

**DRAFT HISTORIC RESOURCES**  
**INVENTORY AND EVALUATION REPORT**  
**Monterey Peninsula Light Rail Transit Project**  
**Monterey County, California**



**Prepared For:**

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## SUMMARY OF FINDINGS

The Transportation Agency for Monterey County (TAMC) proposes to implement light rail transit (LRT) service along the existing and refurbished alignment of the Monterey Branch Line (MBL) of the Union Pacific Coast Line. The 15.2-mile corridor begins in the unincorporated community of Castroville near the railroad's intersection with Blackie Road, continues south adjacent to SR 1, on the TAMC-owned tracks and right-of-way (ROW) through the cities of Marina, Seaside, and Sand City to its terminus in Monterey. The Monterey Peninsula Light Rail Transit Project (MPLRT) would be implemented in two phases. During the first phase, LRT-1, the MBL track would be restored and/or reconstructed between Monterey and Marina, with buses providing service on to Castroville. The second phase, LRT-2, would extend the railroad track restoration to a Castroville station near Blackie Road.

JRP Historical Consulting, LLC (JRP) prepared this Historical Resources Inventory and Evaluation Report (HRIER) as part of the environmental process for the MPLRT. The purpose of this document is to comply with applicable sections of the National Historic Preservation Act (NHPA) and the associated regulations of the Advisory Council on Historic Preservation (ACHP) pertaining to federally funded undertakings and their impacts on historic properties. The resources have also been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act (CEQA) using the criteria outlined in Section 5024.1 of the California Public Resources Code.

There are fifteen resources that require inventory and evaluation within the Area of Potential Effects (APE) for the MPLRT. Of these, two have been previously evaluated for the National Register of Historic Places (NRHP) and the California Register of Historic Resources (CRHR). The previously evaluated properties are the Monterey Southern Pacific Passenger Depot (Map Reference # 15), which was evaluated in 1999 and determined eligible for individual listing in the NRHP and the CRHR in 2005; and the MBL itself (Map Reference #1), portions of which were evaluated on two separate occasions in 2001 and 2002, with additional portions subsequently recorded during a reconnaissance survey in 2008. All of the previous evaluations of the railroad line found that the surveyed portions of the branch and related structures did not appear eligible for listing in the NRHP or the CRHR. This HRIER included field checking the depot and the previously surveyed portions of the railroad, along with an update that surveyed the entire railroad line from Castroville to Monterey and evaluated the line in its entirety.

This HRIER concludes that, following an update of previous evaluations, the status of the Monterey Southern Pacific Passenger Depot is unchanged. It remains eligible for listing in the NRHP and CRHR and remains a historical resource for the purposes of CEQA. This report also concludes that while the MBL appears to meet the significance criteria for listing in the NRHP and CRHR, it lacks integrity to convey its significance and is therefore not eligible for listing in the NRHP or CRHR, nor is it a historical resource for the purposes of CEQA.

This HRIER concludes that the remaining thirteen resources within the APE that have not been previously evaluated, and are evaluated fully herein, do not appear eligible for listing in the NRHP or the CRHR, and thus are not historical resources for the purposes of CEQA.

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## TABLE OF CONTENTS

1	PROJECT DESCRIPTION.....	1
1.1	Alternatives .....	1
1.1.1	Light Rail Transit (LRT) alternative.....	1
1.1.2	No-Build Alternative .....	6
1.2	Research and Field Methods .....	6
2	HISTORICAL OVERVIEW .....	9
2.1	Early Railroad Development in the Monterey Peninsula Region .....	9
2.1.1	The Monterey and Salinas Valley Railroad.....	10
2.2	A Splendid Hotel by the Sea: The Southern Pacific Comes to Monterey.....	12
2.2.1	The Marketing of Monterey.....	16
2.3	Industry along the Line: The Working Waterfront of the Peninsula.....	18
2.3.1	The Fisheries of Monterey Bay.....	18
2.3.2	Sand Mining in Monterey .....	20
2.3.3	Military Expansion in the Peninsula.....	20
2.3.4	Infrastructural Development of the Monterey Branch.....	22
2.4	Part of the Past and Not the Present: The Decline of the Monterey Branch.....	24
2.4.1	The End of the Railroad Hotel.....	25
2.4.2	The Decline of the Monterey Fishery .....	27
2.4.3	Suburban Development in the Peninsula .....	29
2.4.4	Closure of Fort Ord.....	31
2.4.5	Abandonment of the Monterey Branch.....	32
2.5	Conclusion: The Monterey Branch Legacy .....	33
3	DESCRIPTION OF RESOURCES .....	34
3.1	Railroad Resource Type.....	34
3.2	Military Resource Type.....	42
3.3	Commercial Resource Type.....	45
4	FINDINGS AND CONCLUSIONS .....	49
4.1	Properties Determined to Appear Eligible for NRHP and CRHR Listing through this Evaluation .....	49
4.2	Properties Determined Not to Appear Eligible for NRHP and CRHR Listing through this Evaluation .....	49
4.3	Historic Status Tables.....	53
5	REFERENCES .....	55
6	Preparers' Qualifications .....	59



## **ATTACHMENTS**

Appendix A Maps

Appendix B State of California Department of Parks and Recreation (DPR) 523 Forms

Appendix C Letter to Interested Parties

Appendix D Caltrans Historic Bridge Inventory

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## **1 PROJECT DESCRIPTION**

The Monterey Peninsula Light Rail Project (proposed action) would restore 15.2 miles of passenger rail service along the existing Monterey Branch Line (MBL) rail right-of-way from Castroville to downtown Monterey. Ridership projections for the proposed action assume the completion of commuter rail service extension to Monterey County with a station in Castroville.

Figure 1 shows the project vicinity with respect to Salinas and the San Francisco Bay Area. Figure 2 shows the project's Monterey Peninsula location, which includes the cities of Monterey, Seaside, Sand City, Marina as well as the unincorporated community of Castroville. The MBL right-of-way is generally 100 feet wide. The original corridor right-of-way widens to about 400 feet near the project terminus at Custom House Plaza.

As part of the planning process, the Transportation Agency for Monterey County (TAMC) prepared a corridor-level analysis of light rail transit (LRT), enhanced bus, and bus rapid transit (BRT) alternatives to provide adequate information for TAMC to be able to select a Locally Preferred Alternative (LPA). On October 28, 2009, the TAMC Board of Directors selected the LRT Alternative as the LPA, based on its ability to provide superior transportation in the long-term while best meeting the project's purpose and need.

In addition to the LPA, the No-Action Alternative will be assessed in the Environmental Impact Report/Environmental Assessment (EIR/EA). The environmental document will also contain an evaluation of other alternatives that have been considered.

### **1.1 Alternatives**

#### **1.1.1 Light Rail Transit (LRT) alternative**

The LRT alternative would provide light rail service, to be located predominantly within the existing MBL right-of-way. The proposed action would be implemented in two phases. In the first phase, MBL railroad track would be restored or constructed for a distance of 10 miles between downtown Monterey and north Marina, with bus service continuing to Castroville on local roadways. Phase 1 service is anticipated to be operational by 2015. The second phase would extend LRT service an additional 5.2 miles to the Castroville rail station north of Blackie Road. Standard bus service would connect with the LRT stations, including between Marina and the intercity rail station at Salinas. Phase 2 is funding dependent and could be built by 2030. Primary project features under the proposed LRT Alternative would include:



Figure 1: Project Vicinity



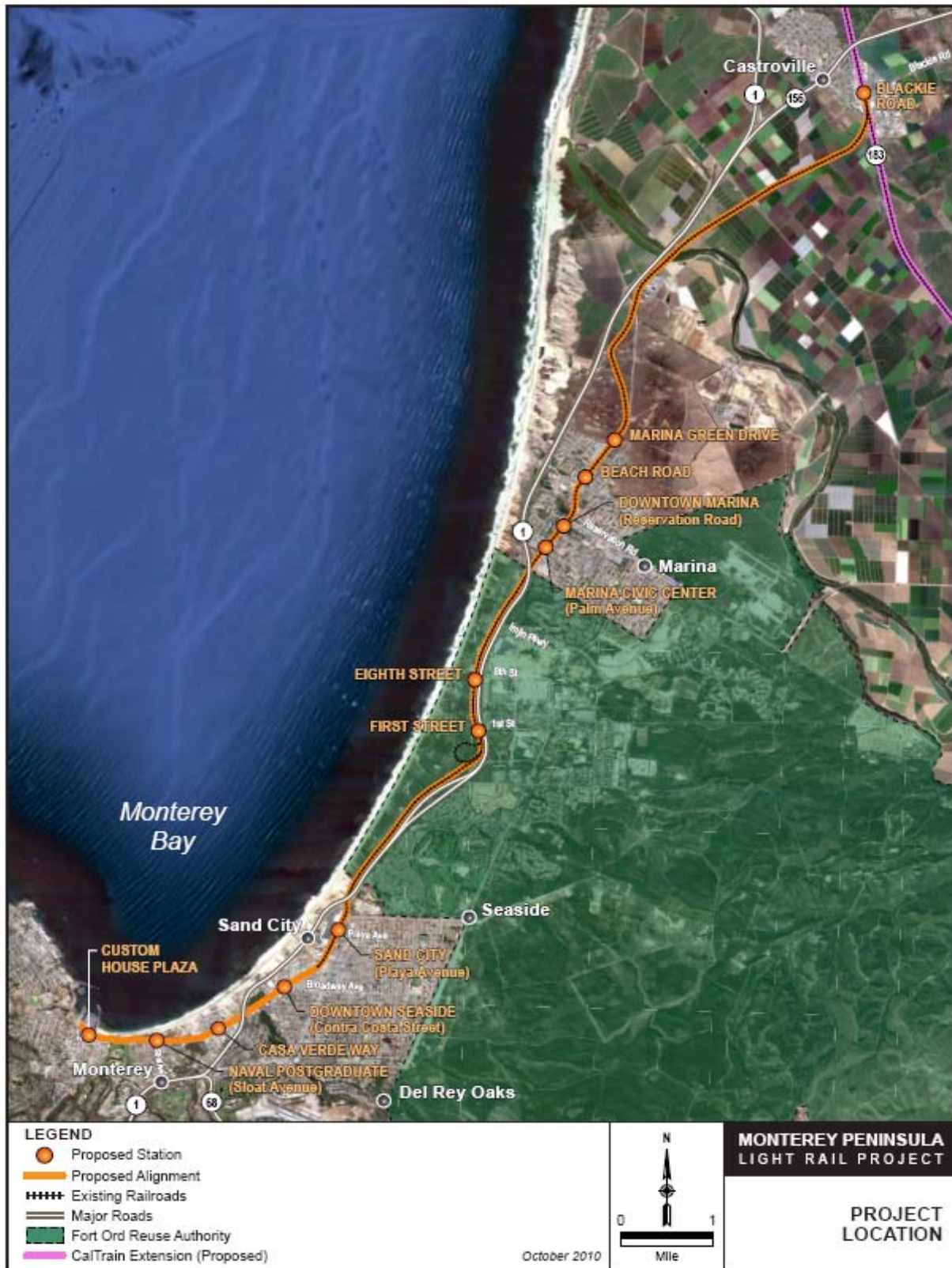


Figure 2: Project Location

**Fixed Stock.** Except for approximately two miles of track across the former Fort Ord area, the existing track is unusable and would be replaced. The Monterey Branch single-track rail line would be restored with new ties, ballast and 115 pound continuous welded rail. Based on field observations, it appears that where the new track is on the existing alignment, the existing ballast can be re-used as sub-ballast, with cleaning and some additional material added. Passing sidings would be built where needed to allow for two-way light rail train operations. Access to a new LRT maintenance facility would be provided through restoration of the railroad spur track connection from just north of the First Street station to the former Fort Ord quartermaster warehouses at Fifth Street, or just south of the First Street Station, adjacent to the Fort Ord “balloon spur” track. The asphalt overlay to the rail track would be removed.

Special trackwork (turnouts, diamond crossings, and derails) would be constructed along the route. Turnouts would be constructed at passing sidings and junctions of the Branch Line with the Main Line in Castroville (if provided). For unsignalized operation, turnouts at passing sidings would have spring switches. For turnouts where facing point movements to either track are required, such as at the turnout to the maintenance yard, a push-button operated switch machine is proposed.

**Rolling Stock.** TAMC would purchase and Monterey-Salinas Transit would operate hybrid diesel electric or diesel multiple unit, Federal Railroad Administration (FRA)-noncompliant light rail vehicles.

**Stations/Stops.** Stations would be constructed at the approximate locations shown on Figure 2. Light rail transit service would serve one Castroville station at Blackie Road. Five stops are proposed to serve Marina at Marina Green Drive, Beach Road, Reservation Road, Palm Avenue and Eighth Street. Three are proposed to serve Seaside and Sand City at First Street, Playa Avenue, and Contra Costa Street. In Monterey, three stops are proposed at Casa Verde Way, U.S. Naval Postgraduate School (Sloat Avenue), and Custom House Plaza. Modifications to the Castroville commuter rail station would be required during Phase 2 to accommodate a separate station track and platform for non-FRA-compliant vehicles.

Each station would consist of a low-level platform with passenger amenities. A 2-foot wide tactile strip would be installed along the guideway facing the platform edge. One stand alone (i.e., no communications connections) ticket vending machine would be installed on each platform. At the Eighth and First Street Stations within the former Fort Ord area, vertical access facilities (staircase and elevator) are assumed for connection with adjacent streets.

**Bridge Structures.** The rail alignment crosses several bridge structures: Salinas River Bridge; Tembladero Slough Bridge; four ballast deck trestle bridges; and a pre-stressed concrete trestle bridge at Roberts Lake. Bridge repair or replacement is recommended for all bridges except the span crossing Roberts Lake in Seaside. The 715-foot-long Salinas River Bridge would be repaired.

**Streets and Traffic Signals.** With a few exceptions, the existing street crossing surfaces are in poor condition and need to be replaced. Each crossing would typically be constructed with a high durability pre-cast concrete crossing surface. Signals at adjacent intersections would be preempted to prevent waiting traffic from blocking the tracks. In most cases this would involve adding preemption to existing traffic signals. New signals with pre-emption would be constructed at Roberts Avenue in Monterey. Track intersections with cross streets would be controlled by gates for safety. Except as noted, the grade crossing warning devices need to be replaced with new equipment due to obsolescence.

No grade separations are proposed as part of this project; all points where the proposed LRT alignment is proposed to intersect local roadways would be at-grade. Most roadway crossings would be constructed with a high durability pre-cast concrete crossing surface.

**Operations.** Light rail transit service would operate between the cities of Monterey and Marina initially, with connecting bus service to Castroville and Salinas. At project start-up, 15 to 30-minute headways would be offered from 5:00 a.m. to 7:00 p.m., with less frequent service running to midnight. All train equipment would be interchangeable, thereby minimizing requirements for spare vehicle.

The Phase 1 light rail service is planned to run without train signals. Trains would be diverted to passing sidings with spring switches as described above. Some signals would be needed at track junctions and crossings. The signals proposed would consist of wayside signal masts at specific locations. At motorized turnouts, the signals would display the orientation of the switch points as set by the operator using the wayside push buttons. Automatic block signaling is an optional item.

**Maintenance.** A new layover facility for inspection and maintenance of LRT facilities is included as part of the proposed action. This facility would be constructed on the south (east) side of Highway 1, on TAMC/MST lands formerly used for Fort Ord quartermaster housing. Alternatively, this facility may be constructed on TAMC-owned land located west of Highway 1 and adjacent to the “balloon-spur” track. This facility, to be accessed via the Fifth Street undercrossing of Highway 1, would be fenced to minimize visual impact. The maintenance building itself would be set back 100 or more feet from the highway, and building height would be 45 feet or less. Parking lot space would be designed to accommodate approximately 50 vehicles.

**Property Acquisition.** Some property would need to be acquired as part of the proposed action. Property would be leased or acquired for the local track adjacent to the Union Pacific Coast Main Line. Property is also proposed to be acquired in association with development of park-and-ride lots at Casa Verde Way, Playa Avenue, and the Naval Postgraduate School (Sloat Avenue); and for local street circulation improvements near the Highway 1/Fremont Boulevard interchange in Seaside and Sand City.

**Construction Considerations.** The proposed action would require redevelopment of the previously-used railroad corridor, including work within cross-streets, to accommodate the rail line restoration. New LRT stations, parking lots, as well as street and drainage improvements would be constructed as part of the project. Station construction would involve platform development, then installation of components such as canopies, ticket vending equipment, drinking fountains, railings, lighting, signage, and station furniture. Construction of park-and-ride lots would involve subgrade preparation of the parking area, paving, and striping. Curbs, lighting, driveways, and sidewalks would be reconstructed as necessary, as well as landscape planting.

Because the LPA would be mostly aligned along an existing railroad right-of-way, very little earthwork is anticipated for this project. Pedestrian facilities involving earthwork would include walkways and recreational trail reconstruction at various locations where its current location conflicts with the proposed railroad track alignment. Local street circulation improvements would be constructed at the Highway 1/Fremont Boulevard interchange to ease traffic congestion.

Very little drainage improvements other than the repair or replacement of the four timber trestles and the improvements to or repair of the Salinas River Bridge would be needed. No major utility relocations have been identified along the corridor.

The recreation trail would be reconstructed at various locations where its current location conflicts with the proposed railroad track alignment. The locations of the relocated segments of the recreation trail were selected to minimize grade crossings of the track.

It is estimated that the construction duration would be less than 12 months.

#### 1.1.2 No-Build Alternative

With the No-Build Alternative it is assumed that rail service restoration would not occur within the study area. The No-Build Alternative would continue MST bus services as existing. This alternative includes Monterey-Salinas Transit (MST) Line 20 bus service from the Monterey Peninsula to Salinas. This service stops at the expanded Salinas Intermodal Transportation Center, where transfers can be made to the planned commuter rail service to the San Francisco Bay region, and/or to Amtrak's Coast Starlight and proposed Coast Daylight services. This alternative also includes a continuation of MST Line 55, Monterey-San Jose Express. Riders using this service can transfer to Caltrain commuter rail trains, Altamont Commuter Express trains, and Capitol Corridor intercity rail trains at the San Jose Diridon station.

## 1.2 Research and Field Methods

JRP developed the historic architectural Area of Potential Effects (APE) for all construction activities included in the preferred alternative of the Monterey Peninsula Light Rail Project in conjunction with Parsons and the Transportation Authority of Monterey County. The APE

developed for the project did not include or address any work by others that is anticipated along the project alignment. The APE map is provided in Appendix A, depicting the project APE as well as areas where work by others is proposed.

There are three categories of potential effects related to construction activities associated with this project: those involving changes to railroad features within the existing railroad ROW, those that propose construction of new stops or stations within the existing ROW, and locations where project related construction activities or street improvements occur outside of the existing ROW. The APE boundary is generally aligned with the outside edge of the MBL ROW, except at those locations where project construction activity will occur outside of the existing ROW. At those locations, the APE is extended to include the areas affected by the proposed project. At several locations along the project corridor, buildings or other structures outside of the ROW will be altered or demolished to accommodate required facilities for the MPLRT. These locations include a proposed LRT maintenance facility site along Quartermaster Avenue between 8<sup>th</sup> and 5<sup>th</sup> streets in Marina (APE Sheet 17, 17C, and 17D); a proposed maintenance facility site east of Beach Range Road and .6 miles south of 1<sup>st</sup> Street in Marina (APE Sheet 19); a proposed transit station parking lot location near Del Monte Boulevard and La Playa Street in Monterey (APE Sheets 23 and 24); a proposed transit station parking lot location along Del Monte Avenue at Casa Verde Way (APE Sheet 27); and a proposed light rail ROW and associated station and parking area along Del Monte Avenue between Sloat Avenue and the proposed project's terminus at Lighthouse Avenue and Custom House Plaza (APE Sheets 28A-1, 28A-2, 29A-1, 29A-2, and 30). In these instances, the APE was adjusted to include all parcels in or immediately adjacent to the proposed project area.

Once the APE was established, JRP staff conducted background research on all resources that were more than 45 years old at the time of review. JRP staff conducted a field survey of the area in January of 2010 to account for all buildings, structures, and objects located within the APE and to survey and document all buildings, structure, and objects that were more than 45 years of age.

The investigation of historic resources within the APE included research to develop a general historic context related to the resources within the survey area. In addition to researching and developing a general historic context, property specific research was undertaken for each historic period property within the APE. This generalized and property specific research utilized the First American Real Estate Solutions commercial database; municipal government records; archival documents, photographs, and plans; and an array of secondary sources to confirm dates and methods of construction and to determine building histories. Research was conducted at the California State Archives and Library; Bancroft Library (UC Berkeley); Shields Library (UC Davis); the Monterey County Historical Society; the California History Room at the Monterey Public Library; the California State Railroad Museum in Sacramento; the City of Monterey Building Permit and Inspection Services Department; the City of Monterey Planning,



Engineering, & Environmental Compliance Division; the Seaside Building Department; The Fort Ord Reuse Authority; and the County of Monterey Assessor's Office. In addition, JRP reviewed the California Historical Resources Information System (CHRIS) and conducted a records search for the project in January of 2010 through the Northwest Information Center (NWIC), the results of which are discussed in the Summary of Findings. Researchers also reviewed the California Historical Landmarks and Points of Interest publications and updates, National Register of Historic Places, California Register of Historical Resources, and the City of Monterey Historic Overlay Zones. Lastly, JRP reviewed the Caltrans historic bridge inventory (April 2008 update) and identified eleven state-owned highway bridges crossed by the MBL. Only one of these bridges was constructed before 1965, and it is listed as Category 5 (not eligible for listing in the National Register or California Register). All bridges are identified in the bridge inventory included as Appendix D.

## **2 HISTORICAL OVERVIEW**

The APE centers upon the original right-of-way of the Southern Pacific Monterey Branch Railroad. Extending southwest from Castroville to Monterey, the approximately fifteen mile corridor traverses low-lying coastal fields and sloughs, the dunes of Marina and original grounds of Fort Ord, and populated suburban areas of Sand City, Seaside, and Monterey. Although the line crosses through lands that were in the rancho system, including Rancho Bolsa del Potrero Y Moro Cojo, Rancho Rincon de las Salinas, Rancho Noche Buena, and the City Lands of Monterey, there are no known Spanish or Mexican period resources in the APE. As a linear transportation corridor, the APE encompasses a number of Peninsula regions, however, all of which are characterized by a distinct development history relating to tourism, the military, commerce, industry, and agriculture.

The buildings and structures in the study area reflect this thematic diversity. The survey population includes features of the railroad itself, including the main line track and associated spurs, trestles, and utility features, as well as the 700-foot long through-truss steel bridge spanning the Salinas River (Map Reference #1). Railroad-related features also include a Southern Pacific passenger depot, located in downtown Monterey (Map Reference #15). Several buildings in the study area relate to twentieth century military developments at Fort Ord, with two midcentury warehouse buildings, two general personnel support facilities, and a railroad loading platform, all of which developed around the critical transportation line of the railroad (Map Reference #2, 3, 4, 5, 6). Lastly, a number of buildings reflect the commercial development of the region, with early twentieth century produce warehouses and neighborhood shops, as well as midcentury light industrial and auto sales buildings (Map Reference #7, 8, 9, 10, 11, 12, 13, 14).

While the survey properties convey distinct attributes of the Monterey Peninsula's late nineteenth and early twentieth century development, they are all reflective of both the paramount importance of rail transport in the region's development and the cultural and economic shifts that accompanied the mid-twentieth century decline of the branch line. This historical overview traces this development, exploring the early foundations of rail transport in the Peninsula, the subsequent development of the Monterey Branch and the accompanying Hotel Del Monte, the evolving role of industrial development along the rail line, and the factors of the branch's slow decline. Through this analysis, the overview presents the multi-faceted historical role of the Monterey Branch as well as its continued effect upon the cultural and economic identity of the Peninsula.

### **2.1 Early Railroad Development in the Monterey Peninsula Region**

Although the Monterey Branch was not completed until January of 1880, the Salinas Valley region was involved in some of the earliest activities of the Southern Pacific Railroad. Upon

incorporation in 1865, one of the primary preoccupations of the nascent company was the creation of a coastal line that would run from San Francisco to Los Angeles, traversing the hills and valleys west of California's rugged Coast Range. By 1868 the company had completed a railroad from the Bay Area to Castroville. The Southern Pacific was likely induced to run its line through the small agricultural settlement by the generosity of Juan Bautista Castro, who donated a right-of-way through his 31,000 acre rancho, including 40 acres in the fledgling community of Castroville for a Southern Pacific railroad yard and depot.<sup>1</sup>

Castro demonstrated a clear understanding of rancho land development in the new American California. Born in 1836, he had inherited his estate at a very young age and was reputedly the first major landholder in Monterey County to carve up his massive holdings and offer inducements to attract agricultural settlers. In 1863 he laid out the town of Castroville, and by the time of the railroad's construction, Castroville contained some twenty business establishments, including lumber yards, saloons, hotels, stores, and a flour mill. The small town served the surrounding agricultural community, which focused upon dry-land grains such as wheat and barley, as well as potatoes, which thrived in the lower slough land south of town. By 1868, with the arrival of the rail, Castroville was the central transportation point for all of Monterey County. As the terminus of the critical rail route accessing the markets of the Bay Area, farmers flooded the little settlement with agricultural shipments and associated commercial activity. This lofty regional position proved fleeting, however, as the rails of the great Coast Line soon continued south toward Salinas.<sup>2</sup>

With the completion of Southern Pacific rail service to Salinas in 1872, that town eclipsed Castroville as the county's commercial and economic hub. Salinas residents celebrated the coup with a one hundred gun salute and cheering crowds accompanying the arrival of the first 34 car freight train on September 30. Excitement over the railroad's arrival was short-lived, however. Although the area's farmers and landholders were keen on accessing the ready markets the railroad supplied, they chafed at the seeming stranglehold that the Southern Pacific had on freight prices. Angered at rising costs and the seeming indifference of the company, prominent citizens from across the region proposed an alternate railroad, a narrow-gauge that would bypass the monopoly of the Southern Pacific by utilizing the deepwater port of Monterey.<sup>3</sup>

### 2.1.1 The Monterey and Salinas Valley Railroad

The narrow-gauge Monterey and Salinas Valley Railroad (M&SVRR) was incorporated in 1874 at a secretive meeting held in Granger's Hall in Salinas. The railroad was to span 18.4 miles

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<sup>1</sup> Donald Thomas Clark, *Monterey County Place Names* (Carmel Valley, California: Kestrel Press, 1991) 91-92; Jennie Dennis Verardo and Denzil Verardo, *The Salinas Valley: An Illustrated History* (Chatsworth, California: Windsor Publication, Inc., 1989), 39.

<sup>2</sup> Rolin C. Watkins, *History of Monterey and Santa Cruz Counties, California. Volume I* (Chicago: The S.J. Clarke Publishing Company, 1925), 390; *Salinas Californian*, October 24, 1985, 15.

<sup>3</sup> "The Short but Valuable Life of the Little M&SVRR," *The Herald Weekly Magazine*, October 19, 1975.

from the agricultural hub of Salinas to the beachfront foot of Monterey's Washington Street. Its promoters estimated the cost of construction at \$360,000 and work commenced almost immediately in March of 1874. Construction of the line was completed by November, including the development of a 1,000 foot wharf in Monterey Bay. Much of the labor for the grading and scraping was undertaken by area farmers, who donated their teams in exchange for freight scrip. By the close of 1874, the new railroad had hauled an estimated 6,000 tons of grain, all at a cost that was two dollars less per ton than the rival Southern Pacific.<sup>4</sup>

In addition to being a boon for the area's wheat farms, the development of the M&SVRR was a catalyst for the flagging outpost of Monterey. Although the coastal city had once been the economic, social, and governmental center of California under Spanish and Mexican rule, in the American period it had largely become a backwater. With poor roads, the barrier of the meandering Salinas River, and extensive tidelands separating the coastal area from the agricultural swaths of the Salinas Valley, Monterey offered little inducement for development. This isolation was largely surmounted by the development of the eighteen mile track. With the narrow-gauge link, the material wealth of much of the region was funneled through the deep shipping waters of the Bay, with Monterey a vital connection point between the central coast and its inland riches and the growing markets of San Francisco and beyond. San Francisco's *Alta* newspaper commented on this reversal of fortune in 1874, noting that, "a better way is just breaking in the sky of Monterey, with the town rising up ... rub[bing] her eyes, surprised to find herself linked to the world again."<sup>5</sup>

Despite its early success, the fortunes of the M&SVRR unraveled in the closing years of the 1870s. The costs of initial construction had soared beyond expectations, and even at its inception the company was spending far more than it took in. As late as 1876, important elements of the line remained unfinished, including telegraph service and a fenced right-of-way, both of which were stalled because of a lack of capital. To make matters worse, the bridge over the Salinas River, the route's only lengthy water crossing, washed out in the January floods of 1875, 1876, and 1878. The repeated destruction provoked disputes over the necessity of a permanent replacement, with investors and farmers balking at the expense and time required. This financial strain took its toll on the management's relations, with President C.S. Abbott and Treasurer David Jacks accusing each other of poor management and duplicitous activities.<sup>6</sup>

Accompanying the infighting was an equally troubling ambivalence on the part of the region's farmers. Although the development of the narrow gauge had been heralded by local farmers and landholders as an audacious coup against the Southern Pacific, this rhetoric did not necessarily

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<sup>4</sup> Horace W. Fabing and Rick Hamman, *Steinbeck Country Narrow Gauge* (Boulder, Colorado: Pruett Publishing Company, 1985), 12-23.

<sup>5</sup> Fabing and Hamman, 12; Robert B. Johnston, "The Monterey and Salinas Valley Railroad, 1874-1879," (an unpublished manuscript on file at the Monterey County Historical Society).

<sup>6</sup> Johnston, "The Monterey and Salinas Valley Railroad," 3-4.

translate to business allegiance. At the annual stockholders meeting of 1876, President Abbott reported that the M&SVRR had transported only one-fourth of the year's grain crop, with three-fourths leaving the fields via competitors. The Southern Pacific, with its ability to raise and lower freight prices at will, retained a substantial advantage against the smaller Monterey railroad which proved difficult, if not impossible, to overcome. In order to entice farmers to use the line, the narrow-gauge railroad was forced to offer consistently low prices which were not sufficient to support the development of the fledgling enterprise.<sup>7</sup>

By 1878, President Abbott had mortgaged all of his personal property in order to support the ill-fated venture. The area press had branded the railroad a failure, and within the year the M&SVRR was bankrupt. Only four years after the small railroad's optimistic incorporation, it was sold piece-by-piece at a sheriff's sale. In perhaps the most stinging development, the ready buyer was the Pacific Improvement Company (PIC), a subsidiary of the Southern Pacific Railroad, who snapped up all of the little line's assets for a paltry \$218,558. The purchase included the 18.4 miles of narrow-gauge track, two engines, two passenger cars, eight box cars, 40 flat cars, two iron cars, and two hand cars. With this quick liquidation, the brief era of the M&SVRR came to a close. Although the narrow gauge had been founded in opposition to the behemoth Southern Pacific, in the end the modest endeavor became just one more regional link in the company's ever-growing national empire. In its brief existence, however, the small rail line served to link the town of Monterey back into the regional economy, creating an infrastructural legacy that would quickly be exploited by the Southern Pacific.<sup>8</sup>

## **2.2 A Splendid Hotel by the Sea: The Southern Pacific Comes to Monterey**

With their purchase of the M&SVRR, the PIC gained an exclusive foothold in the coastal community of Monterey. Unlike its predecessor, however, the PIC was less interested in shipping wheat from the city's deep port than in transforming that port to a grand seaside enclave. In addition to acquiring the railroad, the PIC purchased 7,000 acres of prime coastal land in and around Monterey. The acreage included substantial swaths of the current cities of Monterey, Pacific Grove, and Pebble Beach. With the purchase, the company proclaimed a new era for the Peninsula, promising a "handsome depot and a splendid hotel, first class in every respect." The Hotel Del Monte would feature landscaped gardens, a racetrack, swimming pools, and expansive beaches, as well as the most up-to-date modern amenities available, including hot and cold water, telephonic devices, and epicurean cuisine rivaling that of major cities. The hotel was described by the company as the jewel of the Coast Line, bringing tourists from the cities of

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<sup>7</sup> Johnston, "The Monterey and Salinas Valley Railroad," 4.

<sup>8</sup> "The Short but Valuable Life of the Little M&SVRR," *The Herald Weekly Magazine*, October 19, 1975.

California, and more importantly the nation, to the rugged California coast with its natural beauty and Spanish and Mexican lore.<sup>9</sup>

The Monterey development was one of the first endeavors of the newly established PIC. The company had been incorporated only a year before to spearhead construction, land development, and real estate ventures for the Southern Pacific. The subsidiary circumvented railroad charter provisions forbidding such development, and acted as a “versatile alter ego” for the railroad giant. The two entities were intimately interconnected, with the operations, finances, and aims of the Southern Pacific directly shaping the development goals of the improvement company. In essence, the PIC’s overarching goal was to stimulate and populate the rail lines laid by its parent company. Within years of its establishment the company became one of the largest corporations in the West, with an array of holdings that included not only this resort development, but urban and rural land development schemes; water systems; shipping, mining and publishing interests; and an array of public utilities. Throughout the latter decades of the nineteenth century the PIC continued to develop colonies and towns along Southern Pacific tracks, including areas of the San Joaquin and Sacramento Valleys, and Santa Barbara, Sonoma, Yolo, and Butte counties.<sup>10</sup>

While the Hotel Del Monte was the first - and grandest - resort project developed by the PIC and the first of the major Western resort hotels, the bucolic formula underlying the venture was not novel; instead it was part of a longstanding American tradition of resort development. The rise of resort culture was inextricably linked to the development of improved transportation, whether stage coach, steamboat, or rail. As eager nineteenth century Americans sought to experience the nation’s rugged natural beauty; savvy entrepreneurs sought to capitalize on the flood of tourist dollars. During this time a golden age of resort development delivered monumental palaces across the country, from the Hudson River’s Catskills to the rocky shores of the Pacific. While often eclectic in their design, these resorts catered to universal impulses toward exclusivity, fantasy, natural beauty, and respite from a rapidly developing and chaotic America. The Hotel Del Monte was well within this vein, with its promoters lauding its beauty, healthfulness, and elegance, all accessed exclusively by the steel rails of the Southern Pacific’s Monterey Branch.<sup>11</sup>

Realization of this resort vision required considerable investment on the part of the Southern Pacific and its subsidiary PIC. The company already owned track running from San Francisco, reaching Monterey County by way of Castroville and Salinas, however linking this network with the recently purchased narrow gauge required strategic infrastructural development. Rather than

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<sup>9</sup> James Cameron Perry, “Monterey’s Early American Period: 1846-1926” (an unpublished manuscript on file at Monterey Public Library California History Room); James Ladd Delkin, *Monterey Peninsula* (Berkeley, California: Courier Press, 1941), 150-155; “When the Southern Pacific Railroad Came to Monterey,” *The Monterey Peninsula Herald*, September 23, 1979.

<sup>10</sup> Richard J. Orsi, *Sunset Limited: The Southern Pacific Railroad and the Development of the American West* (Berkeley: University of California Press, 2005) 115-116.

<sup>11</sup> Jeffrey W. Limerick, “The Grand Resort Hotels of America,” *Perspecta*, Volume 15, 1975.

utilizing the entire right-of-way of the M&SVRR from Salinas to Monterey, company officials opted to develop a line from Castroville that would meet the narrow gauge track southwest of the Salinas River and extend to Monterey. While the company followed the original M&SVRR line from this point, they replaced the narrow gauge ties with standard gauge, thereby removing all original material of the earlier railroad. Although there was some early discussion of retaining the Salinas portion of the original line, ultimately the stretch of the narrow gauge leading to Salinas was abandoned, thereby severing direct freight and passenger connection between the two towns. This abandonment ended Monterey's short-lived role as a wheat port, with the Salinas crops instead leaving the area via the Southern Pacific Coast Line.<sup>12</sup>

Ground was broken for the line at Castroville on September 29, 1879. J.H. Strobridge, the retired superintendent of construction for the Central Pacific and Southern Pacific Railroad, supervised construction. As superintendent for the Central Pacific, Strobridge had overseen the great meeting of the railroads at Promontory Summit, Utah, laying the final spike with Samuel B. Reed of the Union Pacific on May 10, 1869. During the frenzied construction of the transcontinental railroad, Strobridge had as many as 15,000 laborers under his charge, mostly of Chinese origin, and was admired - and feared - for his drive and ruthlessness. In Utah, Strobridge commanded the laying of ten and one-quarter miles of track in a single day, a feat done solely to best the Union Pacific record of seven miles.<sup>13</sup>

In contrast to the herculean feats performed under this supervision, which included blasting through the Sierra and racing across hundreds of miles of desert and high plains, laying down the Monterey Branch proved a relatively simple affair. The circuitous path of the Salinas River proved the largest obstacle, with several other sloughs and the quaggy muck of Myer's Lagoon (now Roberts Lake in Seaside) also presenting modest challenges. Strobridge's work crews, which included 15 to 20 foremen and 150 Chinese workers, finished the work in three months, laying the final standard gauge rail next to the Monterey Depot on New Year's Day of 1880.<sup>14</sup>

In addition to surveying and laying out the rail line, the company hastily drew plans for a suitably opulent hotel and resort. Southern Pacific President Charles Crocker commissioned Arthur Brown to design the hotel. Brown was a railroad engineer, serving as the company's Superintendent of Bridges and Buildings. In addition, in his career he designed not only the Del Monte, but the mansions of Crocker, Mark Hopkins, and Leland Stanford. His mammoth Hotel Del Monte could accommodate 400 guests and exhibited features of the popular Swiss Stick Style and Queen Anne design, with rambling verandas, towers, and lacy woodwork. A small station/stop was erected one-quarter mile north of the property, along current day Del Monte

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<sup>12</sup> "When the Southern Pacific Railroad Came to Monterey

<sup>13</sup> John Debo Galloway, *The First Transcontinental Railroad* (New York: Dorset Press, 1989).

<sup>14</sup> "When the Southern Pacific Railroad Came to Monterey".

Avenue. The small structure reflected the design of the hotel, with lattice work and a wood frame arched arcade. The site of this station is in the APE on sheet 28.

In addition to the picturesque overtones of the buildings, the company designed sprawling grounds that served as a refined buffer for the resort. Boasting 126 acres of oak, pine, spruce, and cypress as well as 25 miles of macadamized road, the Hotel Del Monte was designed as an all-inclusive enclave in which guests might be totally immersed. Landscape gardener Rudolph Ulrich was superintendent of the gardens, remaining with the hotel until 1890. Ulrich was well-versed in the romantic naturalistic designs of the day, and became prominent by overseeing design in Brooklyn's Prospect Park. Following his work with the hotel, he went on to superintend grounds design at the watershed 1893 Columbian Exposition in Chicago as well as later expositions in Omaha and Buffalo. In Chicago he rimmed portions of the exposition in Monterey Cypress, perhaps as a nod to his work at the famed hotel.<sup>15</sup>



**Photograph 1: Hotel Del Monte ca. 1880-1887. New York Public Library, Robert Dennis Collection of Stereoscopic Views.**

The hotel was constructed in less than 100 days, a feverish pace that silenced many skeptical observers who had initially dubbed the ostentatious project “Crocker’s Folly.” The resort’s grand opening on June 3, 1880 was a resounding success, with Charles Crocker’s name at the top of the maiden guest ledger. Throughout the summer, state and national periodicals including *The San*

<sup>15</sup> Julie Cain, *Monterey’s Hotel Del Monte* (Charleston, South Carolina: Arcadia Publishing, 2005) 15; *Gardening*, November 1, 1906, Volume XV, Number 340, 57.



*Francisco Chronicle* and *Harper's New Monthly Magazine* promoted “grand excursions” to the already “famous summer resort of the coast,” and the newly laid Monterey Branch bustled with tourist laden rail cars. The resort staff handled as many as 500 steamer trunks from a single train, and it appeared that the railroad and the Hotel Del Monte had indeed transformed Monterey from a sleepy colonial outpost to a veritable playground for the well-to-do.<sup>16</sup>

Throughout the 1880s and 1890s, the hotel, and the Peninsula, became a prominent fixture for the well-heeled social circuit. Society pages in *The San Francisco Chronicle* breathlessly recounted weddings, picnics, and summertime beach escapades at the hotel, detailing costume balls with attendees including Crockers, Whitneys, Hearsts, and other who's-who of the Pacific Coast. National publications including *Harper's New Monthly Magazine* lauded the virtues of “the fine crescent-shaped bay of Monterey,” and its “beautiful edifice not surpassed by any American watering-place.” In the immediate years following construction, the hotel entertained an estimated 17,000 guests per season, with the majority arriving in Southern Pacific railcars of the Monterey Branch.<sup>17</sup>

This seemingly instantaneous renown was scarcely dampened by a devastating fire that swept the building in April of 1887. The hotel burned to the ground, leaving only slender chimneys and ash. A dismissed former manager was initially targeted with blame; however, after a lengthy court trial the jury failed to convict. Within hours after the blaze company officials vowed reconstruction, and by December of 1887 the Del Monte was again receiving guests. The design of the building was again overseen by Arthur Brown, with little alteration to the original picturesque aesthetic, but with a substantial increase in size.<sup>18</sup>

### 2.2.1 The Marketing of Monterey

While it was the hotel that garnered much of the initial attention, it was the promotion of the surrounding 7,000 acres of PIC-owned land that proved most transformative for the region. Along with the development of the rail line, the company purchased much of the adjacent Monterey Peninsula, including lands in current day Monterey, Pacific Grove, and Pebble Beach. In 1880 the company began construction of a scenic thoroughfare through their holdings. The “Seventeen Mile Drive” wound through the adobes of Monterey, the craggy shores of Pacific Grove, and the lush Del Monte Forest, and was considered a highlight of any stay at the hotel. More importantly, it served as a valuable sales pitch for the region, with tour guides pointing out readily available real estate where hotel guests might permanently reside. The towns of Pacific Grove and Pebble Beach were promoted in this way, with the PIC transforming the picturesque beauty of the Peninsula into a lucrative residential land scheme.

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<sup>16</sup> Delkin, *Monterey Peninsula*, 151.

<sup>17</sup> “Social Record: Events in this City and at the Watering Places,” *The San Francisco Chronicle*, July 11, 1881; *Harper's New Monthly Magazine* (New York: Harper & Brothers Publishers, 1882) 725-728

<sup>18</sup> “In Ashes: The Hotel Del Monte Burned,” *The San Francisco Chronicle*, April 2, 1887.

The mere presence of the well-publicized hotel spurred rapid development around Monterey itself. Directly to the west of the hotel small residential lots were quickly sold in the Oak Grove Tract, with promoters proclaiming proximity to the hotel grounds as one of the neighborhood's greatest assets. To the east, Seaside developed in much the same manner. Land speculator John Roberts offered spacious lots in the area intended to rival those of Pacific Grove, and Seaside developed as a small agricultural town along the Monterey Branch. In this way, the interests of entire Peninsula orbited around the Del Monte and its powerful owners. Eager city leaders equated the success of the hotel with the progress of the region, and the PIC turned the Peninsula's physical attributes and colorful history into a marketable commodity. In 1889 the company further solidified its grip on the Peninsula by extending the rail line several miles west through Pacific Grove to Lake Majella, a development which spurred further investment and residential interest in the area.<sup>19</sup>



**Photograph 2: Tourist map depicting property of Hotel Del Monte and Seventeen Mile Drive, ca. 1890. The Peninsula appears centered around the holdings of the hotel, with Monterey appearing as a small village. The railroad is in the upper right. Courtesy of the Monterey Public Library, Local History Collection.**

<sup>19</sup> "House and Lot: The Real Estate Market Quieter," *San Francisco Chronicle*, June 27, 1890; Donald Thomas Clark, *Monterey County Place Names* (Carmel Valley, California: Kestrel Press, 1991) 359; Connie Y. Chiang, "Mother Nature's Drive Through," *Environmental History*, Volume 8, Number 4, October 2003, 670-64; John Walton, 2001, *Storied Land: Community and Memory in Monterey* (Berkeley: UC Press, 2001) 148-151.

## 2.3 Industry along the Line: The Working Waterfront of the Peninsula

Although the PIC depicted the Monterey Peninsula as something of an untrammelled natural canvas, in truth the area was rooted in a rich history of maritime industry and commerce. As the capitol under Spanish and Mexican rule, Monterey was one of the most important point of entry for both people and goods in sparsely settled Alta California. While the importance of the region declined with American occupation and statehood, the area retained a heterogeneous population engaged in an array of extraction related industries. This industrial and maritime history would continue to play a major role in the Peninsula, even as it transitioned to a bastion of coastal tourism and wealth.

While the forces of industry and naturalistic tourism were often at odds, the Monterey Branch served as a common infrastructural bond between the two. As the Monterey Branch introduced carloads of tourists and new middle-and upper-class residents to the area, it hauled out freight cars laden with sand, brick, coal, produce, and processed fish. Beginning in the early years of the twentieth century, the branch line became a key component of yet another industry: that of the United States Army at Gigling Reservation, and later Fort Ord. In this way, Monterey continued to evolve as both a passive place of respite and a thriving industrial region. Both were directly supported by the Monterey Branch Railroad.

### 2.3.1 The Fisheries of Monterey Bay

The origins of Monterey's fishing economy predated the introduction of the rail line by some 30 years. As early as the 1850s, a substantial number of Chinese settlers established fishing camps along the coast, first at Point Lobos, and subsequently Pescadero (Stillwater Cove) and China Point (Point Alones). Initially concentrating on Abalone, the community was soon catching and selling mackerel, halibut, and sardines, all of which were plentiful in the deep waters of the Bay. In particular, the Chinese were adept in catching squid, which they dried in the open air for shipment to China.

In addition to the thriving Chinese camps, a number of Southern European fisherman flocked to the area throughout the latter half of the nineteenth century. Portuguese whalers established the Monterey Whaling Company and Italians established a number of fishing fleets, making the area one of the prominent fisheries of the Pacific Coast and establishing the foundations for the famed twentieth century "Cannery Row" of Monterey. By 1909, leading ichthyologists called Monterey Bay the most diverse and plentiful fishery not only of the nation, but the world; a pronouncement that was, sadly, later undermined by intensive fishing in the first half of the twentieth century.<sup>20</sup>

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<sup>20</sup> Connie Y. Chiang, "Monterey By the Smell: Odors and Social Conflict on the California Coastline," *The Pacific Historical Review*, Volume 73, Number 2, May 2004, 183-214; "King Salmon are Plentiful at Monterey," *San Francisco Chronicle*, May 16, 1909.

Initially, the fishing industry served to provide a bit of authentic local color for both the marketers of the Del Monte and the hotel's guests. Because the grounds of the hotel included not only the contiguous 126 acres but also nearly 7,000 acres of the area's coastal lands, the resort subtly co-opted elements of the industry into its marketing scheme. Seventeen Mile Drive passed several Chinese settlements, and the "veritable Celestials" described by *Harper's* magazine "constituted a feature of exceeding quaintness and picturesqueness," for curious visitors. By the early 1880s several tourist stands manned by Chinese lined the road, selling glistening abalone shells and other trinkets.<sup>21</sup>

This mutually beneficial relationship proved tenuous, however, as the PIC continued its promotion of the area. Beginning in the 1890s, newly settled residents of Pacific Grove complained of the "abominable stench" of the villages and spearheaded a concerted effort to remove the fishing communities from the Peninsula. This campaign reflected the era's strong anti-Chinese sentiment as much as it did any aversion to the smell of fish, as middle and upper class residents viewed the seemingly foreign community with distrust and hostility.<sup>22</sup>

Even while the Chinese fishing community was forcefully removed, Monterey began to develop in earnest as a major fishing port and processing location. In 1901 San Franciscan H.R. Robbins built the waterfront's first cannery. The facility processed sardines and reduced fish offal into oil and fertilizer. Within a short time Roberts was joined by Frank E. Booth, who tapped into a growing international market for canned sardines. The cannery industry continued to grow during World War I, with an increased demand for canned sardines both domestically and abroad for the world's troops. By 1917 the city had five fish plants, a number which would rise to twelve by 1934. The plants were largely situated in a dense corridor along Ocean View Avenue, later designated Cannery Row. The stretch of cannery warehouses and related industrial buildings abutted the Monterey Branch tracks, with two small loading spurs leaving the mainline at Irving and Hoffman avenues. The proximity of the rails to the canneries was beneficial for both the fishery and the railroad, with hundreds of tons of rendered fish meal, sardine oil, and canned filets loaded onto freight cars and generous payments augmenting the coffers of the Southern Pacific.<sup>23</sup>

The intensive development of the fishing industry was not without friction, however, as controversy over the industry's pungent smells and offensive byproducts continuously pitted tourism, recreation, and residential interests against those of the fishing community. By the early part of the twentieth century the area had earned the unfortunate moniker of "Monterey-by-the-Smell," a slander that undermined the residential promoters' claims of healthfulness and pristine

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<sup>21</sup> Michael Kenneth Hemp, *Cannery Row: The History of John Steinbeck's Old Ocean View Avenue* (Carmel, California: The History Company, 2009) 22-24.

