyvale grew up along the railroad.

The railroad was completed between San Francisco and San Jose on January 16, 1864. At ceremonies marking completion of the line, Judge Timothy Dame, president of the company, announced that the Central Pacific had assigned to his company and to the Western Pacific Railroad (not the same company as the present-day Western Pacific) the right to construct that section of the transcontinental railroad from San Jose to Sacramento. Dame was also president of the Western Pacific, a company organized with Big Four support in 1862 for the purpose of constructing a railroad from San Jose to Sacramento via Stockton. Western Pacific officials hoped to connect their railroad with the Central Pacific at Sacramento. There seemed to be little doubt that the peninsula line' would indeed become part of the great transcontinental line begun at Sacramento in



1863. The SF&SJ was not successful in making that link; the distinction for connecting the Bay Area with transcontinental service eventually went to the San Francisco & Alameda Railroad (SF&ARR).

Despite its precocious beginning, the old SF&SJ served a distinctly local clientele over most of its life. In the twentieth century the old SF&SJ rail line became popularly known as the Southern Pacific "Ocean View Line." In the late 1950s, the Southern Pacific Railroad rehabilitated the line with heavier rails and to more exacting engineering standards to operate it as a commuter line, not unlike diesel-powered commuter lines that serve Boston, New York, and other East Coast cities. The Southern Pacific operated this commuter service with varying degrees of financial success through the 1970s, finally filing for abandonment of service in the late 1970s. In the early 1980s, the State of California leased much of the SF&SJ line to operate what it called "Caltrain." The State of California continued to operate the facility, formally known as the Peninsula Commute Service through the 1980s. In 1991, however, the state transferred its interest to a Joint Powers Board, representing affected counties and municipalities, chiefly Santa Clara and San Mateo counties. The Joint Powers Board now owns the track as well as various ancillary properties, including most of the stations along the line. The state made some major improvements to the line during its tenure, including replacement of 10 miles of track, mentioned earlier, as well as major improvements to stations and associated parkand-ride facilities (Western Railroader 1978: 3).

### Evaluation of Feature

The twenty sites associated with the Peninsula Commute Service (SF&SJ) line do not appear to be eligible for listing in the National Register of Historic Places because they do not retain integrity of location, setting, design, materials, workmanship, feeling and association. Potential significance for this line relates chiefly to its antiquity and its early role in the development of cities and communities along the Peninsula. As noted under "History of Feature," however, this line was substantially rebuilt in the 1950s and again in the 1990s in selected locations. The resource that may be observed today is entirely the product of efforts to make this old freight line into a frequent-service commute line. The track retains some vestiges of the 1950s and 1960s generations of work. For the most part, however, only the rails, which are heavy grade equipment, remain from the 1950s and 1960s. The bulk of material found at the line -- the ties, plates, and ballast - reflect incremental upgrading, chiefly by the State of California, during the course of operation of this popular commute service. In sum, the Peninsula Commute Service is the product of very recent construction and has little if any material which may be associated with the pioneering railroad line through this area.

Some individual features along the old SF&SJ line, chiefly depots, do retain integrity to the pioneering period of its use and they may be significant on an individual basis. Indeed, a large number of railroad stations along the SF&SJ have been determined eligible for the National Register, including stations in Santa Clara, Palo Alto, Menlo Park, Atherton, and San Jose. Any such individually eligible features that are within the vicinity of the Mojave pipeline have been treated on an individual basis and are discussed.

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elsewhere in this report. As for the tracks at these twenty crossings, however, none appear to retain integrity of location, setting, design, materials, workmanship, feeling and association, and for that reason do not appear to be eligible for listing in the National Register of Historic Places.



Photograph Number: 1 Site Number: CT-19 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

Photograph Number: 2 Site Number: CT-16 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

Photograph Number: 3 Site Number: CT-15 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

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P-43-000928



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P-41-000424 P-43-000928

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SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-15 (SW-13) QUAD SHEET: "Palo Alto Quadrangle," USGS: 1961, photorevised 1968 and 1973 PIPELINE LOCATION: MP 50.9, Palo Alto Alternative

# **METADATA SHEET**

P-43-000902

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

### P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel

h.

# RAILROAD FEATURE INVENTORY FORM

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project MILEPOST: 44.5 Palo Alto Segment QUAD NAME & NO.: Mountain View (41.8)

P-43-000928

1. Name of Line: Southern Pacific - South 8ay Route (San Francisco & San Jose Railroad)

2. Location of recordation: This site is located roughly .25 mile northwest of Bernardo Avenue, where two sets of Southern Pacific tracks extend parallel to and between the Central Expressway (200' to the north) and Evelyn Avenue (150' to the south), in Sunnyvale (Photograph 1).

3. Structures at or near this location: North of the APE remnants of an abandoned spur line extend at grade south across Evelyn Avenue into the Pacific Western Systems warehouse complex. This at grade spur does not connect to the main line, which rest on a berm. Otherwise, there are no railroad related structures at this site.

4. Setting at this location: This site lies within an area dominated by warehouse and office complexes, which extend along both the Central Expressway and Evelyn Avenue.

5. Integrity considerations for this feature: Because remnants of a spur line exist at grade, Southern Pacific has apparently raised the elevation of this alignment. Southern Pacific began replacing rails in the area sometime after 1942. Vast commercial developments in the area have altered the site's original setting.

6. Attributes at this location (measurements in feet):

Width, berm-berm: 34

Top width (crown): 24

Height or Depth: 2' 6"

Ballast Material: Crushed granite

7. Observed dates:

Rails: APE: 1942

North: 1942

South: 1961

Tieplates: APE: 11-9-26 (pat.)

North: 11-9-26 (pat.) South: 1962

Other:

Sketch, in cross section: Looking southeast

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Location Sketch:

5# M93

P-43-000928

h.

Photograph Number: 1 Site Number: SPW-12 Common Name: Southern Pacific - South Bay Route




SITE NAME: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad), Santa Clara County

SITE NUMBER: SPW-12

QUAD SHEET: "Mountain View Quadrangle," USGS: 1961, photorevised 1981 PIPELINE LOCATION: MP 44.5 Palo Alto Segment

# **METADATA SHEET**

P-43-000901

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

## P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel

P-43-000906

This Primary Number has been voided because duplicate numbers were assigned to this site. Please see the following file number in that system:

P-43-000901

3 July 2001 Annette Schachter Lab Asst.1

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SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-1 through CT-20; SPW-11 through SPW-13 (CT-19) QUAD SHEET: Various; see individual maps of pipelines crossing locations PIPELINE LOCATION: Various; see individual maps of pipelines crossing locations

#### Feature Description

The proposed Mojave pipeline crosses the alignment of the Peninsula Commute Service at 20 locations between Santa Clara on the south and South San Francisco on the north. These various locations are shown in the attached segments of USGS quadrangles, showing pipeline crossing locations, identified as CT-1 through CT-20.

The Peninsula Commute Service line is generally a modern and efficient commuter system, designed to carry frequent diesel commuter trains along an extensive line between San Jose and San Francisco. The line comprises double tracks, all 132-lb. jointed rails, the standard for heavily-used passenger lines. The bulk of these rails were laid in the 1950s and 1960s, when the old San Francisco and San Jose freight line was rehabilitated for commuter use by the Southern Pacific Railroad. The bulk of this generation of rails is still in place, although a 10 mile stretch between Redwood City and Menlo Park was replaced in 1990 (Lybarger interview May 6, 1994).

All 20 crossings of the Peninsula Commute Service line were inspected in the field. The line passes through diverse settings, from commercial to industrial to residential, even through scattered open spaces. While the setting differs, the line itself is remarkably uniform. The rails and ties are set in crushed granite ballast, most appearing to have been replaced in very recent years. The ballast is shallow, raging from nearly at grade to about two feet deep. The rails are from two periods: the late 1950s or early 1990s. Ties are generally in very good condition and appear to have been replaced in recent years. The exception to this pattern is found at the dozens of grade crossings along the line. Here, the tracks are at grade and set into the adjoining pavement.

This line is so uniformly post-1945 in its appearance that it was not formally recorded at all locations. Representative photographs illustrate the appearance of the line at selected locations. Photograph 1 shows the track in Santa Clara (CT-19). Photograph 2 shows the track in Mountain View (CT-16). Photograph 3 is at a site near downtown Palo Alto (CT-15).

Photograph 4 shows a grade crossing in Atherton (CT-14). Photograph 5 shows built-up ballast in an industrial area in Redwood City (CT-13). Photograph 6 shows the line in an urban core, also in Redwood City (CT-12). Photograph 7 shows the line in a mixed industrial-commercial area in San Mateo (CT-10). Photograph 8 shows another industrial site in San Mateo (CT-9). Photograph 9 shows a downtown site in Burlingame (CT-8). Photograph 10 shows an industrial area of Burlingame (CT-6).

5#17793

43 - 000928

# (UTM:Zone 10; 589020mE/4136250mN)(San Jose West quad #4273)

The locations for the 20 crossings are shown in the attached map segments, identified by site number (CT-1 through CT-20). It will be observed that crossing CT-19, 16, and 15 are also recorded and discussed under the Southern Pacific Western overview. They are sites SPW-11, SPW-12, and SPW-13, respectively.

#### History of Feature

The Peninsula Commute Service follows the alignment of San Francisco & San Jose Railroad, one of the oldest railroad lines in California, generally acknowledged to be the second railroad line built in the state, following the Sacramento Valley line between Sacramento and Folsom in Sacramento County. More than a year before passage of the Pacific Railroad Act of 1862, the San Francisco & San Jose Rail Road Company had begun work on a railroad line connecting the two towns through the Santa Clara Valley. The first two companies organized to finance the line had adopted the pretentious name of The Pacific & Atlantic Rail Road Company and proposed eventually to build a rail line eastward across the continent. The third company, The San Francisco & San Jose Rail Road Company (SF&SJ) had more modest goals, but also failed to find financing for the project. The fourth company, organized in 1860, adopted the same name. It won legislative support in Sacramento and convinced voters of San Francisco, San Mateo, and Santa Clara counties to approve local subsidies for the railroad.

The SF&SJ began construction at San Francisquito Creek between modern Menio Park and Palo Alto on the San Francisco Peninsula on May 1, 1861. Within a few months grading of the route was nearly complete through both Santa Clara and San Mateo counties. Iron rails were ordered from Eastern manufacturers and in December 1862 some 500 tons of rail arrived by boat. Additional shipments followed and the rails were completed as far south as Belmont in September 1863. As soon as the route was identified, large property owners along the right-of-way began marketing land that would become the site of many present day cities on the peninsula. New subdivision maps convenient to the railroad line were filed near Redwood City by Timothy G. Phelps, a director of the SF&SJ. In September 1862, C. B. Polhemus, another director of the railroad, laid out the townsite of San Mateo at a point where the right of way crossed San Mateo Creek. As the railroad neared completion in 1863, Menlo Park Villa Association advertised five-acre villa lots for sale in a tract of more than 800 acres. The SF&SJ established a station at the entrance to the subdivision. Other towns such as San Bruno, Millbrae, Burlingame, Belmont, Atherton, and Sunnyvale grew up along the railroad.