<sup>22</sup> Chiang, 183-214 (2004).

<sup>23</sup> Hemp, *Cannery Row*, 25

beauty. Because the fishing and processing industry had substantial power within the area's economy, however, attempts at curtailing it proved futile, and the area remained both a tourist haven and industrial seaport. Defending the industry in 1935, cannery owner George Harper declared that, "nobody has died of fish odor yet-in fact it's one of the healthiest things we have," a sentiment that was shared by hundreds employed in the thriving extractive industry.<sup>24</sup>

### 2.3.2 Sand Mining in Monterey

In addition to its teeming bay, the Peninsula area abounded with large dunes, deposited over thousands of years from the meandering Salinas and Pajaro Rivers. The Monterey Branch hauled immense amounts of this sand from Monterey's coastline. Beginning almost immediately upon construction in the late nineteenth century and continuing until the rail's demise in the late twentieth century, the railroad supported a thriving sand mining industry that produced both glass and building materials from the high-purity quartz sand found along the Peninsula's shore. This raw material supported the twentieth century development of the state, with sand from Monterey used in the extensive building campaign of San Francisco in the years following the Great Earthquake of 1906, as well as in growing cities and towns across California.<sup>25</sup>

With the line's extension to Pacific Grove in 1889, a sand and salt plant was developed adjacent to Lake Majella. The small lake, which is now covered by the Spanish Bay Golf Course, was created by an embankment built for the railroad and served as a settling pond to remove impurities from the sand before shipment. The plant was run by the PIC and later its successor Del Monte Properties Incorporated, and produced upwards of six to eight carloads per day of glass sand. Several other plants shipped sand from the Carmel and Pacific Grove vicinity. In addition to the operations at the line's southern terminus, several concerns lined the tracks north of Monterey. The Pratt Building Materials Company worked sand and dune deposits north of Seaside, loading sand onto freight cars at the small Prattco stop. An additional plant at the Lapis Siding, north of Marina, shipped large quantities of building sand on the Monterey Branch, utilizing a small spur that extended west to the dunes. At the industry's height, between 300,000 and 400,000 cubic yards of sand were removed annually from the region, most of which left in Monterey Branch freight cars. While no stops related to the sand mining industry remain, spurs are evident, particularly that at the Lapis sand plant north of Marina.<sup>26</sup>

### 2.3.3 Military Expansion in the Peninsula

In addition to these commercial enterprises, beginning in the second decade of the twentieth century the United States Military became one of the rail line's largest customers. In 1917 the

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<sup>24</sup> Chiang, 190 (2004).

<sup>25</sup> Gary Griggs, Kiki Patsch, and Lauret Savoy, *Living With The Changing California Coast* (Berkeley: UC Press, 2005) 308.

<sup>26</sup> Griggs, Patsch, and Savoy, 308; California State Mining Bureau, *Report XVII of the State Mineralogist: Mining in California During 1920* (Sacramento: California State Printing Office, 1921) 156.

War Department purchased 15,809 acres of brushy dune land south of Marina from the David Jacks Corporation. The corporation controlled thousands of acres across the Peninsula, all of which had been accumulated by one of the region's most influential, and controversial, nineteenth century land barons: David Jacks. Sales of Jacks' land had already done much to shape the area, as it was from him that the PIC had purchased the 7,000 acres that comprised the Hotel Del Monte lands. Although Jacks died in 1909, his influence continued to shape the Peninsula throughout the twentieth century, as the small military maneuver area purchased from his estate developed into a major Army installation.<sup>27</sup>

The military camp was named Gigling Reservation after the German family that had previously occupied the land. Initially, the camp was used as a training ground and target range for troops stationed at the Presidio of Monterey. Although the grounds were located to the east of the railroad, a dirt road connected the reservation to the line, where there was a small spur and flagged stop. Little development occurred at Gigling, with only a well, caretaker's house, and several bivouac sites constructed in the earliest years. In 1933 the reservation was renamed Camp Ord, commemorating Major General Edward Otho Cresap Ord, a celebrated Civil War commander who assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-nineteenth century.<sup>28</sup> This site is located approximately a mile to the east of the APE. .

In 1938, the WPA funded construction of temporary quarters approximately one mile east of the Gigling railroad siding. In addition, as American involvement in World War II became imminent, the camp was expanded. The army purchased 3,777 acres between Marina and the existing camp from the David Jacks Corporation in 1940, with an additional 2,000 acres located between Seaside and Gigling purchased later that year from Peninsula real-estate tycoon T.A. Work. Additionally, 275 acres of dune land south of Marina and west of the Monterey Branch were donated to the Army by Monterey County, a gesture that indicated the growing importance of the military landholder. Accompanying this significant expansion, Camp Ord was renamed yet again to Fort Ord, reflecting its rising stature as a training facility.<sup>29</sup>

After the Japanese attack on Pearl Harbor and Germany's declaration of war against the United States in December 1941, the nation joined the Allied cause, Fort Ord became one of the nation's largest Army infantry training camps. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater. This extensive World War II mobilization effort resulted in millions of dollars of permanent improvements to the base. Much of the material for these improvements arrived via the Monterey Branch, with twelve

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<sup>27</sup> Fort Ord Army Historian, "Fort Ord Historical Overview". An unpublished manuscript on file at the Monterey County Historical Society.

<sup>28</sup> Fort Ord Army Historian. "Fort Ord Historical Overview."

<sup>29</sup> U.S. Army Construction Engineering Research Laboratory, "Historical and Architectural Documentation Reports for Fort Ord, California," 1993. An unpublished report on file at the Monterey County Historical Society.

million board feet of lumber shipped in on army freight cars. Although the majority of construction at this time was focused in the East Garrison area, the area adjacent to the Monterey Branch became a critical transportation outlet for both personnel and material for the military. A number of temporary warehouses and service buildings were erected adjacent to the tracks, as well as a balloon track and loading platform to the west of the main line. During this period, the regularly scheduled Del Monte Express was slowed to accommodate the high number of military shipments crowding the Southern Pacific Rails, a deference that illustrated both the primacy of the war effort and the growing stature of Fort Ord.<sup>30</sup>



**Photograph 6: Photograph of Fort Ord ca. 1940. Note warehouse buildings adjacent to Monterey Branch Railroad marked with red arrow. Buildings recorded by Map Reference Numbers 2, 3, 4, and 5 are located here. Photograph courtesy of Monterey Public Library California History Room.**

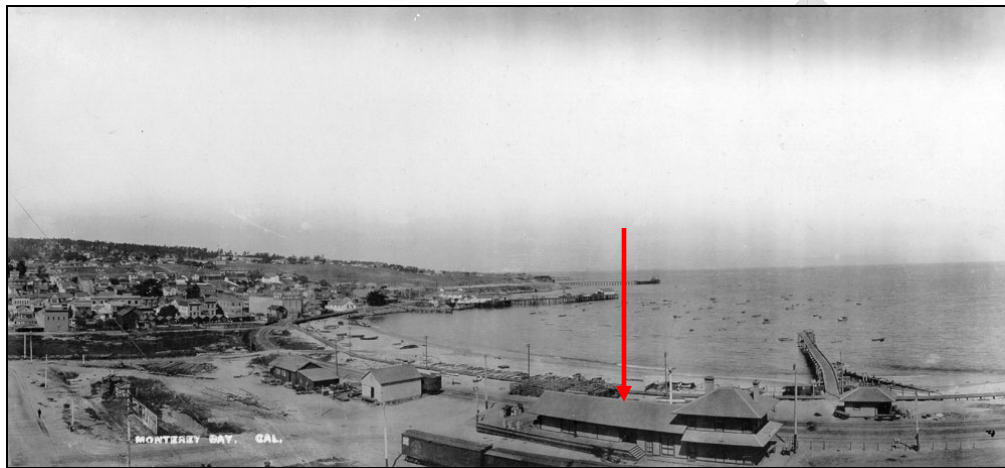
#### 2.3.4 Infrastructural Development of the Monterey Branch

These evolving industrial activities existed in tandem with continued tourism and residential development throughout the first half of the twentieth century. Although the two were largely segregated, with the sleek passenger cars of the Del Monte Express running separately from the workhorse freight loads, the development of rail infrastructure reflected the importance of both identities to the region. The depots and stops along the line were perhaps the best indicator of this dual role. The Del Monte passenger stop was the only one along the line solely given to passenger use. The small structure, located at the northern edge of the hotel grounds, was designed in a picturesque style that alluded to the aesthetic of the hotel. In contrast, the Castroville, Monterey, and Pacific Grove depots were an amalgam of passenger and freight

<sup>30</sup> John R. Signor, *Southern Pacific's Coast Line* (Wilton, California: Signature Press, 1994) 142.



services. Each featured a small waiting room as well as freight loading capabilities, and all were surrounded by warehouse and industrial enterprises that relied upon the railroad. By 1915, passenger and freight services were so busy at the Monterey Depot that the original mixed-use facility was reconfigured, with the passenger depot moved to its current location west of Adams Street and a new freight depot developed west of Figueroa Street. The bustling mixed-use nature of these depots stood in contrast to the picturesque simplicity of the Hotel Del Monte Passenger stop, and indicated the multi-faceted mandates of the Monterey Branch.<sup>31</sup>



**Photograph 4: Monterey Southern Pacific Passenger and Freight Depot in 1907. Note loading platform on western sides of building and second story, which have since been removed. Photograph courtesy of Monterey Public Library California History Room.**



**Photograph 5: Circa 1900 photograph of first Del Monte Passenger Stop. Note replicative Stick Style aesthetic and absence of any freight activity. Photograph courtesy of California State Library.**

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<sup>31</sup> Architectural Resources Group, “DPR 523 Monterey Southern Pacific Passenger Depot,” 1999. Document on file at the City of Monterey Planning Department and the California Northwest Information Center.



In addition to the depots and stations discussed above, a number of smaller industrially related stops, sidings, and spurs developed along the line. The most prominent of these was that of the Gigling Reservation, which grew from a small signed stop with no physical infrastructure to a complex military outpost with spurs, a balloon track, and large freight buildings. Small stops at Nashua, Neponset, Bardin, Prattco, and Seaside also served a variety of local passenger needs as well as freight operations. Several spurs augmented the original line, including those for the sand plants along the coast and the canneries of Ocean View Avenue. All of these infrastructural developments were relatively modest, traversing level coastal plains and fields. The improvements were financed by the industrial interests themselves, with the Southern Pacific approving the activities and charging for freight traffic.<sup>32</sup> No structures related to the original small stops have survived.

Accompanying these modest track additions, infrastructural components of the original line were continuously maintained and altered to keep the line in service. With heavy passenger and freight traffic as well as deterioration and destruction from flooding events, the original bridges, trestles, rails, ties, and utility elements were subject to periodic replacement. The most notable was replacement of the railroad bridge spanning the Salinas River. Originally, the bridge was a timber structure consisting of three Howe Truss spans. These components were replaced in 1903 and 1904 by the Phoenix Bridge Company, who constructed four 140-foot riveted steel Warren Truss spans. The railroad's construction crews added a ninety-foot trestle approach on the south side of the river in 1909 and a fifth span was added in 1914 after a severe flood eroded the north bank of the river. The trestles that crossed the sloughs in the northern portion of the line above the Salinas River were also rebuilt in 1909. In addition, replacement of ties, rails, and utility poles along the line was ongoing, and currently the extant portions of the track appear to consist of material from the early twentieth century to the 1970s.<sup>33</sup>

## **2.4 Part of the Past and Not the Present: The Decline of the Monterey Branch**

Despite decades of use as a tourist and freight corridor, by the early 1960s, the Southern Pacific Railroad petitioned the California Public Utilities Commission to discontinue passenger service along the Monterey Branch. "We feel badly to see it go," they wrote in a public memorandum, "but the mourners for this train are not those of this generation ... The Del Monte's passengers are gone, and we feel it should go with them." While the company's statement was somewhat inaccurate, in that the proposed termination of service did indeed engender substantial public outcry, it was correct in its overall assessment of the diminished stature of the Monterey Branch. By the middle part of the twentieth century, the railroad was no longer the central transportation

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<sup>32</sup> *Map of the Western Division Southern Pacific Company, May 1931*. On file at University of California Berkeley Bancroft Library.

<sup>33</sup> Southern Pacific Co., Pacific System Bridge Index (1912, 1922 and 1965); Southern Pacific Co., Pacific System Bridge Photographs, Monterey Branch, Salinas River (9A, 9B and 9C). Accessed at California State Railroad Museum.

corridor for the Peninsula, with a dense network of roads and highways supplanting rail services. Further, the majority of the economic and cultural sectors developed and supported by the railroad, including the Hotel Del Monte, Peninsula real estate development, and the canning and sand mining industries, were all either ebbing or no longer reliant on the rail corridor. With a low passenger load and light freight shipments, the Monterey branch was slowly decommissioned, a process that began in 1971 with the last passenger train, and ended in 1993 with the closure of Fort Ord and termination of military-related service. While this process unfolded with seeming rapidity, the factors of the sudden decline had roots extending to the earliest years of the twentieth century.<sup>34</sup>

#### 2.4.1 The End of the Railroad Hotel

By the 1910s, the Peninsula was ribboned with smooth vehicular roads, with tourists accessing the Del Monte, the adobes of Monterey, and the well-maintained beach vistas in their Fords, Hupmobiles, and Pierce-Arrows. In a 1914 travel article discussing the merits of Seventeen Mile Drive, the trip was branded as “indescribable,” eliciting an “exhilaration that carries one out of himself into dreamland.” Rather than recommending rail to access this dreamland, however, the author proposed exploring the Peninsula by auto. This regional trend was mirrored across the state and nation, with auto ownership soaring in the first decades of the twentieth century. While only one percent of the American population owned a car in 1910, by 1930 a full 60 percent owned an automobile, a stunning increase that ushered in a host of dramatic economic and cultural changes.<sup>35</sup>

The growing ubiquity of the automobile had a profound effect upon tourism in the Monterey Peninsula. Where once the passenger cars of the Del Monte Express served as the central artery to both the Hotel Del Monte and the surrounding region, by the early decades of the twentieth century, visitors were free to roam the area at their own pace, using their own itinerary. In addition, the rise of the auto and the accompanying development of accessible roads led many to bypass the Peninsula altogether, choosing instead among a host of resorts and camping areas across the state that catered to automobile travel. These transitions had a direct effect upon the financial viability of the mammoth Hotel Del Monte and the railroad line itself. Where in the earliest years of the twentieth century the hotel earned profits of approximately \$50,000 per year, by the early 1910s it was operating entirely in the red. Accompanying this decline in economic primacy was a subtle decline in the Del Monte’s social standing. No longer was the resort a central focus of society columns and travelogues of the elite. Instead, the Del Monte quietly

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<sup>34</sup> “Why Southern Pacific Finds it Necessary to Discontinue The Del Monte,” a public memorandum on file at the Monterey County Public Library California History Room, Railroad Clipping File.

<sup>35</sup> Sally H. Clarke. *Trust and Power: Consumers, the Modern Corporation, and the Making of the United States Automobile Market* (New York: Cambridge University Press, 2007), 3; “Good Roads A Motorist Dream,” *San Francisco Chronicle*, May 3, 1914.

became a more humble venue, catering increasingly to a class of traffic that “was formerly afraid of the place,” and its wealthy clientele.<sup>36</sup>

Responding to this revenue loss, by the mid-1910s, the PIC began the process of liquidating its Del Monte holdings, including the hotel and all of its Peninsula properties. Although the company still enjoyed a strong measure of success in their marketing of Pebble Beach and Pacific Grove, the divestment signalled a transition in the company’s, and indeed the Southern Pacific’s, economic identity. The railroad was no longer the precursor to tourism or residential settlement in Monterey, a twentieth century reality which eroded the foundations of the nineteenth century Del Monte vision. By 1919, the assemblage had been sold to Samuel Morse for \$1.3 million, with only the railroad remaining in Southern Pacific’s hands.<sup>37</sup>

Upon purchase, Morse formed the Del Monte Properties Company with San Francisco banker Herbert Fleishhacker. The company continued to operate in much the same manner as its predecessor, namely promoting residential development and maintaining Monterey’s status as a tourist enclave. While the hotel remained a prominent component of this enclave, it no longer retained as central a place in the cultural identity of the region or the coffers of its owners. Instead, the development of Pebble Beach and its golf courses became the central focus of the new company, with the hotel taking a secondary role.<sup>38</sup>

Del Monte Properties owned and operated the hotel from 1919 to 1942, when the property was transferred to the military and converted to a Navy preflight school. During this period the hotel experienced a resurgence of sorts, with Morse investing significant capital in both the building and the surrounding facilities. In 1924 the Swiss Style structure burned yet again in a midnight fire, a tragedy which in the opinion of one commentator “merely saved Del Monte Properties the eventual cost of consigning its outmoded architecture to a wrecking crew.” The hotel was rebuilt in the Spanish Colonial Revival Style and symbolized an increasing nostalgia for Monterey’s Spanish heritage that stood at a great remove from the European allusions of the earlier structures. This re-conceptualization extended to the hotel’s little station, and the small structure was rebuilt to mirror the new Del Monte aesthetic.<sup>39</sup>

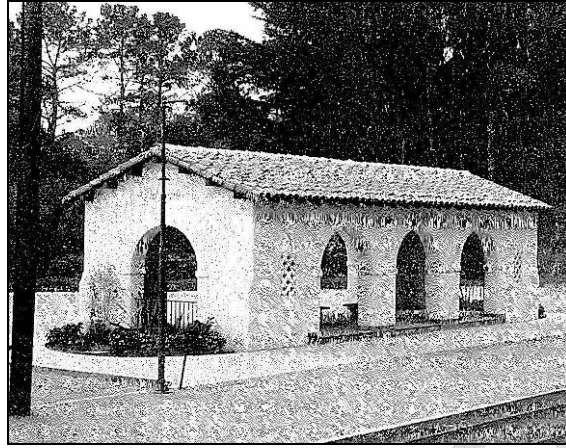
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<sup>36</sup> Connie Y Chiang, *Shaping the Shoreline: Fisheries and Tourism on the Monterey Coast* (Seattle: University of Washington Press, 2008) 38-46.

<sup>37</sup> Chiang 38-46 (2008).

<sup>38</sup> Chiang, 38-46 (2008).

<sup>39</sup> “NPS and Hotel Del Monte: A Shared Legacy.” A Naval Postgraduate School walking tour brochure accessed at <http://www.nps.edu/About/NPSHistory/Centennial/documents/Walkbrochureguide.pdf>, February 24, 2010.



**Photograph 5: Second Del Monte Passenger Station, ca. 1930** Photograph courtesy of Monterey County Library California History Room.

The redesigned Del Monte enjoyed only a short period of success following its 1926 completion. The hotel, billing itself as a sports haven, sponsored well-publicized polo matches and horse races and was visited by that generation's coterie of stars and socialites. This resurgence waned during the Depression, however, and by the close of the 1930s the Del Monte again proved a major financial liability for its owners. The property was converted to use by the military in 1942, with the final purchase of the hotel and adjacent grounds approved by Congress several years later. The sale signalled the end of a long transition for both the hotel and the Peninsula. While the Monterey Branch and the Hotel Del Monte had largely been responsible for opening the Peninsula to tourism and upscale residential development, this model of economic and social development was no longer a central component of the region, and the era of the railroad hotel ended.<sup>40</sup> Today the hotel serves as the Naval Postgraduate School.

#### 2.4.2 The Decline of the Monterey Fishery

While the fortunes of the Hotel Del Monte fell, the economic and social importance of the region's fishing and canning industry continued to rise. Following the rapid increase in production accompanying World War I, the industry suffered only a brief slump before rebounding in the 1920s. Much of the profit was generated from intensive reduction processes that transformed millions of sardines into fish oil and meal that was sold to the state's farmers. California's Fish and Game Commission encouraged the sardine bonanza by issuing generous permits that greatly expanded the allowable catch. By the mid-1930s the industry was taking in approximately 200,000 tons of sardines, up from only 7,000 tons in the 1910s. Much of this tonnage was shipped to market on the Monterey Branch. With its seemingly endless silver river

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<sup>40</sup> Cain, 40; Walton, 148.

of sardines, the industry became one of the most lucrative customers for the Southern Pacific's line.<sup>41</sup>

The mandates of war again boosted the industry, with World War II spurring a dramatic upsurge in production. The federal government took control of the industry during the war, ordering increased amounts of canned fish for soldiers abroad and austere grocery aisles at home. In 1942 a record 250,000 tons of sardines were taken, a staggering number which was never repeated. In 1945, when John Steinbeck published his now famous novel *Cannery Row*, Monterey's waterfront was a teeming industrial port, with trains, ships, and trucks transporting the region's natural wealth across the nation and the world. However, almost immediately after the war the sardine catch plummeted to levels that were a mere fraction of the wartime highs. By 1952, fisherman extracted only 49 tons of sardines from the waters of the bay. One-by-one, Ocean View Avenue's canneries shut their doors. At the end of the 1950s only five canneries remained in operation and the once thriving fishery was largely an industrial relic. As the industry's primary transportation corridor, the Monterey Branch was further weakened by the loss of freight traffic.<sup>42</sup>

Though no longer economically viable in their own right, the silenced canneries of Ocean View Avenue became central to Monterey's mid-twentieth century development. Although the canneries had long been the nemesis of tourist-minded advocates, the stretch of warehouses and factories along Ocean View Avenue became a singular tourist destination almost immediately upon closure. John Steinbeck's *Cannery Row*, which had drawn a vivid portrait of the avenue's clanging streets and eccentric individuals became a blueprint for the development of a sanitized tourist experience. In 1957, just as the last of the canneries were stumbling to closure, the city renamed Ocean View Avenue "Cannery Row," paying homage to Steinbeck. By 1961 Cannery Row was central to a massive urban renewal scheme that called for the retention of the cannery aesthetic coupled with the development of hotels, apartments, street malls, and consumer outlets. In 1964 the city approved the plan, designating the area as a "distinct visitor-commercial and multi-family residential" enclave. While the railroad tracks coursing to the east of the newly designated Cannery Row remained in place under this plan, officials acknowledged their basic obsolescence, with some planners musing that they be removed and replaced with auto parking. Although this never came to fruition, the tracks to the east of the Monterey Depot were ultimately removed and replaced with a bike path for Monterey residents and tourists alike. This

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<sup>41</sup> Connie Y. Chiang, "Novel Tourism: Nature, Industry, and Literature on Monterey's Cannery Row," *The Western Historical Quarterly*, Volume 35, Number 3, Autumn 2004, 309-322.

<sup>42</sup> Hemp, 30.

removal also extended to the tracks west of the depot, within the APE, and much of the line has been removed from the Monterey depot to Seaside.<sup>43</sup>

#### 2.4.3 Suburban Development in the Peninsula

Accompanying the decline of the Peninsula's traditional economic and social foundations was the rise of suburban development across the region. During the midcentury period, the communities of Marina, Seaside, and Sand City all experienced tremendous surges in population growth, and the population of Monterey doubled between 1940 and 1960. Much of this surge was an outgrowth of California's post-war population expansion; however the region was well-positioned to receive new residents because of its thriving military installations (Fort Ord, Naval Postgraduate School, and Defense Language Institute) and well-established scenic amenities. While much of this population development occurred adjacent to the Monterey Branch line, it did not translate to increased freight or passenger opportunities for the railroad. Rather, the development was predicated upon a ready abundance of automobiles and freeways, with both Highway 1 and Interstate 101 serving as critical links for the region.

Seaside incorporated in 1954, and by 1962 claimed to be the Peninsula's fastest growing community. Serving as a bedroom community for Fort Ord personnel, the modest homes and small lots were at a far remove from the opulence promoted in earlier decades at Pebble Beach and Pacific Grove. The community was also far more diverse than its Peninsula counterparts, and was characterized by thriving African-American, Japanese, Filipino, and Mexican communities drawn to the area's modest prices and relative integration.<sup>44</sup>

The city flanked Fremont Boulevard, which rapidly developed along with the adjacent Del Monte Boulevard as a multi-lane commercial strip featuring light industry and commercial services. Although Seaside had origins dating to the late 1880s, the newly incorporated city largely relinquished connections to its nineteenth century heritage. City planners advocated "redeveloping the blight caused by the 25-foot wide lots platted a half-century ago," and emphasized "removing and eliminating substandard buildings" from the earlier era. In addition, the new city developed modern landmarks of their own, commissioning prominent modernist architect Edward Durrell Stone to design a city hall. The APE contains one midcentury warehouse building, Map Reference #7, located on Del Monte Boulevard in Seaside.<sup>45</sup>

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<sup>43</sup> "Cannery Row Plan Unveiled," *Monterey Herald*, August 29, 1961; Monterey Officials Get Cannery Row Plan, *Monterey Herald*, January 3, 1962; "Cannery Row Master Plan Wins Endorsement," *Monterey Herald*, January 4, 1962; "Urban Renewal Plan Proposed For Cannery Row," *Monterey Herald*, May 5, 1961.

<sup>44</sup> Carol Lynn McKibben, *Seaside* (Charleston, SC: Arcadia Publishing, 2009) 65-127.

<sup>45</sup> "Seaside's Growing Business District," *Monterey Herald*, January 1, 1962; "Seaside is Third Largest City in County," *Monterey Herald*, May 10, 1965.



**Photograph 6: Seaside Billboard, ca. 1950. Photograph courtesy of Seaside City Archives.**

Neighboring Sand City was incorporated several years later in 1960. While Seaside was primarily a bedroom community, Sand City was founded upon industrial development, much of it related to sand mining. The city's first seal featured tall smokestacks and factories framed by rolling dunes, an image that stood at far remove from the natural beauty advertised by the PIC and its successor Del Monte Properties. The Monterey Sand Company operated a large plant in the city with a daily capacity of 80 tons, extracting the sand from the dunes that occupied much of the town.<sup>46</sup>

Sand City was small in both size and population, consisting of only 350 acres and several hundred residents. The low evening population ceded to a daytime working population in the thousands, however, and the small area was filled with warehouse, construction companies, and light industrial facilities, many of which were developed adjacent to the Monterey Branch right-of-way. The main thoroughfare for the city was Del Monte Boulevard, which rapidly developed into a dense commercial corridor that united Sand City with its easterly neighbor Seaside and southerly neighbor Monterey.<sup>47</sup>

Marina, located north of Fort Ord, incorporated in 1975. Originally a lightly settled agricultural community, the town evolved during the 1950s into a mixed residential community dominated by its southern neighbor Fort Ord. Marina's origins extended to the early twentieth century, and,

<sup>46</sup> Griggs, Patsch, and Savoy, 301.

<sup>47</sup> "Sand City Shifts Vision of Growth," *Monterey Herald*, September 5, 1993; "City's Incorporation Protected Industries," *Monterey Herald*, September 6, 1993; "Sand City Established as Industrial Town," *Monterey Herald*, June 1, 1970.

like Seaside, the community developed with ties to the railroad. The city was laid out in 1913 by William Locke Paddon, who convinced the Southern Pacific to develop a flag stop, which they named Paddonville. The area farmers specialized in poultry, dairy, and specialty crops including rhubarb, most of which left the area via the rail. Although Paddon continued to market the land during the Depression, growth was slow and the population of the community remained low and dispersed.<sup>48</sup>

By 1950, however, 35% of Marina's population was employed by Fort Ord, a number which grew over the decades. Throughout the 1950s there was a considerable amount of building activity, with several subdivisions, hundreds of homes, and the development of a commercial and business district. While early residents of Marina once relied on the railroad to travel to Monterey or Castroville, during the midcentury period the area developed improved roads networks which further lessened the influence of the rail. Del Monte Boulevard also became the main commercial hub, connecting the area with the Peninsula cities to the south.<sup>49</sup>

#### 2.4.4 Closure of Fort Ord

Following its World War II establishment as a permanent army installation, Fort Ord maintained a prominent regional role that lasted for five decades. As discussed above, the base stimulated the growth of much of the neighboring region, with both Seaside and Marina becoming bedroom communities and service centers for its thousands of personnel. Following the rapid build-up of World War II, the base continued to play a central training and staging role in the major conflicts of the twentieth century. During the Korean Conflict the base was utilized as a training area for Korea-bound soldiers, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Throughout this period, thousands of new housing units and support buildings were added to the base, extending permanent development from the original East Garrison area.<sup>50</sup>

The base continued to expand in the 1980s, and was one of four national bases chosen as stations for the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of base decommissioning decisions that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).

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<sup>48</sup> "Marina Study Shows Ord 'Boomtown' Years in Future," *Monterey Herald*, April 24, 1994; "The Early Days in Marina," *Monterey Bay News*, April 30, 1948.

<sup>49</sup> "Building Boom Results in New Look at Marina," *Monterey Herald*, August 8, 1956; Marina is a Growing Village of Small Farms and Homes," *Monterey Herald*, June 29, 1951; "From Sand to Marina," *Monterey Herald*, April 10, 1986; "Marina is a Growing Community," *Monterey Herald*, June 21, 1950.

<sup>50</sup> Fort Ord Army Historian.



The closure of the base had a profound effect upon the surrounding communities, including Marina, Seaside, Sand City, and Monterey. The loss of thousands of military and civilian personnel accompanied by the sudden vacancy of thousands of acres of land presented a complex planning challenge for local leaders and citizens. In addition, the closure signaled yet another blow to the Monterey Branch. By this time the branch was solely a freight line, with passenger service having been discontinued in 1971, and the loss of this major military customer led to the track's total abandonment. The APE contains five Fort Ord warehouse and service buildings: Map Reference # 2, 3, 4, 5, and 6 as well as spurs and a balloon track.<sup>51</sup>

#### 2.4.5 Abandonment of the Monterey Branch

The abandonment of the Monterey Branch was an incremental process that extended across much of the twentieth century. Although it was only in the 1950s that portions of line were closed, as early as the 1910s passengers were abandoning train travel in favor of the freedom of the automobile. While passenger service continued until 1971, by 1957 it only extended as far as Monterey and the Pacific Grove passenger depot was closed. Beginning in the 1960s, the Southern Pacific advocated for closure of the entire passenger route, a desire which was realized in 1971 with the advent of Amtrak. Because the passenger run from Monterey to San Francisco was only 125 miles, it did not meet the 150 mile minimum required by Amtrak, and thus service was not maintained under the newly-formed entity.

At this time the Southern Pacific also continued to lose freight operations. The rapid decline of the cannery industry in the late 1950s dictated much of the loss, as did the later decline of the area's sand mining plants. By 1979, the freight line was abandoned from Pacific Grove to Seaside. Following this abandonment much of the right-of-way was paved over, with rails and ties removed within Monterey. The portion of the line between Seaside and Castroville remained in place, but even this small segment was closed following Fort Ord's closure. While the ties, rails, trestles, and Salinas River Bridge remain in place in this area, the line has deteriorated and is overgrown in areas. Further, many of the associated signaling devices and infrastructural elements have been removed where the line crossed public thoroughfares. Today, the railroad industry's presence in Monterey is limited to an Amtrak Thruway Bus providing connections to the Coast Starlight at Salinas. The Monterey Branch switch at Castroville has been removed, and the Monterey Peninsula Recreational Trail, an asphalt-paved walking and biking path, now follows much of the alignment of the rail line from Marina to Pacific Grove.<sup>52</sup>

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<sup>51</sup> Fort Ord Army Historian.

<sup>52</sup> Joseph P. Schweiterman, *When the Railroad Leaves Town: American Communities in the Age of Rail Line Abandonment* (Kirksville, Missouri: Truman State University Press, 2004) 55-59.

## **2.5 Conclusion: The Monterey Branch Legacy**

While no train traffic has run on the Monterey Branch since the 1990s and virtually all of the track's original material is gone, the transportation corridor has left a profound imprint upon the Peninsula and the surrounding region. The Southern Pacific-owned railroad was directly responsible for transforming Monterey from a struggling and largely forgotten colonial capitol to one of California's premier scenic and recreational enclaves. With the development of the Hotel Del Monte and the promotion and sale of the much of the surrounding region, the railroad and its parent company contributed greatly to the Peninsula as it is conceived today. Their hand is evident in the area's sprawling golf courses, genteel resort communities, and bustling tourist industry, and the region's culture and economy remains bound to the original development premise of the railroad's founders.

While the line was originally founded upon passenger and tourist travel, the track eventually supported numerous industries, allowing Monterey to develop a multi-faceted culture and economy. Later, the tracks hummed with soldiers and army material, as Fort Ord became one of the region's premier institutions. Loaded with sand, fish, agricultural goods, and soldiers, the freight cars of the Southern Pacific drew Monterey into the regional, state, and national economy. As the railroad's role in passenger pursuits declined with the advent of the automobile, this freight capability increased in importance, and by the time of its closure the Monterey Branch was operating solely as a freight corridor, an identity which was also imperiled by the ease of the automobile.

The study area for this project modestly embodies these historical themes. The track itself and all of its associated features, although highly altered, illustrate both the development and decline of the branch, as does the remaining Monterey Passenger Depot. The buildings adjacent to the track in Fort Ord indicate the line's importance in the development of the army base. Finally, the scattered commercial construction embedded between the tracks and Del Monte Avenue relay much about the midcentury auto-based development of Monterey, Seaside, Sand City, and Marina. Thus, the survey population relates to the full life-span of the Monterey Branch, expressing both its rapid development and long decline.

### 3 DESCRIPTION OF RESOURCES

The APE includes fifteen resources, all located within the 15.2-mile MBL corridor between Castroville and Monterey. They can be classified as one of three distinct types, each of which is discussed in detail below: Railroad, Military, and Commercial.

Map Reference No.	Name	Year Built	Resource Type
1	Monterey Branch Line	1879-ongoing	Railroad
2	Fort Ord Building 2071	1953	Military
3	Fort Ord Building 2060-2065	1941, 1952	Military
4	Fort Ord Building 2058	1941	Military
5	Fort Ord Building 2056	1941	Military
6	Fort Ord Loading Platform and Storehouse	Ca. 1941-1945	Military
7	1965 Del Monte Boulevard (Seaside)	1956	Commercial
8	2101-2107 Del Monte Avenue (Monterey)	1962, 1964	Commercial
9	1299 Del Monte Avenue (Monterey)	1956-1961	Commercial
10	1231 Del Monte Avenue (Monterey)	1928	Commercial
11	1187 Del Monte Avenue (Monterey)	1959	Commercial
12	1179 Del Monte Avenue (Monterey)	Ca. 1960-ongoing	Commercial
13	1101 Del Monte Avenue (Monterey)	Ca. 1926	Commercial
14	1099 Del Monte Avenue (Monterey)	Ca. 1952-1962	Commercial
15	Monterey Southern Pacific Passenger Depot	1890s, (alterations in 1904, 1915, 1942)	Railroad

#### 3.1 Railroad Resource Type

The architectural APE follows the original alignment of the Monterey Branch Railroad from Castroville to downtown Monterey (Map Reference # 1). Railroad features in the APE include the ties and rails of the tracks (**Photograph 3.1.A**), five small timber and concrete ballast deck trestles (**Photograph 3.1.B**), a steel Warren Truss bridge crossing the Salinas River (**Photograph 3.1.C**), as well as a spur, balloon track, and loading platform at Fort Ord, and several small commercial spurs, including one at the Dole Food Company Plant in Neponset and at the former Lapis sand quarry just north of Marina (**Photograph 3.1.D**). Associated signaling devices, utility poles, and two small service sheds are found along the route, most of which have been partially dismantled since discontinuation of rail service (**Photograph 3.1.E**).

While the alignment was established in 1879, no intact railroad features appear to date from that period. The ties and rails surveyed along the line date from a number of periods, ranging from 1910-1966. The range in dates reflects the infrastructural development of the railroad, as rails and ties were continuously removed and replaced. In addition to replacement of the ties and

rails, large portions of the rail line have been removed or covered in the modern period (**Photograph 3.1.F**). Between Seaside and Monterey, much of the railroad right-of-way has been covered with pavement and fill and none of the original railroad features are evident. Although outside of the APE, the portion of the railroad that ran from Monterey to Pacific Grove has also been removed. The widespread removal of these critical railroad features diminishes the overall integrity of the line.

In addition, the trestles along the corridor, which are located at Tembladero Creek (MP 111.05), Alisal Slough (MP111.93), and several small drainage channels (MP112.54, MP112.80, MP113.04), do not date from the 1879 construction period but rather from 1909 and 1910. At this time the original wood trestles were replaced with the existing timber and concrete trestles. Like the trestles, the Monterey Branch bridge crossing the Salinas River does not date from the original construction period, but is instead a steel replacement to the original wood trestle. Reports from the 1879 construction period indicate that the original structure was hastily and lightly constructed, and subsequently washed out in a flood of 1880. After this, a timber bridge of three Howe Truss spans was erected over the river, which was again replaced with the current steel Warren Truss span structure in 1903-1904. This structure was augmented after serious flooding in 1914. Thus, like the surrounding railroad features, the Salinas River Bridge reflects the ongoing development of the rail line and lacks integrity to the construction period.

In addition to alterations to the original features of the railroad, a number of spurs were developed along the line throughout the historic period. Initial construction accounts do not indicate that the Monterey Branch was constructed with any spurs, however the route is now lined with small spurs that access commercial operations and the loading facilities of Fort Ord (**Photograph 3.1.G**). The spurs access a produce packing facility (Dole Food Company) that appears to date from the midcentury, a sand mining plant on Lapis Road that dates to the early twentieth century, and a loading dock and balloon track at Fort Ord that date from the World War II era. Historically, the line had additional spurs, including ones on Monterey's Ocean View Avenue (current day Cannery Row) as well as several in Pacific Grove that accessed sand mining plants. These spurs, along with the mainline Monterey Branch track, have since been removed and/or covered over with the decommissioning and reuse of the railroad line.

A number of signaling devices and service sheds line the railroad corridor at points where it crosses the vehicular right-of-way. These associated elements appear to date from the midcentury period and later, and many have been partially dismantled. The signaling devices are standard types, and most were produced by the Railroad Accessories Company of Minneapolis. Both of the service buildings found along the line also appear to date from the midcentury period. One is a small modular metal shed and the other is of the same size and of concrete. These features do not have integrity to the historic period.

Similarly, a number of utility poles remain along the alignment in isolated clusters. The development of such poles along the railroad right-of-way was common along Southern Pacific

lines, and supported the line's telegraph systems as well as railroad power, signaling, and internal communications abilities. The poles are of a standard and common design and like the remainder of the line, appear to have been removed and replaced at periodic intervals, with the remaining fragments of the system dating from a number of periods (**Photograph 3.1.H**). Although few of the poles are fully intact, several feature what appear to be late nineteenth or early twentieth century glass insulators while others feature modern rubber insulators dating to the 1960s.<sup>53</sup> Other poles feature modern power supply boxes and appear to date from the modern period. Most are missing all identifying transmission features. All of the associated transmission lines have been removed, and as a system these standard utility poles lack integrity to the historic period.

The final extant railroad related resource is the Monterey Southern Pacific Passenger Depot (Map Reference # 15). The depot is located at the Architectural APE's terminus at Del Monte Avenue and Lighthouse Avenue near Custom House Plaza (**Photograph 3.1.I**). The resource is the sole remaining Monterey Branch Depot in the APE, with other prominent depots, including the Hotel Del Monte Station, having been demolished in the modern period (**Photograph 3.1.J**). While portions of the passenger depot may date to the 1879 construction period, the building has been remodeled several times (1904, 1915, 1942) and was moved from its original location east of Figueroa Street to its current location in 1915. The 1915 remodeling of the building altered its original mixed-use freight and passenger capabilities and converted the building to exclusive passenger use. The 1942 remodel removed an original second story and extended the length of the building. In addition, the remodel included cladding the wood frame building in stucco in the locally dominant "Monterey Style". In addition to alterations to the building itself, the adjacent track was removed in the midcentury period and the building currently is surrounded by a parking lot.

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<sup>53</sup> Field Observation identified rubber insulators with United States Patent Number 3, 061, 667 filed February 10, 1960.



**Photograph 3.1.A: Representative photograph of Monterey Branch rails, ties, and ballast. Facing north, January 2010.**



**Photograph 3.1.B: Trestle at Tembladero Slough. Facing southeast, January 2010.**





**Photograph 3.1.C: Salinas River Bridge. Facing northeast, January 2010.**



**Photograph 3.1.D: Fort Ord spurs and balloon track. Facing southwest, January 2010.**



**Photograph 3.1.E: Representative photograph of track signaling device. Facing south, January 2010.**



**Photograph 3.1.F: Representative photograph of rail removal. Facing west, January 2010.**





**Photograph 3.1.G: Fort Ord spur and loading platform. Facing south, January 2010.**



**Photograph 3.1.H: Representative Monterey Branch utility pole in Sand City. Facing east, November 2010.**



**Photograph 3.1.I: Monterey Southern Pacific Passenger Depot. Facing west, January 2010.**



**Photograph 3.1.J: Foundation of Hotel Del Monte Passenger Depot. Note the removal of adjacent track. Facing southwest, January 2010.**

### 3.2 Military Resource Type

The second resource type within the Architectural APE are military buildings relating to the midcentury development of Fort Ord. The military base developed adjacent to the Monterey Branch beginning in 1917 and utilized the railroad for freight and personnel services throughout the historic period. The buildings within the Architectural APE were developed between 1941 and 1953 and were part of the substantial midcentury military buildup for both World War II and continuing conflicts in Korea and Vietnam. Two of the buildings were erected as receiving buildings and warehouses and stored military material that was shipped on the Monterey Branch (Map Reference # 2 and # 3) (**Photographs 3.2.A and 3.2.B**). An additional building served as a post bakery (Map Reference # 4) (**Photograph 3.2.C**), and a fourth was built as a lavatory (Map Reference # 5) (**Photograph 3.2.D**). A fifth structure served as a railroad loading platform and consisted of a concrete platform with an associated wood frame storehouse (Map Reference # 6) (**Photograph 3.2.E**). All of the buildings and the single structure were basic service facilities designed to support the massive training and enlistment mission of the base and all except one were designed as temporary facilities.



**Photograph 3.2.A: Map Reference # 2 (Building 2071). Facing north, January 2010.**





**Photograph 3.2.B: Map Reference # 3 (Building 2060-2065). Facing southeast, January 2010.**



**Photograph 3.2.C: Map Reference # 4 (Building 2058). Facing southeast, January 2010.**



**Photograph 3.2.D: Map Reference # 5 (Building 2056). Facing east, January 2010.**



**Photograph 3.2.E: Map Reference # 6 (Fort Ord Loading Platform). Facing south, January 2010.**

### 3.3 Commercial Resource Type

The third and final resource type within the Architectural APE is the commercial property type. The APE includes eight commercial buildings, all of which are located between the right-of-way of the Monterey Branch and Del Monte Avenue/Boulevard. Two of the buildings were constructed in the 1920s, one as a general neighborhood retail and apartment building (Map Reference # 13) (**Photograph 3.3.A**) and one as a wholesale grocery warehouse (Map Reference #10) (**Photograph 3.3.B**). The remainder of the buildings were constructed between 1952 and 1964, and were developed as light industrial and automotive facilities (Map Reference # 7, 8, 9, 11, 12, 14) (**Photographs 3.3.C, 3.3.D, 3.3.E, 3.3.F, 3.3.G, 3.3.H**). While the 1920s grocery warehouse (Map Reference #10) likely utilized the Monterey Branch railroad to ship goods, the remainder of this resource type developed in relationship to the Del Monte automotive corridor, which served as a central artery between the neighboring cities of Monterey, Seaside, Sand City, and Marina. During the midcentury period the corridor developed as a dense, mixed-use commercial strip, reflecting the the rapid rise in both population and commercial development in the region following World War II.

All of the commercial buildings are largely utilitarian in design and plan and all have been substantially altered since construction as original occupants and functions have ceded to new uses. Alterations include additions, changes to fenestration and infill of original features, and replacement of original materials including windows, doors, and storefronts. These alterations diminish the integrity of the commercial properties and largely sever any relationship to the historic period.



**Photograph 3.3.A: Map Reference # 13 ( 1101 Del Monte Avenue). Facing north, January 2010.**





**Photograph 3.3.B: Map Reference # 10 (1231 Del Monte Avenue). Facing northeast, January 2010.**



**Photograph 3.3.C: Map Reference # 7 (1965 Del Monte Boulevard). Facing northwest, January 2010.**



**Photograph 3.3.D: Map Reference # 8 (2101-2107 Del Monte Avenue). Facing northeast, January 2010.**



**Photograph 3.3.E: Panorama of Map Reference # 9 (1299 Del Monte Avenue). Facing north, January 2010.**





**Photograph 3.3.F: Map Reference # 11 (1187 Del Monte Avenue). Facing northeast, January 2010.**



**Photograph 3.3.G: Map Reference # 12 (1179 Del Monte Avenue). Facing north, January 2010.**



**Photograph 3.3.H: Map Reference # 14 (1099 Del Monte Avenue). Facing northeast, January 2010.**

## **4 FINDINGS AND CONCLUSIONS**

JRP prepared this HRIER as part of the MPLRT Project to comply with applicable sections of the NHPA and the implementing regulations of the ACHP. The resources have also 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.

### **4.1 Properties Determined to Appear Eligible for NRHP and CRHR Listing through this Evaluation**

This study has concluded that the only property that is eligible for listing in the National Register or California Register is the Monterey Southern Pacific Passenger Depot (Map Reference # 15) which was previously evaluated and determined eligible in 2005. No other properties evaluated as part of this project appear to be eligible for listing on the National Register of Historic Places or the California Register of Historical Resources.

### **4.2 Properties Determined Not to Appear Eligible for NRHP and CRHR Listing through this Evaluation**

The remaining fourteen resources surveyed and evaluated as part of this study do not appear eligible for listing in either the National Register of Historic Places or the California Register of Historical Resources, either because they lack significance under National Register or California Register criteria, or lack integrity. Each ineligible resource type is discussed in turn below.

## **Non-Eligible Railroad Resource Type**

As a transportation corridor, the Monterey Branch Railroad possesses potential significance under Criterion A (Criterion 1) for its association with the Pacific Improvement Company's (PIC) development of the Hotel Del Monte and the surrounding Peninsula. From the 1879 construction of the railroad and hotel to the 1919 sale of the hotel and surrounding Peninsula property, the PIC transformed the Monterey Peninsula from a struggling and largely forgotten colonial capitol to one of California's premier scenic and recreational enclaves. The development of the Hotel Del Monte and the promotion of the exclusive residential communities of Pacific Grove and Pebble Beach were predicated upon the development of the railroad line, which served to link the isolated area to the mainline tracks of the Southern Pacific and the metropolitan areas beyond. Almost immediately upon construction, the Hotel Del Monte became a premier "watering-place" of the west, and indeed the nation, with the railroad acting as its primary transportation corridor.

Despite this potential significance, as a transportation corridor the railroad lacks integrity to the 1879-1919 period of significance. Throughout its development history, portions of the line were continuously altered and replaced, including the replacement of rails, ties, trestles, utility poles, and bridges, and it does not appear that any portions of the line date to the construction period. Further, as the railroad was decommissioned in the middle of the twentieth century, significant portions of the railroad were removed or covered, and now much of the alignment is covered with pedestrian bike paths and parking lots. In addition, the majority of the associated stops along the route, most importantly the Hotel Del Monte Depot, have been removed and demolished and it is impossible to discern the railroad's original relationship to the surrounding communities. These alterations critically diminish the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Without possessing essential integrity, the Monterey Branch Railroad cannot convey its potential historical associations within the period of significance.

While much of the original alignment remains, large portions of the Monterey Branch have been removed, particularly between Seaside and Monterey, and as such the line's integrity of location, materials, workmanship, design, and setting has been diminished. Further, the utilitarian design of the railroad has been somewhat compromised, with the replacement of original features and materials. Extant portions of the track date from the early twentieth century to the 1960s, with associated signaling structures and service buildings from the midcentury period. This widespread replacement and modern infill diminishes the integrity of workmanship, setting, feeling, and association of the railroad. Setting, feeling and association have also been compromised by the demolition of nearly all associated stops and depots, including the late twentieth century demolition of the Hotel Del Monte Station.

The railroad does not possess significance in relation to any other historic contexts. Although it served as a general freight corridor for a number of industries, including Monterey's fishery,

sand mining industry, and Fort Ord, this utilitarian role lacks significance under any of the criteria for listing. The generalized transportation role does not convey significant themes of development (Criterion A or 1). The railroad was not directly associated with any significant individuals relating to the area's industrial or military development (Criterion B or 2). Further, as a freight corridor with standard and commonly constructed features infrastructural features, the line does not convey any significant engineering or architectural features (Criterion C or 3). Finally, this type of freight infrastructure is otherwise well documented and the line does not appear to be a principal source of information in this regard (Criterion D or 4).

### **Non-Eligible Military Resource Type**

Five properties within the Architectural APE are included in the military property type, none of which meet the criteria for listing in the National Register or the California Register because of a lack of significance. The properties were developed during and immediately following World War II as generalized support facilities for military activities at Fort Ord. Two of the properties were developed as receiving buildings and warehouses, one as a lavatory facility, one as a bakery, and one as a loading platform and storehouse. The majority of the properties were developed as temporary facilities, a designation that was common in the rapid buildup of the war.

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California. The generalized nature of the buildings fails to demonstrate significant themes of development relating to either Fort Ord's training mission, California military development, or the American military in general (Criterion A or 1). As basic service facilities the properties did not play a key role in the training mission of the base and instead served as basic support properties. Similarly, as generalized facilities the buildings do not appear to be associated with any historically significant individuals within the military (Criterion B or 2). Further, the buildings do not demonstrate distinctive characteristics of a type, period, or method of construction, but rather illustrate basic military construction types that were designed for generalized function and expediency. The majority of the buildings were temporary structures, designed to house immediate needs with little attention paid to architectural or structural detailing. While indicative of general architectural themes of military development, the buildings are not significant examples of their type but are instead common representatives that are found across Fort Ord and at military facilities across the state and nation. In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of military construction is

otherwise well documented and the buildings do not appear to be a principal source of information in this regard (Criterion D or 4).<sup>54</sup>

While the properties lack significance in relation to any of the criteria for listing, they do largely retain integrity to the historic period. Although Fort Ord was decommissioned in 1993, there have been few, if any, alterations to the buildings or their immediate setting.

### **Non-Eligible Commercial Resource Type**

Eight properties within the Architectural APE are included in the commercial property type, none of which meet the criteria for listing in the National Register or the California Register because of a lack of significance and a lack of integrity. All of the buildings are modest commercial properties that were developed between the 1920s and the 1960s. The buildings served a variety of purposes, including neighborhood retail, grocery warehousing services, and automotive sales and repair. The properties are common representatives of the commercial development of the region, particularly along the major commercial thoroughfare of Del Monte Avenue/Boulevard.

As modest and evolving commercial resources, the buildings do not have direct associations with the significant events or trends that have shaped local, state, or national history (Criterion A or 1). Similarly, none appear to be associated with any individuals significant in local, state, or national history (Criterion B or 2). The building's commercial tenants, including warehousing services, retail establishments, and automotive stores, were standard representatives of the mixed commercial character of the Del Monte corridor. The buildings are not the work of a master, nor do they demonstrate distinctive characteristics of a type, period, or method of construction (Criterion C or 3). Rather, they illustrate a well-established commercial design sensibility that was largely utilitarian in form. This type of construction was common across Monterey, the state, and the nation and does not represent any significant architectural themes. In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is otherwise well documented and do not appear to be a principal source of information in this regard (Criterion D or 4).

In addition to failing to meet any of the criteria for listing on the NRHP or the CRHR, the commercial buildings display a marked loss of integrity. Alterations include additions, changes to fenestration and infill of original features, and replacement of original materials including windows, doors, and storefronts. These alterations diminish the integrity of the commercial properties and largely sever any relationship to the historic period.

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<sup>54</sup> JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

#### 4.3 Historic Status Tables

**Table 1. Properties Listed in the National Register or California Register**

None.

**Table 2. Properties Previously Determined Eligible for the National Register or California Register**

Map Reference No.	Name	Year Built	OHP Status Code
15	Monterey Southern Pacific Passenger Depot	1890s	2S2

**Table 3. Properties Previously Determined Not Eligible for the National Register or California Register**

Map Reference No.	Name	Year Built	OHP Status Code
1	Portions of Monterey Branch Line	1879, on-going	6Z

**Table 4. Properties Determined Eligible for the National Register or California Register as a Result of the Current Study**

None.

**Table 5. Resources that are Historical Resources for the Purposes of CEQA**

Map Reference No.	Name	Year Built	OHP Status Code
15	Monterey Southern Pacific Passenger Depot	1890s	2S2

**Table 6. Properties Determined Not Eligible for the National Register or California Register as a Result of the Current Study**

Map Reference No.	Name	Year Built	OHP Status Code
1	Monterey Branch Line	1879-ongoing	6Z
2	Fort Ord Building 2071	1953	6Z
3	Fort Ord Building 2060-2065	1941, 1952	6Z
4	Fort Ord Building 2058	1941	6Z
5	Fort Ord Building 2056	1941	6Z
6	Fort Ord Loading Platform and Storehouse	Ca. 1941-1945	6Z
7	1965 Del Monte Boulevard	1956	6Z
8	2101-2107 Del Monte Avenue	1962, 1964	6Z



Map Reference No.	Name	Year Built	OHP Status Code
9	1299 Del Monte Avenue	1956-1961	6Z
10	1231 Del Monte Avenue	1928	6Z
11	1187 Del Monte Avenue	1959	6Z
12	1179 Del Monte Avenue	Ca. 1960-ongoing	6Z
13	1101 Del Monte Avenue	Ca. 1926	6Z
14	1099 Del Monte Avenue	Ca. 1952-1962	6Z

**Table 7. Resources that are not Historical Resources under CEQA per CEQA Guidelines §15064.5 because they do not meet the California Register Criteria outlined in PRC §5024.1**

Map Reference No.	Name	Year Built	OHP Status Code
1	Monterey Branch Line	1879-ongoing	6Z
2	Fort Ord Building 2071	1953	6Z
3	Fort Ord Building 2060-2065	1941, 1952	6Z
4	Fort Ord Building 2058	1941	6Z
5	Fort Ord Building 2056	1941	6Z
6	Fort Ord Loading Platform and Storehouse	Ca. 1941-1945	6Z
7	1965 Del Monte Boulevard	1956	6Z
8	2101-2107 Del Monte Avenue	1962, 1964	6Z
9	1299 Del Monte Avenue	1956-1961	6Z
10	1231 Del Monte Avenue	1928	6Z
11	1187 Del Monte Avenue	1959	6Z
12	1179 Del Monte Avenue	Ca. 1960-ongoing	6Z
13	1101 Del Monte Avenue	Ca. 1926	6Z
14	1099 Del Monte Avenue	Ca. 1952-1962	6Z



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## 6 PREPARERS' QUALIFICATIONS

This project was conducted under the general direction of Rand F. Herbert (M.A.T., History, University of California – Davis), a founding partner of JRP with more than 30 years of experience conducting these types of studies. Mr. Herbert consulted on the development of the APE, provided overall project direction and guidance, and reviewed and edited the report. Based on his level of experience and education, Mr. Herbert qualifies as both an architectural historian and historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

JRP architectural historian Polly S. Allen was the lead historian/architectural historian for this project. Ms. Allen prepared the contextual statement and evaluations, as well as conducted fieldwork, and prepared the DPR forms. Ms. Allen received a M.S. in Historic Preservation from Columbia University and has over three years of experience in public history and historic preservation. Ms. Allen qualifies as an architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

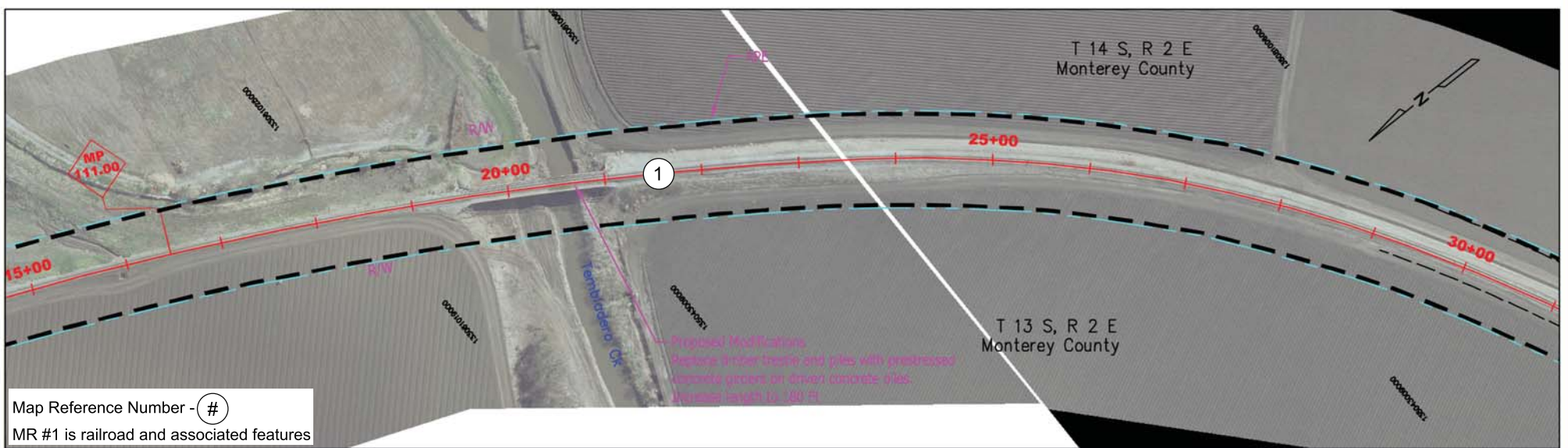
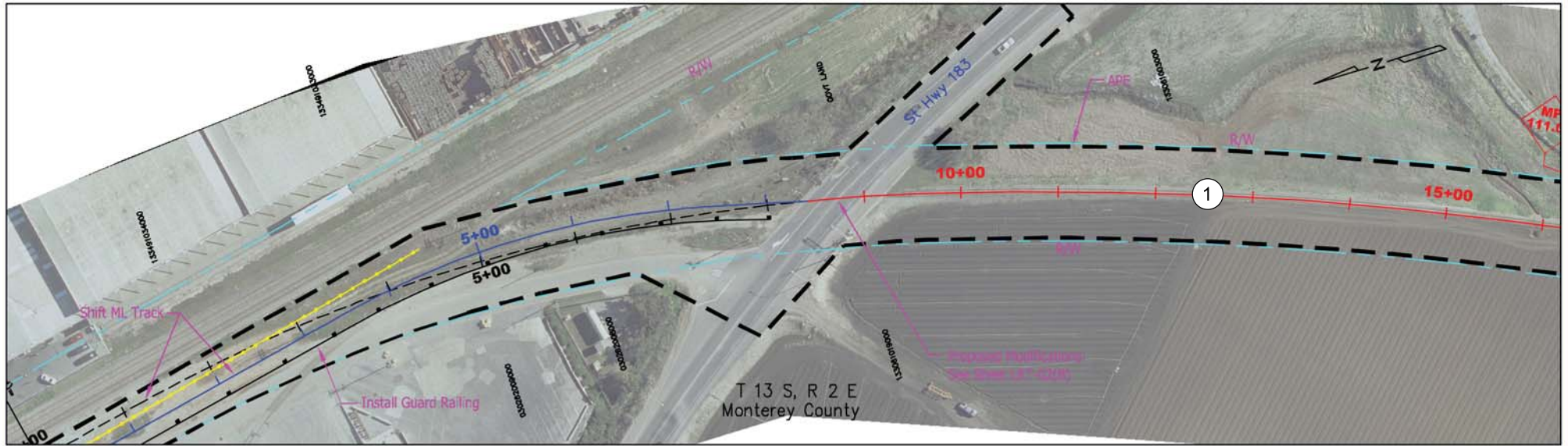
JRP staff architectural historian Greg Rainka (M.S., Historic Preservation, The School of the Art Institute of Chicago) assisted with field work and documentation. Mr. Rainka qualifies as an architectural historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

## APPENDIX A: APE MAP









Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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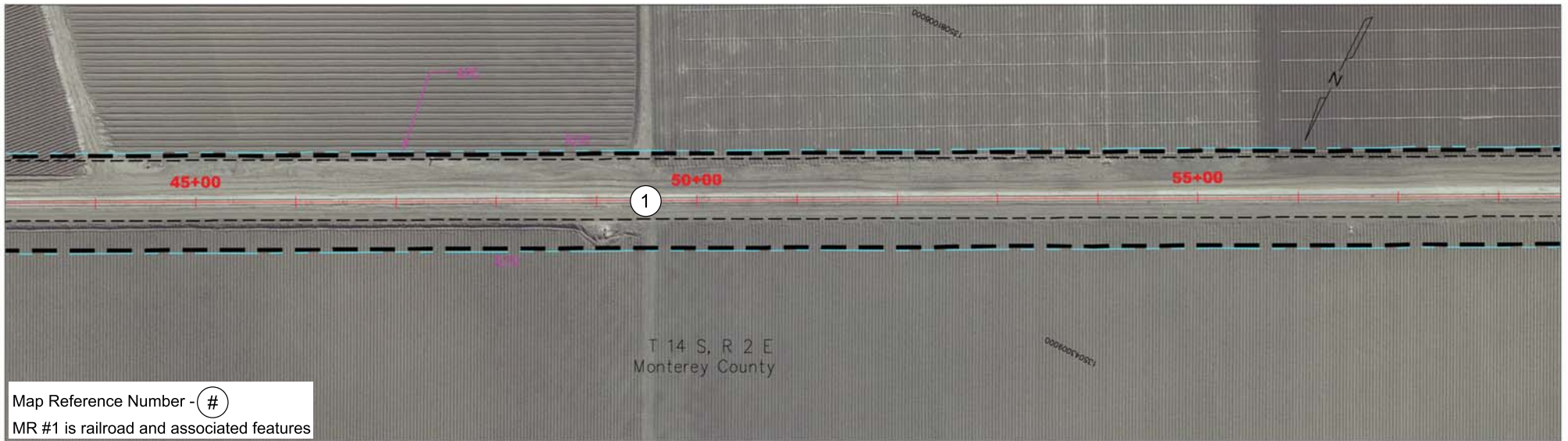
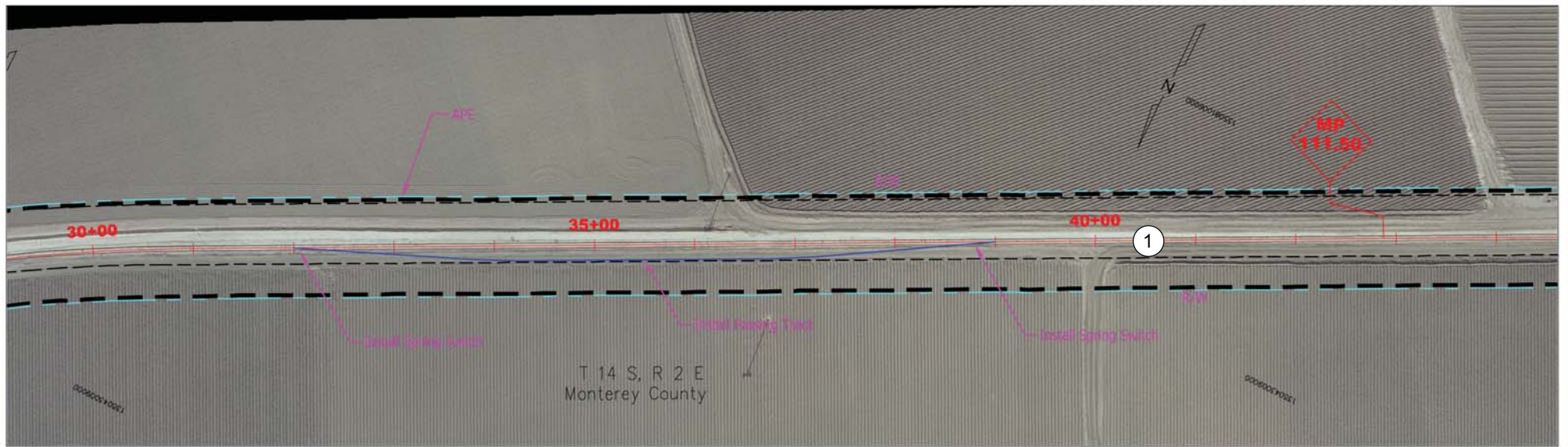
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Project Number	APE-2
Sheet Number	





Map Reference Number - (#)  
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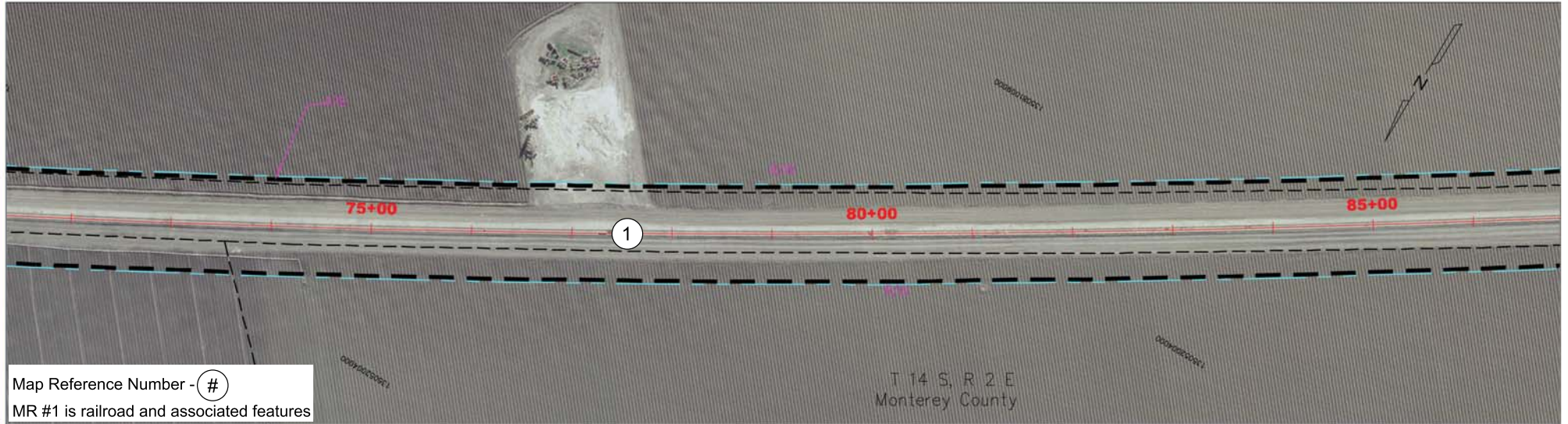
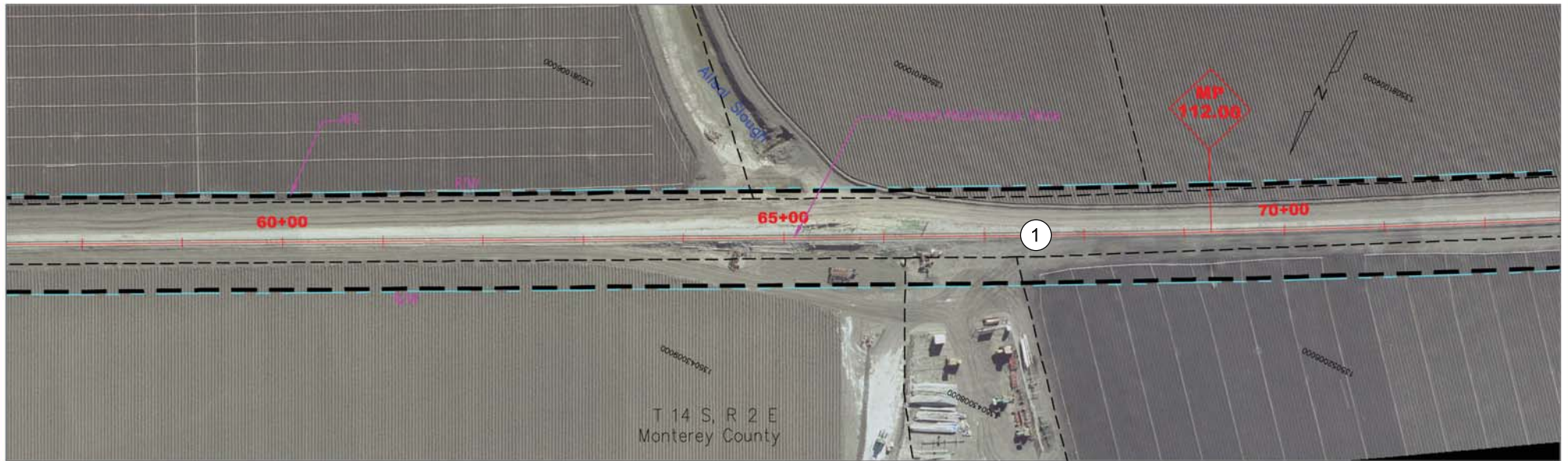
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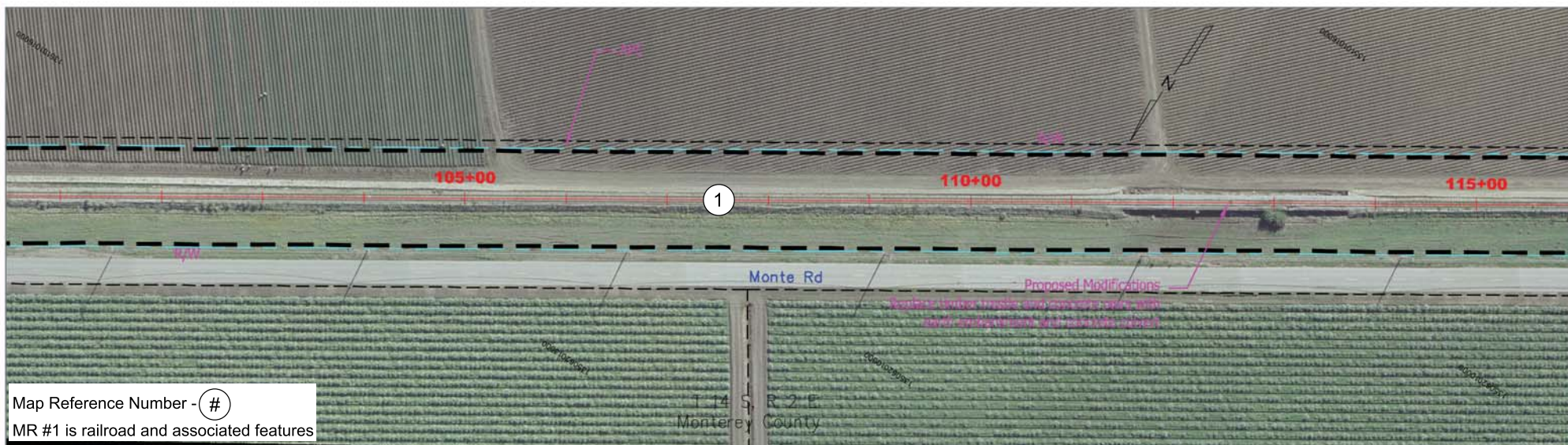
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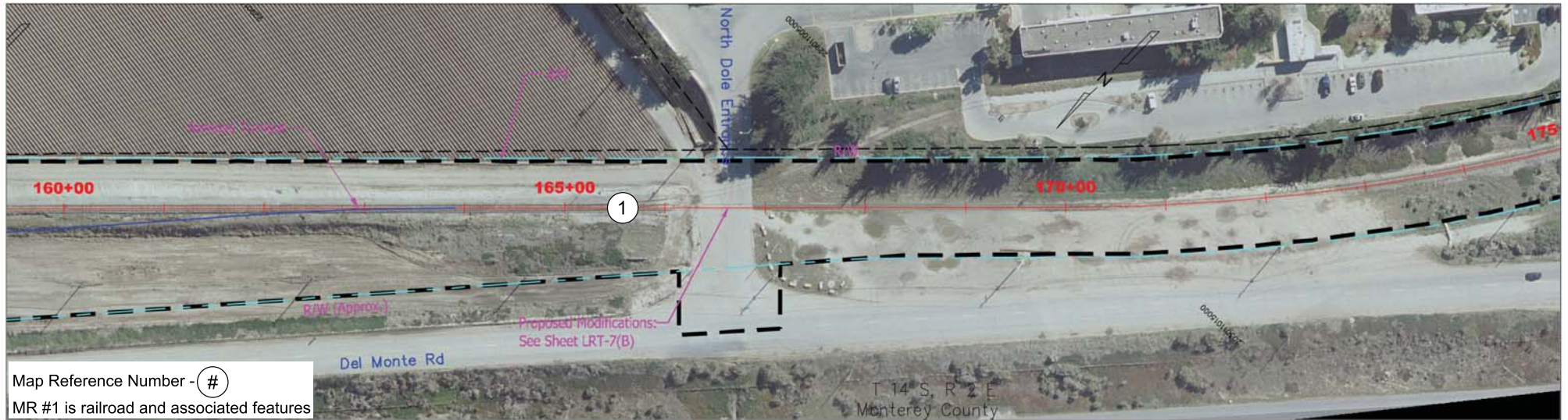
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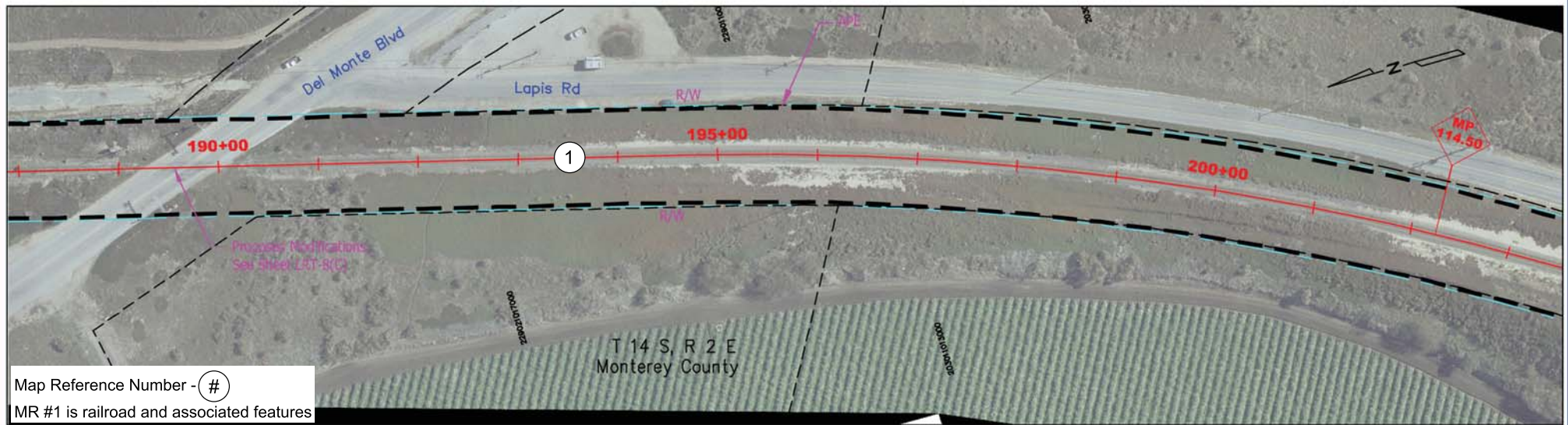
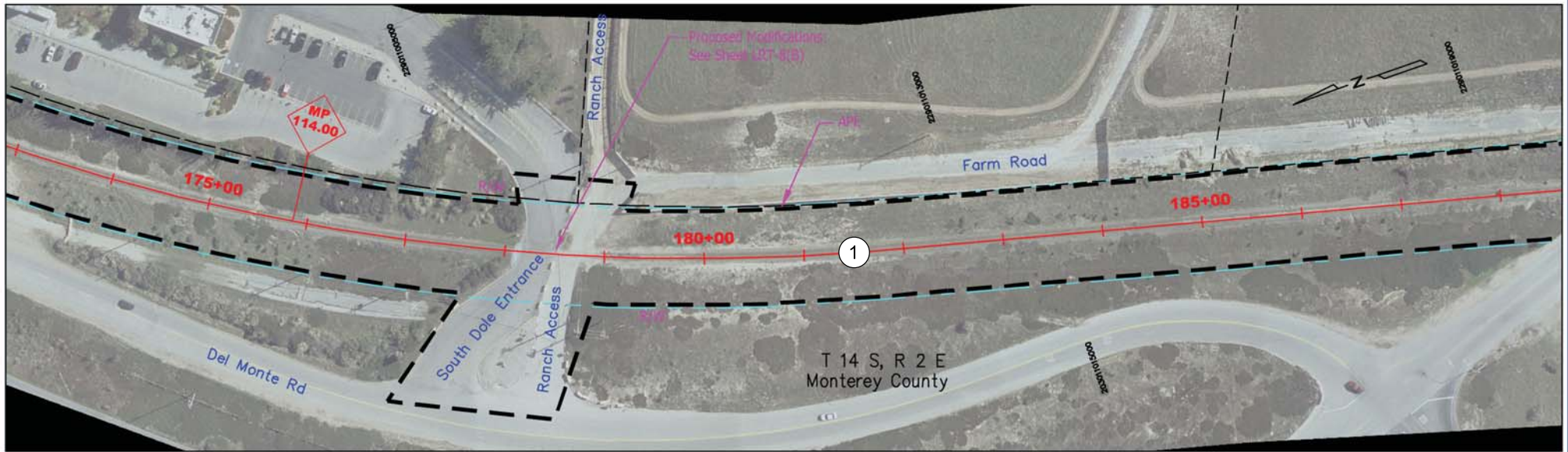
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MONTEREY COUNTY  
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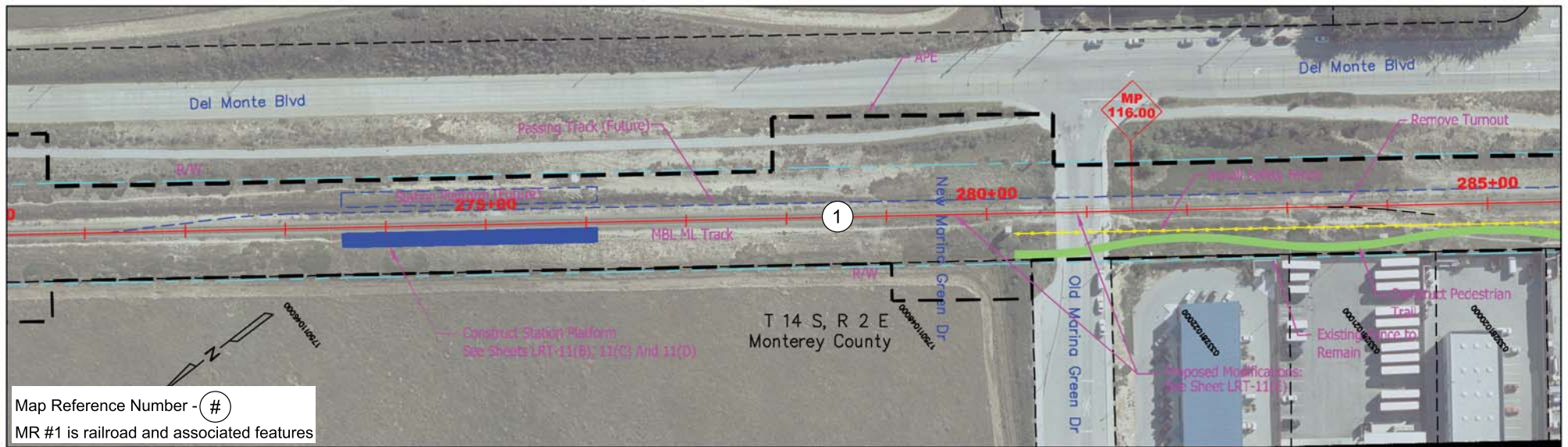
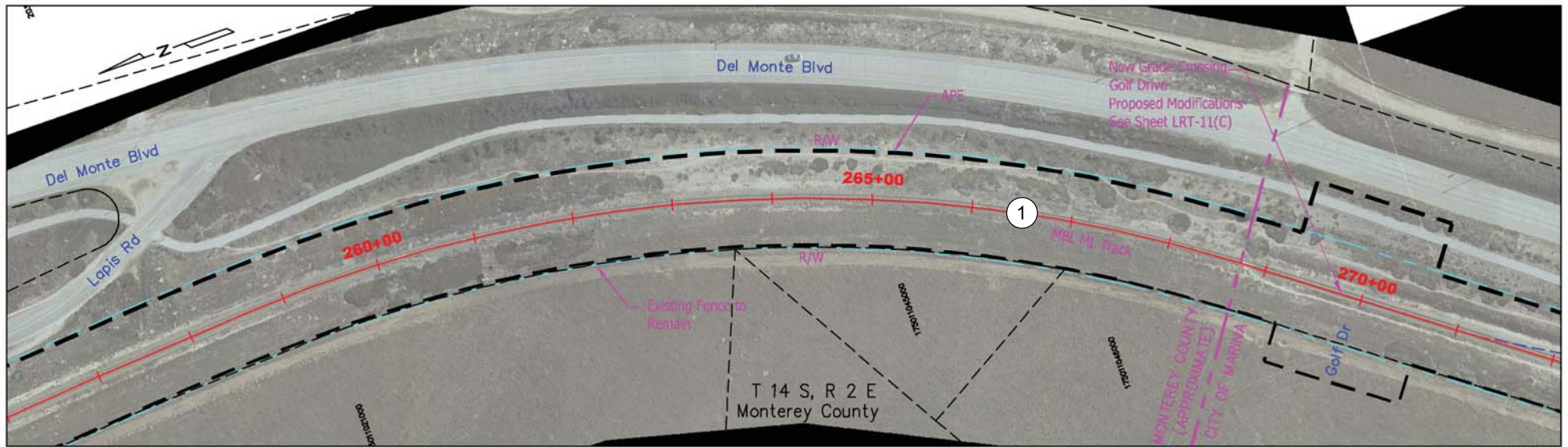
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MONTEREY COUNTY  
CALIFORNIA**

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AREA OF POTENTIAL EFFECTS**  
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Map Reference Number - (#)  
MR #1 is railroad and associated features

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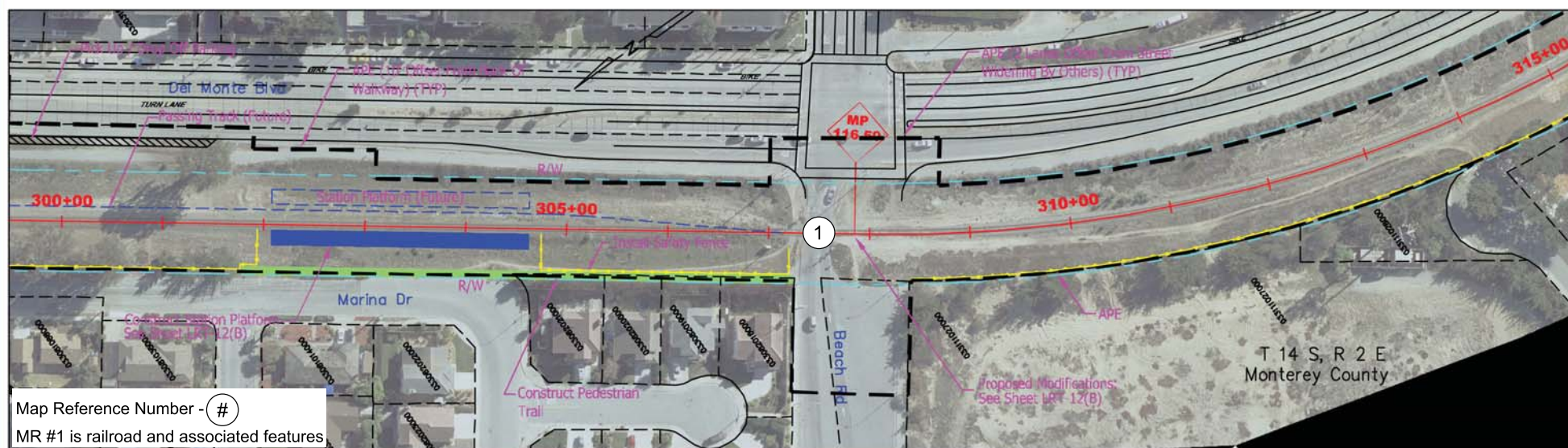
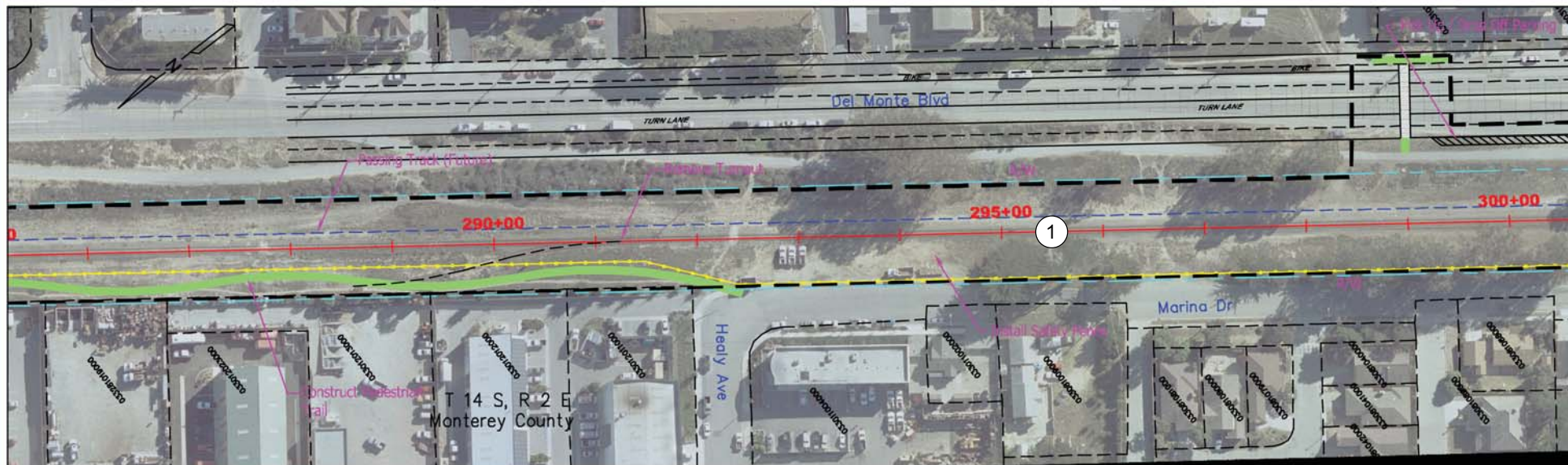
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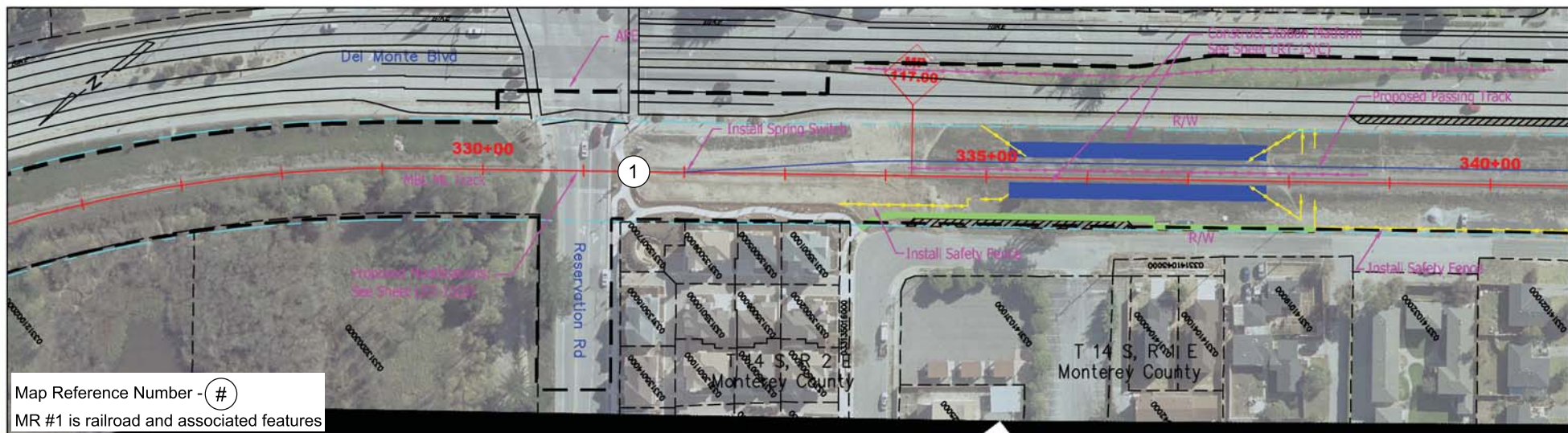
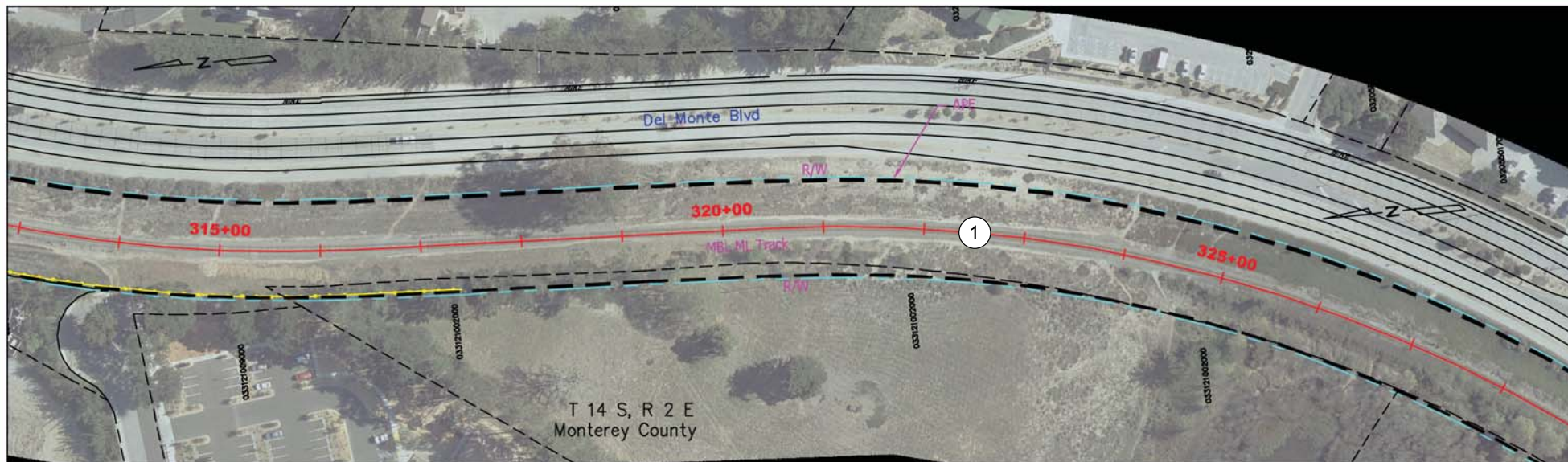
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Project Number	
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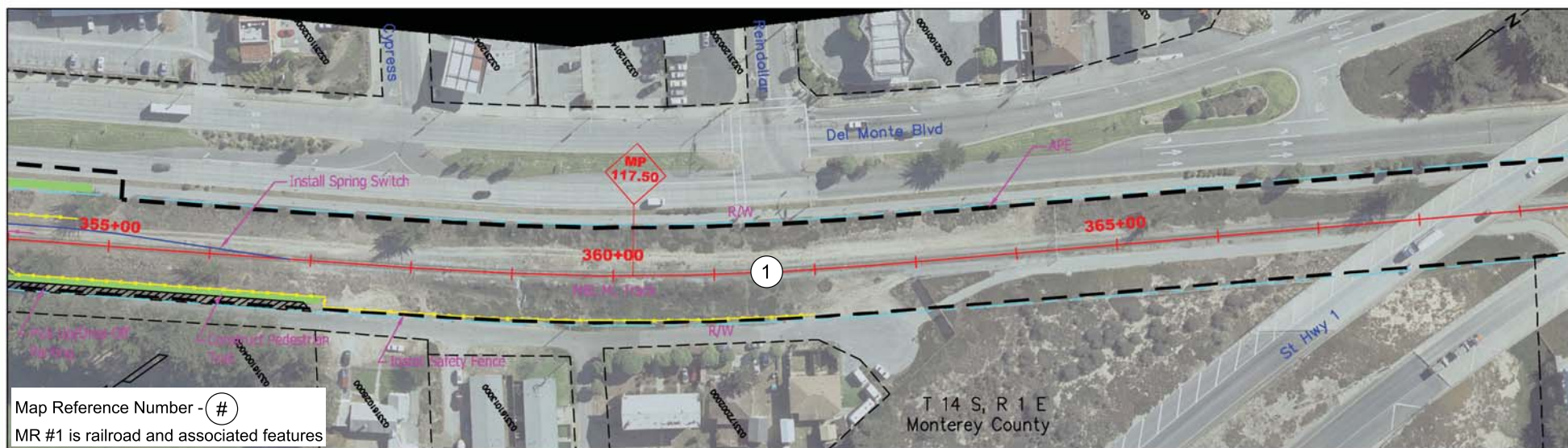
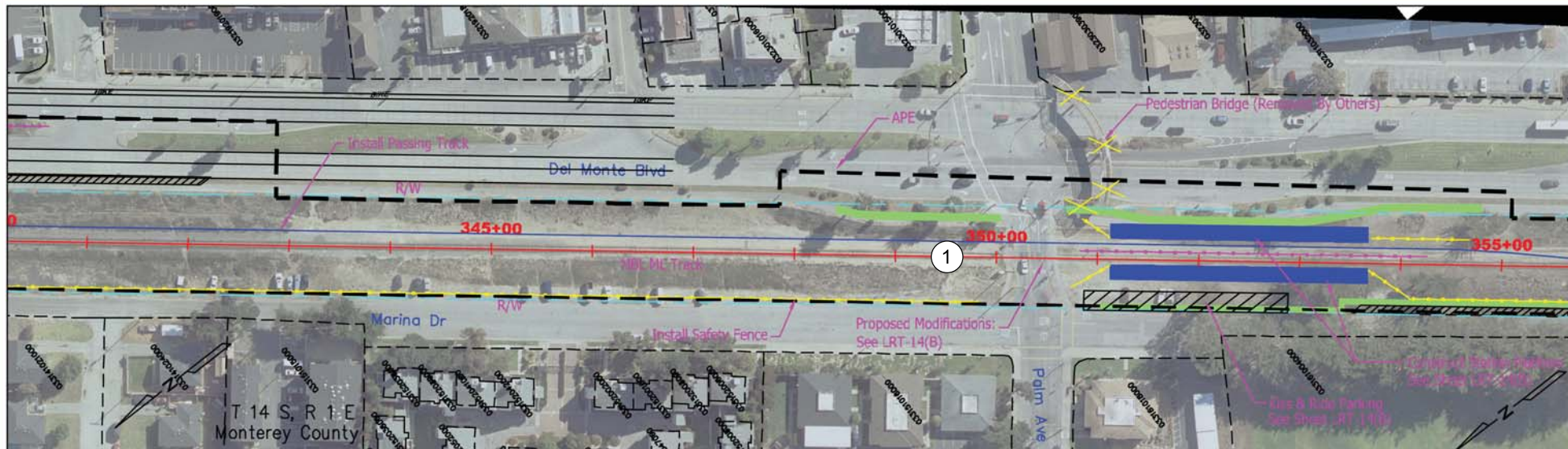
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San Jose, California 95113

Scale 1" = 100'  
Drawn By  
Approved By  
Date Nov 08, 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS  
APE-13**  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