The railroad was completed between San Francisco and San Jose on January 16, 1864. At ceremonies marking completion of the line, Judge Timothy Dame, president of the company, announced that the Central Pacific had assigned to his company and to the Western Pacific Railroad (not the same company as the present-day Western Pacific) the right to construct that section of the transcontinental railroad from San Jose to Sacramento. Dame was also president of the Western Pacific, a company organized with Big Four support in 1862 for the purpose of constructing a railroad from San Jose to Sacramento via Stockton. Western Pacific officials hoped to connect their railroad with the Central Pacific at Sacramento. There seemed to be little doubt that the peninsula line would indeed become part of the great transcontinental line begun at Sacramento in

1863. The SF&SJ was not successful in making that link; the distinction for connecting the Bay Area with transcontinental service eventually went to the San Francisco & Alameda Railroad (SF&ARR).

Despite its precocious beginning, the old SF&SJ served a distinctly local clientele over most of its life. In the twentieth century the old SF&SJ rail line became popularly known as the Southern Pacific "Ocean View Line." In the late 1950s, the Southern Pacific Railroad rehabilitated the line with heavier rails and to more exacting engineering standards to operate it as a commuter line, not unlike diesel-powered commuter lines that serve Boston, New York, and other East Coast cities. The Southern Pacific operated this commuter service with varying degrees of financial success through the 1970s, finally filing for abandonment of service in the late 1970s. In the early 1980s, the State of California leased much of the SF&SJ line to operate what it called "Caltrain." The State of California continued to operate the facility, formally known as the Peninsula Commute Service through the 1980s. In 1991, however, the state transferred its interest to a Joint Powers Board, representing affected counties and municipalities, chiefly Santa Clara and San Mateo counties. The Joint Powers Board now owns the track as well as various ancillary properties, including most of the stations along the line. The state made some major improvements to the line during its tenure, including replacement of 10 miles of track, mentioned earlier, as well as major improvements to stations and associated parkand-ride facilities (Western Railroader 1978: 3).

#### Evaluation of Feature

The twenty sites associated with the Peninsula Commute Service (SF&SJ) line do not appear to be eligible for listing in the National Register of Historic Places because they do not retain integrity of location, setting, design, materials, workmanship, feeling and association. Potential significance for this line relates chiefly to its antiquity and its early role in the development of cities and communities along the Peninsula. As noted under "History of Feature," however, this line was substantially rebuilt in the 1950s and again in the 1990s in selected locations. The resource that may be observed today is entirely the product of efforts to make this old freight line into a frequent-service commute line. The track retains some vestiges of the 1950s and 1960s generations of work. For the most part, however, only the rails, which are heavy grade equipment, remain from the 1950s and 1960s. The bulk of material found at the line — the ties, plates, and ballast - reflect incremental upgrading, chiefly by the State of California, during the course of operation of this popular commute service. In sum, the Peninsula Commute Service is the product of very recent construction and has little if any material which may be associated with the pioneering railroad line through this area.

Some individual features along the old SF&SJ line, chiefly depots, do retain integrity to the pioneering period of its use and they may be significant on an individual basis. Indeed, a large number of railroad stations along the SF&SJ have been determined eligible for the National Register, including stations in Santa Clara, Palo Alto, Menlo Park, Atherton, and San Jose. Any such individually eligible features that are within the vicinity of the Mojave pipeline have been treated on an individual basis and are discussed



#### P-43-000928

elsewhere in this report. As for the tracks at these twenty crossings, however, none appear to retain integrity of location, setting, design, materials, workmanship, feeling and association, and for that reason do not appear to be eligible for listing in the National Register of Historic Places.





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Photograph Number: 1 Site Number: CT-19 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

Photograph Number: 2 Site Number: CT-16 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

Photograph Number: 3 Site Number: CT-15 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)



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P-43-000928



SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-19

QUAD SHEET: "San Jose West Quadrangle," USGS: 1961, photorevised 1980 PIPELINE LOCATION: MP 41.0, Palo Alto Alternative

Santa clara

# RAILROAD FEATURE INVENTORY FORM

P-43-000928

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project MILEPOST: 41.0 Palo Alto Segment QUAD NAME & NO.: San Jose West (41.6)

LOCATION NO: SPW-11 PHOTO DATE: April 11, 1994

1. Name of Line: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad)

2. Location of recordation: This site is situated just east of where the Southern Pacific tracks pass at grade under the Lawrence Expressway overpass in Santa Clara (Photograph 1).

3. Structures at or near this location: Two sets of parallel tracks extend at grade in an east-west direction. A fence runs parallel to and between the tracks. The APE is within Caltrain's Lawrence Station. Concrete passenger loading platforms, about 2' high, extend adjacent to both sets of tracks. It is roughly 18' from each platform to the fence which extends between the tracks. A third set of abandoned tracks lies about 40' south of the southern passenger platform. An elevated walkway is located just west of the Lawrence Expressway overpass. The commuter station includes a shelter west of the overpass, and parking space is provided north of the northern platform.

4. Setting at this location: This site is within a recently constructed Caltrain commuter station. The location is surrounded by a combination of residential, commercial, and light industrial tracts. Office complexes are located northwest of the site, and warehouses are located to the northeast. Light industrial facilities are located to the southwest, and a commercial/residential area is situated southeast of the site.

5. Integrity considerations for this feature: Southern Pacific began replacing rails in this area sometime after 1942. The original setting has been compromised by construction of the Lawrence Station commuter facility, as well as commercial and industrial developments in adjacent areas.

6. Attributes at this location (measurements in feet):

Width, berm-berm: 36' between the passenger platforms

Top width (crown): See above

Height or Depth: At grade

Ballast Material: Crushed granite

7. Observed dates:

Rails: APE: 1942	East: 1942	West: 1942
Tieplates: APE: 1943	East: 1943	West: 1941

Other:

Sketch, in cross section: At grade

Location Sketch:

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P-43-000928 Rx++3xx000971x

Photograph Number: 1 Site Number: SPW-11 Common Name: Southern Pacific - South Bay Route



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# P-43-000928



SITE NAME: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad, Santa Clara County

SITE NUMBER: SPW-11

QUAD SHEET: "San Jose West Quadrangle," USGS: 1961, photorevised 1980 PIPELINE LOCATION: MP 41.0 Palo Alto Segment

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# **METADATA SHEET**

P-43-000900

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

#### P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel

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P-43-000907

This Primary Number has been voided because duplicate numbers were assigned to this site. Please see the following file number in that system:

P-43-000900

3 July 2001 Annette Schachter Lab Asst.1

# RAILROAD FEATURE INVENTORY FORM

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project MILEPOST: 1.6 A-61 QUAD NAME & NO.: San Jose West (41.6) Rx7422xxx 0 0 0 0 0 0

LOCATION NO: SPW-10 PHOTO DATE: April 11, 1994

1. Name of Line: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad)

2. Location of recordation: This site is where the Southern Pacific Railroad passes at grade under the Scott Boulevard overpass in Santa Clara (Photographs 1 and 2).

3. Structures at or near this location: Two sets of tracks extend from the southeast, and under Scott Boulevard two sidings branch off and parallel the northern track. Fences are located roughly 30' from and parallel to both sides of the tracks.

 Setting at this location: Warehouses and light industrial facilities are located north of the alignment, and a residential area extends south of the tracks.

5. Integrity considerations for this feature: Caltrain currently uses this line for commuter service. Extensive industrial and residential developments in the area have altered the line's original setting.

6. Attributes at this location (measurements in feet):

Width, berm-berm: Fences denied access

Top width (crown): Fences denied access

Height or Depth: At grade

Ballast Material: Crushed granite

7. Observed dates:

Rails: Fences denied access

Tieplates: Fences denied access

Other:

Sketch, in cross section: Fences denied access

Location Sketch:





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Photograph Number: 1 Site Number: SPW-10 Common Name: Southern Pacific - South Bay Route

Photograph Number: 2 Site Number: SPW-10 Common Name: Southern Pacific - South Bay Route



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SITE NAME: Southern Pacific - South Bay Route (San Francisco & San Jose Railroad), Santa Clara County SITE NUMBER: SPW-10 QUAD SHEET: "San Jose West Quadrangle," USGS: 1961, photorevised 1980 PIPELINE LOCATION: MP 1.6 A-61

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-P-43-000907 P-43-000928 

(San Jose West guad # 4273) (UTM: Zone 10; 592200mE/4135500mN) SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-1 through CT-20; SPW-11 through SPW-13 (CT-20) QUAD SHEET: Various; see individual maps of pipelines crossing locations PIPELINE LOCATION: Various; see individual maps of pipelines crossing locations

#### Feature Description

The proposed Mojave pipeline crosses the alignment of the Peninsula Commute Service at 20 locations between Santa Clara on the south and South San Francisco on the north. These various locations are shown in the attached segments of USGS quadrangles, showing pipeline crossing locations, identified as CT-1 through CT-20.

The Peninsula Commute Service line is generally a modern and efficient commuter system, designed to carry frequent diesel commuter trains along an extensive line between San Jose and San Francisco. The line comprises double tracks, all 132-lb. jointed rails, the standard for heavily-used passenger lines. The bulk of these rails were laid in the 1950s and 1960s, when the old San Francisco and San Jose freight line was rehabilitated for commuter use by the Southern Pacific Railroad. The bulk of this generation of rails is still in place, although a 10 mile stretch between Redwood City and Menlo Park was replaced in 1990 (Lybarger interview May 6, 1994).

All 20 crossings of the Peninsula Commute Service line were inspected in the field. The line passes through diverse settings, from commercial to industrial to residential, even through scattered open spaces. While the setting differs, the line itself is remarkably uniform. The rails and ties are set in crushed granite ballast, most appearing to have been replaced in very recent years. The ballast is shallow, raging from nearly at grade to about two feet deep. The rails are from two periods: the late 1950s or early 1990s. Ties are generally in very good condition and appear to have been replaced in recent years. The exception to this pattern is found at the dozens of grade crossings along the line. Here, the tracks are at grade and set into the adjoining pavement.

This line is so uniformly post-1945 in its appearance that it was not formally recorded at all locations. Representative photographs illustrate the appearance of the line at selected locations. Photograph 1 shows the track in Santa Clara (CT-19). Photograph 2 shows the track in Mountain View (CT-16). Photograph 3 is at a site near downtown Palo Alto (CT-15).

Photograph 4 shows a grade crossing in Atherton (CT-14). Photograph 5 shows built-up ballast in an industrial area in Redwood City (CT-13). Photograph 6 shows the line in an urban core, also in Redwood City (CT-12). Photograph 7 shows the line in a mixed industrial-commercial area in San Mateo (CT-10). Photograph 8 shows another industrial site in San Mateo (CT-9). Photograph 9 shows a downtown site in Burlingame (CT-8). Photograph 10 shows an industrial area of Burlingame (CT-6).

S# 1793



The locations for the 20 crossings are shown in the attached map segments, identified by site number (CT-1 through CT-20). It will be observed that crossing CT-19, 16, and 15 are also recorded and discussed under the Southern Pacific Western overview. They are sites SPW-11, SPW-12, and SPW-13, respectively.

#### History of Feature

The Peninsula Commute Service follows the alignment of San Francisco & San Jose Railroad, one of the oldest railroad lines in California, generally acknowledged to be the second railroad line built in the state, following the Sacramento Valley line between Sacramento and Folsom in Sacramento County. More than a year before passage of the Pacific Railroad Act of 1862, the San Francisco & San Jose Rail Road Company had begun work on a railroad line connecting the two towns through the Santa Clara Valley. The first two companies organized to finance the line had adopted the pretentious name of The Pacific & Atlantic Rail Road Company and proposed eventually to build a rail line eastward across the continent. The third company, The San Francisco & San Jose Rail Road Company (SF&SJ) had more modest goals, but also failed to find financing for the project. The fourth company, organized in 1860, adopted the same name. It won legislative support in Sacramento and convinced voters of San Francisco, San Mateo, and Santa Clara counties to approve local subsidies for the railroad.

The SF&SJ began construction at San Francisquito Creek between modern Menio Park and Palo Alto on the San Francisco Peninsula on May 1, 1861. Within a few months grading of the route was nearly complete through both Santa Clara and San Mateo counties. Iron rails were ordered from Eastern manufacturers and in December 1862 some 500 tons of rail arrived by boat. Additional shipments followed and the rails were completed as far south as Belmont in September 1863. As soon as the route was identified, large property owners along the right-of-way began marketing land that would become the site of many present day cities on the peninsula. New subdivision maps convenient to the railroad line were filed near Redwood City by Timothy G. Phelps, a director of the SF&SJ. In September 1862, C. B. Polhemus, another director of the railroad, laid out the townsite of San Mateo at a point where the right of way crossed San Mateo Creek. As the railroad neared completion in 1863, Menlo Park Villa Association advertised five-acre villa lots for sale in a tract of more than 800 acres. The SF&SJ established a station at the entrance to the subdivision. Other towns such as San Bruno, Millbrae, Burlingame, Belmont, Atherton, and Sunnyvale grew up along the railroad.

The railroad was completed between San Francisco and San Jose on January 16, 1864. At ceremonies marking completion of the line, Judge Timothy Dame, president of the company, announced that the Central Pacific had assigned to his company and to the Western Pacific Railroad (not the same company as the present-day Western Pacific) the right to construct that section of the transcontinental railroad from San Jose to Sacramento. Dame was also president of the Western Pacific, a company organized with Big Four support in 1862 for the purpose of constructing a railroad from San Jose to Sacramento via Stockton. Western Pacific officials hoped to connect their railroad with the Central Pacific at Sacramento. There seemed to be little doubt that the peninsula line would indeed become part of the great transcontinental line begun at Sacramento in



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1863. The SF&SJ was not successful in making that link; the distinction for connecting the Bay Area with transcontinental service eventually went to the San Francisco & Alameda Railroad (SF&ARR).

Despite its precocious beginning, the old SF&SJ served a distinctly local clientele over most of its life. In the twentieth century the old SF&SJ rail line became popularly known as the Southern Pacific "Ocean View Line." In the late 1950s, the Southern Pacific Railroad rehabilitated the line with heavier rails and to more exacting engineering standards to operate it as a commuter line, not unlike diesel-powered commuter lines that serve Boston, New York, and other East Coast cities. The Southern Pacific operated this commuter service with varying degrees of financial success through the 1970s, finally filing for abandonment of service in the late 1970s. In the early 1980s, the State of California leased much of the SF&SJ line to operate what it called "Caltrain." The State of California continued to operate the facility, formally known as the Peninsula Commute Service through the 1980s. In 1991, however, the state transferred its interest to a Joint Powers Board, representing affected counties and municipalities, chiefly Santa Clara and San Mateo counties. The Joint Powers Board now owns the track as well as various ancillary properties, including most of the stations along the line. The state made some major improvements to the line during its tenure, including replacement of 10 miles of track, mentioned earlier, as well as major improvements to stations and associated parkand-ride facilities (Western Railroader 1978: 3).

#### Evaluation of Feature

The twenty sites associated with the Peninsula Commute Service (SF&SJ) line do not appear to be eligible for listing in the National Register of Historic Places because they do not retain integrity of location, setting, design, materials, workmanship, feeling and association. Potential significance for this line relates chiefly to its antiquity and its early role in the development of cities and communities along the Peninsula. As noted under "History of Feature," however, this line was substantially rebuilt in the 1950s and again in the 1990s in selected locations. The resource that may be observed today is entirely the product of efforts to make this old freight line into a frequent-service commute line. The track retains some vestiges of the 1950s and 1960s generations of work. For the most part, however, only the rails, which are heavy grade equipment, remain from the 1950s and 1960s. The bulk of material found at the line -- the ties, plates, and ballast reflect incremental upgrading, chiefly by the State of California, during the course of operation of this popular commute service. In sum, the Peninsula Commute Service is the product of very recent construction and has little if any material which may be associated with the pioneering railroad line through this area.

Some individual features along the old SF&SJ line, chiefly depots, do retain integrity to the pioneering period of its use and they may be significant on an individual basis. Indeed, a large number of railroad stations along the SF&SJ have been determined eligible for the National Register, including stations in Santa Clara, Palo Alto, Menlo Park, Atherton, and San Jose. Any such individually eligible features that are within the vicinity of the Mojave pipeline have been treated on an individual basis and are discussed



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elsewhere in this report. As for the tracks at these twenty crossings, however, none appear to retain integrity of location, setting, design, materials, workmanship, feeling and association, and for that reason do not appear to be eligible for listing in the National Register of Historic Places.

P-43-000907

P-43-000928

santa clara f.



SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-20 QUAD SHEET: "San Jose West Quadrangle," USGS: 1961, photorevised 1980 PIPELINE LOCATION: MP 38.9, Palo Alto Alternative

# **METADATA SHEET**

P-43-000899

The record documents for this resource have been subsumed and, therefore this Primary number has been voided. Please see the following file number in the Primary Number files:

### P-43-000928

Date: 5/24/12

NWIC Staff: Lisa Hagel

2

SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-1 through CT-20; SPW-11 through SPW-13 (CT-16) QUAD SHEET: Various; see individual maps of pipelines crossing locations PIPELINE LOCATION: Various; see individual maps of pipelines crossing locations

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#### Feature Description

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The proposed Mojave pipeline crosses the alignment of the Peninsula Commute Service at 20 locations between Santa Clara on the south and South San Francisco on the north. These various locations are shown in the attached segments of USGS quadrangles, showing pipeline crossing locations, identified as CT-1 through CT-20.

The Peninsula Commute Service line is generally a modern and efficient commuter system, designed to carry frequent diesel commuter trains along an extensive line between San Jose and San Francisco. The line comprises double tracks, all 132-lb. jointed rails, the standard for heavily-used passenger lines. The bulk of these rails were laid in the 1950s and 1960s, when the old San Francisco and San Jose freight line was rehabilitated for commuter use by the Southern Pacific Railroad. The bulk of this generation of rails is still in place, although a 10 mile stretch between Redwood City and Menio Park was replaced in 1990 (Lybarger interview May 6, 1994).

All 20 crossings of the Peninsula Commute Service line were inspected in the field. The line passes through diverse settings, from commercial to industrial to residential, even through scattered open spaces. While the setting differs, the line itself is remarkably uniform. The rails and ties are set in crushed granite ballast, most appearing to have been replaced in very recent years. The ballast is shallow, raging from nearly at grade to about two feet deep. The rails are from two periods: the late 1950s or early 1990s. Ties are generally in very good condition and appear to have been replaced in recent years. The exception to this pattern is found at the dozens of grade crossings along the line. Here, the tracks are at grade and set into the adjoining pavement.

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P-43-000928 PFX8X0D0699x

The locations for the 20 crossings are shown in the attached map segments, identified by site number (CT-1 through CT-20). It will be observed that crossing CT-19, 16, and 15 are also recorded and discussed under the Southern Pacific Western overview. They are sites SPW-11, SPW-12, and SPW-13, respectively.

#### History of Feature

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The SF&SJ began construction at San Francisquito Creek between modern Menlo Park and Palo Alto on the San Francisco Peninsula on May 1, 1861. Within a few months grading of the route was nearly complete through both Santa Clara and San Mateo counties. Iron rails were ordered from Eastern manufacturers and in December 1862 some 500 tons of rail arrived by boat. Additional shipments followed and the rails were completed as far south as Belmont in September 1863. As soon as the route was identified, large property owners along the right-of-way began marketing land that would become the site of many present day cities on the peninsula. New subdivision maps convenient to the railroad line were filed near Redwood City by Timothy G. Phelps, a director of the SF&SJ. In September 1862, C. B. Polhemus, another director of the railroad, laid out the townsite of San Mateo at a point where the right of way crossed San Mateo Creek. As the railroad neared completion in 1863, Menlo Park Villa Association advertised five-acre villa lots for sale in a tract of more than 800 acres. The SF&SJ established a station at the entrance to the subdivision. Other towns such as San Bruno, Millbrae, Burlingame, Belmont, Atherton, and Sunnyvale grew up along the railroad.

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#### Evaluation of Feature

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The twenty sites associated with the Peninsula Commute Service (SF&SJ) line do not appear to be eligible for listing in the National Register of Historic Places because they do not retain integrity of location, setting, design, materials, workmanship, feeling and association. Potential significance for this line relates chiefly to its antiquity and its early role in the development of cities and communities along the Peninsula. As noted under "History of Feature," however, this line was substantially rebuilt in the 1950s and again in the 1990s in selected locations. The resource that may be observed today is entirely the product of efforts to make this old freight line into a frequent-service commute line. The track retains some vestiges of the 1950s and 1960s generations of work. For the most part, however, only the rails, which are heavy grade equipment, remain from the 1950s and 1960s. The bulk of material found at the line -- the ties, plates, and ballast - reflect incremental upgrading, chiefly by the State of California, during the course of operation of this popular commute service. In sum, the Peninsula Commute Service is the product of very recent construction and has little if any material which may be associated with the pioneering railroad line through this area.

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elsewhere in this report. As for the tracks at these twenty crossings, however, none appear to retain integrity of location, setting, design, materials, workmanship, feeling and association, and for that reason do not appear to be eligible for listing in the National Register of Historic Places.