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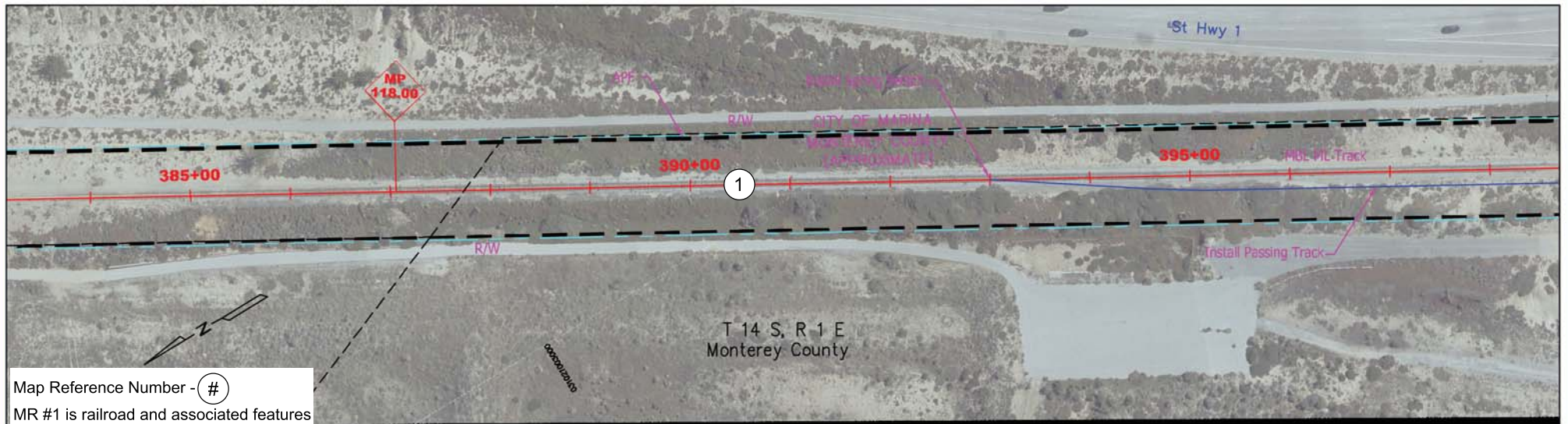
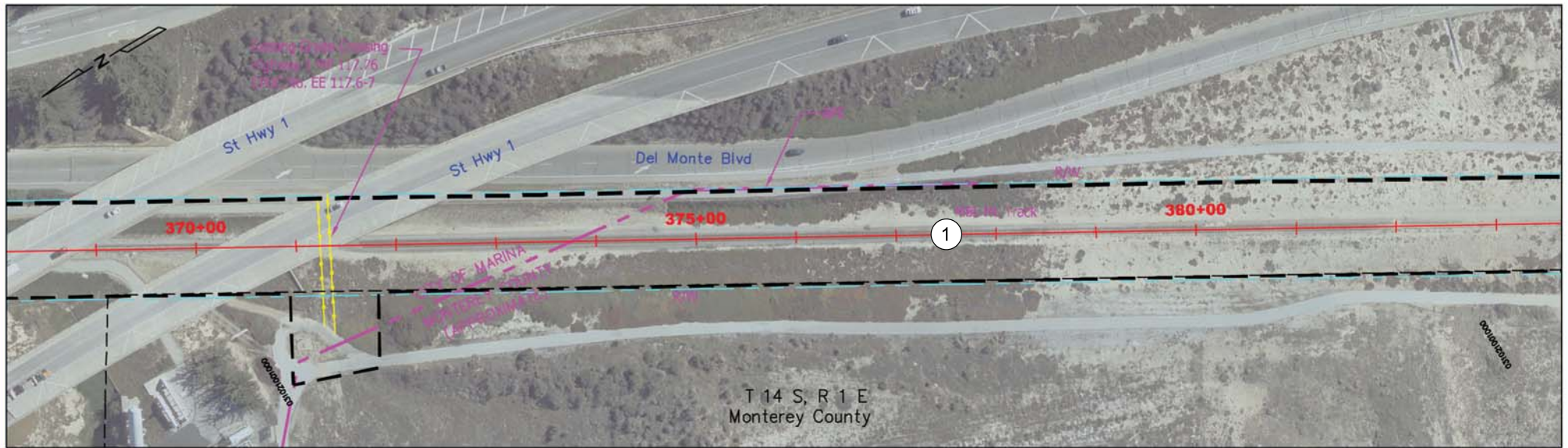
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**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS  
APE-14**  
Project Number Sheet Number





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San Jose, California 95113

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Drawn By  
Approved By  
Date Oct. 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-15  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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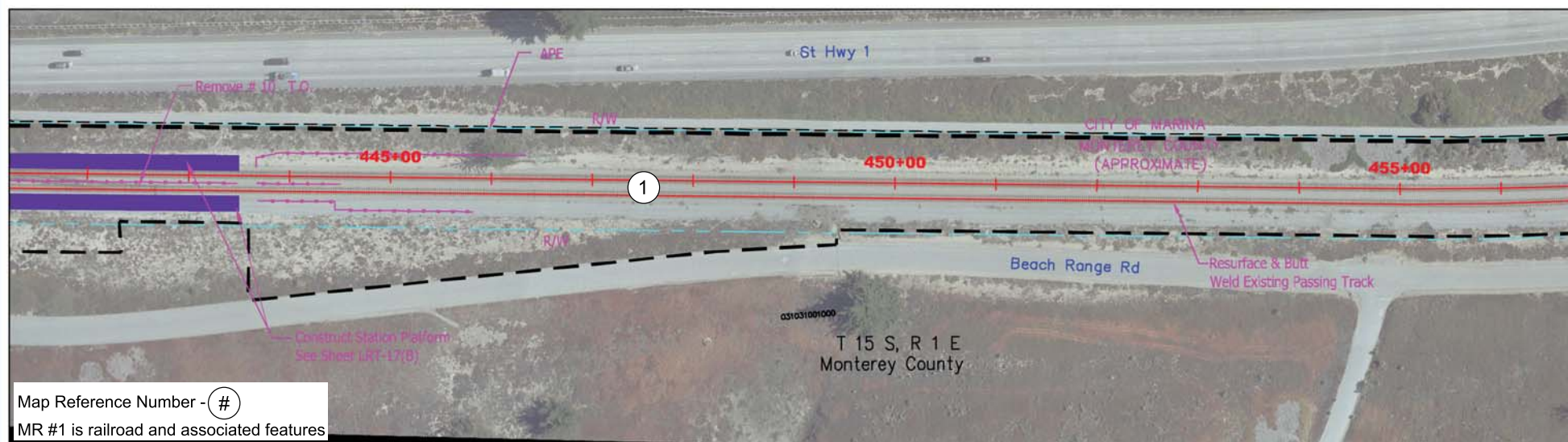
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Approved By  
Date Dec 22, 2008

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
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AREA OF POTENTIAL EFFECTS**  
APE-16  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date

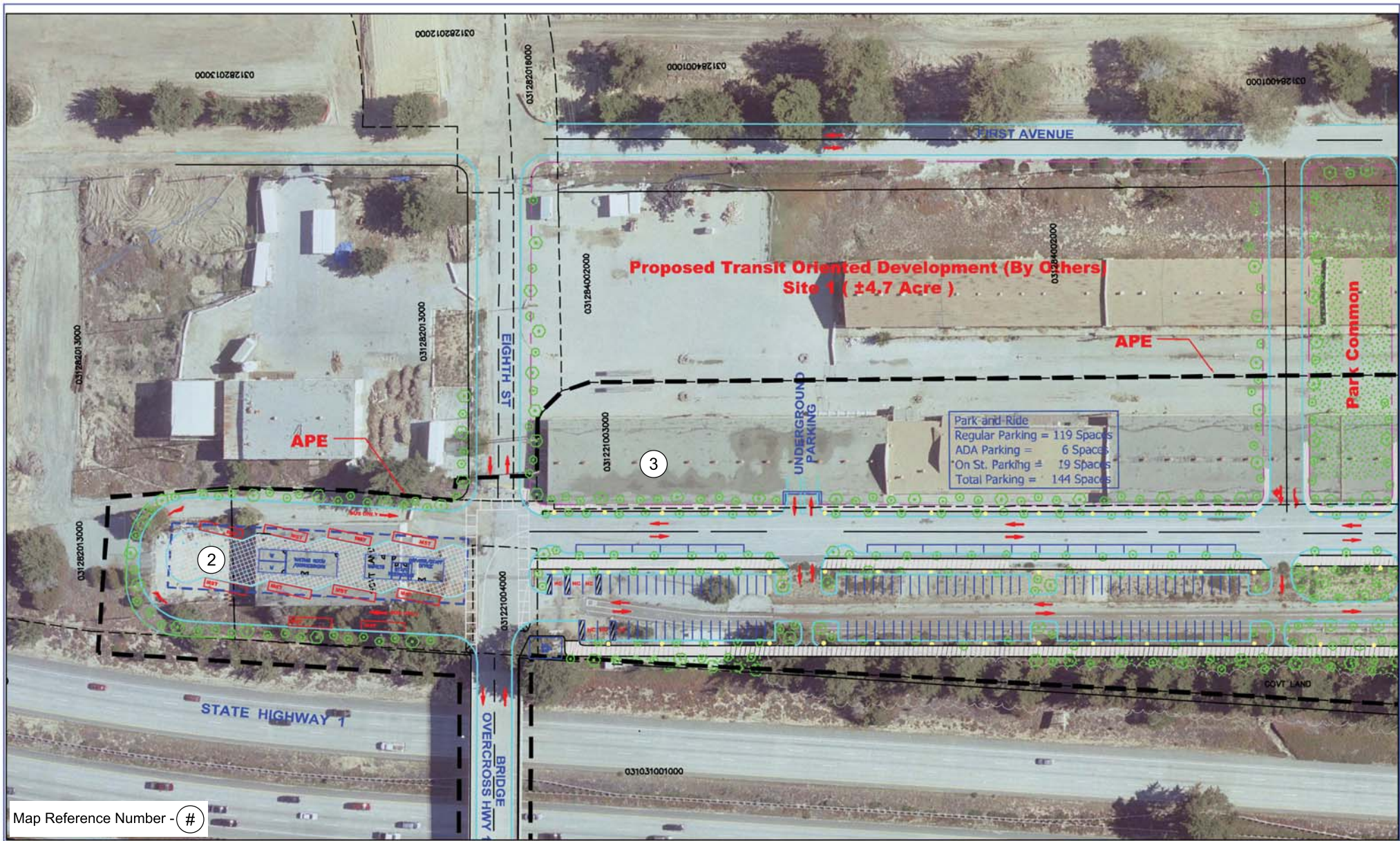


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Date	Oct. 2019

**MONTEREY BRANCH LINE**  
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Sheet Title	CONCEPTUAL PLAN AREA OF POTENTIAL EFFECTS
Project Number	APE-17
Sheet Number	





Revision	By	Approved	Date

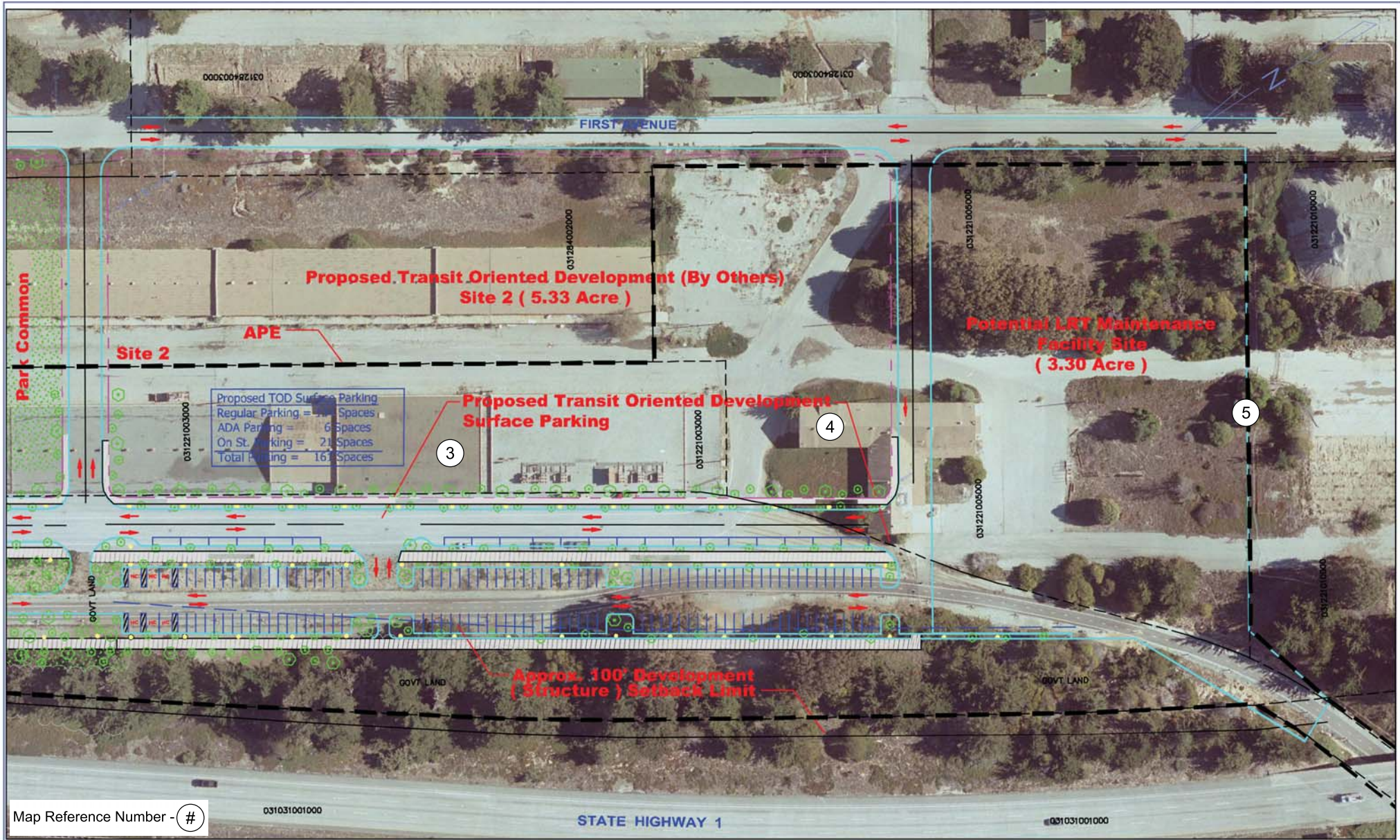


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**MONTEREY BRANCH LINE**  
**MONTEREY COUNTY**  
**CALIFORNIA**

Sheet Title	CONCEPTUAL PLAN AREA OF POTENTIAL EFFECTS
Project Number	APE-17(C)
Sheet Number	





Revision	By	Approved	Date



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Date	Nov 05, 2010

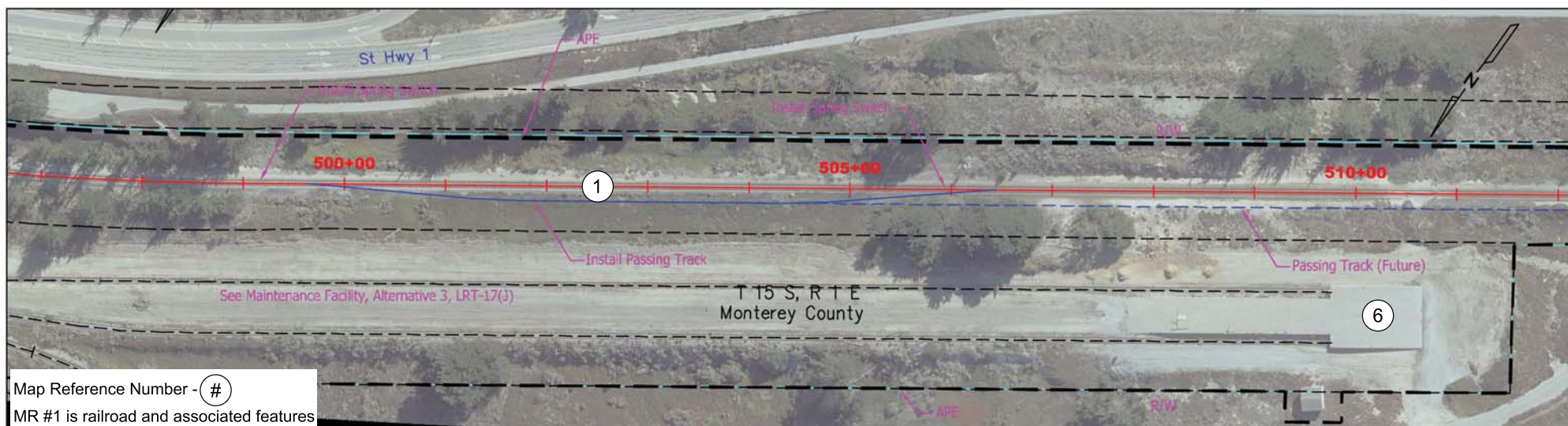
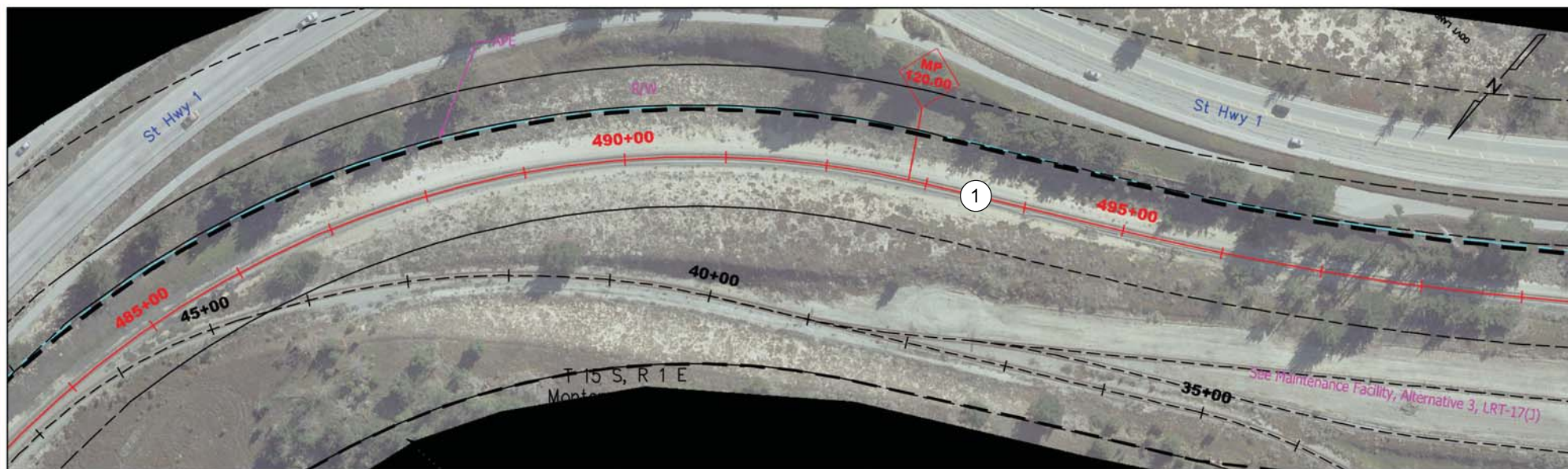
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CALIFORNIA**

Sheet Title	CONCEPTUAL PLAN AREA OF POTENTIAL EFFECTS
Project Number	APE-17(D)
Sheet Number	









Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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Approved By  
Date Nov 05, 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-19  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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FOR MONTEREY COUNTY  
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Drawn By  
Approved By  
Date Dec 22, 2009

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-20  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



**TAMC**  
TRANSPORTATION AND MARINE CONSULTING  
FOR MONTEREY COUNTY  
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Salinas, CA 93901

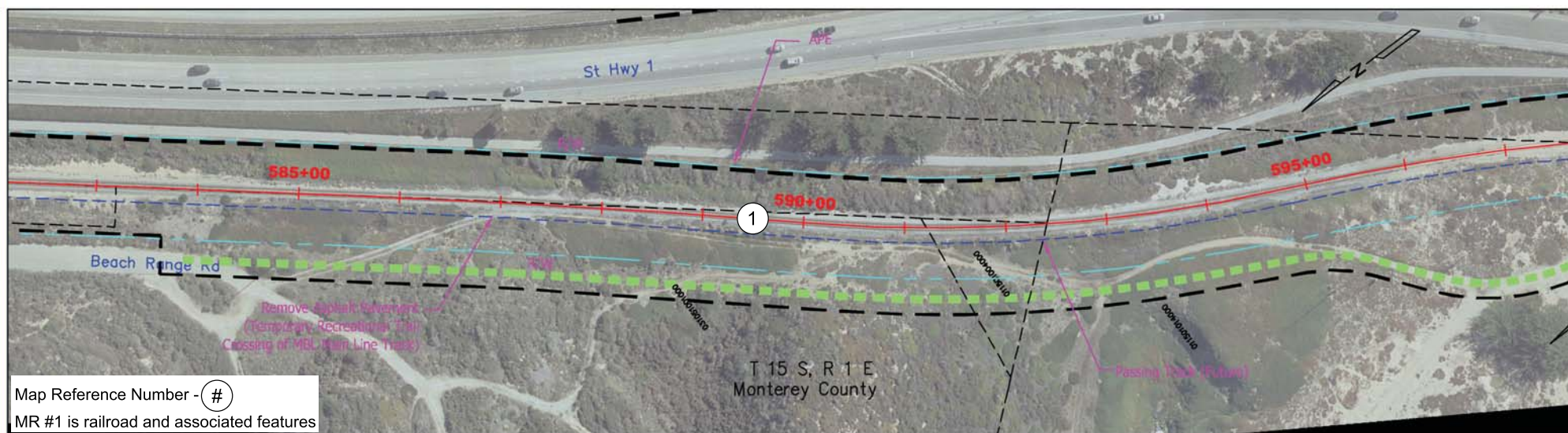
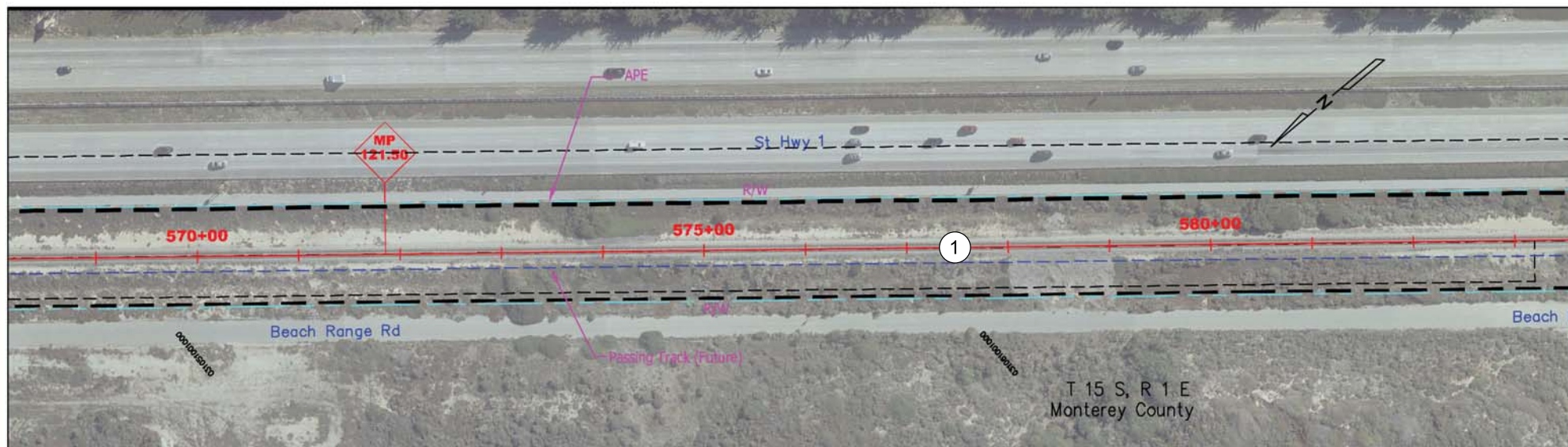
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Approved By  
Date Dec 22, 2009

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-21  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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TRANSPORTATION  
FOR MONTEREY COUNTY  
55-B Plaza Circle  
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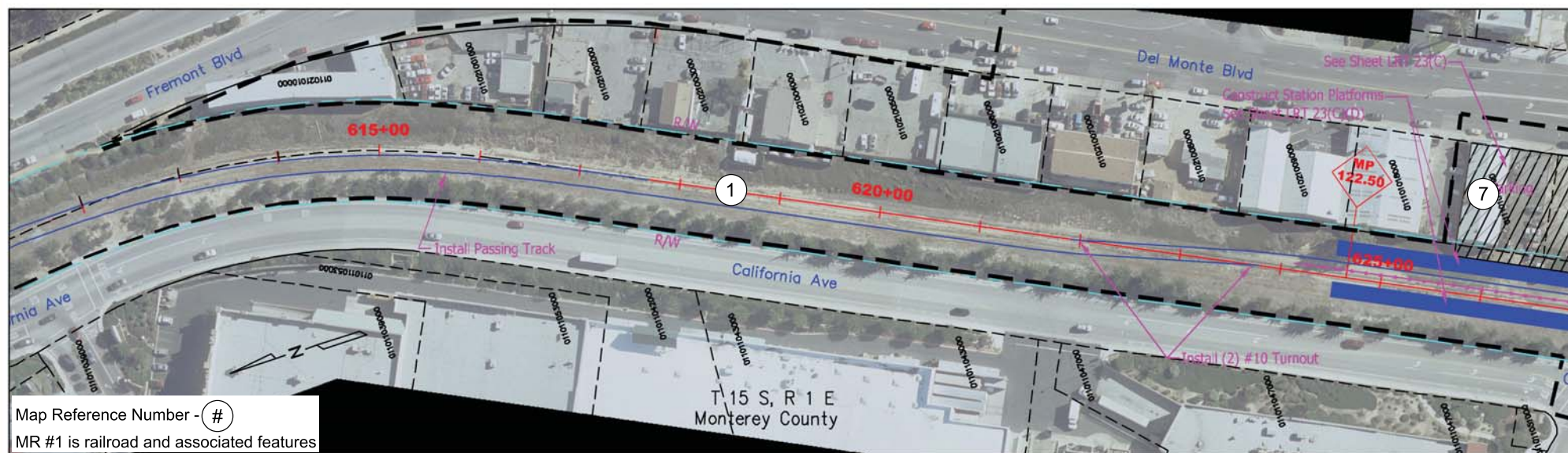
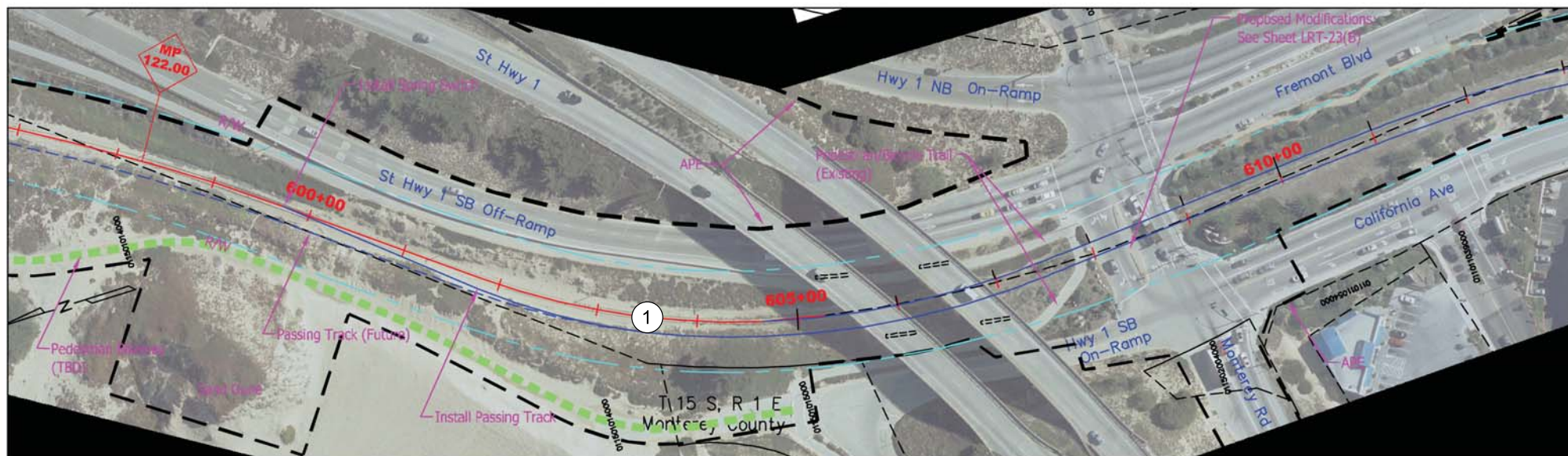
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Date Nov 08, 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-22  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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TRANSPORTATION  
FOR MONTEREY COUNTY  
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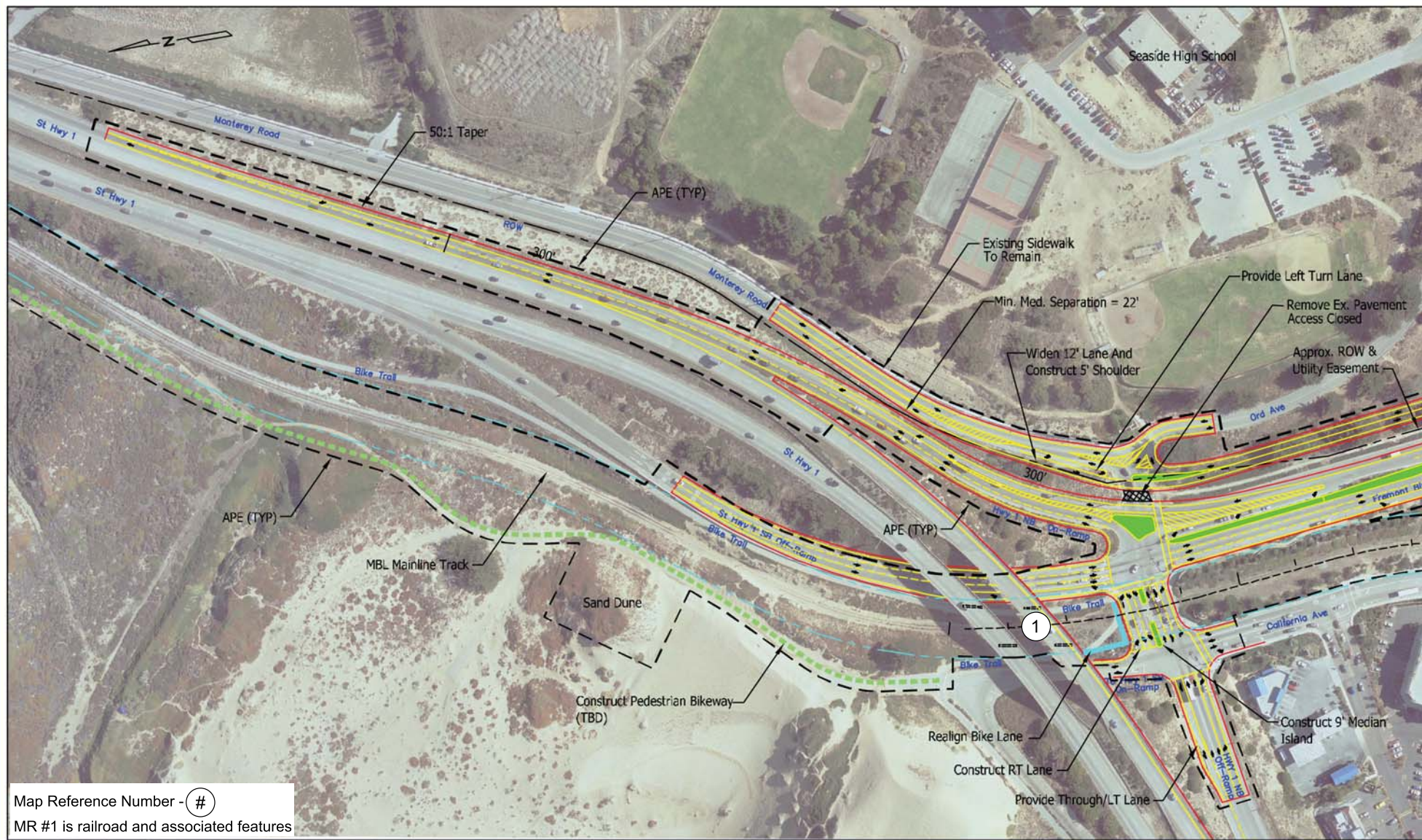
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**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-23  
Project Number Sheet Number





Revision	By	Approved	Date



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Scale 1" = 150'  
Drawn By  
Approved By  
Date Nov 08, 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
Project Number  
APE-23(E-1)  
Sheet Number





Revision	By	Approved	Date

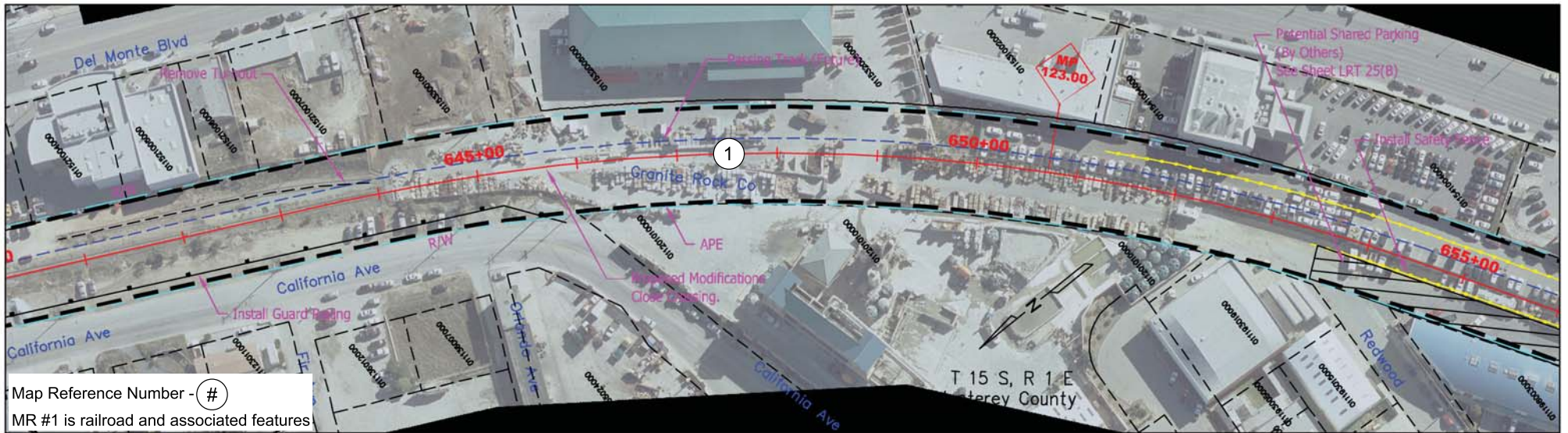
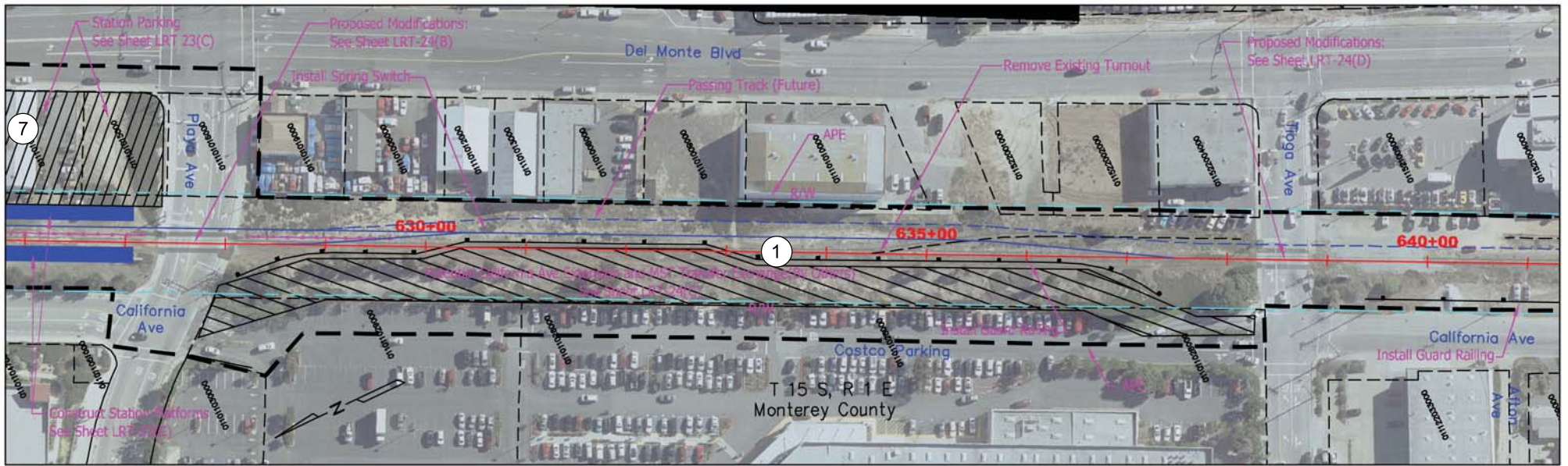


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Approved By	
Date	Nov 06, 2010

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**MONTEREY COUNTY**  
**CALIFORNIA**

Sheet Title	CONCEPTUAL PLAN AREA OF POTENTIAL EFFECTS
Project Number	
Sheet Number	APE-23(E-2)





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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Approved By	
Date	Dec 22, 2009

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title	CONCEPTUAL PLAN AREA OF POTENTIAL EFFECTS
Project Number	APE-24
Sheet Number	





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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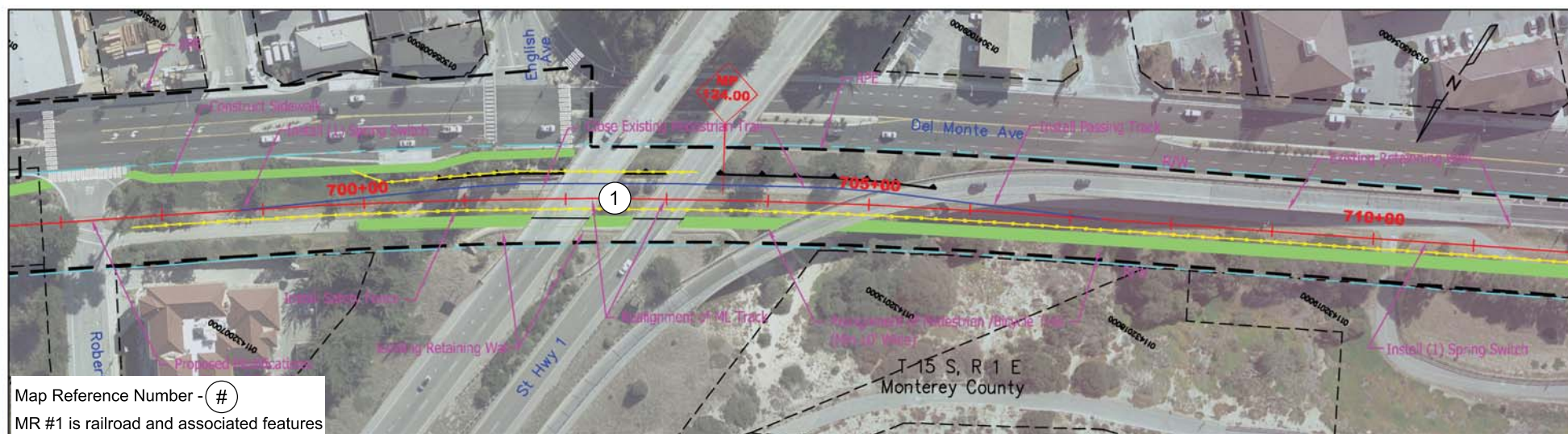
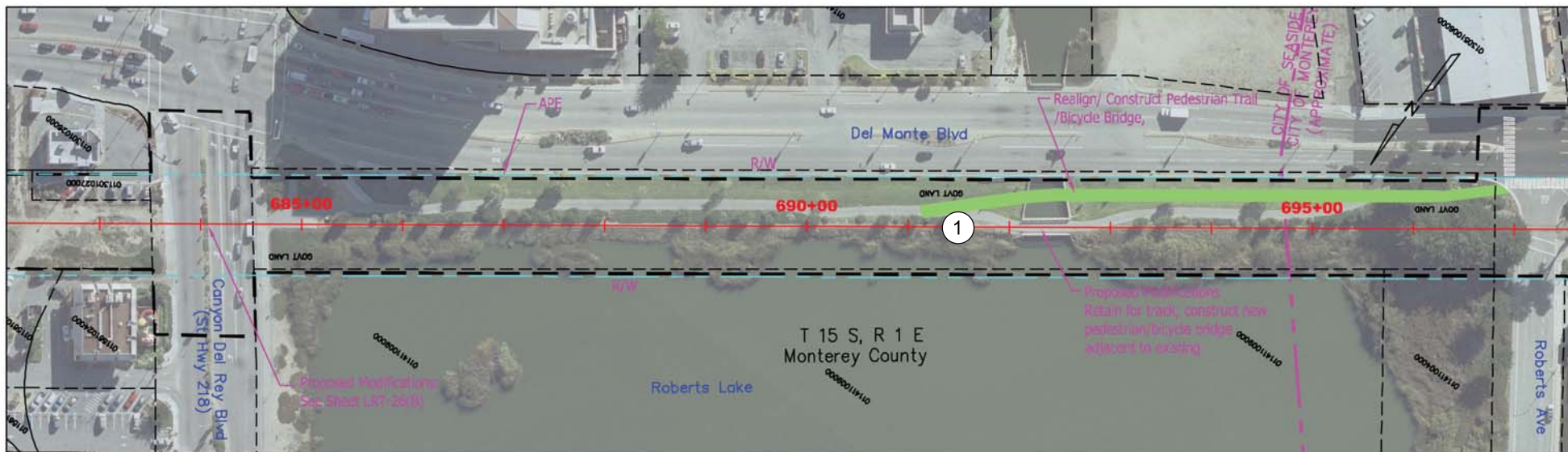
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100 Park Center Plaza, Suite 450  
San Jose, California 95113

Scale 1" = 100'  
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Approved By  
Date Oct. 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-25  
Project Number Sheet Number





Map Reference Number - (#)  
MR #1 is railroad and associated features

Revision	By	Approved	Date



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55-B Plaza Circle  
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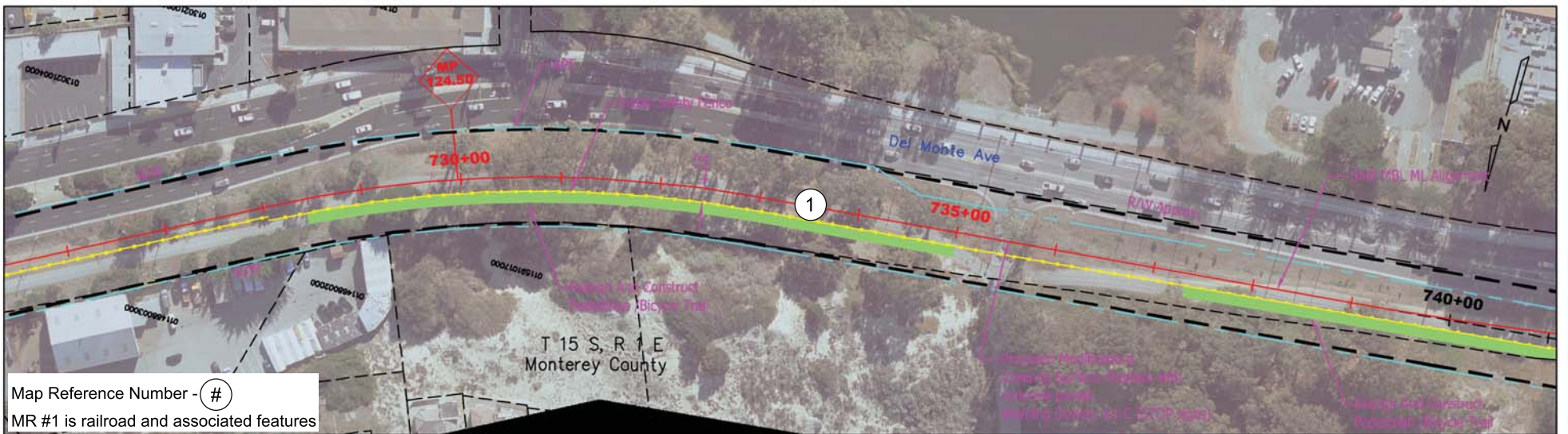
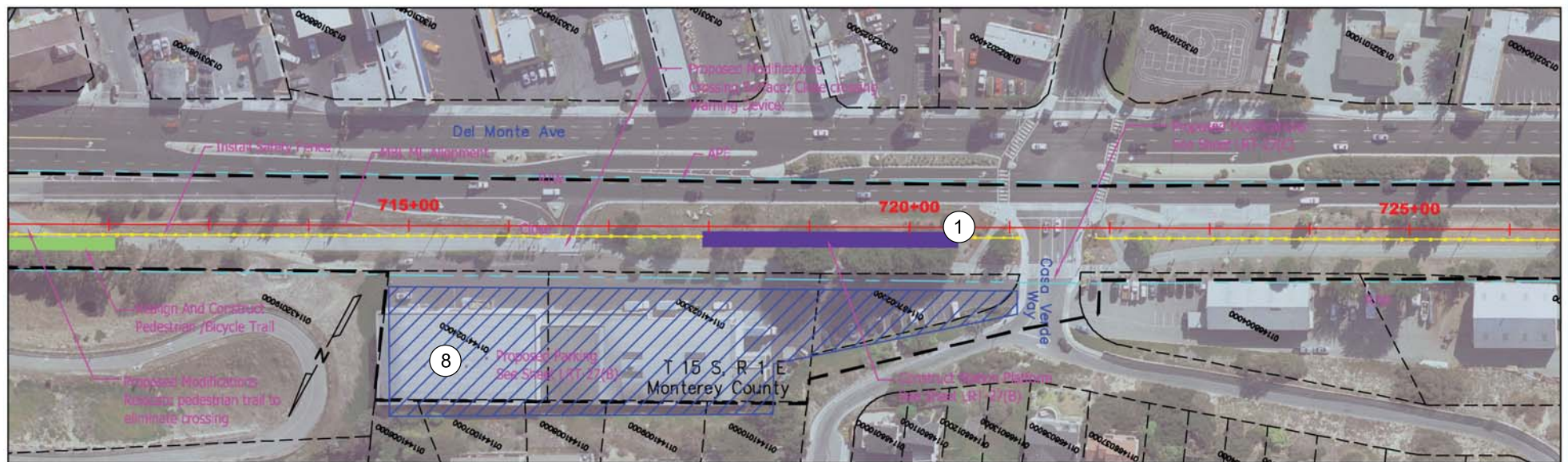
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Approved By	
Date	Oct. 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title	CONCEPTUAL PLAN AREA OF POTENTIAL EFFECTS
Project Number	APE-26
Sheet Number	





Map Reference Number - #

MR #1 is railroad and associated features

Revision	By	Approved	Date



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Date Sept. 2010

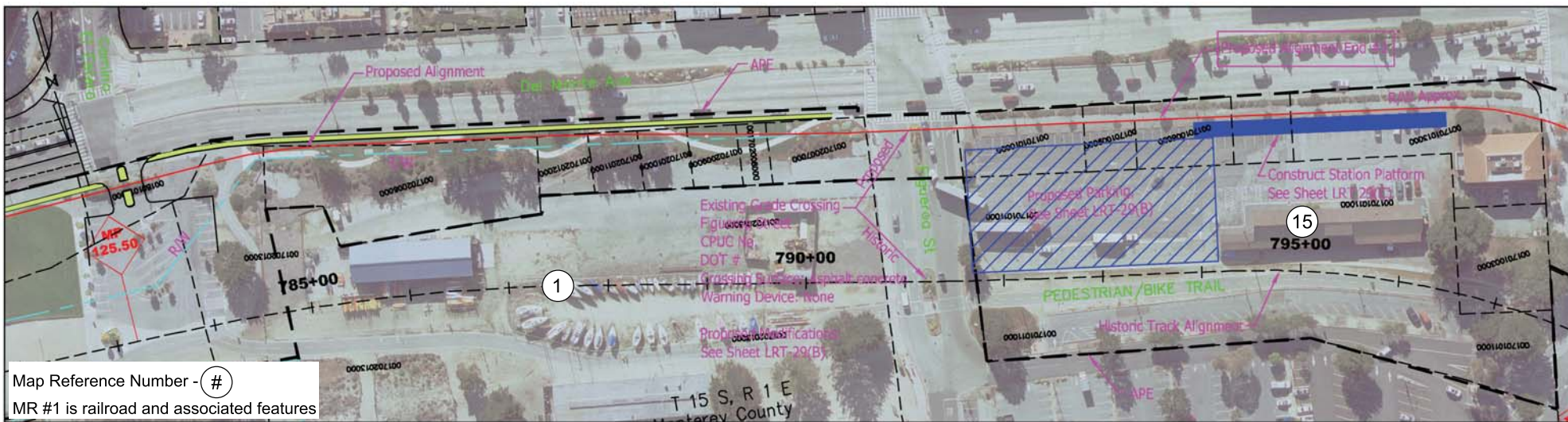
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MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
APE-27  
Project Number  
Sheet Number









Revision	By	Approved	Date



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FOR MONTEREY COUNTY  
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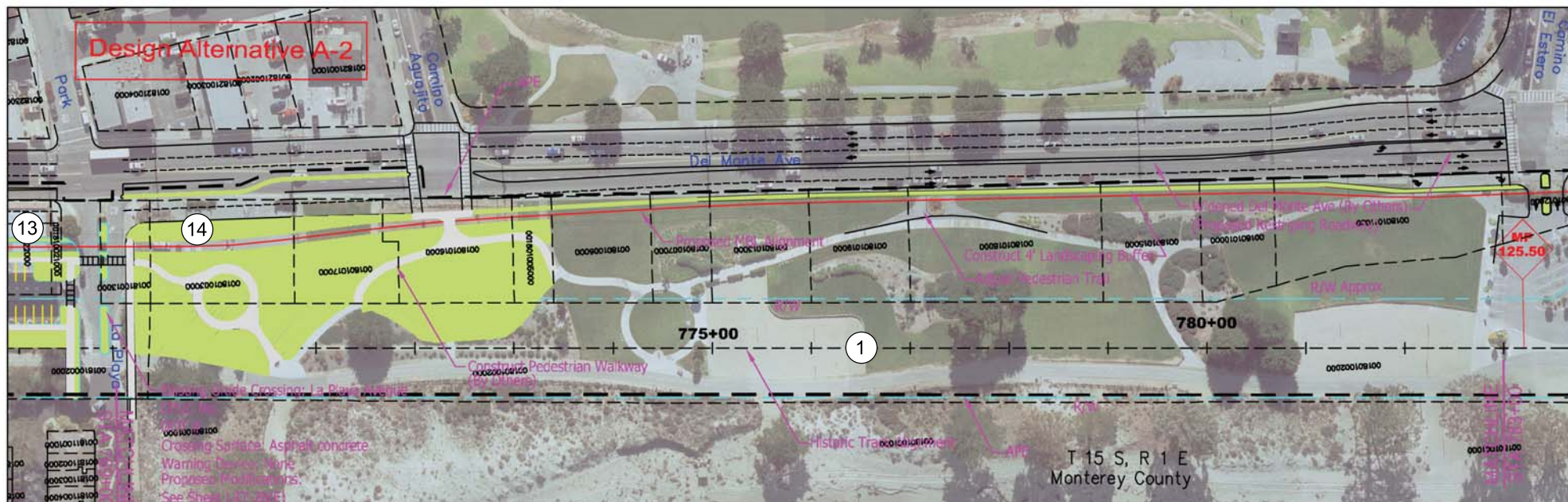
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Approved By  
Date Nov 08, 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
Project Number  
Sheet Number  
**APE-29(A-1)**





Revision	By	Approved	Date



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Salinas, CA 93901

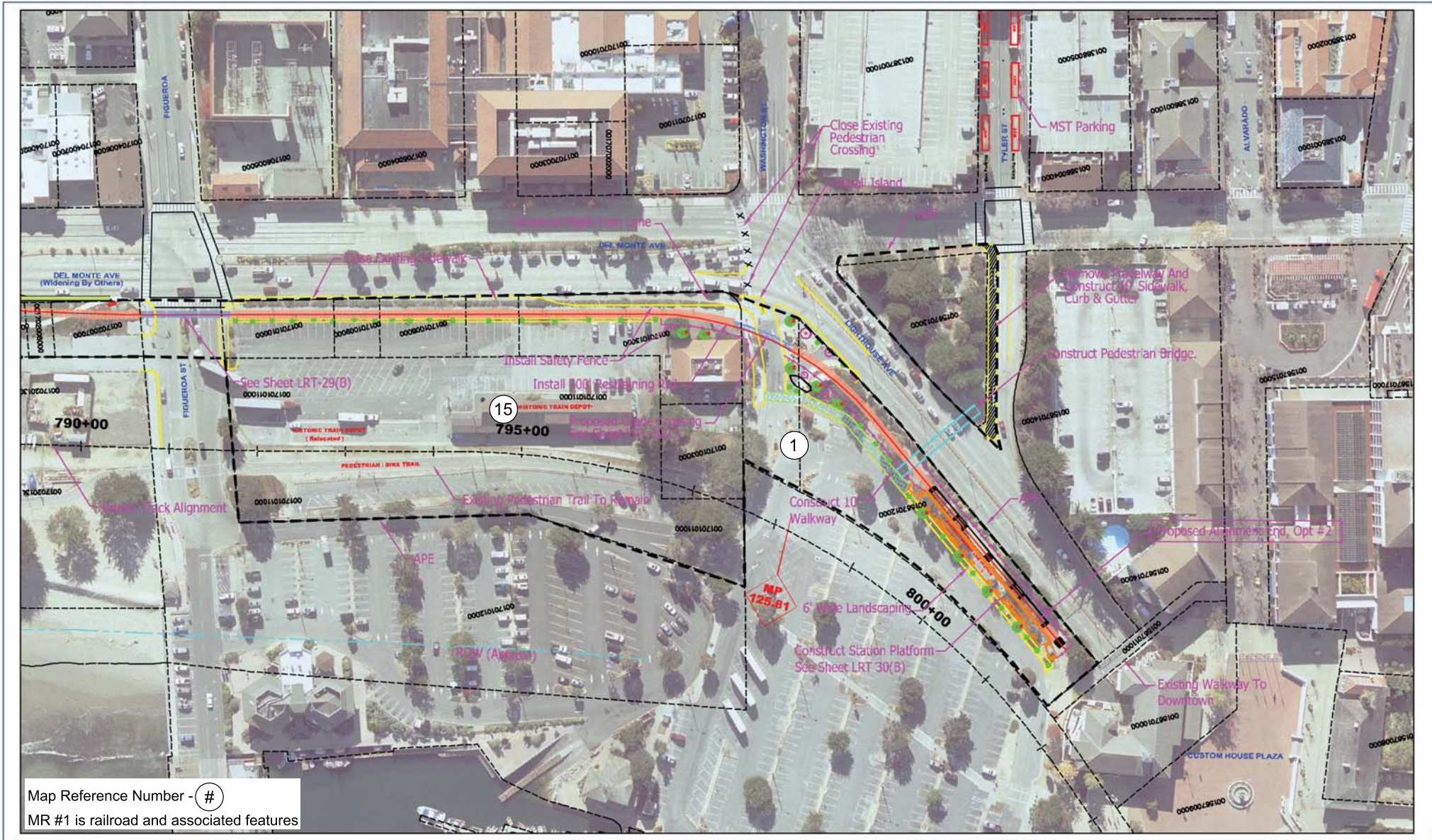
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Date Nov 08, 2010

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

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AREA OF POTENTIAL EFFECTS**  
Project Number  
APE-29(A-2)  
Sheet Number





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Approved By  
Date Dec 22, 2009

**MONTEREY BRANCH LINE  
MONTEREY COUNTY  
CALIFORNIA**

Sheet Title  
**CONCEPTUAL PLAN  
AREA OF POTENTIAL EFFECTS**  
Project Number  
Sheet Number  
**APE-30**



**APPENDIX B: State of California Department of Parks and Recreation (DPR) 523 Forms**

**P1. Other Identifier:** Monterey Branch Line of the Southern Pacific Railroad (SPRR)

\*P2 e. Other Locational Data: The 15.2 mile segment of rail line between Castroville and Monterey (see Location Map).