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Photograph Number: 1 Site Number: CT-19 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

Photograph Number: 2 Site Number: CT-16 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)

Photograph Number: 3 Site Number: CT-15 Common Name: Peninsula Commute Service (San Francisco and San Jose Railway)



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P-43-000928

P-43-000928

e.



SITE NAME: Peninsula Commute Service (San Francisco and San Jose Railway) SITE NUMBER: CT-16 (SW-12)

QUAD SHEET: "Mountain View Quadrangle," USGS: 1961, photorevised 1981 PIPELINE LOCATION: MP 44.6, Palo Alto Alternative

State of California DEPARTMENT OF PRIMARY R	a — The Resources Agency PARKS AND RECREATION ECORD	Primary # _ HRI # Trinomial _ NRHP State	P-43-00092	28 / P-01-00	<u>178</u> 3
Page 1 of 12	Other Listings Review Code *Resource Name	or # (Assigned by record	ler) Map Referen	Date	
P1. Other Identifier	- Southern Pacific Railroad - Segn	nent of the Milpitas	line		
*P2. Location: A Manual (P2b and P2c or P	<b>Not for Publication</b> I Unrestricted 22d. Attach a Location Map as necessary.)	*a. County	Alameda / Santa	<u>a Clara</u>	
*b. USGS 7.5' Quad	(See Continuation Sheet) Date (See	Continuation Shee	<u>t)</u> T; R;	;;;	B.M.
c. Address	City Fremont and Milpitas	_ Zip			
d. UTM: (give more t e. Other Locational Da See Linear Featu	han one for large and/or linear resources) Zone ta: (e.g., parcel #, directions to resource, eleva are Records for locations of specific	tion, etc., as appropriate)	mN (Se	e Linear Feature F	tecords.

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

This form describes a 4.9-mile section of the former Southern Pacific Railroad (SPRR) Milpitas line that runs south from a point just north of the Warm Springs Yard in Fremont (approximately a quarter mile north of South Grimmer Boulevard near Tavis Place) to a point just south of North Abel Street in Milpitas. The segment addressed on this form is a single-track line, with spur sidings, that runs adjacent to and west of the former Western Pacific Railroad (WPRR) line. Field survey of this section of railroad was limited to points along the line that were publicly accessible, as the Union Pacific Railroad (UPRR) did not provide access to the railroad right-of-way. Photograph 1 provides a typical view of the line running near grade with nearby commercial and industrial development adjacent to the tracks. (See Continuation Sheet)

\*P3b. Resource Attributes: (List attributes and codes) (HP11) Railroad

\*P4. Resources Present: 🗆 Building 🖾 Structure 🗆 Object 🗋 Site 🗖 District 🗋 Element of District 🗖 Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing north from Kato Road, Fremont, July 23, 2002 \*P6. Date Constructed/Age and Sources: 🗵 Historic 🛛 Prehistoric 🗋 Both 1869-1990s; Drury/estimated \*P7. Owner and Address: Union Pacific Railroad 1416 Dodge Street Omaha, NE 68179 \*P8. Recorded by: (Name, affiliation, address) C. McMorris / A. Blosser JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616 \*P9. Date Recorded: July 23, 2002 \*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP "Technical Memorandum: Historic Resources Evaluation Report, Silicon Valley Rapid Transit Corridor EIS/EIR Alternatives."

\*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 BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 12

\*NRHP Status Code \_\_\_\_\_6

Primary #

HRI #

\*Resource Name or # (Assigned by recorder) Map Reference #01-08

P-43-000928 /

P-01-001783

B1. Historic Name: Southern Pacific Railroad - Segment of the Milpitas line

B2. Common Name: Union Pacific Railroad

B3. Original Use: <u>railroad</u> B4. Present Use: <u>railroad</u>

\*B5. Architectural Style: Utilitarian

**\*B6.** Construction History: (Construction date, alteration, and date of alterations) <u>original construction 1869; See B10. for details</u> for various structures on the line and track replacements

 \*B7. Moved? ⊠ No □ Yes □ Unknown Date:
 Original Location:

 \*B8. Related Features:
 railroad bridges / grade separations/Warm Springs Yard/ concrete lined channels

 B9. Architect:
 unknown
 b. Builder:
 Southern Pacific Railroad

 \*B10. Significance:
 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.)

This segment of the former Southern Pacific Railroad (SPRR) line between Fremont and Milpitas, and its attendant structures within the Area of Potential Effect for the project cited in P11, does not appear to meet the criteria for listing in the National Register of Historic Places, nor do these structures appear to be historical resources for the purposes of CEQA. The SPRR route that proceeds from Niles Junction south through San Jose, formerly known as the Western Division of the SPRR Milpitas Line-Niles Junction, Warm Springs, San Jose, is commonly referred to as the Milpitas line. A short lived company established by the Central Pacific and the San Francisco & San Jose Railroad called the Western Pacific Railroad (not to be confused with the twentieth century Western Pacific Railroad, or WPRR, that built its San Jose Branch between 1917-1921) built the first rail line on this alignment in 1869. (See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) (HP19) Railroad Bridges; (HP20) Concrete-lined Channels	(Sketch Map with north arrow required.)
*B12. References: <u>USGS</u> , <u>Quadrangle Maps</u> , <u>Niles</u> , <u>Milpitas</u> , <u>San Jose</u> , <u>San Jose West</u> , <u>and San Jose East</u> <u>editions 1898</u> , <u>1943</u> , <u>1947</u> , <u>1953</u> , <u>1961</u> , <u>1968</u> , <u>1973</u> and <u>1980</u> ; and see footnotes.	See Continuation Sheet.
B13. Remarks:	
*B14. Evaluator: <u>Christopher McMorris/Theresa Rogers</u> *Date of Evaluation: <u>October 2002</u>	
(This space reserved for official comments.)	

\*Required Information

Primary # P-43-000928 / P-01-001783 HRI # Trinomial

Page 3 of 12 \*Resource Name or # (Assigned by recorder) Map Reference #01-08 \*Recorded by Christopher McMorris / Amanda Blosser \*Date July 23, 2002 🗵 Continuation 🗆 Update

## P2b. USGS 7.5' Quads

Niles (1961 / photorevised 1980) and Milpitas (1961 / photorevised 1973)

# P3a. Description (continued):

In general, the line appears to be recently maintained, although little traffic was observed during the fieldwork for this survey. In addition to tracks and bridges, the railroad right-of-way encompasses switches, signals, movable buildings, electricity poles, and grade crossing arms and signals. Most of these elements appear to be relatively new, particularly the crossing arms and signals at grade crossings. The line examined for this form mostly runs at-grade, though the rails are placed on built-up ballast at some points.

The segment of the SPRR line evaluated on this form begins at a point north of Tavis Place (recordation point SP1) where a spur line extends west from the SPRR line that passes through an industrial area in south Fremont near Sunnyvale Lumber (Map Reference #01-09) and west of Old Warm Springs Boulevard. The spur terminates on a fenced property located between Fremont Boulevard and Old Warm Springs Boulevard. The spur is blocked by a gate a short distance near Old Warm Springs Boulevard and just west of that divides into eight sidings. This spur appears to have been built circa 1962. South of the spur, the SPRR line is carried over the South Grimmer Boulevard Underpass. This two span continuous concrete box beam girder bridge was constructed in 1979 and dedicated in 1981. It measures forty-nine meters in length and is marked by the railroad's metal emblems. The bridge is supported on U-abutments with two central piers and carries pipes that are enclosed on the west side and open on the east side. Steel railings flank the single-track line. The WPRR line (see Map Reference #01-07) runs on the east side of the SPRR line, and the WPRR Bridge is of a similar design.

South of Grimmer Boulevard, the line continues to the Warm Springs Yard where the Union Pacific Railroad (UPRR) now maintains a private road and grade crossing at the north end of the yard. The yards, located between Fremont Boulevard and Warm Springs Boulevard, are approximately 400 to 500 feet wide and are historically associated with the former General Motors Auto Assembly Plant built in 1963. In 1981, General Motors ceased manufacturing when production levels declined, and the plant was closed in 1982. In a joint venture between General Motors and Toyota (New United Motors Manufacturing Inc.), the plant was renovated, retrofitted, and reopened in the spring of 1984.<sup>2</sup>

Past the Warm Springs Yard, the line is carried over the Mission Boulevard grade separation that was built in 1954 (recordation point SP2) and continues, at-grade, south to the East Warren Avenue grade crossing adjacent to a commercial area in Fremont. East of the former SPRR line at the East Warren Avenue crossing, a concrete lined channel carries Aqua Fria Creek. The channel is approximately two feet wide and fifteen feet deep as it veers

Dedication date is on a plaque on the north side of the WPRR bridge pier. Bridge numbers and length taken from: Caltrans, Local Agency Bridge List, Alameda County, October 1, 2001 online at: http://www.dot.ca.gov/hg/structur/strmaint/srlocal/pdf/c33.pdf (accessed July 2002).

<sup>&</sup>quot;Fremont History Post War Era 1945-Today" and "5.4 Public Hearing...To Allow Construction...at New United Motors Manufacturing Inc.," Fremont City Council Meeting, Agenda and Report, October 3, 2000, 24-25, online at http://fremont.gov (Accessed October 2002). DPR 523B (1/95)

d,

Primary # P-43-000928 / P-01-001783 HRI #\_\_\_\_\_\_ Trinomial

 Page 4 of 12
 \*Resource Name or # (Assigned by recorder) Map Reference #01-08

 \*Recorded by Christopher McMorris / Amanda Blosser
 \*Date July 23, 2002
 Image: Continuation Image: Update

northeast under the former WPRR line where it narrows and continues north. The creek was channelized in the 1960s.

Approximately a half-mile south of East Warren Avenue, the SPRR line crosses Toroges Creek, which feeds Aqua Fria Creek, just west of Westinghouse Drive. The creek runs in a concrete lined channel approximately ten feet deep and fifteen feet wide. The SPRR culvert and concrete lined channel were obscured from view at the time of this survey, but the SPRR culvert is quite likely similar in style and construction as the adjacent WPRR Bridge and was also likely constructed in the 1950s. The WPRR bridge is a small concrete box culvert supporting a single track on top of ballast braced by wood planks and measures approximately fifteen feet long, and ten feet wide.

At Kato Road, located about a mile south of Toroges Creek, the SPRR line crosses at-grade adjacent to the Scott Creek Business Park. North of Kato Road the line appears to be out of service as the rails are covered in dirt. There is a typical example of a small metal-sided hipped roof building that houses electrical equipment north of Kato Road. These types of common small movable buildings are located intermittently along the line. Continuing about 500 feet to Scott Creek, the SPRR line crosses Scott Creek on a timber trestle (recordation point SP3).