**\*P3a. Description:**

JRP Historical Consulting, LLC (JRP) previously inventoried and evaluated five points along the Monterey Branch Line between Blackie Road in Castroville and the Salinas River Bridge in 2001 for a report entitled, "HASR: Russell-Espinosa Parkway Project," (see attached DPR 523). In the 2001 report, JRP concluded that the Monterey Branch Line did not appear eligible for listing in the National Register of Historic Places (NRHP) because of a lack of integrity to any potential period of significance. A field check undertaken for the current project revealed that the points inventoried by JRP appear essentially unaltered since the 2001 recordation. Sole evident alterations are new wood guard rails that have been constructed on the trestle over Tembladero Slough, and the removal of rails on the trestle located approximately one-quarter mile east of the Salinas River Bridge.

In addition, Pacific Legacy, Inc. inventoried 13 segments of the rail line from Seaside to Monterey in 2008, without formal evaluation, for the report entitled, "Archeological Survey Report for the Cal-Am Coastal Water Project, Monterey County, California," (see attached DPR 523). These segments have been field checked and appear unaltered since that time.

Lastly, Myra L. Frank & Associates recorded the Salinas River Bridge (Bridge No. 113.46) in 2002 for the Transportation Agency of Monterey County (TAMC) (see attached DPR 523). In the 2002 evaluation, Myra L. Frank & Associates concluded that the bridge did not appear eligible for listing in the NRHP because of a lack of significance. The structure has been field checked for the current project and appears unaltered since the 2002 recordation.

This update form brings together the previous inventory / evaluation efforts and provides an inventory of additional points along the Monterey Branch Line between Blackie Road in Castroville and Custom House Plaza in Monterey. These new points have been recorded as linear features, and their respective Linear Feature Records are attached. In addition, this update evaluates the entire 15.2 mile segment of the Monterey Branch Line between Castroville and Monterey, including all of its associated features -- track, trestles, spurs, and Salinas River Bridge as well as various support features including utility poles and equipment shelters. This comprehensive inventory and evaluation is undertaken both because of the length of time that has passed since the 2001 JRP report and the 2002 Myra L. Frank & Associates bridge evaluation, and the fact that the 2008 Pacific Legacy report did not include formal evaluation. Further, neither of the previous evaluations included consideration of the California Register of Historical Resources (CRHR) or evaluation in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, both of which are provided herein.

**\*P3b. Resource Attributes:** HP11 – Engineering structure

**\*P8. Recorded by:** Greg Rainka, JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618

**\*P11. Report Citation:** JRP Historical Consulting, LLC, "HRIER: Monterey Peninsula Light Rail Transit Project" 2010.

**\*B10. Significance:**

This evaluation of the Monterey Branch Line concludes that the line does not appear to meet the criteria for listing in the National Register of Historic Places or the California Register of Historical Resources. While the railroad possesses potential significance under NRHP Criterion A or CRHR Criterion 1 for its association with the Pacific Improvement Company's (PIC) 1879-1919 development of the influential Hotel Del Monte and much of the Monterey Peninsula, the railroad lacks physical integrity to the historic period. Because of widespread diminishment of the seven aspects of integrity, the Monterey Branch Line cannot convey its significant historical associations and is therefore not eligible for listing in the NRHP or the CRHR, nor is it an historical resource for the purposes of CEQA, under the criteria outlined in Section 5024.1 of the California Public Resources Code. A full discussion of the line's historic context and a full evaluation of the line follows.



Historic Context

*The Hotel Del Monte and the Development of the Monterey Branch*

The Monterey Branch Line was constructed in 1879 by the Pacific Improvement Company (PIC), a subsidiary of the Southern Pacific Railroad. The PIC had been incorporated only a year before, and was established to spearhead construction, land development, and real estate ventures for the railroad company. The development of the line was a critical component of a larger plan to transform Monterey to a coastal tourist haven. With what the PIC declared a “lovely beach, magnificent drives, and incomparable climate,” the Peninsula was chosen by managers of the company as an ideal location for a premier west coast watering-place that would attract attention, and passenger traffic, to the sprawling beauty of the California coast. Accompanying the development of the railroad, the company constructed the Hotel Del Monte, a massive structure that exhibited features of the popular Swiss Stick Style and Queen Anne design, with rambling verandas, towers, and lacy woodwork. Equally important, the company purchased 7,000 acres of prime coastal land across the Peninsula, including areas of Monterey, Pacific Grove, and what is now Pebble Beach, which they almost immediately began to promote for residential development.<sup>1</sup>

The line was developed from Castroville to Monterey, crossing a number of sloughs, the Salinas River, and coastal fields and dunes, before terminating in downtown Monterey. Portions of the alignment south of the Salinas River were constructed along the former right-of-way of the Monterey and Salinas Valley Railroad (M&SVRR), a failed narrow-gauge freight railroad that the PIC had purchased in foreclosure sale in 1878. Ground was broken from Castroville on September 29, 1879. J.H. Strobridge, the retired superintendent of construction for the Central Pacific and Southern Pacific Railroad, supervised construction. As superintendent for the Central Pacific, Strobridge had overseen the great meeting of the railroads at Promontory Summit, Utah, laying the final spike with Samuel B. Reed of the Union Pacific on May 10, 1869. During the frenzied construction of the transcontinental railroad, Strobridge had as many as 15,000 laborers under his charge, mostly of Chinese origin, and was admired-and feared-for his drive and ruthlessness. In Utah, Strobridge oversaw laying ten and one-quarter miles of track in a single day, a feat done solely to best the Union Pacific workers’ record of seven miles.<sup>2</sup>

In contrast to the herculean feats performed under this supervision, which included blasting through the Sierra and racing across hundreds of miles of desert and high plains, laying down the Monterey Branch proved a relatively simple affair. The circuitous path of the Salinas River proved the largest obstacle, with several other sloughs and the quaggy muck of Myer’s Lagoon (now Roberts Lake in Seaside) also presenting modest challenges. Strobridge’s work crews, which included 15 to 20 foremen and 150 Chinese workers, finished the work in three months, laying the final standard gauge rail next to the Monterey Depot on New Year’s Day of 1880.<sup>3</sup>

In addition to surveying and laying out the rail line, the company hastily drew plans for a suitably opulent hotel and resort. Southern Pacific President Charles Crocker commissioned Arthur Brown to design the hotel. Brown was a railroad engineer, serving as the company’s Superintendent of Bridges and Buildings. In addition, in his career he designed not only the Del Monte, but the mansions of Crocker, Mark Hopkins, and Leland Stanford. The hotel was developed in an elaborate picturesque form, and featured the most up-to-date modern amenities available, including hot and cold water, telephonic devices, and epicurean cuisine rivaling that of major cities (**Figure 1**). A small passenger stop was erected one-quarter mile north of the property, along current day Del Monte Avenue. The small structure reflected the design of the hotel, with lattice work and a wood frame arched arcade. This structure was replaced in the 1920s and no longer remains.

<sup>1</sup> John B. Signor, *Southern Pacific’s Coast Line* (Wilton, CA: Signature Press, 1994) 4.

<sup>2</sup> John Debo Galloway, *The First Transcontinental Railroad* (New York: Dorset Press, 1989).

<sup>3</sup> “When the Southern Pacific Railroad Came to Monterey,” *The Monterey Peninsula Herald*, September 23, 1979.

The company designed sprawling grounds that served as a refined buffer for the resort. Boasting 126 acres of oak, pine, spruce, and cypress as well as 25 miles of macadamized road, the Hotel Del Monte was designed as an all-inclusive enclave in which guests might be totally immersed. In 1880 the company began construction of a scenic thoroughfare through their substantial holdings. The “Seventeen Mile Drive” wound through the adobes of Monterey, the craggy shores of Pacific Grove, and the lush Del Monte Forest, and was considered a highlight of any stay at the hotel. More importantly, it served as a valuable sales pitch for the region, with tour guides pointing out readily available real estate where hotel guests might permanently reside. The towns of Pacific Grove and Pebble Beach were promoted in this way, with the PIC transforming the picturesque beauty of the Peninsula into a lucrative residential land scheme.



**Figure 1: Hotel Del Monte ca. 1880-1887. New York Public Library, Robert Dennis Collection of Stereoscopic Views.**

Throughout the 1880s and 1890s, the hotel, and the Peninsula, became a prominent fixture for the well-heeled social circuit. Society pages in *The San Francisco Chronicle* breathlessly recounted weddings, picnics, and summertime beach escapades at the hotel, detailing costume balls with attendees including Crockers, Whitneys, Hearsts, and other who's-who of the Pacific Coast. National publications including *Harper's New Monthly Magazine* lauded the virtues of “the fine crescent-shaped bay of Monterey,” and its “beautiful edifice not surpassed by any American watering-place.” In the immediate years following construction, the hotel entertained an estimated 17,000 guests per season, with the majority arriving in the Southern Pacific railcars of the Monterey Branch. This seemingly instantaneous renown was scarcely dampened by a devastating fire that swept the building in April of 1887. The hotel burned to the ground, leaving only slender chimneys and ash. Within hours after the blaze company officials vowed reconstruction, and by December of 1887 the Del Monte was again receiving guests. The design of the building was again overseen by Arthur Brown, with little alteration to the original picturesque aesthetic but with a substantial increase in size.<sup>4</sup>

<sup>4</sup> “Social Record: Events in this City and at the Watering Places,” *The San Francisco Chronicle*, July 11, 1881; Harper's New Monthly Magazine (New York: Harper & Brothers Publishers, 1882) 725-728; “In Ashes: The Hotel Del Monte Burned,” *The San Francisco Chronicle*, April 2, 1887.



The mere presence of the well-publicized hotel spurred rapid development around Monterey itself. Directly to the west of the hotel small residential lots were quickly sold in the Oak Grove Tract, with promoters proclaiming proximity to the hotel grounds as one of the neighborhood's greatest assets. To the east Seaside developed in much the same manner. In this way, the interests of the entire Peninsula orbited around the Del Monte and its powerful owners. Eager city leaders equated the success of the hotel with the progress of the region, and the PIC turned the Peninsula's physical attributes and colorful history into a marketable commodity. In 1889 the company further solidified its grip on the Peninsula by extending the rail line several miles west through Pacific Grove to Lake Majella, a development which spurred further investment and residential interest in the area. This rail extension no longer remains, with all of the rail line between Monterey and Pacific Grove removed and/or covered in the latter years of the twentieth century.<sup>5</sup>

#### *Industrial Development along the Monterey Branch*

Although the Monterey Branch Line was established as a passenger enterprise, by the closing years of the nineteenth century and throughout much of the twentieth century it simultaneously evolved as a freight corridor. The line served as a common infrastructural bond between tourism and industry. As the railroad introduced carloads of tourists and new middle-and upper-class residents to the area, it hauled out freight cars laden with sand, brick, coal, produce, and processed fish. Beginning in the early years of the twentieth century, the branch line became a key component of yet another industry: that of the United States Army at Gitting Reservation, and later Fort Ord.

Although the area had a substantial fishing industry dating to the 1850s, Monterey began to develop in earnest as a major fishing port and processing location in the last decade of the nineteenth century. In 1901, San Franciscan H.R. Robbins built the waterfront's first cannery. The facility processed sardines and reduced fish offal into oil and fertilizer. Within a short time Roberts was joined by Frank E. Booth, who tapped into a growing international market for canned sardines. The cannery industry continued to grow during World War I, with an increased demand for canned sardines both domestically and abroad for the world's troops. By 1917 the city had five fish plants, and twelve by 1934. The plants were largely situated in a dense corridor along Ocean View Avenue, later designated Cannery Row. The stretch of cannery warehouses and related industrial buildings abutted the Monterey Branch tracks, with two small loading spurs leaving the mainline at Irving and Hoffman avenues. The proximity of the rails to the canneries was beneficial for both the fishery and the railroad, with hundreds of tons of rendered fish meal, sardine oil, and canned filets loaded onto freight cars and generous payments augmenting the coffers of the Southern Pacific. The tracks and spurs in the Cannery Row area were removed in the late twentieth century, and currently a bike and recreation path follows the old alignment.<sup>6</sup>

In addition to its prolific fishery, the Peninsula area abounded with large dunes, composed of sand deposited over thousands of years from the meandering Salinas and Pajaro Rivers. The Monterey Branch hauled immense amounts of this sand from Monterey's coastline. Beginning almost immediately upon construction in the late nineteenth century and continuing until the rail's demise in the late twentieth century, the railroad supported a thriving sand mining industry that produced both glass and building materials from the high-purity quartz sand found along the Peninsula's shore. With the line's extension to Pacific Grove in 1889, a sand and salt plant was developed adjacent to Lake Majella. The small lake, which is now covered by the Spanish Bay Golf Course, was created by an embankment built for the railroad and served as a settling pond to remove impurities from the sand before shipment. The plant was run by the PIC and later its successor Del Monte

<sup>5</sup> "House and Lot: The Real Estate Market Quieter," *San Francisco Chronicle*, June 27, 1890; Donald Thomas Clark, *Monterey County Place Names* (Carmel Valley, California: Kestrel Press, 1991) 359; Connie Y. Chiang, "Mother Nature's Drive Through," *Environmental History*, Volume 8, Number 4, October 2003, 670-64; John Walton, 2001, *Storied Land: Community and Memory in Monterey* (Berkeley: UC Press, 2001) 148-151.

<sup>6</sup> Michael Kenneth Hemp, *Cannery Row: The History of John Steinbeck's Old Ocean View Avenue* (Carmel, California: The History Company, 2009) 22-24.

Properties Incorporated, and produced upwards of six to eight carloads per day of glass sand. Several other plants shipped sand from the Carmel and Pacific Grove vicinity, including the Fan Shell Beach Plant, the Carmel Development Company Plant, and the Carleton Land Company Plant, none of which remain today. In addition to the operations at the line's southern terminus, several concerns lined the tracks north of Monterey. The Pratt Building Materials Company worked sand and dune deposits north of Seaside, loading sand onto freight cars at the small Prattco stop. An additional plant at the Lapis Siding, north of Marina, shipped large quantities of building sand on the Monterey Branch, utilizing a small spur that extended west to the dunes. The Lapis spur is still evident although it is in disuse. At the industry's height, between 300,000 and 400,000 cubic yards of sand were removed annually from the region, the majority of which left in Monterey Branch freight cars.<sup>7</sup>

Accompanying these commercial enterprises, beginning in the second decade of the twentieth century the United States Army became one of the rail line's largest customers. In 1917 the War Department purchased 15,809 acres of brushy dune land south of Marina and developed a training ground and target range for troops stationed at the Presidio of Monterey. The military camp was named Gigling Reservation after the German family that had previously occupied the land. Although the grounds were located to the east of the railroad, a dirt road connected the reservation to the line, where there was a small spur and flagged stop. Little development occurred at the camp until America's entry into World War II, when the camp was dramatically expanded in size and renamed Fort Ord.<sup>8</sup>

After the Japanese attack on Pearl Harbor and Germany's declaration of war against the United States in December 1941, Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater. This extensive World War II mobilization effort resulted in millions of dollars of permanent improvements to the base. Much of the material for these improvements arrived on the Monterey Branch, with twelve million board feet of lumber shipped in on army freight cars. Although the majority of construction at this time was focused away from the rail corridor in the East Garrison area, the area adjacent to the Monterey Branch became a critical transportation outlet for both personnel and material for the military. A number of temporary warehouses and service buildings were erected adjacent to the tracks, as well as a balloon track and loading platform to the west of the main line. During this period, the regularly scheduled Del Monte Express was slowed to accommodate the high number of military shipments crowding the Southern Pacific Rails, a deference that illustrated both the primacy of the war effort and the growing stature of Fort Ord.<sup>9</sup>

#### *Infrastructural Development of the Monterey Branch*

These evolving industrial activities existed in tandem with continued tourism and residential development throughout the first half of the twentieth century. Although the two were largely segregated, with the sleek passenger cars of the Del Monte Express running separately from the workhorse freight loads, the development of rail infrastructure reflected the importance of both identities to the region. The depots and passenger stops along the line were perhaps the best indicator of this dual role. The Del Monte station was the only one along the line solely given to passenger use. The small structure, located at the northern edge of the hotel grounds, was designed in a picturesque style that alluded to the aesthetic of the hotel (**Photograph 2**). In contrast, the Castroville, Monterey, and Pacific Grove depots were an amalgam of passenger and freight services. Each featured a small waiting room as well as freight loading capabilities, and all were surrounded by warehouse and industrial enterprises that relied upon the railroad (**Photograph 3**). By 1915, passenger and freight services were so

<sup>7</sup> Gary Griggs, Kiki Patsch, and Lauret Savoy, *Living With The Changing California Coast* (Berkeley: UC Press, 2005) 308; California State Mining Bureau, *Report XVII of the State Mineralogist: Mining in California During 1920* (Sacramento: California State Printing Office, 1921) 156.

<sup>8</sup> U.S. Army Construction Engineering Research Laboratory, "Historical and Architectural Documentation Reports for Fort Ord, California," 1993. An unpublished report on file at the Monterey County Historical Society.

<sup>9</sup> John R. Signor, *Southern Pacific's Coast Line* (Wilton, California: Signature Press, 1994) 142; Fort Ord Army Historian, "Fort Ord Historical Overview". An unpublished manuscript on file at the Monterey County Historical Society.



busy at the Monterey Depot that the original mixed-use facility was reconfigured, with the passenger depot moved to its current location west of Adams Street and a new freight depot developed west of Figueroa Street. The bustling mixed-use nature of these depots stood in contrast to the picturesque simplicity of the Hotel Del Monte Passenger stop, and indicated the multi-faceted mandates of the Monterey Branch.<sup>10</sup>



**Photograph 2: Monterey Southern Pacific Passenger and Freight Depot in 1907. Note loading platform on west side of building and second story, which have since been removed. Photograph courtesy of Monterey Public Library California History Room.**



**Photograph 3: The first Del Monte Passenger stop, ca. 1900. Note replicative Stick Style aesthetic and absence of any freight activity. Photograph courtesy of California State Library.**

In addition to the depots and stops discussed above, a number of smaller industrially related stops, sidings, and spurs developed along the line. The most prominent of these was that of Fort Ord, which grew from a small signed stop with no physical infrastructure to a complex military outpost with spurs, a balloon track, and large freight buildings. Remnants of the Ord spurs, balloon track, and warehouse facilities currently remain (see DPR 523 forms Map Reference #2, 3, 4, 5, and

<sup>10</sup> Architectural Resources Group, "DPR 523 Monterey Southern Pacific Passenger Depot," 1999. Document on file at the City of Monterey Planning Department and the California Northwest Information Center.

6). Small stops at Nashua, Neponset, Bardin, Prattco, and Seaside also served a variety of local passenger needs as well as freight operations. These stops have since been removed. Several spurs augmented the original line, including those for the sand plants along the coast and the canneries of Ocean View Avenue. The majority of these spurs have been removed with the abandonment of the track. All of these infrastructural developments were relatively modest, traversing level coastal plains and fields. The improvements were financed by the industrial interests themselves, with the Southern Pacific approving the activities and charging for freight traffic.<sup>11</sup>

Accompanying these modest track additions, infrastructural components of the original line were continuously maintained and altered to keep the line in service. With heavy passenger and freight traffic as well as deterioration and destruction from flooding events, the original bridges, trestles, rails, ties, and utility poles were subject to periodic replacement, and it does not appear that intact original material from the 1879 construction period remains. The most notable was the replacement of the railroad bridge spanning the Salinas River. Originally, the bridge was a timber structure consisting of three Howe Truss spans. These components were replaced in 1903 and 1904 by the Phoenix Bridge Company, who constructed four 140-foot riveted steel Warren Truss spans (**Photograph 4**). The design of the truss bridge was highly standardized, and was virtually identical to thousands of bridges developed by the company throughout the United States and abroad. The railroad's construction crews added a 90-foot trestle approach on the south side of the river in 1909 and a fifth span was added in 1914 after a severe flood eroded the north bank of the river. The trestles that crossed the sloughs in the northern portion of the line above the Salinas River were also rebuilt in 1909. In addition, replacement of ties and rails along the line was ongoing, and currently the extant portions of the track consist of material from the 1910s to the 1960s.<sup>12</sup>



**Photograph 4: Monterey Branch Salinas River Bridge, 1904, with old railroad bridge in distance. Courtesy of California State Railroad Museum.**

#### *Decline of the Monterey Branch*

After decades of use as a tourist and freight corridor, by the early 1960s, the Southern Pacific Railroad petitioned the California Public Utilities Commission to discontinue passenger service along the Monterey Branch. By the middle part of

<sup>11</sup> *Map of the Western Division Southern Pacific Company, May 1931*. On file at University of California Berkeley Bancroft Library.

<sup>12</sup> Southern Pacific Co., Pacific System Bridge Index (1912, 1922 and 1965); Southern Pacific Co., Pacific System Bridge Photographs, Monterey Branch, Salinas River (9A, 9B and 9C). Accessed at California State Railroad Museum.



the twentieth century, the railroad was no longer the central transportation corridor for the Peninsula, which by then had a dense network of roads and highways supplanting rail services. Further, the majority of the economic and cultural sectors developed and supported by the railroad, including the Hotel Del Monte, Peninsula real estate development, and the canning and sand mining industries, were all either ebbing in importance or were no longer reliant on the rail corridor. With a low passenger load and light freight shipments, the Monterey Branch was slowly decommissioned, a process that began in 1971 with the last passenger train and ended in 1993 with the closure of Fort Ord and termination of military-related service. While this process unfolded with seeming rapidity, the factors of the sudden decline had roots extending to the earliest years of the twentieth century.<sup>13</sup>

The growing ubiquity of the automobile had a profound effect upon tourism in the Monterey Peninsula. Where once the passenger cars of the Del Monte Express served as the central artery to both the Hotel Del Monte and the surrounding region, by the early decades of the twentieth century, visitors were free to roam the area at their own pace, using their own itinerary. In addition, the rise of the auto and the accompanying development of accessible roads led many to bypass the Peninsula altogether, choosing instead among a host of resorts and camping areas across the state that catered to automobile travel. These transitions had a direct effect upon the financial viability of the mammoth Hotel Del Monte and the railroad line itself. Where in the earliest years of the twentieth century the hotel earned profits of approximately \$50,000 per year, by the early 1910s it was operating entirely in the red. Accompanying this decline in economic primacy was a subtle decline in the Del Monte's social standing. No longer was the resort a central focus of society columns and travelogues of the elite. Instead, the Del Monte quietly became a more humble venue, and, as noted by historian Connie Chiang, catering increasingly to a class of traffic that "was formerly afraid of the place," and its wealthy clientele.<sup>14</sup>

Responding to this revenue loss, by the mid-1910s, the PIC began the process of liquidating its Del Monte holdings, including the hotel and all of its Peninsula properties. Although the company still enjoyed a strong measure of success in their marketing of Pebble Beach and Pacific Grove, the divestment signalled a transition in the company's, and indeed the Southern Pacific's, economic identity. The railroad was no longer a promotor of tourism or residential development in Monterey, a twentieth century reality which eroded the foundations of the nineteenth century Del Monte vision. By 1919, the assemblage had been sold to Samuel Morse for \$1.3 million, with only the railroad remaining in Southern Pacific's hands. Upon purchase, Morse formed the Del Monte Properties Company with San Francisco banker Herbert Fleishhacker. The company continued to operate in much the same manner as its predecessor, namely promoting residential development and maintaining Monterey's status as a tourist enclave. While the hotel remained a prominent component of this portfolio, it no longer retained as central a place in the cultural identity of the region or the coffers of its owners. Instead, the development of Pebble Beach and its golf courses became the central focus of the new company, with the hotel taking a secondary role.<sup>15</sup>

Del Monte Properties owned and operated the hotel from 1919 to 1942, when the property was transferred to the military and converted to a Navy preflight school. During this period the hotel experienced a resurgence of sorts, with Morse investing significant capital in both the building and the surrounding facilities. In 1924 the Swiss Style structure burned yet again in a midnight fire, a tragedy which in the opinion of one commentator "merely saved Del Monte Properties the eventual cost of consigning its outmoded architecture to a wrecking crew." The hotel was rebuilt in the Spanish Colonial Revival Style and symbolized an increasing nostalgia for Monterey's Spanish heritage that stood at a great remove from the

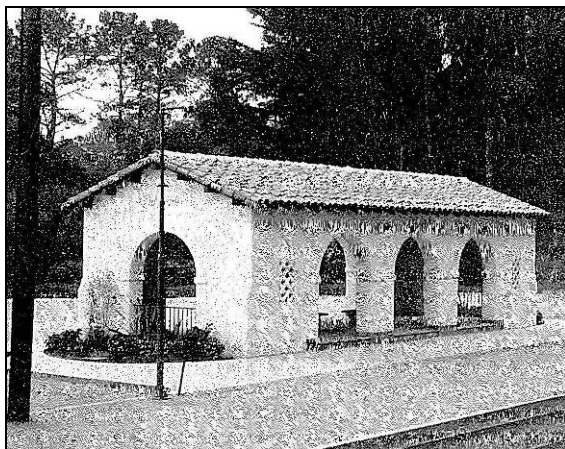
<sup>13</sup> "Why Southern Pacific Finds it Necessary to Discontinue The Del Monte," a public memorandum on file at the Monterey County Public Library California History Room, Railroad Clipping File.

<sup>14</sup> Connie Y Chiang, *Shaping the Shoreline: Fisheries and Tourism on the Monterey Coast* (Seattle: University of Washington Press, 2008) 38-46.

<sup>15</sup> Chiang, *Shaping the Shoreline*, 38-46 (2008).

European allusions of the earlier structures. This re-conceptualization extended to the hotel's passenger stop, and the small structure was rebuilt to mirror the new Del Monte aesthetic (**Photograph 5**).<sup>16</sup>

The redesigned Del Monte enjoyed only a short period of success following its 1926 completion. The hotel, billing itself as a sports haven, sponsored well-publicized polo matches and horse races and was visited by that generations coterie of stars and socialites. This resurgence waned during the Depression, however, and by the close of the 1930s the Del Monte again proved a major financial liability for its owners. The property was converted to use by the military in 1942, with the final purchase of the hotel and adjacent grounds approved by Congress several years later. The sale signalled the end of a long transition for both the hotel and the Peninsula. While the Monterey Branch and the Hotel Del Monte had largely been responsible for opening the Peninsula to tourism and upscale residential development, this model of economic and social development was no longer a central component of the region, and the era of the railroad hotel ended.<sup>17</sup> Today the hotel serves as the Naval Postgraduate School.



**Photograph 5: Second Del Monte Passenger Depot circa 1925.**  
Courtesy of Monterey County Library California History Room.

While the fortunes of the Hotel Del Monte fell, the economic and social importance of the region's fishing and canning industry continued to rise, which relied importantly on the railroad for shipping. Following the rapid increase in production accompanying World War I, the industry suffered only a brief slump before rebounding in the 1920s. Much of the profit was generated from intensive reduction processes that transformed millions of sardines into fish oil and meal that was sold to the state's farmers. California's Fish and Game Commission encouraged the sardine bonanza by issuing generous permits that greatly expanded the allowable catch. By the mid-1930s the industry was taking in approximately 200,000 tons of sardines, up from only 7,000 tons in the 1910s. Much of this tonnage was shipped to market on the Monterey Branch. With its seemingly endless silver river of sardines, the industry became one of the most lucrative customers for the Southern Pacific's line.<sup>18</sup>

<sup>16</sup> "NPS and Hotel Del Monte: A Shared Legacy." A Naval Postgraduate School walking tour brochure accessed at <http://www.nps.edu/About/NPSHistory/Centennial/documents/Walkbrochureguide.pdf>, February 24, 2010.

<sup>17</sup> Julie Cain, *Monterey's Hotel Del Monte* (Charleston, South Carolina: Arcadia Publishing, 2005) 15; John Walton, 2001, *Storied Land: Community and Memory in Monterey* (Berkeley: UC Press, 2001) 148-151.

<sup>18</sup> Connie Y. Chiang, "Novel Tourism: Nature, Industry, and Literature on Monterey's Cannery Row," *The Western Historical Quarterly*, Volume 35, Number 3, Autumn 2004, 309-322.



The demands of wartime boosted the industry, with World War II spurring a dramatic upsurge in production. The federal government took control of the industry during the war, ordering increased amounts of canned fish for soldiers abroad and to stock austere grocery aisles at home. In 1942 a record 250,000 tons of sardines were taken, a staggering number which was never repeated. In 1945, when John Steinbeck published his now famous novel *Cannery Row*, Monterey's waterfront was a teeming industrial port, with trains, ships, and trucks transporting the region's natural wealth across the nation and the world. However, almost immediately after the war the sardine catch plummeted to levels that were a mere fraction of the wartime highs. By 1952, fisherman landed only 49 tons of sardines from the waters of the bay, less than two-tenths of one percent of the catch in 1942. One-by-one, Ocean View Avenue's canneries shut their doors. At the end of the 1950s only five canneries remained in operation and the once thriving fishery was largely an industrial relic. As the industry's primary transportation corridor, the Monterey Branch was further weakened by the loss of freight traffic.<sup>19</sup>

Although Fort Ord continued to maintain a prominent regional role that lasted for five decades after its expansive World War II development, by the 1990s the base was recommended for closure. Following the rapid build-up of World War II, the base had played a central training and staging role in the major conflicts of the twentieth century, a role that was supported by the Monterey Branch Line. During the Korean Conflict the base was utilized as a training area for Korea-bound soldiers, a role which was reprised in the early 1960s with the escalation of the Vietnam War. The base continued to expand in the 1980s, and was one of four national bases chosen as stations for the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of base decommissioning decisions that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).

The closure of the base had a profound effect upon the surrounding communities, including Marina, Seaside, Sand City, and Monterey, all of which acted in part as bedroom communities and service centers for the base. The loss of thousands of military and civilian personnel accompanied by the sudden vacancy of thousands of acres of land presented a complex planning challenge for local leaders and citizens. In addition, the closure signaled yet another blow to the Monterey Branch. By this time the branch was solely a freight line, with passenger service having been discontinued in 1971, and the loss of this major military customer led to the track's total abandonment.<sup>20</sup>

As discussed, the abandonment of the Monterey Branch was an incremental process that extended across much of the twentieth century. Although it was only in the 1950s that portions of line were closed; as early as the 1910s passengers were abandoning train travel in favor of the freedom of the automobile. While passenger service continued until 1971, by 1957 it only extended as far as Monterey, and the Pacific Grove depot was closed. Beginning in the 1960s, the Southern Pacific advocated for closure of the entire passenger route, a desire which was realized in 1971 with the advent of Amtrak. Because the passenger run from Monterey to San Francisco was only 125 miles, it did not meet the 150 mile minimum required by Amtrak, and thus service was not maintained under the newly-formed entity.

At this time, the Southern Pacific also continued to lose freight operations. The rapid decline of the cannery industry in the late 1950s dictated much of the loss, as did the later decline of the area's sand mining plants. By 1979, the freight line was abandoned from Pacific Grove to Seaside. Following this abandonment much of the right-of-way was paved over, with rails and ties removed within Monterey and Pacific Grove. The portion of the line between Seaside and Castroville remained in place, but even this small segment was abandoned following Fort Ord's closure. While the ties, rails, trestles, and Salinas River Bridge remain in place in this area, the line has deteriorated and is overgrown in areas. Further, many of the associated signaling devices and infrastructural elements have been removed where the line crossed public thoroughfares. Currently, the railroad industry's presence in Monterey is limited to an Amtrak Thruway Bus providing connections to the

<sup>19</sup> Hemp, *Cannery Row*, 30.

<sup>20</sup> Fort Ord Army Historian, "Fort Ord Historical Overview."

Coast Starlight at Salinas. The Monterey Branch switch at Castroville has been removed, and the Monterey Peninsula Recreational Trail, an asphalt-paved walking and biking path, now follows much of the alignment of the rail line from Marina to Pacific Grove.<sup>21</sup>

Although no train traffic has run on the Monterey Branch since the 1990s and virtually all of the track's original material is gone, the transportation corridor has left a profound imprint upon the Peninsula and the surrounding region. The Southern Pacific-owned railroad was directly responsible for transforming Monterey from a struggling and largely forgotten colonial capitol to one of California's premier scenic and recreational enclaves. With the development of the Hotel Del Monte and the promotion and sale of the much of the surrounding region, the railroad and its parent company contributed greatly to the Peninsula as it is conceived today. Their hand is evident in the area's sprawling golf courses, genteel resort communities, and bustling tourist industry, and the region's culture and economy remains bound to the original development premise of the railroad's founders.

Although the line was originally founded upon passenger and tourist travel, the track eventually supported numerous industries, which allowed Monterey to develop its multi-faceted culture and economy. Loaded with sand, fish, agricultural goods, and soldiers, the freight cars of the Southern Pacific drew Monterey into the regional, state, and national economy. As the railroad's role in passenger pursuits declined with the advent of the automobile, this freight capability increased in importance, and by the time of its closure the Monterey Branch was operating solely as a freight corridor, a secondary identity which was also imperiled by the ease of the automobile.

### Evaluation

As a transportation corridor, the Monterey Branch Railroad possesses potential significance under Criterion A (Criterion 1) for its association with the Pacific Improvement Company's (PIC) development of the Hotel Del Monte and the surrounding Monterey Peninsula. This potential period of significance extends from the 1879 construction of the railroad and hotel to the 1919 sale of the hotel and surrounding Peninsula property by the company. During this period, the PIC transformed the Monterey Peninsula from a struggling and largely forgotten colonial capitol to one of California's premier scenic and recreational enclaves. The development of the Hotel Del Monte and the promotion of the exclusive residential communities of Pacific Grove and Pebble Beach were predicated upon the development of the railroad line, which served to link the isolated area to the mainline tracks of the Southern Pacific and the metropolitan areas beyond. Almost immediately upon construction, the Hotel Del Monte became a premier "watering-place" of the west, and indeed the nation, with the railroad acting as its primary transportation corridor. Despite this potential significance, as a transportation corridor the railroad lacks integrity to the 1879-1919 potential period of significance. Throughout its development history, portions of the line were continuously altered and replaced, including the replacement of rails, ties, trestles, bridges, and utility features. In addition, with the late twentieth century decommissioning of the railroad line, large portions of the original line were removed and/or covered with pavement or fill. Equally important, while the Monterey Passenger depot remains, all other stops and depots along the route have been demolished, thus severing important associations between the rail line and the surrounding communities.

The ties and rails surveyed along the line date from a number of periods, ranging from 1910-1966. The range in dates reflects the continuous infrastructural development and alteration of the railroad, as rails and ties were continuously removed and replaced. In addition to replacement of the ties and rails, in many areas the ties and rails have been removed or covered in the modern period (see **Linear Feature Record MB-3, MB-5, MB-6, and MB-7**). Between Seaside and Monterey, virtually all of the railroad right-of-way has been covered with pavement and fill and none of the original railroad features are evident. Although outside of the study area for this project, the portion of the railroad that ran from Monterey to Pacific

<sup>21</sup> Joseph P. Schweiterman, *When the Railroad Leaves Town: American Communities in the Age of Rail Line Abandonment* (Kirkville, Missouri: Truman State University Press, 2004) 55-59.



Grove has also been removed. The widespread removal of these critical railroad features substantially diminishes the overall integrity of the line and the line currently does not have integrity to the potential period of significance related to the PIC.

In addition, the trestles along the corridor, which are located at Tembladero Creek (MP 111.05), Alisal Slough (MP111.93), and several small drainage channels (MP112.54, MP112.80, MP113.04), do not date from the original 1879 construction period but rather from 1909 and 1910, with their rails and ties dating from the 1910s to the 1960s. The original wood trestles from the construction period were replaced with the existing timber and concrete trestles in 1909 (**see Linear Feature Record MB-1**). The trestles have been continuously altered, with the replacement of rails and ties and the addition and removal of wood railings. Like the trestles, the Monterey Branch bridge crossing the Salinas River does not date from the original construction period, but is instead a steel replacement of the original wood trestle. Reports from the 1879 construction period indicate that the original structure was hastily and lightly constructed, and subsequently washed out in a flood of 1880. After this, a timber bridge of three Howe Truss spans was erected over the river, which was again replaced with the current steel Warren Truss span structure in 1903-1904. This structure was augmented after serious flooding in 1914. Thus, like the rails and ties, the development of the trestles and bridge reflect the ongoing development and alteration of the rail line.

Accompanying the alterations to the original features of the railroad, a number of spurs were developed along the line throughout the first half of the twentieth century as the corridor evolved from a tourist line run by the PIC to a Southern Pacific freight line. Initial construction accounts do not indicate that the Monterey Branch was constructed with any spurs, however the route now has a large number of small spurs that access commercial operations as well as Fort Ord (**see Linear Feature Record MB-4**). Currently, remaining spurs access a produce packing facility (Dole Food Company) that appears to date from the midcentury, a sand mining plant on Lapis Road that dates to the early twentieth century, and a loading dock and balloon track at Fort Ord that date from the World War II era. Throughout the twentieth century, the line had even more spurs, including ones on Monterey's Ocean View Avenue (current day Cannery Row) as well as several in Pacific Grove that accessed sand mining plants. Also near Fort Ord is the balloon track, which allowed trains to reverse direction at that point rather than having to go into Monterey. These spurs, along with the mainline Monterey Branch track, have since been removed and/or covered over with the decommissioning and reuse of the railroad line. The ongoing development, alteration, and removal of these spurs further diminishes the integrity of the railroad line to the potential period of significance, as many of the spurs date from after the potential period of significance and none relate to the development context of the PIC and their development of Monterey.

A number of signaling devices and service sheds line the railroad corridor at points where it crosses the vehicular right-of-way. These associated elements appear to date from the midcentury period and later, and many have been partially dismantled. The signaling devices are standard types, and most were produced by the Railroad Accessories Company of Minneapolis. Two small service buildings found along the line also appear to date from the midcentury period. One is a small modular metal shed and the other is of the same size and of concrete. These features do not have integrity to the historic period, but rather reflect the midcentury infrastructural development of the line.

Similarly, a number of utility poles remain along the alignment in isolated clusters. The development of such poles along the railroad right-of-way was common along Southern Pacific lines, and supported the line's telegraph systems as well as railroad power, signaling, and internal communications abilities. The poles are of a standard and common design and like the remainder of the line, appear to have been removed and replaced at periodic intervals, with the remaining fragments of the system dating from a number of periods. Although few of the poles are fully intact, several feature what appear to be late nineteenth or early twentieth century glass insulators while others feature modern rubber insulators dating to the 1960s.<sup>22</sup> Other poles feature modern power supply boxes and appear to date from the modern period. Most are missing all identifying

<sup>22</sup> Field Observation identified rubber insulators with United States Patent Number 3,061,667 filed February 10, 1960.

transmission features. All of the associated transmission lines have been removed, and as a system these standard utility poles lack integrity to the historic period.



**Photograph 6: Cluster of six Monterey Branch utility poles located north of Del Monte Boulevard in Sand City, at left. Camera facing northeast, November 2010. Example of typical railroad pole at right, demonstrating the common construction type (photo copyright Neal McLain, 2004).**

Further, as the railroad was decommissioned in the middle of the twentieth century, substantial portions of the line were removed or covered, and now much of the alignment is covered with a recreation path and parking lots. In addition, all of the associated stops along the route except the Monterey passenger depot have been removed and demolished and it is impossible to discern the railroad's original relationship to the surrounding communities.

These widespread alterations critically diminish the seven aspects of integrity: location, design, setting, materials, workmanship, feeling, and association. Without possessing essential integrity, the Monterey Branch Railroad cannot convey its potential historical associations within the period of significance. While much of the original alignment remains, large portions of the Monterey Branch have been removed, particularly between Seaside, Monterey, and Pacific Grove and as such the line's integrity of location, materials, workmanship, design, and setting has been greatly diminished. Further, the utilitarian design of the railroad has been somewhat compromised, with ongoing replacement of original features and materials. Extant portions of the track date from the early twentieth century to the 1960s, with associated signaling structures and service buildings from the midcentury period. This widespread replacement and modern infill diminishes the integrity of workmanship, setting, feeling, and association of the railroad. Setting, feeling and association have also been compromised by demolition of nearly all associated stops and depots, including the late twentieth century demolition of the Hotel Del Monte passenger stop, the remains of which are shown below. A nearby plaque commemorates the little station.



**Photograph 7: Foundation of Hotel Del Monte Passenger Depot.**  
The track originally ran on the pedestrian path in the foreground.  
Camera facing southwest, January 2010.

As discussed above, the Monterey Branch Line does not possess adequate integrity to convey significance under Criterion A, related to the 1879-1919 PIC development of Monterey. In addition, this evaluation concurs with the previous 2001 JRP evaluation that the railroad does not possess adequate integrity to convey any potential significance under Criterion B, for association with persons important in our history. In terms of Criterion C, under the work of a master for its relationship to railroad engineer J.H. Strobridge, who supervised construction, none of the extant material of the rail line dates from the construction period, including all rails and ties, trestles, and the Salinas River Bridge. As such, the railroad does not convey any significant association to his work, nor does it represent an important example of his importance. Further, the railroad does not possess any significant engineering features that would be significant under Criterion C. The development of the railroad was a relatively simply affair, crossing level coastal field, several sloughs, and the Salinas River. This alignment did not require any significant engineering adaptations or developments. The features of the railroad, including the trestles and bridges were all of common and replicable construction, including the Salinas River Bridge, which was a 1903-1904 replacement to the original.