About a half mile from Scott Creek, the SPRR line enters Santa Clara County on a raised grade until it crosses, atgrade, over Dixon Landing Road. The rails at this location are date stamped 1953. From Dixon Landing Road, the SPRR line extends, near grade, through modern residential subdivisions in north Milpitas and crosses Calera Creek. Calera Creek is channelized and measures about twenty feet in height and width. The SPRR crossing is not visible at this location, but the WPRR Bridge is concrete with a central concrete pier.

From Calera Creek, the SPRR line continues through modern residential subdivisions until it intersects the North Abel Street Overpass. The North Abel Street Overpass carries North Abel Street/Jacklin Road over Berryessa Creek, a concrete lined channel, and the SPRR and WPRR lines. Bridge #37C-0206 is a continuous concrete girder or box beam bridge built in 1975. The overpass measures 137 meters in length and has a roadway width of 18.3 meters. At this location, the SPRR line veers southwest, away from the WPRR line and outside of the study area.

The resource described on this form consists of the right of way of the former Southern Pacific Railroad lines in the geographic area described above and includes side yards as well as the rail yard in Fremont. Alameda County and Santa Clara County Assessor Parcel Numbers were not used to define this resource because of the nature of railroad / utility property ownership changes and the outdated parcel information available at the county level. For specific property ownership information at or near the rail line, please contact Union Pacific Railroad.

Page 5 of 12 \*Resource Name or # (Assigned by recorder) Map Reference #01-08 \*Recorded by Christopher McMorris / Amanda Blosser \*Date July 23, 2002 🗵 Continuation 🗆 Update

# B10. Significance (continued):

This early line was built to connect Sacramento and San Jose, and became part of the SPRR system the following year. SPRR also acquired the San Francisco and San Jose Railroad's line on the peninsula, and SPRR joined the two lines in San Jose at its 4th Street Station. During the late nineteenth century, the railroad expedited the agricultural and population expansion of the region, providing transportation of both products and passengers.<sup>3</sup>

Primary #

Trinomial

HRI #

P-43-000928

P\_01

-001783

Following World War I, SPRR faced new competition for freight service. In 1921, WPRR established operations from Niles to San Jose constructing a new line parallel to SPRR's Milpitas line from Niles, to a point where the two lines diverged near Milpitas. In 1953, WPRR successfully attracted the Ford Motor Company to its service. The manufacturer established an automobile assembly plant along the line, and WPRR built a freight station and yards adjacent to the plant for easy transport. The SPRR shared the Milpitas Ford assembly plant freight contracts with the WPRR. (A decade later SPRR was able to attract General Motors to build an assembly plant in Fremont, for which SPRR built its adjacent rail yards at Warm Springs.)

Over time, SPRR maintained and altered the facilities along the rail line. It contributed to the construction of grade separations, such as the underpass at Mission Boulevard constructed in 1954. The tracks, ties, ballast, and other equipment were also regularly upgraded. For example, the track at Dixon Landing Road is stamped with the date of 1955. These upgrades were generally done to maintain adequate service to the railroad's industrial customers along this route. SPRR was eventually merged into the UPRR in 1996. UPRR has continued to maintain the line, upgrading safety-crossing signals for instance, but appears to use the line infrequently.4

#### Historic Evaluation

As stated above, the section of the former SPRR line between Fremont and Milpitas, and its attendant structures within the Area of Potential Effect for the project cited in P11, does not appear to meet the criteria for listing in the National Register of Historic Places, nor do these structures appear to be historical resources for the purposes of CEQA.

Components of transportation infrastructure, such as bridges and railroads, are most often found eligible for the National Register under either Criterion A, for their role in local or regional history, or Criterion C, relating to possible significance in the field of engineering. Infrastructure structures are infrequently, if ever, found to be eligible under Criteria B or D. Important historic persons associated with such structures are often involved with their design, thus making them significant under Criterion C. The SPRR Milpitas line does not appear to have important associations with any historically significant individuals (Criterion B). Historic structures (and buildings) can occasionally be recognized for the important information they yield, or might yield, regarding historic construction materials or technologies, thus making them significant under Criterion D. infrastructure in California, including the Milpitas line, can be studied through various written sources and

George H. Drury, The Golden Years of Railroading: Southern Pacific in the Bay Area: The San Francisco-Sacramento-Stockton Triangle (Kalmbach K Books: 1996), 101-102; and Don L. Hofsommer, The Southern Pacific, 1901-1985 (Texas A&M University Press: 1986), 4.

<sup>4 &</sup>quot;Western Pacific's San Jose Branch," The Ferroequinologist, May 1978, 5; Erle Heath, Seventy-five Years of Progress: Historical Sketch of the Southern Pacific (Southern Pacific Bureau of News: 1945), 18, 25; Hofsommer, The Southern Pacific, 126; and John R. Signor, Southern Pacific's Coast Line (Signature Press: 1994), 3. DPR 523B (1/95)

Primary # <u>P-43-000928 / P-01-001783</u> HRI #\_\_\_\_\_\_

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 \*Resource Name or # (Assigned by recorder) Map Reference #01-08

 \*Recorded by Christopher McMorris / Amanda Blosser
 \*Date July 23, 2002 IS Continuation ID Update

documented construction types, and usually do not appear to be principal sources of important information in this regard.

Under Criterion A, the role of the Milpitas line in the development of the San Francisco Bay Area, the Santa Clara Valley and the SPRR system appears to be of limited importance. Rail lines, like other infrastructure elements, are inherently vital to communities because they support and facilitate communication and the distribution of people, goods, and services that can encourage development at both the local and regional level. These common effects of railroad construction do not, however, typically provide sufficient justification for importance within the context of community development and transportation. To be eligible for listing in the National Register, rail lines, and other infrastructure, must be shown to have particular importance directly related to events and trends in community development and transportation, with emphasis on a specific demand for such facilities and the cause and effects of its construction. The historic evidence regarding the Milpitas line does not appear to support its eligibility for listing in the National Register under Criterion A. While the railroad had a positive impact on the area after construction, it was one of many elements of the region's transportation systems that helped develop the area. It thus does not appear to be important within this context. Under Criterion C, the elements of the Milpitas line, such as bridges and overpasses, would need to be significant for distinctive characteristics of type, period, and/or method of construction, and/or be significant for its designer(s). These structures do not constitute innovative designs, nor do any innovative construction techniques appear to have been used in their construction. Neither the Milpitas line nor its structural elements constitute rare structure types within California, nor do they represent bold or important engineering achievements. The Milpitas line is one of many examples of railroad lines huilt in Alameda and Santa Clara counties, and within the former SPRR system in California. Thus, it does not appear to be significant under Criterion C.

In addition to the property's lack of historic and architectural significance, the Milpitas Line also lacks historic integrity. The line retains only integrity of location and lacks most of the other six aspects of historic integrity. The property's original rural setting of the 1870s, when wheat farming and cattle ranchers were the dominant agricultural pursuits, no longer exists and has been replaced by modern development, compromising the line's setting, feeling, and association. With the SPRR's regular maintenance of the line and appurtenant structures, much, if not all, of the property's original materials, design, and workmanship dating to 1869 have been compromised. Lacking integrity, as well as architectural and historical significance, this segment of the SPRR line does not appear eligible for the National Register or for the purposes of CEQA.

d.

Primary # P-43-000928 / P-01-001783 HRI #\_\_\_\_\_\_ Trinomial

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 \*Resource Name or # (Assigned by recorder) Map Reference #01-08

 \*Recorded by Christopher McMorris / Amanda Blosser
 \*Date July 23, 2002
 Image: Continuation Image: Update

# **Sketch Map**



DPR 523B (1/95)
State of California – The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET Primary # \_\_\_\_\_\_P-43-000928 / P-01-001783

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 \*Resource Name or # (Assigned by recorder) Map Reference #01-08

 \*Recorded by Christopher McMorris / Amanda Blosser
 \*Date July 23, 2002 I Continuation Update

Trinomial

### **Location Map**



DPR 523B (1/95)

Primary # P-43-000928 / P-01-001783 HRI #\_\_\_\_\_\_ Trinomial

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\*Resource Name or # (Assigned by recorder) Map Reference #01-08

L1. Historic and/or Common Name: Southern Pacific Railroad - Segment of the Milpitas line

L2a. Portion Described: Entire Resource Segment Point Observation Designation: Location Map Reference #SP1 \*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.)

Tavis Place at its intersection with the SPRR line

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The SPRR line passes Tavis Place, just north of South Grimmer Boulevard in the City of Fremont. This section of the rail line is typical of most of the line, consisting of a low ballast embankment that carries a single set of SPRR tracks. A spur line diverges from the west side of the main line, leading to a siding located west of Old Warm Springs Boulevard situated approximately 400 feet west of the rail line.

L4e. Sketch of Cross-Sec	ction (include scale) Facing: North	
W	SPRR Spur SPRR	E
Tavis Place	TEMPERATURE TRANSPORT	
	L4e. Sketch of Cross-See	L4e. Sketch of Cross-Section (include scale)       Facing: North         W       SPRR Spur       SPRR         Tavis Place       SPRR Spur       SPRR

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The SPRR line at this location is surrounded on both sides by mostly modern industrial and commercial properties, although a scattering of historic period residences are also found in the area.

### L7. Integrity Considerations:

Development in the vicinity from 1960s to 1990s has compromised setting, feeling and association, while upgrading and routine maintenance have compromised the integrity of materials and design.



L8b. Description of Photo, Map, or Drawing: Camera facing northeast, July 23, 2002

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) <u>C. McMorris/T. Rogers</u> JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616 L11. Date: October 2002

DPR 523B (1/95)

\*Required Information

Primary # <u>P-43-000928 / P-01-00178</u>3 HRI #\_\_\_\_\_\_ Trinomial

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\*Resource Name or # (Assigned by recorder) Map Reference #01-08

L1. Historic and/or Common Name: Southern Pacific Railroad - Segment of the Milpitas line

**L2a. Portion Described:** Entire Resource Segment Point Observation **Designation:** <u>Location Map Reference #SP2</u> **\*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.)

Warm Springs Underpass at Mission Boulevard (State Route 262 or SR 262) in Fremont. UTM: 10 594425E 4149277N.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

There are grade separations at Mission Boulevard (SR 262) for both the former SPRR and WPRR rail lines at the south end of the Warm Springs rail yard. The SPRR Bridge over Mission Boulevard (Bridge #33-0183) was constructed in 1954 and is a through-girder structure measuring 115 feet (35.1 meters) long and approximately twenty-five feet (7.6 meters) wide with steel railings at either end supported on concrete abutments and central concrete pier walls creating two spans. (Caltrans Bridge Log lists measurements of this bridge in meters.) The adjacent WPRR bridge (in background of photograph) is identical to the SPRR Bridge.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approx. 25 feet
- b. Bottom Width approx. 25 feet
- c. Height or Depth approx. 4 feet tall / 15 feet clearance to road
- d. Length of Segment 115 feet

L5. Associated Resources: Mission Boulevard (SR 262) –

originally part of East Shore Freeway (now I-880)



**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.) This bridge is south of Warm Springs rail yards, adjacent Kato Road Underpass, and near office/commercial buildings.