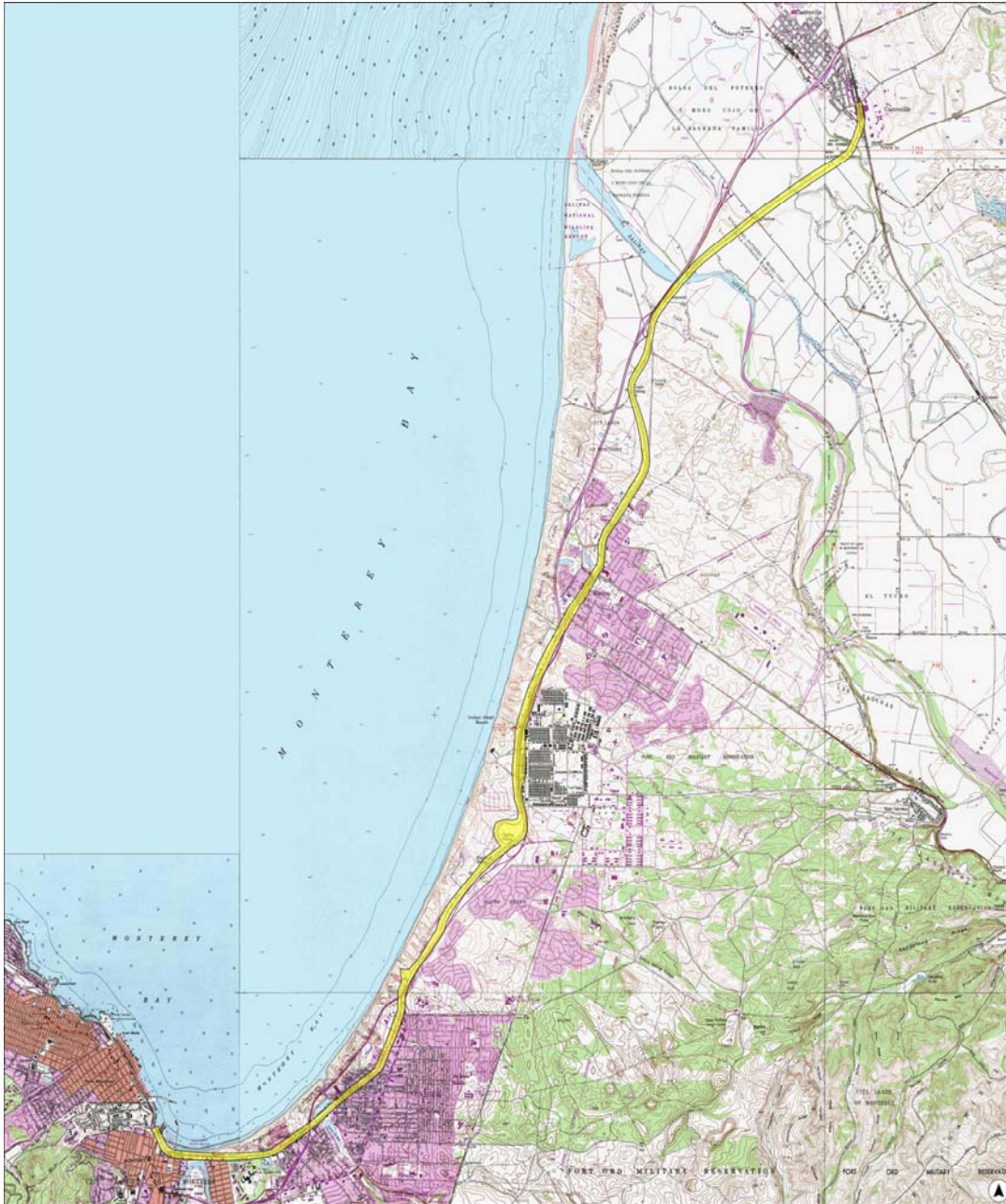
The railroad does not possess significance in relation to any other historic contexts. Although it served as a general freight corridor for a number of industries, including Monterey's fishery, sand mining industry, and Fort Ord, this utilitarian role lacks significance under any of the criteria for listing. The generalized transportation role does not convey significant themes of development under Criterion A or 1. The railroad was not directly associated with any significant individuals relating to the area's industrial or military development under Criterion B or 2. Further, as a freight corridor, the line does not convey any significant engineering or architectural features Criterion C or 3. Finally, this type of freight infrastructure is otherwise well documented and the line does not appear to be a principal source of information in regard to Criterion D or 4.

\*B14. Evaluator: Greg Rainka, Polly Allen, Rand Herbert

\*Date of Evaluation: March 2010



Location Map



## LINEAR FEATURE RECORD

Page 16 of 22

Resource Name or # Map Reference #1

**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-1

**b. Location of point or segment:** Approximately 100 yards southwest of Nashua Road, parallel to Monte Road.

**L3. Description:**

This trestle spans the Alisal Slough channel. The ballast deck is supported by six timber pile bents between concrete abutments and wing walls. Each bent consists of five piles with two affixed sway braces. The concrete abutment has a 1909 date stamp and the rails have 1910 and 1919 markings.

**L4. Dimensions:**

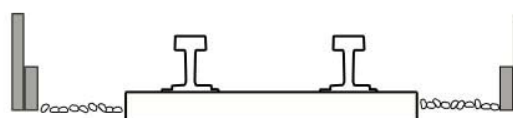
- a. **Top Width:** approximately 14'
- b. **Bottom Width:** approximately 14'
- c. **Height or Depth:** approximately 10'
- d. **Length of Segment:** approximately 90'

**L5. Associated Resources:**

**L6. Setting:**

This point on the Monterey Branch Line is surrounded by agricultural land and related buildings.

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L7. Integrity Considerations:**

The physical history of this structure is not well-documented, though it likely has been repaired, rehabilitated and/or rebuilt a number of times.

**L8a. Photograph, Map or Drawing**



**L8b. Description of Photo, Map, or Drawing:**

Facing south from Monte Road

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010



**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-2

**b. Location of point or segment:** At-grade intersection of the Monterey Branch Line with Del Monte Boulevard near SR 1.

**L3. Description:**

At this level crossing, the rails are partially exposed where portions of the asphalt paving have worn away from regular road use and weathering. The railroad signals are still present, though their crossing gates have been removed. Both the rails and road are slightly raised above the surrounding landscape.

**L4. Dimensions:**

- a. **Top Width:** approximately 8'
- b. **Bottom Width:** approximately 16'
- c. **Height or Depth:** approximately 4'
- d. **Length of Segment:** n/a

**L5. Associated Resources:**

**L6. Setting:**

Lapis Road runs parallel and adjacent to the rail line after this point. It is surrounded by agricultural land and private open space. A Dole Food Company plant is located just north of this intersection.

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

Because of Del Monte Boulevard crossing over the Monterey Branch Line, the rails were covered by asphalt. The rails are overgrown with grass, weeds, and other low-growing plants in areas immediately off the road.

**L8b. Description of Photo, Map, or Drawing:**

Facing south at Del Monte Boulevard crossing

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010



**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-3

**b. Location of point or segment:** At-grade intersection of the Monterey Branch Line with Reservation Road in Marina.

**L3. Description:**

At this level crossing, the rails are completely covered by the asphalt paving of Reservation Road. A concrete sidewalk also cuts over the rails just southwest of, and parallel to, this street. The railroad signals are still present, though their crossing gates have been removed. Both the rails and road are slightly raised above the surrounding landscape.

**L4. Dimensions:**

- a. **Top Width:** approximately 8'
- b. **Bottom Width:** approximately 20'
- c. **Height or Depth:** approximately 4'
- d. **Length of Segment:** n/a

**L5. Associated Resources:**

**L6. Setting:**

Del Monte Boulevard, a heavily traveled thoroughfare, and the Monterey Peninsula Recreation Trail run parallel and adjacent to the rail line at this point. It is surrounded by commercial and residential buildup, and public open space.

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

The rails have been covered by asphalt and concrete. In addition, they are overgrown with grass, weeds, and other low-growing plants in areas immediately off the road.

**L8b. Description of Photo, Map, or Drawing:**

Facing southwest at Reservation Road crossing

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010

**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-4

**b. Location of point or segment:** The Fort Ord spur, approximately one-quarter mile south of the 8<sup>th</sup> Street overpass.

**L3. Description:**

The pair of Monterey Branch Line tracks at this point sits well below the grade of SR 1, but is at-grade with the Monterey Peninsula Recreation Trail. The Fort Ord rail spur, which curves to the east and runs under the highway to the former Fort Ord station, is approximately five feet below the main line. The track ballasts consist of crushed rock.

**L4. Dimensions:**

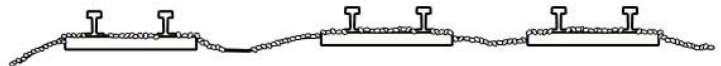
- a. **Top Width:** approximately 40'
- b. **Bottom Width:** approximately 55'
- c. **Height or Depth:** approximately 5'
- d. **Length of Segment:** n/a

**L5. Associated Resources:**

**L6. Setting:**

SR 1 and the Monterey Peninsula Recreation Trail run parallel and adjacent to the Monterey Branch Line at this point. Buildings of the former Fort Ord are located on the hillside on the opposite side of the highway. The area between the rail line and the Monterey Bay is Fort Ord Dunes State Park.

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

The rails appear unaltered and reflect the historic alignment. The tracks of the Fort Ord spur immediately beyond this point have mostly been paved over, however. The highway underpass is now a pedestrian walkway for accessing the Monterey Peninsula Recreation Trail from the former military base.

**L8b. Description of Photo, Map, or Drawing:**

Facing south, Fort Ord spur at left, Monterey Peninsula Recreation Trail at far left

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010

## LINEAR FEATURE RECORD

Page 20 of 22

Resource Name or # Map Reference #1

**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-5

**b. Location of point or segment:** Pedestrian bridge over Laguna Del Rey/Roberts Lake channel, parallel to Del Monte Boulevard near Canyon Del Rey Boulevard

**L3. Description:**

This concrete bridge spans the channel linking Laguna del Rey and Roberts Lake. It has wood guard rails and rests on concrete footings. Though the construction date of this structure is unknown, it is not present on mid-twentieth century aerial photographs (1942, 1956 and 1966) and therefore is less than fifty years of age.

**L4. Dimensions:**

- a. **Top Width:** approximately 14'
- b. **Bottom Width:** approximately 14'
- c. **Height or Depth:** approximately 5'
- d. **Length of Segment:** approximately 50'

**L5. Associated Resources:**

**L6. Setting:**

Del Monte Boulevard, a heavily traveled commercial thoroughfare, runs parallel and adjacent to the track's alignment at this point. It is located on the causeway that splits the former Myers' Lagoon into two lakelets – Laguna del Rey and Roberts Lake.

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

This section of the Monterey Branch Line is now the Monterey Peninsula Recreation Trail, and the rails have been removed or completely covered by asphalt.

**L8b. Description of Photo, Map, or Drawing:**

Facing southwest, Del Monte Boulevard at left

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010



**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-6

**b. Location of point or segment:** At-grade intersection of the Monterey Branch Line with Park Avenue in Monterey.

**L3. Description:**

At this level crossing, the rails are still present, but have been infilled with railroad ties, asphalt and concrete. The railroad signals have been removed. Both the rails and road are at-grade with the surrounding landscape.

**L4. Dimensions:**

**a. Top Width:** approximately 8'

**b. Bottom Width:** n/a

**c. Height or Depth:** 0'

**d. Length of Segment:** n/a

**L5. Associated Resources:**

**L6. Setting:**

Del Monte Boulevard, a heavily traveled thoroughfare, and the Monterey Peninsula Recreation Trail run parallel and adjacent to the rail line at this point. It is surrounded by commercial, residential and mixed-use properties, as well as public open space (Window on the Bay and El Estero Parks).

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

The integrity of the rail line has been compromised due to infill of the tracks.—In addition, they are overgrown with grass in areas immediately off the road.

**L8b. Description of Photo, Map, or Drawing:**

Facing west, Monterey Peninsula Recreation Trail at right

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary #  
HRI #  
Trinomial

Page 22 of 22

Resource Name or # Map Reference #1

**L1. Historic and/or Common Name:** Monterey Branch of the Southern Pacific Railroad

**L2a. Portion Described:** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB-7

**b. Location of point or segment:** Between Lighthouse Avenue and Washington Street, at the entrance to the Fisherman's Wharf public parking lot.

**L3. Description:**

At this at-grade point, the tracks have been removed or completely covered by the asphalt paving of the Monterey Peninsula Recreation Trail and Fisherman's Wharf parking lot. A thin strip of concrete is present that roughly reflects the alignment of the Monterey Branch Line.

**L4. Dimensions:**

- a. Top Width: n/a
- b. Bottom Width: n/a
- c. Height or Depth: 0'
- d. Length of Segment: n/a

**L5. Associated Resources:**

**L6. Setting:**

This point is mostly surrounded by paved spaces, including a large parking lot and the Monterey Peninsula Recreation Trail. The old Monterey Depot is located approximately fifty yards to the east.

**L4e. Sketch of Cross-Section** (include scale) **Facing:**



Not to scale

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

There are no visible remnants of the rail line at this point. The tracks have either been completely covered or removed.

**L8b. Description of Photo, Map, or Drawing:**

Facing east, Monterey Peninsula Recreation Trail at center, Monterey Depot in background at right, public parking lot at left.

**L9. Remarks:**

**L10. Form Prepared by:**

Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave Suite 110  
Davis, CA 95618

**L11. Date:** Jan. 27, 2010

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

Primary # P-27-002923  
HRI #

Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: PL-2148-01

P1. Other Identifier: Southern Pacific Railroad

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County: Monterey

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

\*b. USGS 7.5' Quad: Monterey, CA and Seaside, CA

c. Address: No distinct address.

City: Monterey and Seaside, California

d. UTM: Begin Zone: 10 603361 mE/ 4053045 mN (G.P.S.; NAD 83)

End Zone: 10 599307 mE/ 4051191 mN (G.P.S., NAD 83)

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

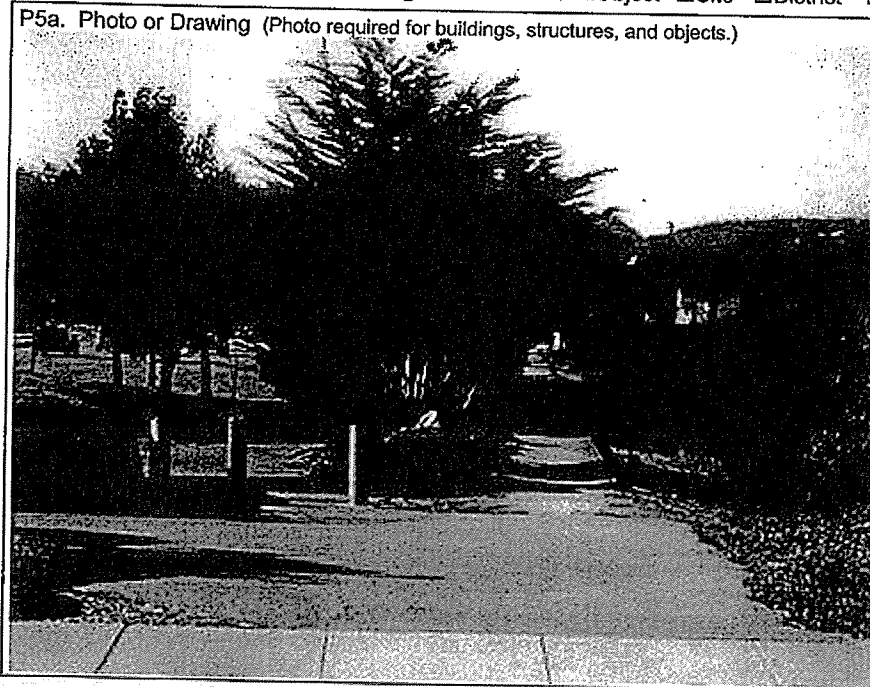
See attached Location Map. The resource is the Southern Pacific Railroad tracks through Seaside and Monterey. It is accessible at several points from Del Monte Boulevard in Seaside and Monterey.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The resource is the abandoned Southern Pacific Railroad tracks. The segments of the resource recorded for this effort are limited to those that were visible above ground, but it is likely that the tracks continue below ground for much of the route as it is depicted on the Monterey and Seaside 7.5' USGS quadrangles. Additionally, this recording includes only those segments of the resource that occur within the survey corridor for the Cal-Am Coastal Water Project; unrecorded portions of the resource continue north of the survey corridor. Currently, much of the route is used as a pedestrian and bike trail that runs between Del Monte Boulevard and the open space that leads to the Monterey Bay. Other sections of the tracks traverse industrial areas in the City of Seaside. The standard gauge tracks were constructed by the Southern Pacific Railroad in 1879 to replace the previous narrow-gauge Monterey-Salinas railroad along the same corridor (Clark 1991). Beginning in 1880, The Southern Pacific Railroad ran the Del Monte Express, which serviced the Del Monte Hotel and the City of Monterey until the spring of 1971, when passenger service to Monterey ceased (Hoffman 2001).

\*P3b. Resource Attributes: (List attributes and codes) AH7: Railroad grade

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

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



P5b. Description of Photo: (View, date, accession #)  
Segment 3 of resource. Railroad photo right and paved pedestrian and bike path photo left. From Canyon Del Ray Boulevard view southwest.

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

\*P7. Owner and Address:  
Union Pacific Railroad  
1400 Douglas Street  
Omaha, NE 68179

\*P8. Recorded by: (Name, affiliation, and address)  
K. Jones, F. Arellano  
Pacific Legacy, Inc.  
900 Modoc Street  
Berkeley, CA 94707

\*P9. Date Recorded: 11/05/2008

\*P10. Survey Type: (Describe)

Intensive pedestrian survey.

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

Clark D.T. (1991) *Monterey County Place Names: A Geographical Dictionary*. Kestrel Press, Carmel Valley.

Hoffman, B. 2001 *Del Monte's Sunset Years are Marked by Many Changes. Part 2- The Diesel Era. The Santa Clara Block* 10(3):4-7, 9-10. Jones and Holson (2009) Archaeological Survey Report for the Cal-Am Coastal Water Project (CWP), Monterey County, California.

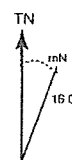
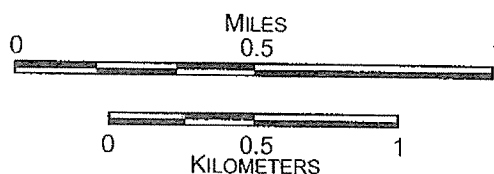
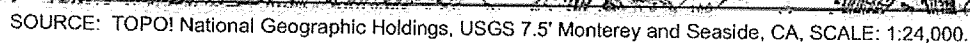
\*Attachments: ☐ NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☐ Building, Structure, and Object Record  
☐ Archaeological Record ☐ District Record ☒ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record  
☐ Artifact Record ☒ Photograph Record ☐ Other (List):

DPR 523A (1/95)

\*Required information

JUL 30 2009





State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LOCATION MAP (Page 2 of 2)**

Primary #: P-27-002923

HRI #:

Trinomial:

Page 3 of 6

\*Resource Name or # (Assigned by recorder) PL-2148-01

\*Map Name: USGS 7.5' Monterey and Seaside, CA

\*Scale: 1:24,000

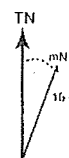
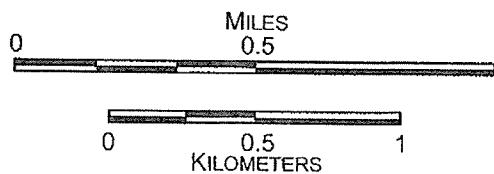
\*Date of Map: 1983 and 1981



SOURCE: TOPOI National Geographic Holdings, USGS 7.5' Monterey and Seaside, CA. SCALE: 1:24,000.



QUADRANGLE LOCATION



6.

State of California — The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # P-27-002923  
HRI #  
Trinomial

Page 4 of 6

Resource Name or #: (Assigned by recorder) PL-2148-01 Southern Pacific Railroad

**L1. Historic and/or Common Name:** Southern Pacific Railroad

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

**b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)

Only those segments visible on the surface and within the current survey corridor were recorded. See Location Map and Primary for location and UTM locations.

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)  
The resource is the standard-gauge Southern Pacific Railroad. Portions recorded are only those above ground. Some ties are still visible but the majority of the route has had ties removed. The cut and berms for the railroad are visible along portions of the course as recorded.

**L4. Dimensions:** (In feet for historic features and meters for prehistoric features)

**a. Top Width:** 4 feet 8 ½ inch between rails (standard gauge)

**b. Bottom Width:** 6-8 feet maximum with ties.

**c. Height or Depth:** n/a

**d. Length of Segment:**

Segment 1- 1060 feet

Segment 2- 279 feet

Segment 3- 1,181 feet

Segment 4- 181 feet

Segment 5- 408 feet

Segment 6- 183 feet

Segment 7- 107 feet

Segment 8- 77 feet

Segment 9- 298 feet

Segment 10- 1703 feet.

Segment 11- 974 feet

Segment 12- 148 feet

Segment 13- 50 feet

**L5. Associated Resources:**

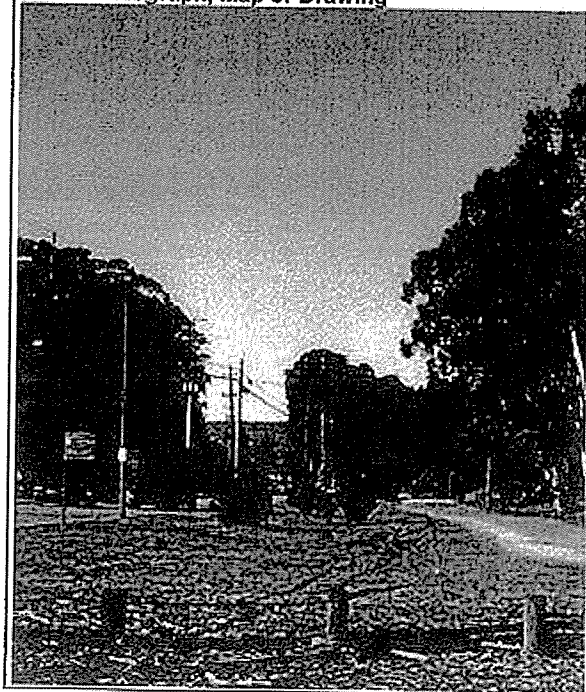
The Del Monte Hotel Depot (PL-2148-02), the Southern Pacific Passenger Depot (ARG 1999) and the Southern Pacific Freight Depot (ARG 1999) are associated.

Architectural Resources Group (1999) Draft Historical Evaluation of Railroad Depot Sites, City of Monterey, California.

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

The resource runs between Del Monte Boulevard and the Monterey Bay in Seaside and Monterey, CA. In several areas it is adjacent to and forms the grade for a bike and pedestrian trail and associated open space. In the City of Seaside it is largely in industrial and commercial areas and has been built and paved over in spots.

**L8a. Photograph, Map or Drawing**



**L7. Integrity Considerations:**

Several buried segments of the resource likely exist. Railroad ties have been removed in several areas and the rail has been cut to accommodate several road intersections with city streets.

**L8b. Description of Photo, Map, or Drawing** (View, scale, etc.)

View of resource (center) along Del Monte Boulevard (photo left) and a pedestrian trail (photo right); view west.

**L9. Remarks:**

Several historical plaques are present along the course of the resource.

**L10. Form Prepared by:** (Name, affiliation, and address)

K. Jones  
Pacific Legacy, Inc.  
900 Modoc Street  
Berkeley, CA 94707

**L11. Date:** 11/05/2008

DPR 523E (1/95)

b.



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

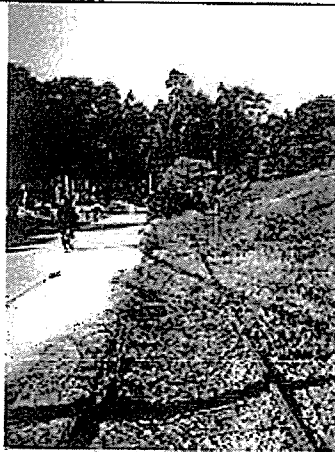
Primary # P-27-002923  
HRI#  
Trinomial

Page 5 of 6

\*Resource Name or # (Assigned by recorder) PL-2148-01 Southern Pacific Railroad

\*Recorded by: Kari Jones, Pacific Legacy, Inc.

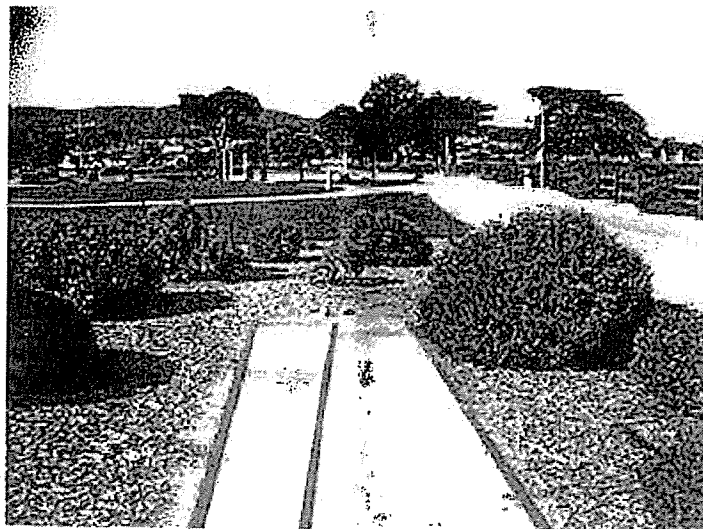
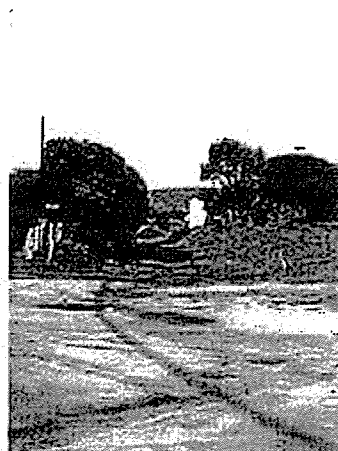
\*Date: Nov. 2008 ☒ Continuation ☐ Update



Rail Segment 10 and pedestrian trail; view west



Rail Segment 1; industrial area of Seaside; view west.



Rail Segment 11 end; view west toward park.

6.

**PHOTOGRAPH RECORD**

Trinomial

Page 6 of 6

Resource Name or #: PL-2148-01 Southern Pacific Railroad

Year 2008

Camera Format: Nikon Coolpix P3 VR

Lens Size: 35mm

Film Type and Speed: Digital

Negatives Kept at:

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
11	05	8:44	1987	Overview of survey corridor west of Del Monte Rd. - beginning of corridor	South East	
11	05	8:44	1988	F. H. Arellano at east edge of corridor		
11	05	8:54	1989	Survey corridor with fence to granite rock over railroad R.O.W.		
11	05	8:59	1990	Granite Rock Blvd - front at 1755 Del Monte Blvd (831)392-3700	South	
11	05	9:11	1991	Survey Corridor with fence on railroad R.O.W. rails continue south beyond fence		
11	05		1992	Survey Corridor with railroad cut in distance - photo from Olympia Ave and Contra Costa St		
11	05	9:24	1993	View of bike/trail (left) and railroad track (right) from Cyn Del Rey Rd.	Southwest	
11	05	9:34	1994	Overview of survey corridor at Roberts Ave showing railroad to trail		
11	05	9:38	1995	View of partially buried rail segment		
11	05	9:38	1996	Close-up of rail segment	Southwest	
11	05	9:50	1997	Overview of visibility near Casa Verde St.	Southwest	
11	05	10:01	1998	View of rail segment 8 south of Palo Verde St.	West	
11	05	10:07		View of rail segment 9 at paved rd to sanitary plant	West	
11	05	10:11	1999	View of segment 10 east of Naval Postgraduate School	West	
			2000			

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code 6 \_\_\_\_\_

Other Listings \_\_\_\_\_  
Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 15

\*Resource Name or # SPRR-Monterey Branch

**P1. Other Identifier:** SPRR-Monterey Branch

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

**\*b. USGS Quad:** Marina (1947, photorevised 1983)/Prunedale (1954, revised 1993)

**c. Address:** , Castroville 95012

**d. UTM:**

**e. Other Locational Data:**

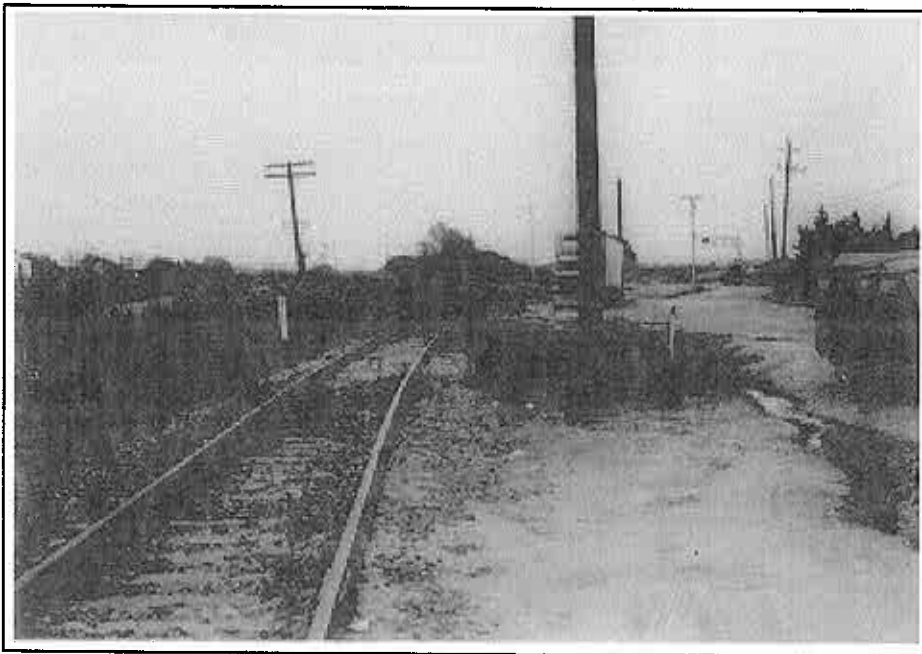
About 1.75 miles of the Monterey Branch Railroad are found within the APE running between Blackie Road in Castroville southwest to a point just east of the Salinas River Bridge.

**\*P3a. Description:**

The old Monterey Branch line, once owned and operated by the Southern Pacific Railroad, is not currently in use and has not been in use for about two decades. The tracks and right of way are currently owned by the Union Pacific Railroad. The Monterey Branch begins where a single track departs from the main Coast Line of the Union Pacific Railroad on the northern edge of Castroville north of the Castroville train depot. This track runs parallel to Del Monte Avenue between the road and the main lines of the coastal route of the Union Pacific as they cross south through Castroville. At the south edge of town, the Monterey Branch track departs from the main line. Swinging southwest, it crosses Highway 183, the main Salinas to Castroville highway, just south of town at grade and continues in a long arch over Tembladero Slough on a wooden trestle and then strikes out on a straight course over a low and sandy floodplain, across sloughs that once formed channels of the old Salinas River, and heads on a straight line bearing southwest to the Salinas River crossing near Neponset. (See Continuation Sheet)

**\*P3b. Resource Attributes:** (HP11) Engineering Structure

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



**\*P5b. Description of Photo:**

Photograph #1, facing northeast.

**\*P6. Date Constructed/Age & Sources:**

☒ Historic ☐ Prehistoric ☐ Both  
1910-1939

**\*P7. Owner and Address:**

Union Pacific Railroad,  
1800 Farnam Road  
Omaha, NB 68102

**\*P8. Recorded by:**

Stephen R. Wee, JRP Historical  
Consulting Services, 1490 Drew  
Avenue, Suite 110, Davis, CA 95616

**\*P9. Date Recorded:** 12/1/01

**\*P10. Survey Type:**

Intensive

**\*P11. Citation:** JRP Historical Consulting Services, "HASR: Russell Espinosa-Parkway Project," (June 2002).

**\* 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:

DPR523A (1/95)

\*Required Information



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 15

\*NRHP Status Code: 6

\*Resource Name or #: SPRR-Monterey Branch

**B1. Historic Name:** SPRR-Monterey Branch

**B2. Common Name:**

**B3. Original Use:** Railroad

**B4. Present Use:** Railroad

\* **B5. Architectural Style:** Utilitarian

\* **B6. Construction History:**

1874-1879

\* **B7. Moved?** ☒ No ☐ Yes ☐ Unknown

**Date:**

**Original Location:**

\* **B8. Related Features:**

None

**B9a. Architect:** n/a

**B9b. Builder:** n/a

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

**Area:** n/a

**Period of Significance:** n/a

**Property Type:** n/a

**Applicable Criteria:** n/a

The Monterey Branch line within the APE does not appear to meet the criteria for listing in the National Register of Historic Places. The railroad does not appear to possess any significant engineering features, and therefore, does not appear potentially eligible under Criterion C. Within the context of the establishment of Pacific Improvement Company's Del Monte Hotel, the Monterey Branch line does not appear significant because it lacks historic integrity to the potential period of significance (Criterion A). Furthermore, although J. H. Strobridge, a significant 19th century railroad engineer in the American West, supervised construction of the Monterey Branch Railroad for Pacific Improvement Company in 1879, the existing resources do not date to the period of Strobridge's association with the railroad. Therefore, the Monterey Branch line within the APE does not appear significant under Criterion B. (See Continuation Sheet)

**B11. Additional Resource Attributes:**

\* **B12. References:**

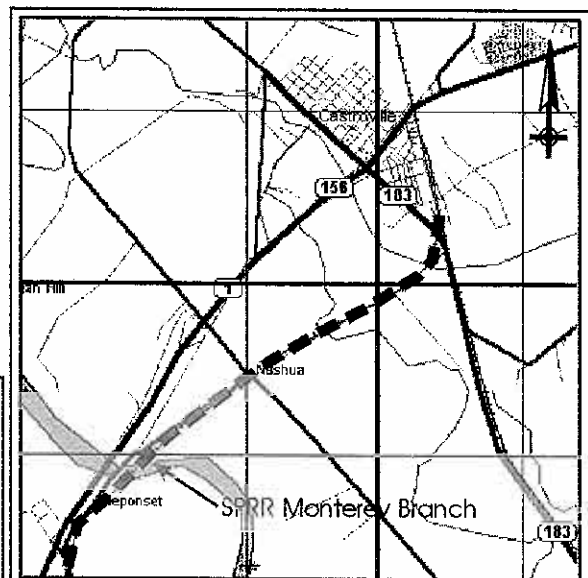
Official Monterey County Maps; Rancho Plats on file at Monterey County Recorder

**B13. Remarks:**

\* **B14. Evaluator:** Stephen Wee

\* **Date of Evaluation:** 12/26/01

(This space reserved for official comments.)



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

Although this segment of railroad was constructed originally in 1879 none of the materials in the existing track and trestles date to that era. At the six points recorded by JRP, the rails and tie plates had dates ranging from 1910 to 1939. In the vicinity of Tembladero Slough, there are a number of timber ties with tie pins dated 1929 and 1930 and the date of 1944 was pressed into the butt end of dispersed timbers located elsewhere within the APE. Components of the four trestles within the APE range in date from 1909 to 1939.

The tracks on the Monterey Branch line in the vicinity of Castroville and on the line down as far as Tembladero Slough date to the late 1930s. The rails in this segment consistently feature a manufacturing stamp bearing the date "1937" and were manufactured in Tennessee. The tracks are located at grade within Castroville and where the railroad crosses Highway 183. The railroad crossing signals at the Highway 183 grade crossing have been dismantled. South of the highway, the railroad embankment slowly climbs to a height of about four feet at Tembladero Slough. The ballast consists of a thick layer of crushed granite and the roadbed measures about 20 feet across at the base.

The trestle over Tembladero Slough is of a standard type built by the Southern Pacific Railroad on its railroad lines throughout California during the first half of the 20<sup>th</sup> century.<sup>1</sup> This trestle has been rebuilt, or underwent major rehabilitation, at least five times with the most recent reconstruction probably coming around 1940. The trestle is a timber bent structure that stands about 12' in height above the slough. There are a total of eight timber pile bents spaced at about 12 foot intervals. The trestle has an overall length of approximately 120 feet between its concrete abutment walls. Each bent has four timber piles with the outside piles battered at 2.5" per foot and the inside posts at 1.5" per foot. A pair of sway braces are fixed to each bent. The caps on the bents are massive timbers measuring 12"x14"x 14'. The stringers are made of two panel lengths laid so that the joints alternate and a small space separates the stringers to prevent decay. The stringers, which measure 2' x 12", are attached to the caps with drift bolts. The deck is composed of 14' long, four inch flooring with 8"x 8" ballast guards that are filled with crushed granite ballast. The concrete abutments date to two different eras, 1909 and 1929, while the ties have pin dates of 1929 and 1930 with the rails and tie plates having manufacturing dates ranging from 1936 to 1939. The guard rails consist of 3"x 6" posts bolted to the outside of the stringers with two horizontal cross rails. Only small remnant portions of the guard rail still exist.

West of Tembladero Slough the tracks of the Monterey Branch line continue on a low embankment running between farm roads on either side. Before reaching Nashua Road, the tracks disappear, but the alignment of the old railroad line is still in evidence. Crossing over Nashua Road, the rails appear once again on a ballasted embankment raised about four feet above the surrounding agricultural fields. In this stretch the oldest rails date to 1910 and were manufactured in Gary, Indiana, but these older rails rest on railroad ties that appear to have been replaced sometime after 1944.

About one-quarter mile west of Nashua Road is another timber bent trestle of similar design as the one at Tembladero Slough. The concrete abutment walls date to 1909. The timber bents, in this case, have five piles instead of four, but otherwise the design is the same as at Tembladero Slough. There are seven bents across the slough and the trestle has a total length of about 110' between abutment walls.

The last two trestles within the APE are of a different design in that they rest on concrete piers instead of timber bents. The easternmost of these two structures is a low (maximum 5 feet in height) and long trestle measuring about 200 feet in length with 14 reinforced concrete piers set at 14' centers. The poured-in-place concrete abutments at each end are incised with the date 1909 and originally belonged to a timber bent trestle located at this same point on the tracks. The timber deck rests on timber stringers fixed to the top of the concrete piers. These stringers are of various sizes ranging from 12" x 14" to 8" x 16" to provide a level foundation for the timber deck. On this trestle the stringers are only one board high and measure 8" wide x 16" high, with a length of 24 feet. A 4" x 6" board is attached to the top of the stringer to help retain the ballast that fills the deck under and around the track. The flooring system is made up of 3' x 12" timbers. The rails on this trestle are dated 1918.

The final trestle located only one-quarter of a mile east of the Salinas River bridge is a composite of the timber bent trestle at Tembladero Slough and the concrete pier structure located to the east. This structure, like its neighbor, has concrete abutment walls dating to 1909 and more recent concrete piers that support the structure in place of the original timber bents. The timber deck is of the same design as that found on the trestle over Tembladero Slough. This trestle has five piers, set at approximately 15' centers, and has an overall measurement between abutments of about 100 feet. The track assemblage has materials dating to 1918 and 1922.

<sup>1</sup> Walter Loring Webb, C. E., *Railroad Construction: Theory and Practice* (New York: John Wiley & Sons, Inc., 1932), 196-230.  
DPR 523L (1/95)

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

This railroad has its origins in the Monterey & Salinas Valley Railroad, a narrow-gauge railroad constructed in 1874 by leading landowners and wheat growers of the Salinas Valley to break the Southern Pacific transportation monopoly in the Salinas Valley. According to local historians, the Monterey & Salinas Valley Railroad is also believed to be the first steam narrow-gauge railroad built and operated in California. In both of these contexts under Criterion A, the Monterey & Salinas Valley Railroad might possess significance for its association with important events in California and local history, if the railroad retained integrity to its potential period of significance in these contexts. In each case, the potential period of significance is short, running from 1874 when the railroad was built to 1879 when it was sold to a subsidiary of the Southern Pacific Railroad and ceased to operate as a narrow-gauge railroad. The original Monterey & Salinas Valley Railroad line ran northwest from Salinas and crossed the Salinas River about two miles south of the crossing later built by the Monterey Branch Railroad. The alignments of the old Monterey & Salinas Valley Railroad and the later Monterey Branch line from Castroville joined east of Neponset on the west side of the Salinas River. Therefore, the modern Monterey Branch of the Southern Pacific Railroad, constructed in 1879 by the Pacific Improvement Company, a subsidiary of Southern Pacific, has no historical association with either the Monterey & Salinas Valley Railroad or the narrow-gauge railroad.

When the Pacific Improvement Company constructed the Monterey Branch line in 1879, it had two major objectives: first, it was to convert the existing railroad from narrow gauge to standard gauge so that it could tie into the Coast Line of the Southern Pacific; and second, it needed to construct new connectors to the Southern Pacific line including a Wye at Castroville to allow locomotives from the San Francisco Bay Area to efficiently use the rail line into Monterey. Pacific Improvement Company built the railroad, in large part, to promote its vast real estate holdings on the Monterey Peninsula and to attract tourists to its new resort hotel complex at Del Monte. Within the APE, the Monterey Branch line was a wholly new alignment. Chinese and white laborers using horse teams and scrapers built the railroad track through the study area in 1879 under the supervision of construction engineer, J. H. Strobridge. Within this context, the Monterey Branch Line has potential significance under Criterion A, for its association with the establishment of Pacific Improvement Company's Del Monte Hotel, which was called the "Most Elegant Seaside Establishment in the World" by Charles Crocker when it was built in 1880. The establishment of this hotel was a critical factor in transforming the Monterey area from a charming, but provincial town, into an attractive destination resort for wealthy and upper-middle class clientele. It also has potential significance under Criterion B for its association with J. H. Strobridge. The railroad does not appear to possess any significant engineering features, and therefore, does not appear potentially eligible under Criterion C.

Within the context of the Del Monte Hotel development, the Monterey Branch line does not appear significant because it lacks historic integrity to the potential period of significance. The original Hotel Del Monte, constructed in 1880, was a Victorian castle of Swiss-Gothic Design. It was a project conceived of and executed by Charles Crocker of the Big Four who oversaw construction of the project through the railroad's subsidiary real estate company, the Pacific Improvement Company. The resort complex, located near downtown Monterey and the beach, attracted wealthy visitors from around the world. It was one of the great resort attractions in California, elegantly furnished, a grand and handsome structure, and one of the first seaside hotels of its kind on the Pacific Coast. The Hotel Del Monte was destroyed by fire in 1887. It was rebuilt the following year in a similar architectural style, but the buildings and grounds were larger than before covering a complex of 16 acres. Before the turn of the century, the hotel also added polo grounds, a horse racing track, and the first public golf course in the West to its attractions. The hotel's owners had opened the famous Seventeen Mile Drive in 1881 and road improvements for the "horseless carriage" and automobile races were added to the list of attractions for the increasing numbers who visited the hotel in their automobiles. By the turn of the century, the Hotel Del Monte had succeeded in making the Monterey area world famous, spawning other developments on the peninsula's south shore at Carmel and Pebble Beach.

By the 1910s the original glory days of Hotel Del Monte began to fade and the property was sold to the Del Monte Properties Company in 1919. The Del Monte Company under the supervision of Samuel F. B. Morse, tried to rebuild the former reputation of the hotel for its elegance and quality service. However, Morse's energies were already shifting to his new development at Pebble Beach and the hotel never really recovered its former fame before it was struck by fire again in 1924. Once again, the hotel was rebuilt, but this time the hotel was designed in the Mediterranean style. The hotel reopened in 1926 and regained some of its former stature, but by this time the close nexus between the hotel and the railroad line was severed both by differential ownership and the rise of the automobile. The hotel property was taken over in 1942 by the Navy as a pre-flight school. In 1949 the Navy purchased the hotel and 600 surrounding acres for the United States Naval Postgraduate School.

The Monterey Branch line and the Hotel Del Monte both have strong associations with the Big Four's economic empire in California and the early development of the Monterey peninsula as a resort center (Criterion A). The close association between the two persisted from 1880 until 1919 when the Hotel Del Monte had lost its significance as a destination hotel owned and operated by the same economic interests that owned the railroad. If the current railroad had significance to this era, it might be considered eligible for listing in the National Register. However, mitigating against the eligibility are two major factors: first, the Hotel Del Monte itself, as it existed during that era when the railroad was famous for building elegant hotels serviced by their branch lines, no longer exists. Second, the existing resources have little integrity to this historic period. While some of the rails date to the period 1910 and 1918, and some of the trestles have abutments from 1909, the vast majority of the extant railroad resources, at least within the study area, date to the late 1920s through the



Page 5 of 15

\*Recorded by Stephen Wee

\*Resource Name or # (Assigned by recorder) SPRR – Monterey Branch Line

\*Date May 7, 2001 ☒ Continuation ☐ Update

**B10. Significance (continued):**

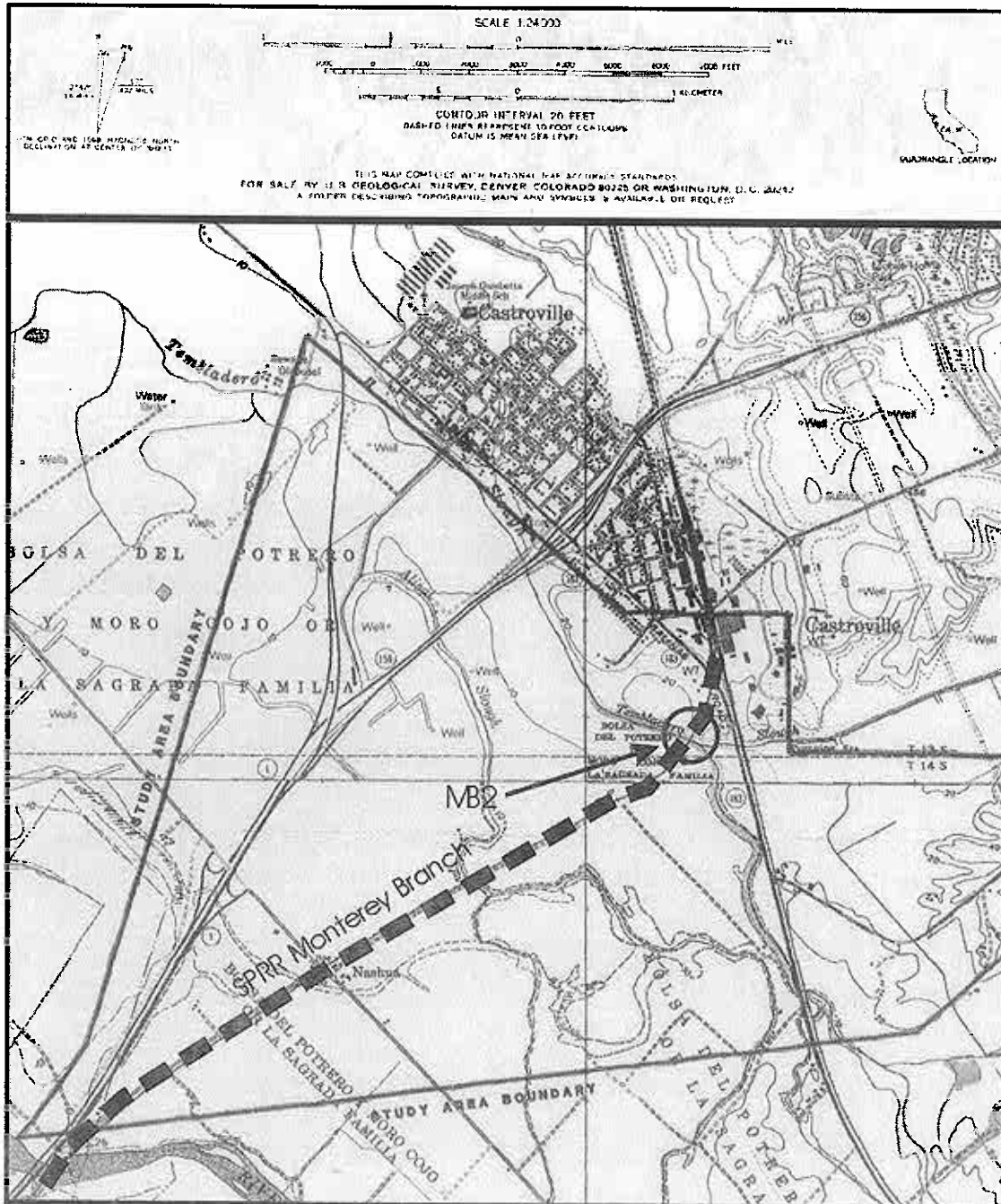
1940s. Therefore, the existing railroad has a low degree of integrity within this context and does not appear to be eligible for listing in the National Register.

The final context for evaluation is the association to persons important in history. J. H. Strobridge was a significant 19th century railroad engineer in the American West (Criterion B). Strobridge is best known for his role as engineer and superintendent of construction for the laying of the Central Pacific Railroad tracks across the Sierra Nevada to Promontory, Utah, in the 1860s. Although he supervised construction of the Monterey Branch Railroad for Pacific Improvement Company in 1879, in order for the railroad to be considered as significant under Criterion B, it must illustrate a person's important achievements. In comparison with other properties, such as the Central Pacific Railroad, that reflect his significance as a railroad engineer, this property does not appear to be important. Furthermore, even if it were deemed important in this context, the existing resources do not date to the period of Strobridge's association with the railroad. Therefore, the Monterey Branch line within the APE does not appear significant under Criterion B.