L7. Integrity Considerations:

Development in vicinity from 1960s to 1990s set back from structure. Bridge maintained but not altered.

L8b. Description of Photo, Map, or Drawing: Camera facing northeast, July 23, 2002 (SPRR bridge in foreground)

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) C. McMorris/T. Rogers JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616 L11. Date: October 2002

DPR 523B (1/95)

\*Required Information

Primary # <u>P-43-000928 / P-01-00178</u>3 HRI #\_\_\_\_\_ Trinomial

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\*Resource Name or # (Assigned by recorder) Map Reference #01-08

L1. Historic and/or Common Name: Southern Pacific Railroad - Segment of the Milpitas line

**L2a.** Portion Described: Entire Resource Segment Segment Point Observation Designation: Location Map Reference #SP3 \*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.)

Bridge at Scott Creek, approximately 550 feet south of Kato Road in Fremont. UTM: 10 595677E 4146323N

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The SPRR rail line passes over Scott Creek on wood trestles approximately 500 feet south of Kato Road. Scott Creek flows into a concrete channel approximately 250 feet south of the bridge, then proceeds north and passes under the rail line to the west side of the tracks where it flows into an unlined channel. The channel is approximately fifteen feet wide and fifteen feet deep under the bridge. It widens to approximately forty feet wide on the west side of the bridge at this location has approximately twenty-foot spans with wood and steel railings and metal mesh walkways on either side of the tracks. The WPRR bridge, located east of the SPRR bridge, is similar to the style and construction of the SPRR bridge. The bridge appears to have been constructed during the early twentieth century, and Scott Creek was channelized in the 1970s. A small wood plank footbridge over Scott Creek is located between the two railroad bridges and can be seen at the center of the photograph.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approx. 10 feet
- b. Bottom Width approx. 10 feet
- c. Height or Depth approx. 15 feet
- d. Length of Segment approx. 15 feet

L5. Associated Resources:

Scott Creek Channel.



**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.) The area surrounding the bridge crossing the Scott Creek channel is modern and industrial in nature.



**L7. Integrity Considerations:** The bridge appears unaltered, but is surrounded by modern development compromising integrity of setting, feeling, and association.

L8b. Description of Photo, Map, or Drawing: Camera facing west, July 23, 2002

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) <u>C. McMorris/T. Rogers</u> JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616 L11. Date: October 2002

DPR 523B (1/95)

Primary # P-43-000928 / P-01-001783 HRI #\_\_\_\_\_\_ Trinomial

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\*Resource Name or # (Assigned by recorder) Map Reference #01-08

L1. Historic and/or Common Name: <u>Southern Pacific Railroad – Segment of the Milpitas line</u> L2a. Portion Described: □ Entire Resource □ Segment ⊠ Point Observation Designation: <u>Location Map Reference #SP4</u> \*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.) Just north of Dixon Landing Road in Milpitas. UTM: 10 595892E 4145804N.

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) The SPRR line crosses Dixon Landing Road at-grade. This section of the rail line is typical of most of the line, consisting of a low ballast embankment that carries a single set of tracks. Rail stamps observed at this location read "1320 HF CC CF&I 1953."

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

- a. Top Width approx. 7 feet
- b. Bottom Width approx. 10 feet
- c. Height or Depth approx. 2 feet

Length of Segment point recordation

L5. Associated Resources: None



**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.) The area at this location is modern residential in character with some nearby commercial and industrial buildings.

### L7. Integrity Considerations:

While the rails at this location date to the 1950s, the rails and ballast have been replaced through normal routine maintenance and are not related to the line's historic period of significance.



L8b. Description of Photo, Map, or Drawing: Camera facing north, July 23, 2002

### L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) <u>C. McMorris/T. Rogers</u> JRP Historical Consulting Services 1490 Drew Ave, Suite 110 Davis, CA 95616

### L11. Date: October 2002

DPR 523L (1/95)

\*Required Information

State of California — The DEPARTMENT OF PARKS	Resources Agency AND RECREATION	Primary # HRI #	P-43-000928		
PRIMARY RECO	RD	Trinomial			
		NRHP Statu	us Code		
	Other Listings				
	Review Code	Reviewer		Date	
Page 1 of 3	*Resource Name or	#: Passenger Rail Line	2		
P1. Other Identifier: UPRI	1				
P2. Location: D Not for P	ublication I Unrestricted	*a. Cou	inty: Santa Clara Coun	ity	
and (P2b and P2c or P2d. /	Attach a Location Map as necess	ary.)			
*b. USGS 7.5' Quad: Sa	n Jose East	Date: 1980 (revised) Ta	2E ; R8S ;	1/4 of	1/4 of
Sec ; M.D.		B.M.			
c. Address:		City:		Zip:	
d. UTM: Zone: 10 ;	605983.66mE/ 4124012	2.75mN (G.P.S.) NAD	83		
	606377.79mE/ 412374	1.89mN (G.P.S.) NAD	83		
<ul> <li>e. Other Locational Data</li> </ul>	a: (e.g., parcel #, directions to re	source, elevation, etc., as	appropriate) Elevation:		

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

The resource consists of a segment of an historic-age passenger rail line segment. The segment is approximately two-feet high and ten-feet wide. The resource appears to have undergone continuous upkeep and upgrades since first constructed. It is still in use. The resource is not a historical resource under CEQA because it does not meet the California Register criteria, as outline in PRC §5024.1

#### \*P3b. Resource Attributes: (List attributes and codes) AH7

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



P5b. Description of Photo: (View, date, accession #) 16: Union Pacific Railroad, view to northeast, February 25, 2008

\*P6. Date Constructed/Age and Sources: 🖾 Historic □Prehistoric □Both

\***P7. Owner and Address:** Union Pacific Railroad, 1400 Douglas St., Omaha, NE 68179

\*P8. Recorded by: (Name, affiliation, and address) Denise Jurich and Jesse Martinez, PBS&J, 1200 2<sup>nd</sup> Street, Sacramento, CA 95814

\*P9. Date Recorded: February 25, 2008 and July 25, 2008

\*P10. Survey Type: (Describe) Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Draft Historical Resources Evaluation Report For The Blossom Hill Road Pedestrian Overcrossing 4-SCL-82, P.M. 0.35-0.65/K.P. 0.56-1.04. PBS&J 2008. Prepared for Valley Transportation Authority Environmental Programs & Resources Management.

\*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 DEP/	of California — The Re ARTMENT OF PARKS A	sources Agency ND RECREATIO	N	Primary # HRI#	P-43-000928
BU	ILDING, STRUC	TURE, AN	D OBJECT	RECORD	
Page	2 of 3			*NRHP State	us Code
		*Resource	Name: Passenger	Rail Line	
B1. B2. B3	Historic Name: Common Name: Original Use: rail line		B4 P	Present Use: Com	muter Rail Line
'B5.	Architectural Style: N/	A	51.1	resent oser conti	
B6. Consi	Construction History: ( tructed in 1864. Ties and	Construction date, a tracks replaced d	alterations, and date o luring routine main	f alterations) tenance.	
B7. B8.	Moved? ⊠No □Yes Related Features:	Unknown	Date: n/a	Original Loca	ation: n/a
B9a.	Architect: unknown			b. Builder: u	inknown

\*B10. Significance: Theme: Transportation/Railroad Area: San Jose

Period of Significance: n/a 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.)

Railroads were first built in San Jose in 1851 (then called the Pacific & Atlantic Railroad). The San Francisco and San Jose Railroad was completed in 1864, running approximately 50 miles from San Francisco to San Jose. This line, and the Santa Clara and Pajaro Valley Rail Company from San Jose to Gilroy, merged with the Southern Pacific Railroad in 1870. Within the next decade, this line continued to expand, shuttling tourists and other commuters between cities such as San Francisco and San Jose and other vacation spots along the route. The line enjoyed continuous ridership until the post World War II era when automotive transit usurped the locomotive's hold on commuter transport. The line continues to serve as a commuter rail.

Although this resource maintains historic associations with transportation and tourism in the area, it does not maintain sufficient historic integrity for NRHP or CRHR eligibility. The surrounding setting has been heavily altered with urbanization and roadway improvements. The ties and tracks have been replaced numerous times and crossings have been altered to facilitate increasing automobile traffic. These alterations detract from 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.

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

(This space reserved for official comments.)

\*B12. References:

(See Continuation Sheet)

B13. Remarks:

\*B14. Evaluator: Amy McWhorter

\*Date of Evaluation: August 2008

(Sketch Map with north arrow required.)

DPR 523B (1/95)

\*Required information

mm Railroad

DEPARTMENT	OF PARKS AND RECREATION	HRI#		
CONTINUA	ATION SHEET	Trinomial		
Page 3 of 3	*Resource Name or # Pa	ssenger Rail Line		
*Recorded by:	Denise Jurich, Jesse Martinez	*Date: July 25, 2008 ⊠Continuation □ Updat		
B12. References:	(continued from BSO Form)			
Dutier, P. F.	The Valley of Santa Clara, Historic Building	s, 1792-1920. Presidio Press, Novato.		
1981	, , , , , , , , , , , , , , , , , , , ,			
1981 Cleland, R. G.				
1981 Cleland, R. G. 1927	A History of California: The American Peric	d. The Macmillan Company, New York.		
1981 Cleland, R. G. 1927 Darlow, A. and F	A History of California: The American Peric I. Brook	d. The Macmillan Company, New York.		
1981 Cleland, R. G. 1927 Darlow, A. and F 1903	A History of California: The American Perio I. Brook The Rand-McNally Guide to California. Ray	od. The Macmillan Company, New York. nd, McNally & Company, Chicago.		
1981 Cleland, R. G. 1927 Darlow, A. and F 1903 McCormack, D. a	A History of California: The American Perio I. Brook The Rand-McNally Guide to California. Ray and A. Kanda, eds.	nd. The Macmillan Company, New York. nd, McNally & Company, Chicago.		

Robertson, D.B.

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1998 Encyclopedia of Western Railroad History, Volume IV: California. Caxton, Caldwell, Idaho.