\*Date May 7, 2001 ☒ Continuation ☐ Update

[illegible]

## Sketch Map





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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Trinomial

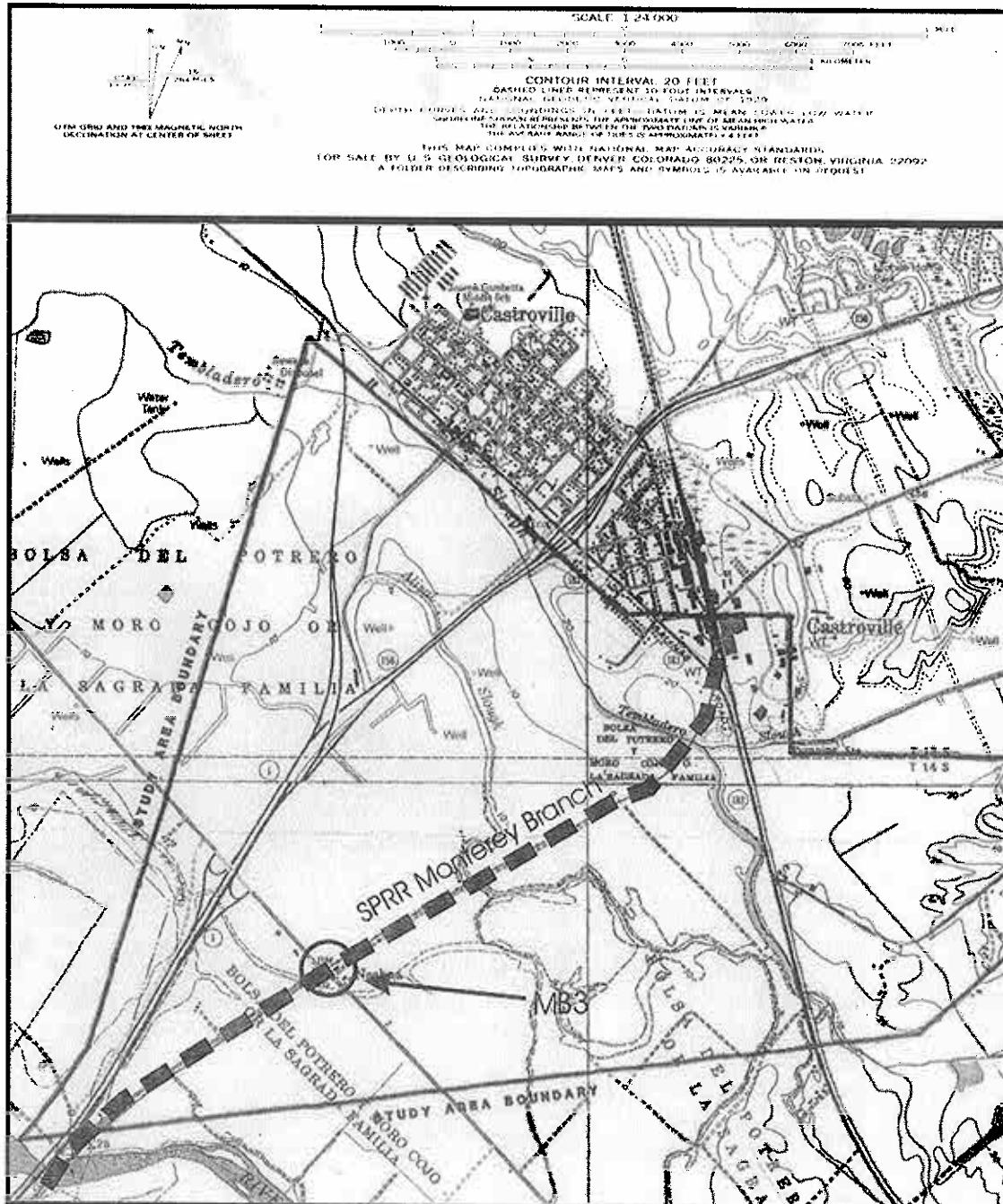
Page 8 of 15

\*Recorded by Stephen Wee

\*Resource Name or # (Assigned by recorder) **SPRR – Monterey Branch Line**

\*Date May 7, 2001 ☒ Continuation ☐ Update

**Sketch Map**





\*Date May 7, 2001 ☒ Continuation ☐ Update



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 11 of 15

\*Resource Name or #: SPRR-Monterey Branch

**L1. Historic and/or Common Name:** SPRR-Monterey Branch

**L2a. Portion Described** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB1

**L2b. Location of Point or Segment:**

Just north of junction between railroad and Highway 183, where the Monterey Branch track departs from the main line at the southern edge of Castroville.

**L3. Description:**

The tracks are located at grade within Castroville and where the railroad crosses Highway 183. The railroad crossing signals at the Highway 183 grade crossing have been dismantled. South of the highway the railroad embankment slowly climbs to a height of about four feet at Tembladero Slough. The ballast consists of a thick layer of crushed granite and the roadbed measures about 20 feet across at the base.

**L4. Dimensions:**

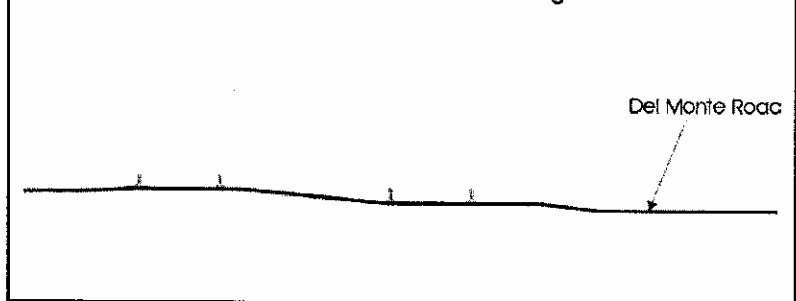
- a. Top Width: n/a
- b. Bottom Width: n/a
- c. Height or Depth: at grade
- d. Length of Segment: n/a

**L5. Associated Resources:**

Crossing signal switch

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

**Facing:** south

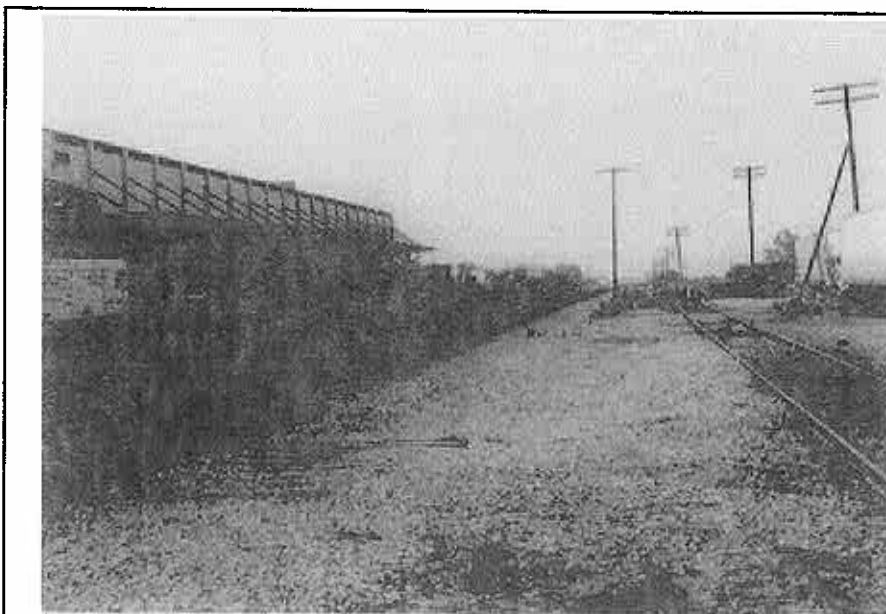


**L6. Setting:**

Modern warehouse approximately 25' to the east. To the west is Del Monte Road with modern warehouse.

**L7. Integrity Considerations:**

In addition to modern warehouse constructed adjacent to the line, the tracks date to the late 1930s.



**L8b. Description of Photo, Map, or Drawing**

Photograph: Line departing from Southern Pacific Coast line in Castroville. Camera facing south.

**L9. Remarks:**

**L10. Form Prepared By:**

Stephen Wee, JRP Historical  
Consulting Services, 1490 Drew Ave,  
Suite 110, Davis, CA 95616

**L11. Date:** 12/26/01

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 12 of 15

\*Resource Name or #: SPRR-Monterey Branch

**L1. Historic and/or Common Name:** SPRR-Monterey Branch

**L2a. Portion Described** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB2

**L2b. Location of Point or Segment:**

Trestle over Tembladero Slough, southwest of Castroville

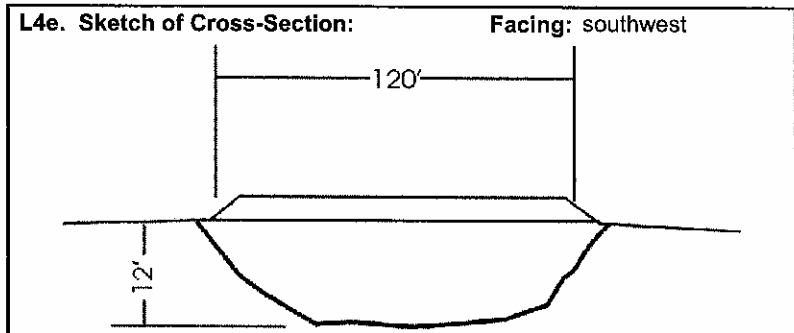
**L3. Description:**

This trestle is a timber bent structure standing about 12' high above the slough. Eight timber pile bents are at 12' intervals. The trestle is about 120' long between concrete abutments. Each bent has 4 timber piles with the outside piles battered at 2.5" per foot and inside posts at 1.5" per foot. Sway braces are fixed to each bent. Caps on the bents are 12"x14"x 14' timbers. Stringers (2' x 12" ) are 2 panel lengths, laid with alternating joints, and attached to caps with drift bolts. The deck is made of 14'x4" flooring with 8"x 8" ballast guards filled with crushed granite ballast. Abutments date to 1909 and 1929. Ties have pin dates of 1929 and 1930 and rails and tie plates date from 1936 to 1939. Guard rails are of 3"x 6" posts bolted to the outside of stringers with 2 horizontal cross rails. Small remnants of the guard rail still exist.

**L4. Dimensions:**

- a. Top Width: 14'
- b. Bottom Width: 14'
- c. Height or Depth: 12' above Tembladero Slough
- d. Length of Segment: 120'

**L5. Associated Resources:**

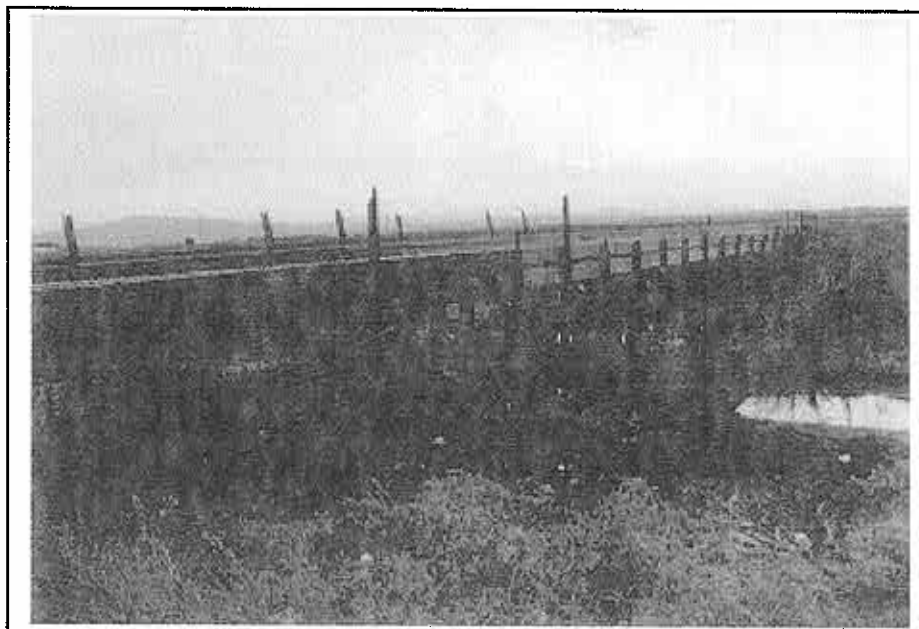


**L6. Setting:**

Trestle is surrounded on all sides by agricultural land.

**L7. Integrity Considerations:**

This standard trestle has undergone major rehabilitation or has been rebuilt at least 5 times, the most recent around 1940.



**L8b. Description of Photo, Map, or Drawing**

Photograph: Trestle over Tembladero Slough, looking southwest.

**L9. Remarks:**

**L10. Form Prepared By:**

Stephen Wee, JRP Historical  
Consulting Services, 1490 Drew  
Avenue, Suite 110, Davis, CA 95616

**L11. Date:** 12/26/01

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Trinomial \_\_\_\_\_

Page 13 of 15

\*Resource Name or #: SPRR-Monterey Branch

**L1. Historic and/or Common Name:** SPRR-Monterey Branch

**L2a. Portion Described** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB3

**L2b. Location of Point or Segment:**

Intersection of Monterey Branch line with Nashua Road

**L3. Description:**

Rails are laid on a granite rock ballasted embankment raised about four feet above the surrounding agricultural fields. In this stretch the oldest rails date to 1910 and were manufactured in Gary, Indiana, but these older rails rest on railroad ties that appear to have been replaced sometime after 1944.

**L4. Dimensions:**

a. **Top Width:** Approximately 12'

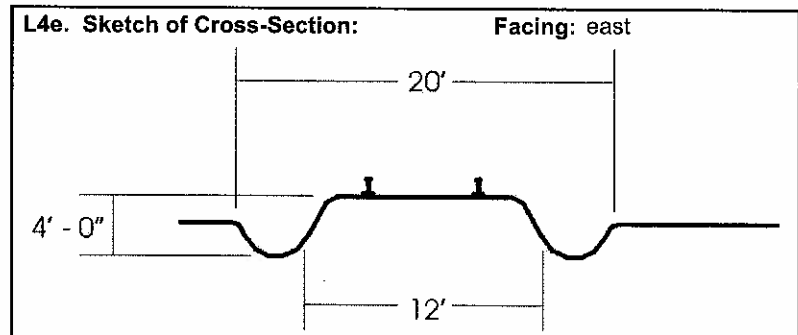
b. **Bottom Width:** Approximately 20'

c. **Height or Depth:** 4'

d. **Length of Segment:** n/a

**L5. Associated Resources:**

Signals at Nashua Road

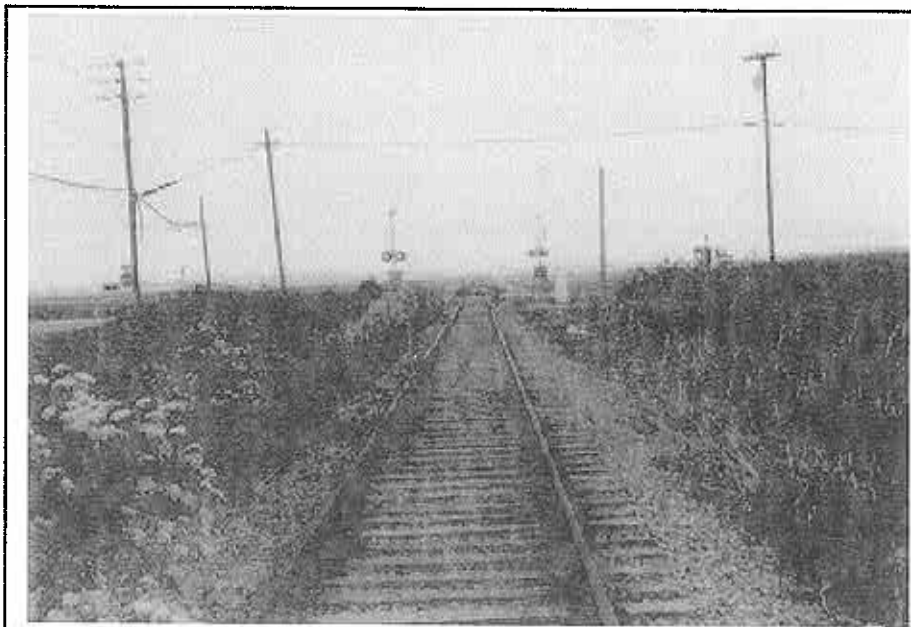


**L6. Setting:**

Road crossing at Nashua Road, Del Monte Road running parallel to line on the north and agricultural lands to the south.

**L7. Integrity Considerations:**

Ties appear to have been replaced after 1944.



**L8b. Description of Photo, Map, or Drawing**

Photograph: Tracks west of Nashua Road, camera facing east

**L9. Remarks:**

**L10. Form Prepared By:**

Stephen Wee, JRP Historical  
Consulting Services, 1490 Drew Ave,  
Suite 110, Davis, CA 95616

**L11. Date:** 12/26/01



State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 14 of 15

\*Resource Name or #: SPRR-Monterey Branch

**L1. Historic and/or Common Name:** SPRR-Monterey Branch

**L2a. Portion Described** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB4

**L2b. Location of Point or Segment:**

Trestle approximately 10 meters west of Nashua Road

**L3. Description:**

This trestle rests on 14 reinforced concrete piers set at 14' on center. It is approximately 5' in height and measures about 200 feet in length. The poured-in-place concrete abutments at each end are dated 1909 and originally belonged to a timber bent trestle located at this same point on the tracks. The timber deck rests on timber stringers varying in size (12" x 14" to 8" x 16" ) fixed to the top of the concrete piers. On this trestle the stringers are only one board high and measure 8" wide x 16" high and 24 feet long. A 4" x 6" board is attached to the top of the stringer to help retain the ballast that fills the deck under and around the track. The flooring system is made up of 3' x 12" timbers. The rails on this trestle are dated 1918.

**L4. Dimensions:**

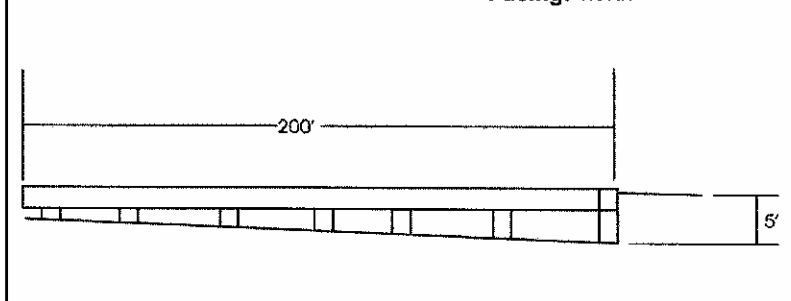
- a. Top Width: approximately 12'
- b. Bottom Width: n/a
- c. Height or Depth: 5'
- d. Length of Segment: 200'

**L5. Associated Resources:**

None

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

**Facing:** north



**L6. Setting:**

Del Monte Road running parallel to line to the north and agricultural lands to the south.

**L7. Integrity Considerations:**

While the abutments date to 1909, and the rails date to 1918, the remaining component parts date from the 1920s through the 1930s well beyond the resource's period of significance.



**L8b. Description of Photo, Map, or Drawing**

Photograph: Trestle at Alisal Slough

**L9. Remarks:**

**L10. Form Prepared By:**

Stephen Wee, JRP Historical  
Consulting Services, 1490 Drew Ave,  
Suite 110, Davis, CA 95616

**L11. Date:** 12/26/01

State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**LINEAR FEATURE RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 15 of 15

\*Resource Name or #: SPRR-Monterey Branch

**L1. Historic and/or Common Name:** SPRR-Monterey Branch

**L2a. Portion Described** ☐ Entire Resource ☐ Segment ☒ Point Observation **Designation:** MB5

**L2b. Location of Point or Segment:**

Trestle approximately 25 meters northeast of the Salinas River

**L3. Description:**

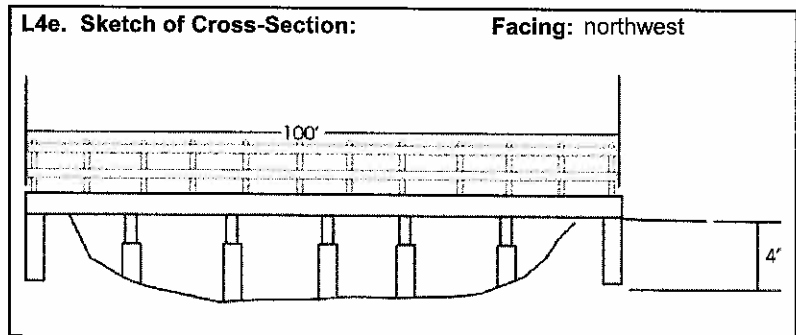
This trestle, located only one-quarter of a mile east of the Salinas River bridge, is a composite of the timber bent trestle at Tembladero Slough (see Linear Form - Designation MB2) and the concrete pier structure located to the east. This structure has concrete abutment walls dating to 1909 and more recent concrete piers that support the structure in place of the original timber bents. The deck is made of 14'x4" flooring with 8"x 8" ballast guards filled with crushed granite ballast. This trestle has five piers, set at approximately 15' centers, and has an overall measurement between abutments of about 100 feet. The guard rails consist of 3"x 6" posts bolted to the outside of the stringers with two horizontal cross rails. The track assemblage has materials dating to 1918 and 1922.

**L4. Dimensions:**

- a. Top Width: approximately 10'
- b. Bottom Width: n/a
- c. Height or Depth: approximately 4'
- d. Length of Segment: 100'

**L5. Associated Resources:**

none



**L6. Setting:**

Del Monte Road running parallel to line to the north and agricultural lands to the south.

**L7. Integrity Considerations:**

Modern concrete piers have recently replaced the original timber bents.



**L8b. Description of Photo, Map, or Drawing**

Photograph: Trestle east of Salinas River crossing, camera facing northwest

**L9. Remarks:**

**L10. Form Prepared By:**

Stephen Wee, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

**L11. Date:** 12/26/01

**PRIMARY RECORD**

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

Page 1 of 6

\*Resource Name or # (Assigned by recorder) Map Reference #2

**P1. Other Identifier:** Fort Ord Building 2071

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

\*a. County Monterey

\*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: Directly northwest of the intersection of 8<sup>th</sup> and 9<sup>th</sup> Streets, Fort Ord

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

This 9,504-square-foot, board-form concrete building formerly functioned as a receiving warehouse and, in an emergency, as a fallout shelter, but is currently not in use. The building has a rectangular footprint and a flat roof (**Photograph 1**). A concrete loading dock with a pair of wood plank sliding doors is centered on the building's south side. The loading dock is fully sheltered by a flat canopy, and flanked to its right by a stair, entry door, and pair of three-light industrial windows. The west side of the building consists of a trio of wide window openings, each with four interconnected three-light windows (**Photograph 2**). The east side of the building includes two receiving bays at its north end and a pair of two-light windows at the south end (**Photograph 3**). The building's north side is largely obscured from the public right-of-way, but appears to only consist of a small loading dock with a ramp and two small window openings (**Photograph 4**). A fenced storage yard extends from the north side.

\*P3b. **Resource Attributes:** (List attributes and codes) (HP34) Military Property

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

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



P5b. Description of Photo: Primary façade, facing north.

\*P6. **Date Constructed/Age/Sources:**  
☒ Historic ☐ Prehistoric ☐ Both  
1953, U.S. Army Corps of Engineers

\*P7. **Owner and Address:**  
Transportation Agency for Monterey County  
55 Plaza Circle  
Salinas, CA 93901

\*P8. **Recorded by:**  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. **Date Recorded:** January 2010

\*P10. **Survey Type:** Intensive

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

☐ Other (list) \_\_\_\_\_



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 6

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference #2

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: warehouse B4. Present Use: unoccupied

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed 1953, no known alterations.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: Unknown b. Builder: Unknown

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

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

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

Fort Ord Building 2071 does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. It 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 is not a historical resource for the purpose of CEQA. (See continuation sheet).

B11. Additional Resource Attributes: \_\_\_\_\_

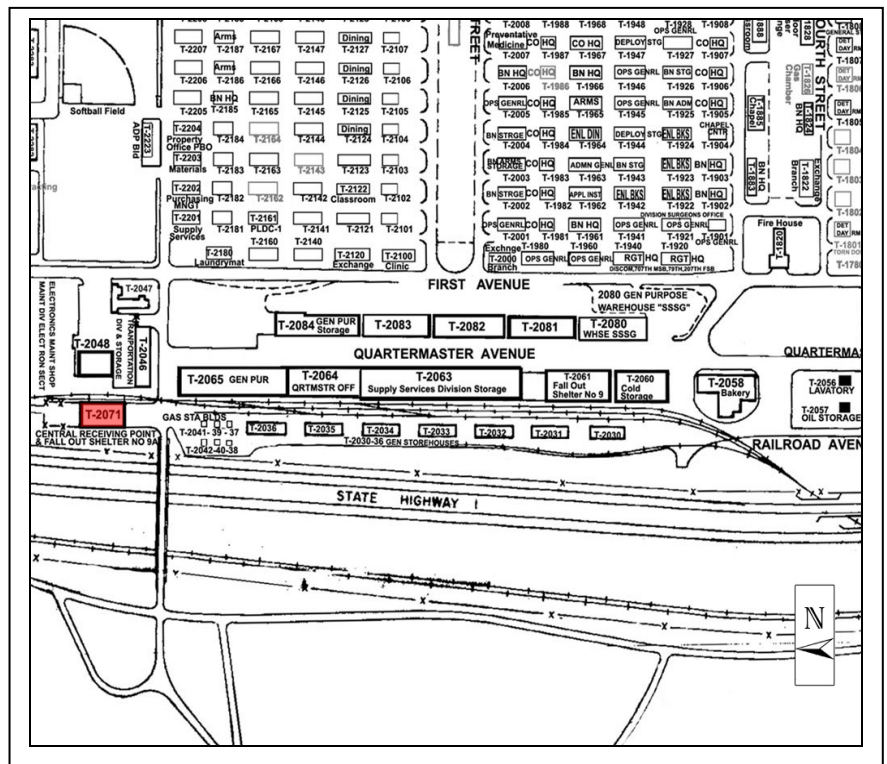
\*B12. References: Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982; Tri-Services Cultural Resources Research Center (TSCRR), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; John S. Garner, "World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States," March 1993; James C. McNaughton, "Fort Ord: A Working History," December 1996; "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society). Also see footnotes.

B13. Remarks:

\*B14. Evaluator: Greg Rainka

\*Date of Evaluation: February 2010

(This space reserved for official comments.)



## B10. Significance (continued):

### Historical Context

In 1917, the U.S. Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19<sup>th</sup> century.<sup>1</sup>

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940, with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.<sup>2</sup>

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic infrastructural support elements, receiving and storing material that was transported on the adjacent Monterey Branch Line.<sup>3</sup>

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

<sup>1</sup> Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

<sup>2</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

<sup>3</sup> "Fort Ord Historical Overview."

The base continued to expand in the 1980s, and was one of four national bases chosen for stationing the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a number of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).<sup>4</sup>

### Evaluation

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.<sup>5</sup>

As a minor component of the continuing infrastructural development of Fort Ord in the early 1950s, this building does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a simple warehouse building that served a basic support role for the activities of the base. The building served a modest purpose, primarily functioning as a receiving warehouse for Monterey Branch Line stock supply trains.

Building 2071 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century; however, as a basic service building it lacks direct associations with any significant individuals within this context.

The building does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The warehouse is a utilitarian design that is a common representative of military construction from this era and the building does not convey any significant attributes of military architecture or design. While the building lacks significance, it does retain integrity to its date of construction. Important architectural elements still remain, namely the original window configurations and materials and the loading dock and freight doors.

Lastly, Building 2071 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

<sup>4</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

<sup>5</sup> JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).



**Photographs (continued):**



**Photograph 2: West side of building, camera facing northeast**



**Photograph 3: East side of building, camera facing northwest**



**Photograph 4: North side of building, camera facing west**

**PRIMARY RECORD**

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

Page 1 of 8

\*Resource Name or # (Assigned by recorder) Map Reference #3

P1. Other Identifier: Fort Ord Building 2060-2065

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

\*a. County Monterey

\*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: Between 5<sup>th</sup> and 8<sup>th</sup> Streets on Quartermaster Ave, Fort Ord.

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

This conjoined group of buildings was developed as a portion of Fort Ord's receiving station for Monterey Branch Line stock supply trains, though the building is not currently in use. The entire structure shares a concrete through platform that served as a train loading area. The six buildings were originally built in 1941 as temporary structures; two of these remain (2064 and the south end of 2060), while the other four are permanent replacements constructed during the first years of the following decade. Collectively, they have a north-south orientation, and are positioned parallel to the alignment of the Fort Ord railroad spur (the tracks of which have been removed and/or covered with asphalt). Only the west sides of these buildings are visible from the public right-of-way.

Building 2065 (**Photograph 1**) formerly functioned as a general purpose warehouse. It was constructed in 1952 to replace a temporary wood frame building likely serving a similar use. It has an 18,876-square-foot rectangular footprint and concrete block exterior. The flat roof overhangs the receiving platform/dock. Each of the twelve receiving bays has a wood plank sliding door, apart from the northernmost. Its opening has been filled with concrete block. (See Continuation Sheet)

\*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

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

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



P5b. Description of Photo: Building 2065, facing southeast

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
1941 and 1952, U.S. Army Corps of Engineers

\*P7. Owner and Address:  
Transportation Agency for Monterey County  
55 Plaza Circle  
Salinas, CA 93901

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 8

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference #3

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: warehouse B4. Present Use: unoccupied

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Portions of the complex were constructed in 1941 as temporary warehouses. In 1952, some of the original structure was removed and replaced with permanent concrete infill. Subsequent alterations, including the infill of some loading bays, unknown.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: Unknown b. Builder: Unknown

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

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

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

Building 2060-2065 does not appear eligible for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and are not historical resources for the purpose of CEQA. (see continuation sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

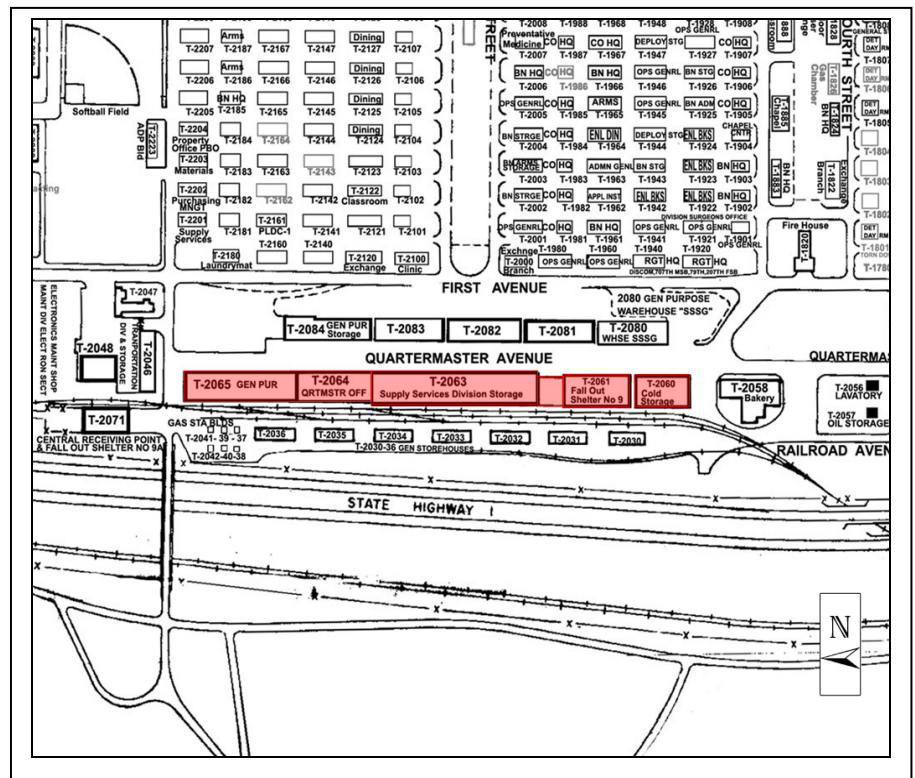
\*B12. References: Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; John S. Garner, "World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States," March 1993; James C. McNaughton, "Fort Ord: A Working History," December 1996; "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society). Also see footnotes.

B13. Remarks:

\*B14. Evaluator: Greg Rainka

\*Date of Evaluation: February 2010

(This space reserved for official comments.)



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

Building 2064 (**Photograph 2**) formerly functioned as a general purpose warehouse. The building was constructed in 1941 as a temporary building, evident by its wood frame structure and drop siding. It has a side-gabled roof and an 11,218-square foot rectangular footprint divided into two sections. The north end of the building has a lower roof line, six boarded up window openings, and an entry door. The south end consists of a pair of boarded up square window openings and five receiving bays; two have wood plank sliding doors, two have plywood sliding doors, and one has been boarded up.

Building 2063 (**Photograph 3**) formerly functioned as a general purpose warehouse. It was constructed in 1952 to replace a temporary wood frame building likely serving a similar use. It has a 31,223-square foot rectangular footprint and concrete block exterior. The flat roof overhangs the receiving platform/dock. Each of the nineteen receiving bays has a wood plank sliding door.

Building 2062 (**Photograph 4**) formerly functioned as a general purpose warehouse. It has a 3,600-square foot rectangular footprint and side-gabled roof. A recent asbestos survey performed by Diagnostic Engineering, Inc. estimates that it was built in 1952 of wood frame construction, which is inconsistent with the typical building practices of the time at Fort Ord. Its roof is similar to that of Building 2064, which suggests that it dates to the early 1940s, when temporary, wood frame buildings were being constructed across the base. The visible wall is clad with drop siding, however the type and configuration of the receiving bays and doors have been altered. Currently, there are two large openings with roll up doors, which are not found on any of the other buildings within this group, and therefore make this particular structure difficult to date.

Building 2061 (**Photograph 5**) formerly functioned as a cold storage warehouse, though it doubled as a fallout shelter. It was constructed in 1952 to replace a temporary wood frame building likely serving a similar use. It has a 10,700-square foot rectangular footprint, board-form concrete exterior, and flat roof. The building's visible wall has a boarded up door opening and a four-light industrial window.

Building 2060 (**Photograph 6**) formerly functioned as a cold storage warehouse. Its south end was constructed in 1941 as a temporary building, evident by its wood frame structure and drop siding. The receiving platform is recessed and provides access to two entry doors, one of which is an insulated cold storage door. The other entrance has been boarded up. The north end of the building has a concrete exterior, which suggests that it was constructed around 1952. The flat roof overhangs the receiving platform/dock, and the ten bays consist of either cold storage doors, ventilation louvers, or boarded up openings. Altogether, Building 2060 has a 15,542-square foot rectangular footprint.

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

#### Historic Context

In 1917, the U.S. Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19<sup>th</sup> century.<sup>1</sup>

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940,

<sup>1</sup> Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.<sup>2</sup>

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic infrastructural support elements, receiving and storing material that was transported on the adjacent Monterey Branch Line.<sup>3</sup>

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

The base continued to expand in the 1980s, and was one of four national bases chosen for the stationing of the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a spate of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).<sup>4</sup>

### Evaluation

In 1986, the U.S. Department of Defense (DOD) entered into a Programmatic Agreement with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers stipulating that studies be conducted to document the temporary buildings of the World War II mobilization and construction effort. In 1991, Fort Ord's World War II-era temporary buildings were inventoried and evaluated as part of this agreement, and were determined to be not eligible for the NRHP because they were standard building types featuring simple, utilitarian design elements

<sup>2</sup> TSCRRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

<sup>3</sup> "Fort Ord Historical Overview."

<sup>4</sup> TSCRRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."



found across numerous military installations. This building complex, major portions of which are of the World War II temporary construction type, is being re-evaluated because it is no longer under the ownership of the DOD.

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.<sup>5</sup>

As a minor component of the infrastructural development of Fort Ord during the World War II period, the study property does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a warehouse and receiving building that served a basic support role within the context of the base mission.

Building 2060-2065 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century, however as a basic storage and supply building it lacks direct associations with any significant individuals within this context.

The property does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The complex is of a utilitarian design that is a common representative of military construction and does not convey any significant attributes of military architecture or design. As a hybrid of World War II era construction and permanent construction from the Cold War era, the warehouse facility stands as a basic representative of evolving construction techniques that were undertaken at bases across the United States. Although the complex lacks architectural significance, it does retain fair integrity to its periods of construction. Important architectural elements still remain, namely a vast majority of the original windows and sliding doors. That being said, a select few openings have been boarded up and the door openings of Building 2062 appear to have been altered and/or reconfigured.

Lastly, Building 2060-2065 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

<sup>5</sup> JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

**Photographs (continued):**



**Photograph 2: Building 2064, facing southeast**



**Photograph 3: Building 2063, facing southeast**



**Photograph 4: Building 2062, facing southeast**



**Photograph 5: Building 2061, facing southeast**



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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 8 of 8

\*Resource Name or # (Assigned by recorder) Map Reference #3

\*Recorded by P.S. Allen and G. Rainka \*Date Jan 2010 ☒ Continuation ☐ Update



**Photograph 6: Building 2060, facing southeast**

PRIMARY RECORD

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

Page 1 of 7

\*Resource Name or # (Assigned by recorder) Map Reference # 4

P1. Other Identifier: Fort Ord Building 2058

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

\*a. County Monterey

\*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: Directly southwest of the intersection of Quartermaster Ave. and 5<sup>th</sup> St., Fort Ord.

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

This 10,128-sqaure foot building originally housed a bakery, and is currently not in use. Records show that it was also used as a general warehouse and office space. The building was designed as a temporary building and has a T-shaped footprint and composite shingle cross-gabled roof with boxed eaves (**Photograph 1**). The exterior walls rest on a concrete foundation and are clad in drop siding with corner boards. A shed-roof addition is attached to the southwest interior facing corner of the building (**Photograph 2**), and a portion of the north end of the building has a second story with a flat roof (**Photograph 3**). Fenestration includes many six-over-six double-hung wood frame windows, hung singly and in pairs (**Photograph 4**). A concrete ramp accesses large sliding service doors on the south-facing wall (**Photograph 5**). In addition, a flat canopy on the building's south end shelters an entry door, which is a replacement for original sliding doors that have since been removed (**Photograph 6**). An additional entrance, which has been boarded over, is located on the north-facing end of the building (**Photograph 7**). A number of cylindrical vents punctuate the roofline of the building.

\*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

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

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



P5b. Description of Photo: Primary  
façades, camera facing northeast.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
1941, U.S. Army Corps of Engineers

\*P7. Owner and Address:  
Transportation Agency for Monterey  
County  
55 Plaza Circle  
Salinas, CA 93901

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

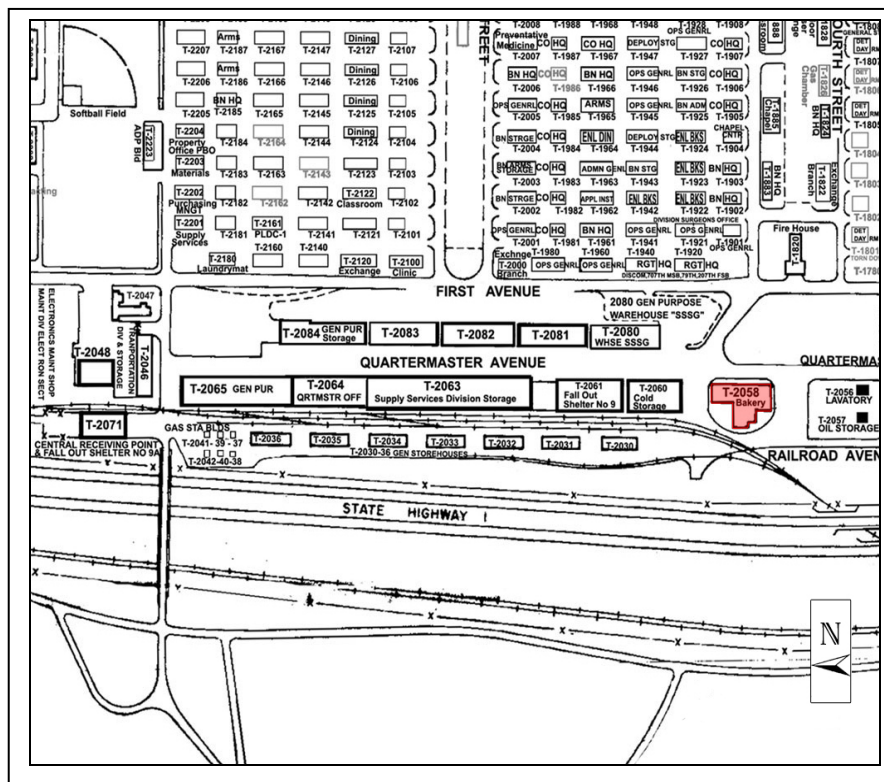
\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

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

Fort Ord Building 2058 does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. It 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 is not a historical resource for the purpose of CEQA. (See continuation sheet)

(This space reserved for official comments.)





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

### Historic Context

In 1917, the US Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19<sup>th</sup> century.<sup>1</sup>

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940, with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.<sup>2</sup>

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic infrastructural support elements, receiving and storing material that was transported on the adjacent Monterey Branch Line.<sup>3</sup>

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

The base continued to expand in the 1980s, and was one of four national bases chosen for stationing the Army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major

<sup>1</sup> Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

<sup>2</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

<sup>3</sup> "Fort Ord Historical Overview."

mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a number of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).<sup>4</sup>

### Evaluation

In 1986, the U.S. Department of Defense (DOD) entered into a Programmatic Agreement with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers stipulating that studies be conducted to document the temporary buildings of the World War II mobilization and construction effort. In 1991, Fort Ord's World War II-era temporary buildings were inventoried and evaluated as part of this agreement, and were determined to be not eligible for the NRHP because they were standard building types featuring simple, utilitarian design elements found across numerous military installations. This World War II-era temporary building is being re-evaluated because it is no longer under the ownership of the DOD.

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.<sup>5</sup>

As a minor component of the infrastructural development of Fort Ord during the World War II period, the study property does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a basic service building that served a minor role within the context of the base mission. The building served a modest purpose, functioning as a bakery and warehouse.

Building 2058 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century; however, as a basic service building it lacks direct associations with any significant individuals within this context.

The building does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The wood frame building is of a utilitarian design that is a common representative of military construction from this era and the building does not convey any significant attributes of military architecture or design. Although the building lacks architectural significance, it does retain some integrity to its date of construction. Original architectural elements still remain, namely the windows and drop siding. That being said, at least one window and one doorway have been reconfigured, and a few openings have been boarded up with the original material removed.

Lastly, Building 2058 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

<sup>4</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

<sup>5</sup> JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

**Photographs (continued):**



**Photograph 2: Shed-roofed extension, facing northeast.**



**Photograph 3: East wall, facing southwest.**





**Photograph 4: Northwest-facing corner, facing southeast.**



**Photograph 5: Unloading ramp on south-facing wall, facing northeast.**



**Photograph 6: South end, facing northwest.**



**Photograph 7: North end, facing southeast.**

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

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

Page 1 of 5

\*Resource Name or # (Assigned by recorder) Map Reference #5

P1. Other Identifier: Fort Ord Building 2056

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

\*a. County Monterey

\*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: Approximately one hundred yards south of 5<sup>th</sup> St. on Quartermaster Ave., Fort Ord.

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

This 297 square-foot, wood-frame building formerly functioned as a lavatory, but is currently not in use. The building was constructed as a temporary facility, and has a rectangular footprint and a composite shingle side-gabled roof with exposed rafter tails (**Photograph 1**). The exterior walls rest on a concrete foundation and are clad in drop siding with corner boards. The entry doorway is off-center on the west side of the building, and has been boarded up with plywood. Offset next to the door is a wood six-over-six double hung window. The building's remaining windows, two on each wall, have been boarded up with plywood (**Photograph 2**).

\*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

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

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



P5b. Description of Photo: Primary façade, camera facing east.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
1941, U.S. Army Corps of Engineers

\*P7. Owner and Address:  
Transportation Agency for Monterey County  
55 Plaza Circle  
Salinas, CA 93901

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 5

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference #5

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: Lavatory B4. Present Use: unoccupied

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed 1941, subsequent alterations unknown.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: Unknown b. Builder: Unknown

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

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

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

Building 2056 does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. It 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 is not a historical resource for the purpose of CEQA. (See continuation sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

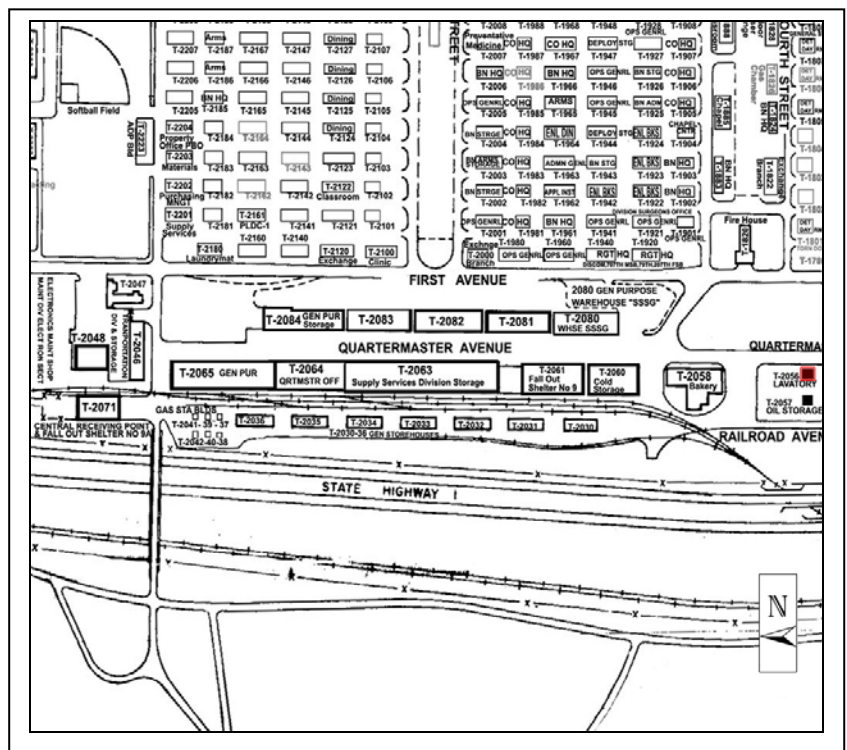
\*B12. References: Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; John S. Garner, "World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States," March 1993; James C. McNaughton, "Fort Ord: A Working History," December 1996; "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society). Also see footnotes.

B13. Remarks:

\*B14. Evaluator: Greg Rainka

\*Date of Evaluation: February 2010

(This space reserved for official comments.)



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

### Historic Context

In 1917, the U.S. Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19<sup>th</sup> century.<sup>1</sup>

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940, with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.<sup>2</sup>

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this building, were erected adjacent to the Fort Ord spur of the Monterey Branch Line. The building acted as basic personnel support facility.<sup>3</sup>

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

The base continued to expand in the 1980s, and was one of four national bases chosen for stationing the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major

<sup>1</sup> Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

<sup>2</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

<sup>3</sup> "Fort Ord Historical Overview."

mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a spate of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).<sup>4</sup>

### Evaluation

In 1986, the U.S. Department of Defense (DOD) entered into a Programmatic Agreement with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers stipulating that studies be conducted to document the temporary buildings of the World War II mobilization and construction effort. In 1991, Fort Ord's World War II-era temporary buildings were inventoried and evaluated as part of this agreement, and were determined to be not eligible for the NRHP because they were standard building types featuring simple, utilitarian design elements found across numerous military installations. This World War II-era temporary building is being re-evaluated because it is no longer under the ownership of the DOD.

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military buildings, and found that as generalized support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.<sup>5</sup>

As a minor component of the infrastructural development of Fort Ord during the World War II period, the study property does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of military construction or representative of Fort Ord's mobilization mission. Rather, the building was developed as a basic personnel service building that served a minor role within the context of the base mission.

Building 2056 does not appear to be significant for its association with the lives of persons important in local, state or national history (Criterion B or 2). The facility served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century; however, as a basic lavatory building it lacks direct associations with any significant individuals within this context.

The building does not embody distinctive architectural characteristics of a type, period, or method of construction, nor does it appear to be the work of a master (Criterion C or 3). The wood frame building is of a utilitarian design that is a common representative of military construction from this era and the building does not convey any significant attributes of military architecture or design. While the building lacks architectural significance, it does retain fair integrity to its date of construction. Original architectural elements still remain, namely the original window configuration and drop siding.

Lastly, Building 2056 does not appear to be significant as a source (or likely source) of important information regarding history. Military buildings of this design and type are well documented, and this building does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

<sup>4</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

<sup>5</sup> JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).