\*Required information





P-43-000928

State of California — The DEPARTMENT OF PARKS	e Resources Agency S AND RECREATION	Primary # P-43- HRI # 4086-0209	000928 9-9999
PRIMARY RECORD		Trinomial NRHP Status Code	
	Other Listings Review Code	Reviewer	Date
	in the second		Date
Page 1 of 5 P1. Other Identifier: Hist	toric address 501 Hendy Ave.	r #: Hendy Iron Works Railr	road Spur
P2. Location: D Not for F and *b. USGS 7.5' Qu	Publication Unrestricted ad Mountain View Date 199	*a. Cour 91 T 6S; R 2W; Unsectioned	nty Santa Clara d lands of Pastoria De Las Borregas
landgrant; MD B.M.			

d. UTM: Zone 10; mE/ mN see L2b on Page 2
 e. Other Locational Data: The railroad tracks are situated on Hendy Avenue in Sunnyvale between Sunnyvale Avenue in the west and Fair Oaks Overpass in the east.

City Sunnyvale

**\*P3a.** Description: Three sets of double-gauge railroad tracks segments once merge from the former Southern Pacific Monterey Line (currently Caltrain/VTA) and into the former Joshua Hendy Iron Works Plant at 501 E. Hendy Ave (currently Northrop Grumman). The plant is a National Register Industrial District that includes buildings, landscaping, and the railroad tracks many of which were originally built in 1906 when the company relocated from San Francisco to rebuild after a major earthquake demolished their shop. The firm produced mining equipment along with ornamental streetlights in San Francisco's Chinatown, large pumps, fire hydrants, hydraulie "giants" used to dig the Panama Canal (Psota 2012). During World War I, the company's changed to manufacturing heavy naval armaments and ship engines, and continued this practice in World War II. The district is bound by Hendy Ave, to south, Sunnyvale to the west, California Ave to the north, and Fair Oaks Avenue.

The three sets of tracks cross Hendy Avenue and these are associated with the moving of raw materials to the plant and transporting finished machinery and parts from the plant. The westernmost track (here Track 1) entered the plant at the main gate. The middle track (Track 2) exited the plant 435 ft. east of Track 1. The easternmost track (here Track 3) exited the plant approximately 200 ft. east of Track 2.

\*P3b. Resource Attributes: AH7 Railroad tracks segments

c. Address In Hendy Avenue in front of 401 E. Hendy Ave.

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



P5b. Description of Photo: Track 1 crossing Hendy Ave. leading into main entrance of Northrop Grumman, once Hendy Iron Works. View to northwest. P6. Date Constructed/Age and Sources: ■Historic **Prehistoric** Both 20th century P7. Owner and Address: City of Sunnyvale, 456 W. Olive Ave., Sunnyvale, CA 94086 and Northrop Grumman, 401 E. Hendy Ave., Sunnyvale, CA P8. Recorded by:

Zip

Sunshine Psota Holman & Associates 3615 Folsom St. San Francisco, CA 94110

\*P9. Date Recorded: 4 January 2012 \*P10. Survey Type: Intensive

\*P11. Report Citation: Psota,

Sunshine, 2012, Archaeological Survey Report for the Hendy Avenue Street Improvement Project, Sunnyvale, San Mateo County, California.

\*Attachments: DNONE ELocation Map ESketch Map Continuation Sheet Duilding, Structure, and Object Record Archaeological Record District Record ELinear Feature Record Diffiling Station Record DRock Art Record Artifact Record DPhotograph Record DOther (list)

DPR 523A (1/95)

#### State of California - The Resources Agency Primary # P-43-000928 DEPARTMENT OF PARKS AND RECREATION HRI # 4086-0209-9999 LINEAR FEATURE RECORD Trinomial \*Resource Name or #: Hendy Iron Works Railroad Spur Page 2 of 5 L1. Historic and/or Common Name: Hendy Iron Works Railroad Spur L2a. Portion Described: D Entire Resource Segment **Designation:** D Point Observation b. Location of point or segment: UTMs within Project APE, all Zone 10:

Track 1 south 586347mE/4137116mN north 586313mE/4137147mN;

Track 2 south 586483mE/4137066mN north 586461mE/4137089mN; and

Track 3 south 586543mE/4127042mN north 586531mE/4137057mN

L3. Description: Track 1 is 140 ft. long within the Project APE and continues into Northrop Grumman facility where it continues for at least another 100 feet and is consistent with its historic layout (see Page 5 Photo D). Track 2 is 74 ft. long and Track 3 is 60 ft. long, For more information concerning Joshua Hendy Iron work please refer to Psota 2012 cited on Page 1 of this DPR record.

61"-

Note: white line is near southern edge of pavement for Hendy Avenue

2.5" 2.5"

- L4. Dimensions: Track 1 L4e. Sketch of Cross-Section Facing: northwest a. Top Width 61 inches b. Bottom Width n/a c. Height or Depth none d. Length of Segment 140 ft. within Project APE L5. Associated Resources: Joshua Hendy Iron
- Works District

L6. Setting: This is part of the large, flat northern Santa Clara Valley that is alluvial based.



2.5" 2.5"



### L8b. Description of Photo, Map, or Drawing

South end of Track 1 below the current railroad grade; looking southeast

L9. Remarks: These track segments are 2-3 ft. below the current railroad line

L10. Form Prepared by: S. Psota

L11. Date: 5 Jan 2012

DPR 523E (1/95)

grade.



DPR 523L (1/95)

**\*Required Information** 



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

Primary # P- 43- 000928 HRI# 4086-0209-9999 Trinomial

Page 5 of 5 \*Recorded by: S. Psota \*Resource Name or # Joshua Hendy Iron Works Railroad Spur

\*Date:

Continuation Update



RE: requesting a primary number

## **RE: requesting a primary number**

Leigh Jordan Sent:Thursday, January 19, 2012 11:05 AM To: Sunshine Psota [spsota@sonic.net]

HI -- Sunshine --Here is the Primary Number -- one had already been assigned to a different segment of the SPRR so your's is a new segment under that existing Primary Number: P-43-000928.

Leigh

From: Sunshine Psota [spsota@sonic.net] Sent: Wednesday, January 18, 2012 2:42 PM To: Leigh Jordan Subject: requesting a primary number

This is a site record supplement for the Hendy Iron Works District form. Could I get a Primary number for it?

Thanks, Sunshine Psota Holman & Associates

6.

PRIMARY RECORD	10		Primary #	3-0009	28
CALIFORNIA Department of Parks a Office of Historic Preservation	nd Recreation		Trinomial NRHP Status Co	de 581	
Page 1 of 4	Other Listings Review Code	Reviewer		Date	_
21. Resource Identifier: SPRR/Coyot 2. Location: County Santa Clara	e Creek Bridge near Wayne S and (Address an	tation #DA43.82	ates. Attach Locatio	on Map as required)	,
a Address: City San Jose				Zip (41373	300mN)
b. UTM: USGS Quad Milpitas (4	272) (7.5') 15') Date 1980	; Zone 10	<u>, 597600</u> m	E/ 4137250	mN
c. Other Locational Data: (Enter )	parcel #, legal description, direc	tions to resource, ar	nd / or other locatio	onal data if appropri	nate)

This well-maintained single track, steel deck, plate girder bridge has six spans, fifty feet in length. The bridge has concrete abutments with pedestals of quarry-faced granite. The seven concrete piers rest on untreated piles and also have quarry-faced granite pedestals. The bullet-shaped piers have an upstream cut-water. Creosoted ties form the open floor, and plank walkways flank the tracks. The bridge has creosoted wooden guard rails.

P5. Photograph or Drawing (Photograph required for building	P6. Date Constructed/Age:
LUR Y AL	1900 factual-As Built plans
	P7. Owner and Address:
	Southern Pacific Transportation
PT AND	Co.
	San Francisco
	P8. Recorded by: (Name, affiliation,
	and address)
- TEAL	Archives & Architecture
	353 Surber Drive
	San Jose, CA 95123
	P9. Date Recorded: February 1994
	P10. Type of Survey: X Intensive
	Reconnaissance Other
	Describe:
	22.0
A. Report Citation: (Provide full citation or enter "none")	
A. Laffey, Bridge Evaluations for the Mid-Covote Creek Project, City of San Jose,	County of Santa Clara.
eport prepared for Archaeological Resource Management, 1994.	
Attachments: NONE X Location Map X Continuation Sheet X Building, Structure	and Object Record Linear Resource Record
Archaeological Record District Record Milling Station Record Rock Art R	scord Artifact Record Photograph Reco

5 10

BUILDING, STRUCTURE, AND OBJECT R CALIFORNIA Department of Parks and Recreation Office of Historic Preservation	ECORD P-43-000928 Resource Identifier: Bridge #DA43.82 Primary #
Page 2 of 4	HRI #
B1. Address: Coyote Creek Bridge near Wayne Station	
City: San Jose	County: Santa Clara Zip:
B2. Historic Name: None	B3. Common Name: SPRR Bridge
B4. Zoning: N/A B5. Threats: Public works project	
B6. Architectural Style: Steel deck, plate girder railroad bridge	
B7. Alterations and Date(s):	
B8. Moved? X No Yes Unknown Date: B9. Related Features:	Original Location:
B10. Architect: Phoenix Bridge Company B11. Historic Attributes: (List attributes and codes) HP19-Bridge	Builder. Central Pacific Railroad
B12. Significance: Theme Communication & Transportation	Area San Jose
1070 1010	Didea a thirth of a straight

Period of Significance 1870-1918 Property Type Bridge 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 railroad line was constructed by the Central Pacific Railroad Company in 1869, connecting the Santa Clara Valley to the transcontinental railroad and opening the valley to eastern markets. This railroad bridge was designed and constructed by the Phoenix Bridge Manufacturing Company for the Central Pacific Railroad in 1900 at a cost of \$23,331.30. Taking three months to construct, the line was kept in operation during construction. Removing the old spans by the means of a mast and boom attached to the pile driver, the girders and floor system were replaced after the last evening train and required only six hours to complete. The plate girder bridge is the most common type of bridge in railroad service. In 1900 it was the preferred type for spans ranging from 15 to 100 feet. Deck plate girder railroad bridges consist of two girders set under each track. In open floor bridges such as this, the timbers are laid directly on the top chord of the girders. The Pheonix Bridge Company was a major steel truss bridge manufacturer in the late 19th century and many outstanding examples continue in use in the mid-west and eastern states. The plate girder bridge is a common type of bridge used by railroads throughout the country. This bridge is not unique and is not eligible for the National Register of Historic Places. Based on the importance of the railroad line in the development of the valley, the age of the bridge, and the national importance of the Phoenix Bridge Company, the bridge does have a moderate level of local historical significance. The bridge is eligible for listing in the San Jose's *Historic Resources Inventory* as a Structure of Merit.

### B13. Evaluator: Glory Anne Laffey

B14. Date of Evaluation: February 1994

B15. Sources:

Mallery, Paul. Bridge and Trestle Handbook (1992). Jackson, Donald. Great American Bridges and Dams (1988). Southern Pacific Transportation Company. As builts (1900).

(This space reserved for official comments)



DPR 523B-Test (10/93)

### LOCATION MAP

CALIFORNIA Department of Parks and Recreation Office of Historic Preservation

Page 3 of 4

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Map Name: U.S.G.S. Milpitas Quadrangle

### Resource Identifier: Bridge #DA43.82 Primary # P - 43 - 000928HRI #/Trinomial

Note: Include bar scale and north arrow on map.

Scale: 1:24,000

Date: 1980



DPR 523G-Test (10/93)

CONTINUATION SHEET CALIFORNIA Department of Parks and Recreation Office of Historic Preservation			Resource Identifier: Bridge #DA43.82 Primary #P-43-000928 HRI #/Trinomial				
Page	4	of	4		•	X Continuation	Update
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### EVALUATION SHEET

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P-43-000928

HISTORIC RESOURCE NA	AME SPRR Bridge	SUR	VEY REF.	NO	
ADDRESS Coyote Cree	ek	-			
A. VISUAL QUALIT	TY/DESIGN	F	VG	G	ED -
T. EXTERIOR	and deals which which had dea		VG	6 -	FD.
2. STYLE Ste	sel deck, plate girder bridge		VO	G X	FP
3. DESIGNER	Pheonix Bridge Co.	_ E ×	VG	G	FP
4. CONSTRUC	TION	E	VG	G	FP x
5. SUPPORTIV	/E ELEMENTS	E	VG	G	FP x
B. HISTORY/ASSO	CIATION				
6. PERSON/OF	RGANIZATION Central Pacific Railroad, SP railroad	E ×	VG	G	FP
7. EVENT		E	VG	G	FP x
8. PATTERNS	Transportation; linked San Jose to eastern markets	E x	VG	G	FP
9. AGE 1900	0	E	VG x	G	FP
C. ENVIRONMENTA	AL/CONTEXT				
10. CONTINUIT	Υ	E	VG	Gx	FP
11. SETTING		E	VG	Gx	FP
12. FAMILIARI	тү	E	VG	Gx	FP
D. INTEGRITY					
13. CONDITION		E x	VG	G	FP
14. EXTERIOR	ALTERATIONS	E #	VG	G	FP
15. STRUCTURA	AL REMOVALS	E <b>x</b>	VG	G	FP
16. SITE		E <b>x</b>	VG	G	FP
E. REVERSIBILTY					
17. EXTERIOR		E x	VG	G	FP
F. ADDITIONAL CO	INSIDERATIONS/BONUS POINTS				
18. INTERIOR/V	/ISUAL	Ε	VG	G	FP
19. INTERIOR/H	ISTORY	E	VG	G	FP
20. INTERIOR A	LTERATIONS	E	VG	G	FP
21. REVERSIBIL	ITY/INTERIOR	E	VG	G	FP
REVIEWED BY Glory A	Anne Laffey	DAT	E: Febru	ary 19	94

P-43-000928

EVALUATION TALLY SHEET

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SURVEY REF. NO.

	<u>Valu</u>	e		SURVEY REF. NO.
£	VG	G 4	FP 0 0 0	<ul> <li>A. VISUAL QUALITY/DESIGN</li> <li>1. Exterior</li> <li>2. Style</li> <li>3. Designer</li> <li>4. Construction</li> <li>5. Supportive Elements</li> <li>VISUAL QUALITY/DESIGN SUB-TOTAL 10</li> </ul>
20 12	б	32	0	<ul> <li>B. HISTORY/ASSOCIATION</li> <li>6. Person/Organization</li> <li>7. Event</li> <li>B. Patterns</li> <li>9. Age</li> <li>HISTORY/ASSOCIATION SUB-TOTAL 38</li> </ul> C. ENVIRONMENTAL/CONTEXT <ul> <li>10. Continuity</li> <li>11. Setting</li> </ul>
	Valu	<b>4</b> e		12. Familiarity         ENVIRONMENTAL/CONTEXT SUB-TOTAL         9         A & C SUB-TOTAL         19         B SUB-TOTAL         38         PRELIMINARY TOTAL (SUM of A, B, & C)
E 0 0 0 0 0	VG	6	FΡ	D. INTEGRITY 13. Alterations From A, B & C Sub-Totals $57$ X 0 = 0 14. Exterior Alterations From A & C Sub-Totals 19 X 0 = 0 From B Sub-Total 38 X 0 = 0 15. Structural Removals From A & C Sub-Totals 19 X 0 = 0 From B Sub-Total 38 X 0 = 0 INTEGRITY DEDUCTIONS (SUB-TOTAL) 0
3				ADJUSTED SUB-TOTAL 57 - 0 = 57 PRELIMINARY TOTAL DEDUCTIONS E. REVERSIBILITY 17. Exterior3
E	<u>Value</u> VG	 <u>-</u> G	FP	F. ADDITIONAL CONSIDERATIONS/BONUS POINTS         1B. Interior Visual Quality
				ADJUSTED TOTAL (With Bonus Points) 60



Study number	Author	Date	Title	Findings
4492	M.P. Holman	1978	Archaeological Reconnaissance for the Stevens Creek Project	no resources identified, monitoring recommended
8521	K. Flynn	1979	Archaeological Reconnaissance of Approximately 9 Miles of Central Expressway, from De La Cruz Boulevard to San Antonio Road	no resources identified, monitoring recommended
9440	M.K. Kelly	1979	Archaeological Survey Report for the Proposed Improvements to the Routes 85, 101, 237 triangle and Route 85 from Stevens Creek Boulevard to Route 101 in Santa Clara County	no resources identified within current project area
10154	R.L. Anastasio, D. Garaventa, S.A. Guedon, R.M. Harmon, and M.J. Rothwell	1987 (revised 1987, 1988)	Historic Property Survey of the Proposed Central Expressway Commuter Lane Project Located in the Cities of Santa Clara, Sunnyvale, and Mountain View in Santa Clara County, California	no resources identified within current project area
11396	BioSystems Analysis, Inc.	1989	Technical Report of Cultural Resources Studies for the Proposed WTG-WEST, Inc., Los Angeles to San Francisco and Sacramento, California: Fiber Optic Cable Project	no resources identified within current project area
12294	S. Baker and L.H. Shoup	1990	Archaeological Survey Report, Tasman Corridor Project, Santa Clara County, California	No additional resources identified within current project area
14608	D. Garaventa	1992	Cultural Resources within the Evelyn Avenue Corridor Plan, City of Mountain View, Santa Clara County, California	no resources identified within current project area

Study	Study					
number	Author	Date	Title	Findings		
			Cultural Resources Assessment a One- Quarter Acre Site at the Corner of			
14885	A.M. Banet and D.G. Brittan	1992	Shoreline Boulevard, Dana Street, and Oak Street City of Mountain View, Santa Clara County, California	no resources identified within current project area		
18286	D. Chavez	1996	Historic Property Survey Report - Negative Finding/Archaeological Survey Report	no resources identified within current project area		
23363	C.T. Busby	1999	Historic Property Survey Report - Negative Finding/Archaeological Survey Report	no resources identified within current project area		
24216	R. Cartier	2001	Cultural Resource Evaluation of the Downtown Mountain View Transit Plaza Landscaping Project in the City of Mountain View	no resources identified within current project area, monitoring recommended		
25173	J. Holson, C. Sutch, and S. Pau	2002	Cultural Resources Report for San Jose Local Loops, Level 3 Fiber Optics Project in Santa Clara and Alameda Counties, California	no resources identified within current project area, monitoring recommended		
26045	R.L. Carrico, T.G. Cooley, W.T. Eckhardt	2000	Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiberoptic Cable Project San Francisco Bay Area and Los Angeles Basin Networks	no resources identified within current project area		
29657	W.J. Nelson, T. Norton, L. Chiea, and R. Pribish N. Sikes, C. Arrington,	2002	Archaeological Inventory for the Caltrain Electrification Program Alternative in San Francisco, San Mateo, and Santa Clara Counties, California	no resources identified within current project area		
33061	B. Bass, C. Corey, K. Hunt, S. O'Neil, C. Pruett, T. Sawyer, M. Tuma, L. Wagner, A. Wesson	2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	no resources identified within current project area		

Study number	Author	Date	Title	Findings
37026	E.T. Jones	2010	A Cultural Resources Study for the Downtown Family Development Project Mountain View, Santa Clara County, California	no resources identified within current project area
43525	JRP Historical Consulting Services	2002	Inventory and Evaluation of Historic Resources Caltrain Electrification Program, San Francisco to Gilroy (MP 0.0 tot 77.4)	no resources identified within current project area
45670	K. Kubal	2014	Historic Property Survey Report, US 101 Express Lanes Project, Santa Clara County, California, Project No. 0412000459/EA 2G7100, 04-SCL-101 PM 16.00/52.55, 04-SCL-85 PM 23.0/24.1	no resources identified within current project area

# Appendix C Native American Heritage Commission Correspondence

### 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: The City of Mountain View Transit Center Project						
Local Government/Lead Agency:						
The City of Mountain View						
Contact Person:Lily Arias						
Street Address: 201 Mission Street, suite 150	0					
City: San Francisco, CA	<b>Zip:</b> 94107					
<b>Phone:</b> 415.677.7132	Fax:					
Email: lily.arias@icf.com						
Specific Area Subject to Proposed Action						
County: Santa Clara	City/Community: Mountain View					

**Project Description:** 

The Project proposes a grade separation of pedestrian and roadway facilities and access and transit improvements project. The project would improve public safety by removing at grade crossings for cars, pedestrians, bicyclists, and transit riders by removing all at-grade railroad crossings at the Mountain View Transit Center.

### Additional Request

**Sacred Lands File Search** - *Required Information:* 

USGS Quadrangle Name(s): Mountain View (see map)

Township:\_\_\_\_\_ Range:\_\_\_\_\_ Section(s):\_\_\_\_\_



VICF USGS Quad: Mountain View Area of Potential Effects (APE) City Of Mountain View Transit Center Project

### NATIVE AMERICAN HERITAGE COMMISSION

Cultural and Environmental Department 1550 Harbor Blvd., Suite 100 West Sacramento, CA 95691 (916) 373-3710



December 21, 2018

Lily Arias ICF

Sent by E-mail: lily.arias@icf.com

RE: Proposed City of Mountain View Transit Center Project, City of Mountain View; Mountain View USGS Quadrangle, Santa Clara County, California

Dear Ms. Arias:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File was completed for the area of potential project effect (APE) referenced above with <u>negative</u> <u>results</u>. Please note that the absence of specific site information in the Sacred Lands File does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton Bayle Totton, M.A., Ph.D.

Øay∕e Totton, M.A., Ph.D. Associate Governmental Program Analyst (916) 373-3714

**CONFIDENTIALITY NOTICE:** This communication with its contents may contain confidential and/or legally privileged information. It is solely for the use of the intended recipient(s). Unauthorized interception, review, use or disclosure is prohibited and may violate applicable laws including the Electronic Communications Privacy Act. If you are not the intended recipient, please contact the sender and destroy all copies of the communication.