**Photographs (continued):**



**Photograph 2: North side of building, facing south**

**PRIMARY RECORD**

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

Page 1 of 6

\*Resource Name or # (Assigned by recorder) Map Reference #6

P1. Other Identifier: Fort Ord Loading Platform and Storehouse

\*P2. Location: ☐ Not for Publication ☒ Unrestricted

\*a. County Monterey

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

\*b. USGS 7.5' Quad Marina, CA Date 1947 photorevised 1983

c. Address \_\_\_\_\_ City \_\_\_\_\_ Zip \_\_\_\_\_

d. UTM: Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data: Adjacent to Beach Range Road approximately .6 miles south of 1<sup>st</sup> Street

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

This property consists of a concrete loading platform and associated wood frame storage shed (**Photograph 1 and 2**). The T-shaped structure was constructed by the military and served the Fort Ord Balloon Spur located on the Monterey Branch Line (for an evaluation of the Monterey Branch Line itself, see DPR 523 for MR#1 of this report). The approximately 325 foot, sloping platform is sited in a northwesterly direction and flanked by two single railroad spurs that terminate at the platform. The platform is approximately three feet high at its highest point and is of continuous poured concrete construction. The small storehouse is located directly to the northwest of the platform (**Photograph 3**). The building is on blocks, suggesting it may have been moved from elsewhere in Fort Ord, although research did not confirm this. The wood frame building is rectangular in plan with a gable roof and exposed rafter tails. The exterior walls are clad in drop siding with corner boards. A single doorway is centered on the east side of the building; however, it has been boarded over. Single windows on the south and east sides of the building have also been boarded over.

\*P3b. Resource Attributes: (List attributes and codes) (HP34) Military Property

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

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



P5b. Description of Photo: Loading platform with storage facility in background.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
ca.1941-1945, U.S. Army Corp of Engineers, aerial imagery.

\*P7. Owner and Address:  
See continuation sheet

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 6

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference #5

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: Loading Facility B4. Present Use: unused

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed ca. 1941-1945. Subsequent alterations unknown. Storehouse rests on blocks and appears to have been moved from original location.

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

\*B8. Related Features: \_\_\_\_\_

B9. Architect: Unknown b. Builder: Unknown

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

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

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

This loading platform and associated storehouse do not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because they lack significance. They have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See continuation sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; John S. Garner, "World War II Temporary Military Buildings: A Brief History of the Architecture and Planning of Cantonments and Training Stations in the United States," March 1993; James C. McNaughton, "Fort Ord: A Working History," December 1996; "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society). Also see footnotes.

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: August 2010

(This space reserved for official comments.)





**\*P7 (continued):**

The property is under the ownership of two entities. The loading dock is within the Right of Way of the Transportation Agency for Monterey County (TAMC) which is located at 55 Plaza Circle, Salinas, CA 93901. The shed is on land owned by the State of California and is located in Fort Ord Dunes State Park.

**B10. Significance (continued):**

Historic Context

In 1917, the U.S. Army acquired land in the vicinity of what is currently known as East Garrison to use as a training ground for field artillery and cavalry troops stationed at the nearby Presidio of Monterey. It was named the Gigling Reservation after the German immigrant family who previously resided there. This was changed to Camp Ord in 1933 in honor of Major General Edward Otho Cresap Ord, a celebrated Civil War commander who also assisted the U.S. Army Corp of Engineers in the survey of Sacramento and Los Angeles in the mid-19<sup>th</sup> century.<sup>1</sup>

Little development occurred at Camp Ord until 1938, when the WPA funded the construction of a temporary camp about one mile east of the Gigling railroad siding on the Monterey Branch Line of the Southern Pacific Railroad (SPRR). In 1940, with American involvement in World War II imminent, the Army began obtaining large parcels of land to establish a permanent facility at Camp Ord for training ground troops. The Army first acquired 3,777 acres between Marina and the existing camp from the Jacks Corporation. An additional 2,000 acres was purchased later that year between Seaside and the Gigling spur from T.A. Work, a Monterey Peninsula real-estate tycoon. Additionally, 275 acres of land just south of Marina and west of the SPRR was donated to the Army by Monterey County. Accompanying this substantial expansion, Camp Ord was renamed Fort Ord.<sup>2</sup>

The extensive mobilization effort of the Army facilitated twelve million dollars worth of improvements to the now 28,514-acre base by 1941. The majority of construction at this time was focused in the East Garrison. This included a permanent mess hall complex comprised of nine identical Spanish Revival concrete structures, as well as temporary barracks and storage buildings of wood frame construction. In addition, a number of temporary warehouses and service buildings, including this loading platform and storehouse, were erected adjacent to the Fort Ord spurs of the Monterey Branch Line. The loading platform served as a basic infrastructural component in support of the installation's increasingly substantial training mission<sup>3</sup>

After the Japanese attack on Pearl Harbor and the declaration of war by Germany against the United States, the nation formally joined the Allied cause in December 1941. Fort Ord became one of the nation's largest training camps for Army infantry. With a wartime population of more than 50,000, it served as a primary staging area for troops deploying to the Pacific Theater during World War II. Because of the rapid buildup of the period, most of the construction at this time was considered temporary. The simple, wood frame designs facilitated controlled, rapid-paced construction efforts, and were not planned to have a lifespan of more than ten years.

Following the war, Fort Ord was converted into a processing center for returning soldiers. In 1950, the Army began deployment to Korea, and Fort Ord once again emerged as a training and staging area for infantry and personnel, a role which was reprised in the early 1960s with the escalation of the Vietnam War. Funds for the first permanent barracks at Fort

<sup>1</sup> Michael Swernoff, "A Reconnaissance Cultural Resources Survey of Fort Ord, California," 1982, 3-9; Tri-Services Cultural Resources Research Center (TSCRRC), "Historical and Architectural Documentation Reports for Fort Ord, California (Draft)," November 1992; Fort Ord Army Historian, "Fort Ord Historical Overview" (unpublished manuscript on file at the Monterey County Historical Society).

<sup>2</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; "Fort Ord Historical Overview."

<sup>3</sup> "Fort Ord Historical Overview."

Ord were authorized by Congress in 1951, and by 1953 the construction of one thousand housing units was completed. Additional permanent structures were erected during the first years of that decade, including classrooms, a fire station, service clubs, chapels, shop buildings, warehouses, utility plants, a dental clinic, and a dispensary. Though Fort Ord's master plan called for the eventual replacement of all wood frame structures with concrete buildings, this never came to fruition and many of the temporary structures remain.

The base continued to expand in the 1980s, and was one of four national bases chosen for stationing the army's new light infantry divisions. Fort Ord supplied troops for the American invasion of Panama in 1989 and served as a major mobilization point for Operation Desert Storm. Despite this continued level of activity, the base was recommended for closure by the Base Realignment and Closure Commission (BRAC) in 1991. The closure was part of a spate of base decommissioning that accompanied the end of the Cold War. By 1994, the base was officially closed, and all of its 29,600 acres transferred from military ownership to the Fort Ord Reuse Authority (FORA).<sup>4</sup>

### Evaluation

This evaluation utilized the *California Historic Military Buildings and Structures Inventory* (2000) to assess the proper historic context and potential significance of these military structures, and found that as generalized infrastructural support facilities none appear to have held a significant role in the mission of Fort Ord or the development of the Army in California.<sup>5</sup>

As a minor component of the infrastructural development of Fort Ord during the World War II period, the study property does not have distinct or important associations related to the theme of military development at the local, state, or national level (Criterion A or 1). The loading platform and associated storehouse are not illustrative representatives of military construction or representative of Fort Ord's mobilization mission. Rather, the platform and storehouse were developed as basic infrastructural support components for the Transportation and Services Division and served a minor role within the overall context of the base mission. Similarly, the loading platform and storehouse were not significant elements of the Monterey Branch Line as a whole (MR#1), but were instead basic military-related infrastructure elements that were not integral or important to the development of the line.

The platform and storehouse do not appear to be significant for their association with the lives of persons important in local, state or national history (Criterion B or 2). The loading area served thousands of stationed infantrymen and personnel for many decades throughout the major conflicts of the twentieth century; however, as a basic infrastructural component it lacks direct associations with any significant individuals within this context.

The platform and storehouse do not embody distinctive architectural characteristics of a type, period, or method of construction, nor do they appear to be the work of a master (Criterion C or 3). The loading platform is of common concrete construction and is a basic infrastructural element that is ubiquitous in design and material. The wood frame building is of a utilitarian design that is a common representative of military construction from this era, and the building does not convey any significant attributes of military architecture or design. Further, the building appears to be of temporary construction and is of a standard building type featuring simple, utilitarian design elements found across numerous military installations.<sup>6</sup> While this loading area does retain physical integrity, it lacks significance as a basic infrastructural element. In addition,

<sup>4</sup> TSCRRC, "Historical and Architectural Documentation for Fort Ord"; McNaughton, "Fort Ord: A Working History," 11; "Fort Ord Historical Overview."

<sup>5</sup> JRP Historical Consulting Services, "California Historic Military Buildings and Structures Inventory," Volumes I-III, (prepared for United State Army Corps of Engineers, 2000).

<sup>6</sup> In 1986, the U.S. Department of Defense (DOD) entered into a Programmatic Agreement with the Advisory Council on Historic Preservation and the National Conference of State Historic Preservation Officers stipulating that studies be conducted to document the temporary buildings of the World War II mobilization and construction effort. In 1991, Fort Ord's World War II-era temporary buildings were inventoried and evaluated as part of this agreement, and were determined to be not eligible for the NRHP because they

while records cannot confirm that the storehouse was moved from one area of Fort Ord to another, field evaluation indicates that the building may have been moved from its original location. This likely relocation would sever the storehouse from its original development context.

Lastly, the loading platform and storehouse do not appear to be significant as a source (or likely source) of important information regarding history. Military construction of this design and type are well documented, and the property does not appear to have any likelihood of yielding important information to construction materials, design, or military development in general.

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were of standard building types that were not significant. Although the storehouse appears to be of temporary construction, the building is being re-evaluated because it is no longer under the ownership of the DOD and because evaluators were unable to locate building records that confirmed temporary construction.



**Photographs:**



**Photograph 2: Southeast corner of loading platform with rail line. Camera facing southwest.**



**Photograph 3: Storehouse. Camera facing northwest.**

**PRIMARY RECORD**

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

Page 1 of 4

\*Resource Name or # (Assigned by recorder) Map Reference # 7

**P1. Other Identifier:** 1965 Del Monte Boulevard

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

\*a. County Monterey

\*b. USGS 7.5' Quad Marina, CA Date 1956 (rev. 1968)

c. Address 1965 Del Monte Boulevard City Seaside Zip 93955-3175

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Numbers: 011-101-017-000

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

1965 Del Monte Boulevard is a steel frame Butler (manufactured) warehouse building located on Del Monte Boulevard just north of Playa Avenue (**Photograph 1**). The building is one of several midcentury light industrial buildings embedded between Del Monte and the abandoned Southern Pacific Monterey Branch railroad line. The gable roof building is sheathed in raised seam metal with a metal roof and metal gutters. The south side of the building is punctuated by two garage bays and a single nine-light awning style steel casement window. The east side of the building features an offset glass and aluminum customer entry flanked by three aluminum frame windows. A six-light steel frame ribbon window is centered in the gable above the entry. The north side of the building is partially screened by a metal fence (**Photograph 2**). This side of the building has no window or door openings. The entire perimeter of the building is surrounded by an asphalt parking lot.

\*P3b. **Resource Attributes:** (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 1965 Del Monte Boulevard, camera facing northwest.

\*P6. **Date Constructed/Age/Sources:**

☒ Historic ☐ Prehistoric ☐ Both  
1956, City of Seaside Building Records

\*P7. **Owner and Address:**

Charlotte Irene Ferguson  
1965 Del Monte Boulevard  
Seaside, CA 93955-3175

\*P8. **Recorded by:**

Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. **Date Recorded:** January 2010

\*P10. **Survey Type:** Intensive

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 4

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 7

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: commercial / light industrial B4. Present Use: commercial / light industrial

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) This property was constructed in 1956. Evident alterations include the replacement of windows on the Del Monte Boulevard side of the building.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: none b. Builder: Butler Building Company (manufacturer)

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

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

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

This intensive survey and evaluation finds that 1965 Del Monte Boulevard does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance. The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA.

This modest warehouse building was constructed for owners Jack and Evelyn Ferguson in 1956. The building was designed for light industrial purposes. By 1958 it was occupied by Albee Rolligon tractor manufacturers and by 1963 by a Military Buying Services warehouse. The utilitarian facility was erected on a prominent Del Monte Boulevard-facing lot in Sand City, an industrial and commercial enclave in the dunes west of Seaside. The building was a small component of the boulevard's mixed mid-century light industrial and commercial development. At the time of construction, the facility was surrounded by an array of garages, storage facilities, auto dealers and repair shops, and mixed commercial development. Much of this activity was embedded between the Southern Pacific Monterey Branch railroad line and the vehicular corridor of Del Monte. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

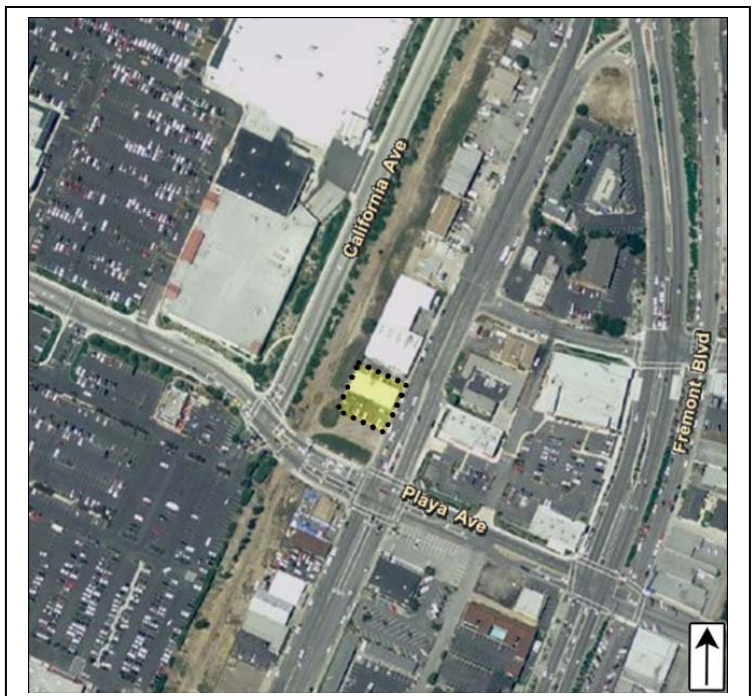
\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)





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

### Historic Context

Sand City was established as an industrial haven and was home to an intensive sand mining and concrete industry for much of the twentieth century. The small city was incorporated in 1960, and from its inception was characterized by a low residential population and a far higher daytime employed population. As recently as the 1980s, the nighttime population of the city was 205 while the daytime population exceeded 10,000. In addition to the sand industry for which it was named, the city was characterized by general industrial and commercial activity that included auto service, wholesale storage and distribution, construction, and manufacturing. Upon its establishment, the city's official seal featured prominent smokestacks and industrial buildings rising above rolling dunes, an image which was largely maintained throughout the twentieth century.

The industrial image cultivated by Sand City differed markedly from that of many of the surrounding Peninsula communities. Several miles to the south, the sprawling grounds of the former Hotel Del Monte north of Monterey offered visitors a grand representation of West Coast beauty, with the Del Monte forest, a striking beach line, and the pounding surf of the Pacific. Further south, the communities of Pacific Grove and Carmel exuded a similar mystique, with tourists from across the state and the country visiting the areas for their scenic beauty and artistic inclinations. Interspersed amidst this natural opulence, however, was a thriving industrial and commercial base that was predicated upon the Peninsula's core sectors including fisheries, mineral extraction, agriculture, military functions, and mixed industrial development. This survey property was but a small component of this commercial base.

1965 Del Monte Boulevard was occupied by an array of small businesses throughout the latter half of the twentieth century. By 1966 the building was occupied by MBS Automotive Accessories, who remained in the building through the 1970s. By the 1980s the building was occupied by two tenants: Bill's Monterey Custom Motorcycles and Rick's upholstery. Currently the building is occupied by Lavender Brothers Automotive. The property is still owned by the Ferguson family.

### Evaluation

As a utilitarian commercial property, one of many developed in the area during the rapid expansion of commerce and industry in the Monterey Peninsula during the postwar years, 1965 Del Monte boulevard does not have distinct or important associations related to the theme of Sand City's urban growth or commercial development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of commercial or industrial construction or of Sand City's physical and cultural development in the midcentury period. Rather, the building is a basic, simple, utilitarian example of typical development patterns as the city transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the property is associated with any individuals significant in local, state, or national history (Criterion B or 2). The complex was occupied by a succession of small businesses, all of which required generalized warehouse space for their activities. There is no indication in the record that any of the individuals operating these businesses were historically significant or that the buildings hold significant associations related to these commercial activities.

The property does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed as a utilitarian warehouse facility, the building is of a ubiquitous and basic design that lacks architectural distinction. This building type is widespread across the region, state, and nation and is of a common representative design prepared by its manufacturer. While the warehouse does retain basic integrity to the historic period, it lacks significance in relation to any of the NRHP or CRHR criteria.

Page 4 of 4

\*Resource Name or # (Assigned by recorder) Map Reference # 7

\*Recorded by P.S. Allen and G. Rainka \*Date Jan 2010 ☒ Continuation ☐ Update

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is common and otherwise well-documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

### Photographs (continued):



Photograph 2: 1965 Del Monte Boulevard, north and east sides of the building, camera facing southwest.

**PRIMARY RECORD**

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

Page 1 of 5

\*Resource Name or # (Assigned by recorder) Map Reference # 8

P1. Other Identifier: 2101-2107 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1956 (rev. 1968)

c. Address 2101-2107 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

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

Assessor's Parcel Numbers: 011-441-023-000 and 011-441-024-000

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

2101-2107 Del Monte Avenue is a large masonry warehouse facility located slightly northeast of Casa Verde Way. The building stands on a 1.24 acre lot abutting the dunes of the residential Del Monte subdivision to the north. The building was built in two sections, with 2107 constructed in 1962 and 2101 in 1964. 2107 Del Monte, (**Photograph 1**) is rectangular in plan, with a flat roof and flush foundation. The building is divided into a grid by slender piers and scored concrete siding. Three large garage bays line the south side, as well as a single offset service door accessed by a low stairwell. The east side of the building features four irregularly placed industrial steel frame windows. 2101 Del Monte Avenue extends from the west side of 2107 (**Photograph 2**). The rectangular addition has a barrel roof with composite shingles and a flush foundation. The west side of the building has two elevated loading bays and a small office area that is accessed by a concrete ramp with railing. The office area features several fixed aluminum frame windows. Two additional elevated loading bays line the south side of the building (**Photograph 3**).

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 2107 Del Monte Avenue, camera facing southwest.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
1962 and 1964, City of Monterey Building Records

\*P7. Owner and Address:  
Community Hospital Properties  
P.O. Box HH  
Monterey, CA 93942-6032

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

☐ Other (list) \_\_\_\_\_



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 5

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 8

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: storage warehouse and cold storage B4. Present Use: warehouse

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) This property was constructed in phases for different owners. 2107 was constructed in 1962 as a storage warehouse. 2101 was constructed two years later in 1964 as a refrigerated warehouse. The two buildings share a wall and both are structurally and functionally similar. City of Monterey building permits and visual inspection indicate that there have been very few exterior alterations to either building since construction. The only evident alterations are the addition of stucco overhangs over the loading area of 2101 Del Monte Avenue.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: none b. Builder: Lindquist-McNely Company (2101); Salinas Steel Builders (2107)

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

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

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

This intensive survey and evaluation finds that 2101-2107 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)



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

### Historic Context

This modest warehouse complex was constructed in 1962 and 1964. 2107 Del Monte Avenue was constructed first, and housed the Maris Van and Storage Company. 2101 Del Monte Avenue was constructed two years later as a refrigerated warehouse for the Levy Zentner Company, a produce distribution and grocery wholesale company. The utilitarian facility was erected on a large Del Monte Avenue-facing lot north of downtown Monterey and was a small component of the avenue's mixed midcentury light industrial and commercial development. At the time of construction, the facility was surrounded by an array of garages, storage facilities, auto dealers and repair shops, and mixed commercial development. Much of this activity was embedded between the Southern Pacific Monterey Branch railroad line and the vehicular corridor of Del Monte Avenue.<sup>1</sup>

The light industrial and commercial development of which this survey property was part symbolized a marked transition from Del Monte Avenue's early history. Named after the eponymous railroad hotel constructed by the Southern Pacific, the thoroughfare had once linked the sprawling grounds of the Hotel Del Monte with central Monterey. Early development along the corridor consisted of the modest residential construction of the Oak Grove neighborhood to the south and largely undeveloped dunes to the north, with only the Del Monte Bath House standing between the corridor and the ocean. By the early 1950s, however, with closure of the hotel and its transition to military use, the continued development and population expansion of Monterey and the Peninsula, and a notable boom in postwar consumer related activity, the corridor became a busy urban artery with heavy vehicular traffic and an array of intensive midcentury commercial development. Although the corridor had developed in large part because of the adjacent Hotel Del Monte and corresponding Southern Pacific railroad line, by the mid-century period this connection was largely replaced by modern commercial development such as this property.<sup>2</sup>

Maris Van and Storage Company had occupied a retail location along Del Monte as early as the 1950s. In 1956 the company was located at 1225 Del Monte, less than one mile southwest of this property. The construction of this 1962 facility likely represented an expansion of the company, as the large lot and substantial warehouse building was of a larger scale than the previous property. Similarly, the Levy Zentner Company had owned property along Del Monte Avenue as early as the 1930s. The produce company had facilities throughout the state, and was a dominant player in California's gargantuan produce sales distribution network. The company was headquartered in San Francisco, with branch facilities in all of the state's key agricultural areas, including the fertile Monterey Peninsula.

In the 1930s, the company's Monterey facilities were located directly adjacent to the Southern Pacific's Monterey Branch freight depot, at 407 Del Monte Avenue. By the 1950s they were operating out of a small warehouse at the 2101 Del Monte site, likely reflecting a shift from rail-based transport to truck-based transport. In 1964 the current building was constructed for the company, however by 1972 Levy Zentner had left the building and it stood vacant. Subsequent tenant throughout the 1970s and 1980s included the Union Ice Company, Digital Research, Inc., and CTB/Mcgraw Hill.

### Evaluation

As a utilitarian warehouse facility, one of many built in the area during the rapid expansion of the postwar years, 2101-2107 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth or commercial development at the local, state, or national level (Criterion A or 1). The building is not an illustrative

<sup>1</sup> *Insurance Maps of Monterey California 1926-1962* (New York: Sanborn Fire Insurance Company, 1926, updated 1962) 18.

<sup>2</sup> Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005); "Del Monte Businesses Playing A Waiting Game," *The Herald*, December 16, 1991.

representative of commercial or industrial construction or of Monterey's physical and cultural development in the midcentury period. Rather, the building is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area. The moving company which occupied a portion of the building was not significant in the commercial development of the area, and the building does not play a significant role in the nearly century-long history of the Levy Zentner produce company.

Research undertaken for this project did not reveal that the property is associated with any individuals significant in local, state, or national history (Criterion B or 2). The complex was occupied by a local moving concern as well as a larger produce concern, both of which required generalized storage space for their activities. There is no indication in the record that any of the individuals operating these businesses were historically significant or that the buildings hold significant associations related to these commercial activities.

The property does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed as a utilitarian warehouse facility, the building is of a ubiquitous and basic design that lacks architectural distinction. This building type is widespread across the region, state, and nation and is of a common representative design. While the warehouse does retain basic integrity to the historic period, it lacks significance in relation to any of the NRHP or CRHR criteria.

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).



**Photographs (continued):**



**Photograph 2: 2101 Del Monte Avenue, west side of building, camera facing northeast.**



**Photograph 2: 2101 Del Monte Avenue, south side of building, camera facing northeast.**

**PRIMARY RECORD**

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

Page 1 of 6

\*Resource Name or # (Assigned by recorder) Map Reference # 9

**P1. Other Identifier:** 1299 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1956 (rev. 1968)

c. Address 1299 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Number: 001-810-006-000

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

1299 Del Monte Avenue is a mixed use commercial facility located on the north side of Del Monte Avenue at Sloat Avenue (**Photographs 1 and 2**). The property is embedded between the vehicular corridor of Del Monte and the inactive Southern Pacific Monterey Branch railroad line, now a recreation path. The property consists of two buildings, one of which is a small freestanding wood frame salesroom (**Photograph 3**) with the other a complex of attached garage and commercial structures running along the north side of the lot. City of Monterey building permits indicate that the property was successively developed between 1956 and 1961 with a series of additions to the original shop building. The small salesroom building is sheathed in stucco, with a flat roof and a flush foundation. The storefront extends across the southeast corner of the building and features large fixed glass display windows in aluminum framing and a heavy pent roof with shingles. Two wood glazed doors access the tire shop, with additional service doors at the rear of the building. (**See Continuation Sheet**)

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 1299 Del Monte Avenue, camera facing northwest.

\*P6. Date Constructed/Age/Sources:

☒ Historic ☐ Prehistoric ☐ Both  
1956-1961, City of Monterey Building Records, Sanborn Fire Insurance Maps.

\*P7. Owner and Address:

Joseph J. Quaglia Jr.  
76 Alta Mesa Circle  
Monterey, CA 93940

\*P8. Recorded by:

Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record

☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 6

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 9

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: Automotive sales and service B4. Present Use: Automotive service and general retail

\*B5. Architectural Style: Modern-Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) City of Monterey building records indicate that this property was constructed between 1956 and 1961. The salesroom was built in 1956, and in 1957 a shop and showroom were added to the property. In 1959 a small addition was developed on the property, although it is unclear where. In 1963 there was an addition to the second story portion of the property. In 1968 and 1981 fires damaged the property, and unspecified repairs were made. Other alterations, including the adjoining of buildings, undertaken at unknown dates.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

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

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

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

This intensive survey and evaluation finds that 1299 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance and integrity.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)





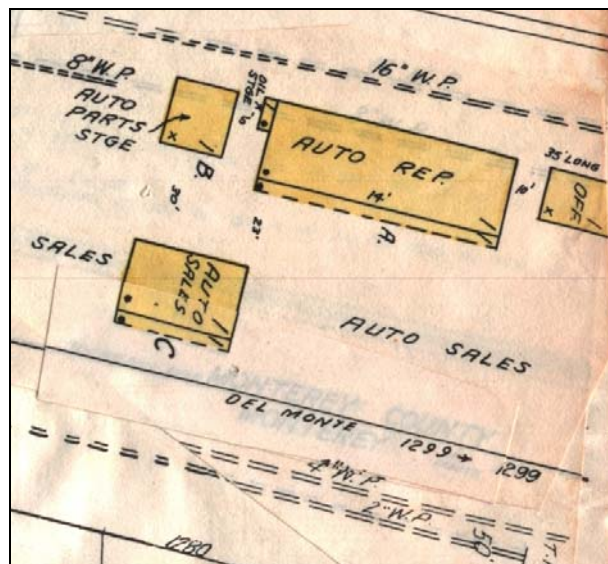
### P3a. Description (continued):

The second building, which consists of four sections that appear to have been joined since the historic period, runs the length of the lot (see **Figure 1**). The westernmost section is two stories tall, with a flat roof and flush / slab foundation. The building is sheathed in stucco and has an offset garage entry. The second level features three aluminum sliding windows. A small pent roof storage area extends from the corner of the building. A hip roof five-bay garage extends from the western side of the two-story section. This portion is also sheathed in stucco, with a composite shingle roof. The garage bays are separated by slender piers, and each has a corrugated roll-up door. Another addition extends from the western side of the garage area. This portion also has a composite shingle hip roof and is sheathed in stucco. This portion of the building houses retail activities and has a single customer entry flanked by fixed plate glass windows. A small standing seam metal shed is affixed to the west side of this store area. The shed is cross-gable in plan with a sheet metal roof. An array of lawn ornaments and decorative elements surround this portion of the building, and much of it is obscured from the right of way by fencing. The north side of the building, which fronts the recreational trail, is punctuated by several irregularly placed windows, some of which are aluminum sliding windows and others vinyl sliders.

### B10. Significance (continued):

#### Historic Context

This modest automotive sales and service facility was constructed in phases between 1956 and 1961. The facility was erected on a prominent Del Monte Avenue-facing lot and was a small component of the avenue's midcentury Auto Row, which extended from downtown Monterey toward Highway 1. At the time of construction, the facility was surrounded by an auto body repair shop, upholstery shop, auto sales lots, and general service facilities. The majority of this development was along the narrow strip of land embedded between the Southern Pacific Monterey Branch railroad line and the vehicular corridor of Del Monte Avenue.<sup>1</sup>



**Figure 1: 1962 Sanborn Fire Insurance Map depicting 1299 Del Monte Avenue.**  
Note that buildings along the rear of the lot which are now adjoined were separate.

<sup>1</sup> *Insurance Maps of Monterey California 1926-1962* (New York: Sanborn Fire Insurance Company, 1926, updated 1962) 18.

The light industrial and commercial development of which this survey property was part symbolized a marked transition from Del Monte Avenue's early history. Named after the eponymous railroad hotel constructed by the Southern Pacific, the thoroughfare had once linked the sprawling grounds of the Hotel Del Monte with central Monterey. Early development along the corridor consisted of the modest residential construction of the Oak Grove neighborhood to the south and largely undeveloped dunes to the north, with only the Del Monte Bath House standing between the corridor and the ocean. By the early 1950s, however, with the closure of the hotel and its transition to military use, the continued development and population expansion of Monterey and the Peninsula, and a notable boom in postwar consumer related activity, the corridor became a busy urban artery with heavy vehicular traffic and an array of intensive midcentury commercial development. Although the corridor had developed in large part because of the adjacent Hotel Del Monte and corresponding Southern Pacific railroad line, by the midcentury period this connection was largely effaced by modern commercial development such as this property.<sup>2</sup>

The station was occupied by Carlile Ramblers Auto Dealers through the 1960s. By 1972 the space was filled by Monterey Mazda Auto Dealers. In 1977, the property changed from an auto facility to a showroom and work facility for Burlwood Industries, a company that carves statues and decorative elements from redwood burls. Burlwood Industries has continued to occupy the property, however part of the lot is now shared by Peninsula Tire Service. The property is only one of a few automotive facilities remaining in the area, with the newly developed Windows on the Bay Waterfront Park to the west and only a scattering of active auto facilities to the east and north.

### Evaluation

As a utilitarian auto service and sales facility, and as one of many built in the area during the rapid expansion of the postwar years, 1299 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth or commercial development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of commercial or automotive construction or of Monterey's physical and cultural development in the midcentury period. Rather, the building is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the property is associated with any individuals significant in local, state, or national history (Criterion B or 2). The complex was occupied by a succession of neighborhood business owners, with several auto facilities as well as a specialty woodworking company. There is no indication in the record that any of the individuals operating these businesses were historically significant or that the buildings hold significant associations related to their commercial activities.

The property does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed as a utilitarian garage and sales facility, the buildings are of a ubiquitous and basic design that lacks architectural distinction. The garage area is purely utilitarian in design, and the modest retail facilities are of a similar utilitarian construction. This building type is widespread across the region, state, and nation and is of a common representative design. Further, the property lacks integrity to the historic period. Historic period maps indicate that the buildings were constructed separately. They are now joined, and feature new fenestration and finish materials. Building permits indicate that the property suffered two fires, both of which likely damaged original materials, and the current property is an amalgamation of building materials that lack integrity to the historic period.

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

<sup>2</sup> Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005); "Del Monte Businesses Playing A Waiting Game," *The Herald*, December 16, 1991.

**Photographs (continued):**



**Photograph 2: 1299 Del Monte Avenue, combined image panorama showing south side of complex, camera facing north.**



**Photograph 3: 1299 Del Monte Avenue, freestanding salesroom, camera facing west.**



**Photographs (continued):**



**Photograph 4: 1299 Del Monte Avenue, north side facing recreation path, camera facing east.**

PRIMARY RECORD

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

Page 1 of 5

\*Resource Name or # (Assigned by recorder) Map Reference # 10

P1. Other Identifier: 1231 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1947

c. Address 1231 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Number: 001-810-005-000

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

1231 Del Monte Avenue is a masonry warehouse building located on Del Monte Avenue between Ocean and Sloat avenues (**Photograph 1**). Constructed in 1928 as a wholesale grocery warehouse, the building is rectangular in plan with solid massing punctuated by irregularly placed windows, service entries, and garage bays. The Del Monte Avenue façade features a stepped parapet inscribed with the name "Juillard Cockcroft Co." (**Photograph 2**). Two loading bays line this façade, as well as a single service door. Three inset industrial steel frame casement windows appear along this façade, one of which has been partially filled in with a fan and one of which has had all window panes removed. The western side of the building faces a parking lot and has a centered garage bay with loading ramp and an offset service door. "Gunter-Madsen Auto Body" is painted on this side in large block letters. The east side of the building contains a single small rectangular window, which has been filled in and is partially obscured from the right-of-way by a fence. The north side of the building, which fronts the inactive Southern Pacific Monterey Branch railroad alignment, is stepped and features a single service door (**Photograph 3**). A small pent roof structure that is designed to protect waste storage has been affixed to this side. "Gunter Madsen Auto Body" also appears on this side.

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 1231 Del Monte Avenue, camera facing northeast.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
1928, City of Monterey Building Records.

\*P7. Owner and Address:  
Richard F. and Myra J. Souza  
10253 Reese Circle  
Salinas, CA 93907

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 5

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 10

B1. Historic Name: Juillard Cockcroft Corporation Warehouse

B2. Common Name: \_\_\_\_\_

B3. Original Use: grocery warehouse B4. Present Use: automotive repair

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed 1928. Warehouse converted to automotive use in 1963, with subsequent alterations including the enlarging of garage bays in 1972. Windows along Del Monte Avenue altered at unknown point, with alterations including the infill of a fan and removal of original window lights and framing. A service door was also filled in along the Del Monte Avenue façade at an unknown date.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

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

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

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

This intensive survey and evaluation finds that 1231 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance and integrity.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)





## B10. Significance (continued):

### Historic Context

This masonry warehouse building was built in 1928 for the Juillard Cockcroft Corporation, a Watsonville-based wholesale grocery concern. The facility was built along a narrow strip of undeveloped land embedded between the Southern Pacific's Monterey Branch railroad line and Del Monte Avenue, key transportation corridors that allowed access to the Peninsula's bountiful agricultural harvests and Monterey's growing consumer market. The company specialized in canned fruits and vegetables, items which were plentiful in the agricultural areas of the Central Coast.

The company was founded and managed by President Jean Juillard and Vice President W.E. Cockcroft. The firm had a number of branches in the Central Coast area, including San Luis Obispo, Watsonville, and Santa Barbara. Throughout the 1920s Juillard Cockcroft was quite successful, purchasing several competitors, including Sauers Wholesale Grocery Company of San Luis Obispo and Coast Wholesale Grocery Company of Los Angeles. The 1920s growth of the company reflected the rampant consolidation occurring across the grocery and food products sector, as chain grocers supplanted local and regional grocers and green markets. This shift dated from the early decades of the twentieth century, with local grocers ceding to large retail supply chains across the country. In 1900 only 21 grocery chains existed in the country, by 1929 there were 807, collectively operating 54,000 individual stores. Safeway was one of the largest of these early chains, operating over 3,000 stores in 1931. Accompanying these changes at the retail level was a similar consolidation of wholesale distributors, with companies such as Juillard Cockcroft competing for increased market share across increasingly wide regional and even national areas. Many factors drove the rise of such chain retailing; however, improvements in transportation infrastructure, increasingly standardized business practices and supply chains, and a declining emphasis on personal service in favor of lower costs importantly contributed to the trade's dramatic consolidation.<sup>1</sup>

The Del Monte Avenue location of this warehouse was well-situated for Jean Juillard. Before establishing his grocery enterprise, Juillard had been an assistant manager of the neighboring Hotel Del Monte, the noted railroad hotel originally constructed by the Southern Pacific in 1880. The hotel, surrounded by a sprawling forest-like park replete with lake and ocean bath house, was promoted as *the* pleasure palace of the Central Coast. Catering to Bay Area populations, southern California film stars, and a national market enthralled with the grandeur of California's coastline, the resort represented luxury, glamour, and seaside vitality. Juillard deftly utilized these images in selling his arguably more prosaic canned fruits and vegetables. Advertisements for the company explicitly referenced Juillard's connection to the hotel, lauding canned celery that was "packed in tall tins by Jean Juillard of Hotel Del Monte." Sparing little by way of hyperbole, the company declared their celery to be "a revelation to those who had not had it before, with only the most specially cultivated and perfect heads used." Advertisements even included epicurean recipes, suggesting that the celery be paired with tarragon vinegar dressing and filet d'anchovies, presumably from the busy fisheries of Monterey Bay. Such advertising revealed a sophisticated grasp of salesmanship, as humble cans of Monterey Peninsula celery stalks were associated with the grandeur of the storied coastal resort.<sup>2</sup>

The company maintained ownership of the warehouse through the 1930s, but by the mid-1940s it was occupied by Monterey Cash and Carry Wholesale Grocery. By this time, the surrounding area was undergoing a marked transition. The Hotel Del Monte closed and the property acquired by the military in 1942. The surrounding Del Monte Avenue corridor quickly transitioned from a largely undeveloped thoroughfare connecting the resort and Oak Grove neighborhood with central Monterey to a bustling midcentury commercial strip. The surrounding narrow strip of land separating Del Monte Avenue

<sup>1</sup> Mansel G. Blackford, *A History of Small Business In America*. (North Carolina: UNC Press, 2003) 109.

<sup>2</sup> "Another Tremendous Sale of High Grade Groceries," *San Francisco Chronicle*, March 28, 1921; Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005); "Wholesale Grocers Purchase Company," *Los Angeles Times*, April 17, 1928; www.ancestry.com, World War I Draft Registration Cards, 1917-1918: Jean J. Juillard, Monterey California, accessed February 3, 2010.

from the railroad track was filled with midcentury storage facilities and auto dealerships and the area surrounding the Juillard Cockcroft Warehouse was developed with an array of utilitarian commercial buildings. By the 1950s, the building was no longer in its original use, and was instead occupied by the Maris Van and Storage Company. A succession of businesses used the building in the latter decades of the twentieth century, including Chuck's Auto Painting and Gunter Madsen Auto Body, who continues to occupy the site. This succession of tenants and functions has only introduced modest alterations to the building, with the infill of some windows and doors.

### Evaluation

As a modest 1920s warehouse building, one of many built during the booming development years of the 1920s, 1231 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth or commercial development at the local, state, or national level (Criterion A or 1). Constructed by the Juillard Cockcroft Corporation, a regional wholesale grocery concern, the building was one of several warehouse facilities owned by the company and was not a significant component of its development. The building is not an illustrative representative of commercial or warehouse construction or of Monterey's physical and cultural development. Rather, the building is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the building holds significant associations with important individuals at the local, state, or national levels (Criterion B or 2). The building does not have direct or important associations with company president Jean Juillard, a regionally successful entrepreneur and Peninsula businessman, nor does it exemplify any potential significance of Juillard in this theme; the same can be said of W.E. Cockcroft. After sale by the Juillard Cockcroft Corporation, the warehouse was occupied by a succession of neighborhood business owners, including a wholesale grocer, a moving company, and an auto repair company. There is no indication in the record that any of these individuals operating these businesses were historically significant or that the building holds significant associations related to their commercial activities.

The building does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed as a utilitarian warehouse facility, the modest building lacks significant architectural attributes and is instead a common and well-illustrated building type. Although the building does retain basic integrity to the historic period, with only one evident addition on the western side of the building, the property lacks significance in relation to any of the NRHP or CRHR criteria.

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

**Photographs (continued):**



**Photograph 2: 1231 Del Monte Avenue, detail of Del Monte Avenue façade, camera facing northeast.**



**Photograph 3: 1231 Del Monte Avenue, camera facing southeast.**



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

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

Page 1 of 4

\*Resource Name or # (Assigned by recorder) Map Reference # 11

P1. Other Identifier: 1187 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1956 (rev. 1968)

c. Address 1187 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Number: 001-810-006-000

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

1187 Del Monte Avenue is a garage and auto showroom located on the north side of Del Monte Avenue between Park and Ocean avenues (**Photograph 1**). The reinforced concrete building consists of a large rectangular garage/warehouse facility with a small showroom offset at the southeast corner (**Photograph 2**). The warehouse area has a flat roof with metal flashing, a flush foundation, and is sheathed in painted stucco. There are no window or door openings but for a single garage door entry at the east side of the warehouse that is obscured from the right-of-way by the showroom. A small shed roof addition extends from the west side of the warehouse. The addition has a corrugated metal roll-up door as well as a service door and is partially sheathed in stucco with portions of corrugated metal. The showroom portion of the building is of a lower height than the warehouse portion, and features a low-pitch shed roof with wide eaves and a steel frame and glass display area. Two modern aluminum doors are centered upon the Del Monte Avenue façade, surrounded by generous fixed glass windows in slender framing. Modest landscaping flanks the showroom, consisting of flowering shrubs. The facility is ringed by an asphalt parking lot.

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 1187 Del Monte Avenue, camera facing northeast.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
1959, City of Monterey Building Records.

\*P7. Owner and Address:  
City of Monterey  
City Hall  
Monterey, CA 93940

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 4

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 11

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: automotive sales and service

B4. Present Use: automotive sales and service

\*B5. Architectural Style: Modern-Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) The survey property was constructed in 1959. A carwash shed was added in 1963. A 144 square-foot addition was added to the office in 1967, with another added in 1968. A final addition, likely the shed roof addition at the west side, was added in 1988.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: J.B. Fratessa, Contractor

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

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

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

This intensive survey and evaluation finds that 1187 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)



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

The light industrial and commercial development of which this survey property was part symbolized a marked transition from Del Monte Avenue's early history. Named after the eponymous railroad hotel constructed by the Southern Pacific, the thoroughfare had once linked the sprawling grounds of the Hotel Del Monte with central Monterey. Early development along the corridor consisted of the modest residential construction of the Oak Grove neighborhood to the south and largely undeveloped dunes to the north, with only the Del Monte Bath House standing between the corridor and the ocean. By the early 1950s, however, with the closure of the hotel and its transition to military use, the continued development and population expansion of Monterey and the Peninsula, and a notable boom in postwar consumer related activity, the corridor became a busy urban artery with heavy vehicular traffic and an array of intensive midcentury commercial development. Although the corridor had developed in large part because of the adjacent Del Monte Hotel and corresponding Southern Pacific railroad line, by the midcentury period this connection was largely effaced by modern commercial development such as this property.<sup>1</sup>

The station was occupied by Western Motors through the 1960s. By 1972 the space was filled by Western Porsche and Audi Dealers, and by 1978 BMW of Monterey Auto Parts. By 1987 the space was in use by Color Ad Printers, who added on the small addition on the west side in 1988. The building is currently in auto use again and is occupied by Mohr Imported Cars. The property is only one a few automotive facilities remaining in the area, with the newly developed Windows on the Bay Waterfront Park to the west and only a scattering of active auto facilities to the east and north.

### Evaluation

As a utilitarian commercial and warehouse building, one of many built in the area during the rapid expansion of the postwar years, 1187 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth or commercial development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of commercial or automotive construction or of Monterey's physical and cultural development in the midcentury period. Rather, the building is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the building is associated with any individuals significant in local, state, or national history (Criterion B or 2). The building was occupied by a succession of neighborhood business owners, with several auto facilities as well as a printing company. There is no indication in the record that any of the individuals operating these businesses were historically significant or that the building holds significant associations related to their commercial activities and the historic record conveys little information pertaining to the businesses that occupied the building.

The building does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed as a utilitarian garage and sales facility, the building is of a ubiquitous and basic design that lacks architectural distinction. The warehouse area is purely utilitarian in design, and the modest showroom is of a common design with ample display windows and a spare exterior. This building type is common across the region, state, and nation and is of a common representative design. Although the building does retain basic integrity to the historic period, with only one evident addition on the western side of the building, the property lacks significance in relation to any of the NRHP or CRHR criteria.

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of residential construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

<sup>1</sup> Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005); "Del Monte Businesses Playing A Waiting Game," *The Herald*, December 16, 1991.



**Photographs (continued):**



**Photograph 2: 1187 Del Monte Avenue, showroom area, camera facing northwest.**



**Photograph 2: 1187 Del Monte Avenue, showroom area, camera facing southeast.**

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

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

Page 1 of 5

\*Resource Name or # (Assigned by recorder) Map Reference # 12

P1. Other Identifier: 1179 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1956 (rev. 1968)

c. Address 1179 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Numbers: 001-810-007-000 and 001-810-008-000

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

1179 Del Monte Avenue is a .49 acre auto sales lot located on the north side of Del Monte Avenue between Park and Ocean avenues (**Photograph 1**). The lot is embedded between the vehicular Del Monte corridor and the inactive Southern Pacific Monterey Branch railroad line, now a bike and recreation path. Two small buildings stand on the lot, a portable office building and a small gable roof shed. The office building (**Photograph 1**) rests on concrete blocks and is rectangular in plan with a flat roof. The building is sided with vertical groove composite wood and has a number of 24-light vinyl windows. The entry is accessed by a small wood porch on the Del Monte Avenue facing side. The shed stands on the northeast corner of the lot (**Photograph 2**). It is a Butler-type manufactured building sheathed in standing seam metal siding, has two garage bays in its western side, and has a low-pitch gable roof with crimped eaves. While City of Monterey building records do not give a construction date for either of the buildings, 1960s Sanborn Maps and city directories indicate that a car sales lot has existed at the location since at least 1962.

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 1179 Del Monte Avenue, camera facing northeast.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
Unknown, see Section B6:  
Construction History, for detailed discussion.

\*P7. Owner and Address:  
Z & S Auto Sales  
1179 Del Monte Avenue  
Monterey, CA 9394-2425

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 5

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 12

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: automotive sales B4. Present Use: automotive sales

\*B5. Architectural Style: Utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) The auto sales lot associated with this property dates from ca. 1960. Sanborn Fire Insurance Maps from 1962 indicate that a lot was present at the location, with a small office building located in the approximate location of the office building shown in Photograph 1. The sole building permit on file with the City of Monterey for the location is a 1988 permit to move a portable office building onto the site. While neither of the current buildings on the lot appears to date from the historic period, this form nevertheless evaluates the car lot itself as a potential historic period resource.

\*B7. Moved? ☐ No ☒ Yes ☐ Unknown Date: 1988 Original Location: Portable office moved from elsewhere on lot

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

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

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

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

This intensive survey and evaluation finds that 1179 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance and integrity.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)

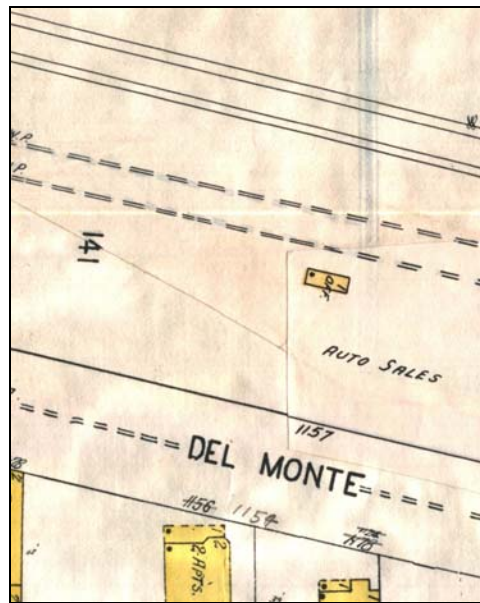




## B10. Significance (continued):

### Historic Context

This modest automotive sales lot was established circa 1960. The facility, which included a large parking lot and small office building, was developed on a prominent Del Monte Avenue-facing lot and was a small component of the avenue's midcentury Auto Row, which extended from downtown Monterey toward Highway 1. At the time of its establishment, the facility was surrounded by an auto body repair shop, upholstery shop, auto sales lots, and general service facilities. The majority of this development was along the narrow strip of land embedded between the Southern Pacific Monterey Branch railroad line and the vehicular corridor of Del Monte Avenue.<sup>1</sup>



**Figure 1: 1962 Sanborn Fire Insurance Map depicting survey property, note small office building; dashed lines denote water mains.**

The light industrial and commercial development of which this survey property was part symbolized a marked transition from Del Monte Avenue's early history. Named after the eponymous railroad hotel constructed by the Southern Pacific, the thoroughfare had once linked the sprawling grounds of the Hotel Del Monte with central Monterey. Early development along the corridor consisted of the modest residential construction of the Oak Grove neighborhood to the south and largely undeveloped dunes to the north, with only the Del Monte Bath House standing between the corridor and the ocean. By the early 1950s, however, with the closure of the hotel and its transition to military use, the continued development and population expansion of Monterey and the Peninsula, and a notable boom in postwar consumer related activity, the corridor became a busy urban artery with heavy vehicular traffic and an array of intensive midcentury commercial development. Although the corridor had developed in large part because of the adjacent Del Monte Hotel and corresponding Southern Pacific railroad line, by the midcentury period this connection was largely effaced by modern commercial development such as this property.<sup>2</sup>

<sup>1</sup> *Insurance Maps of Monterey California 1926-1962* (New York: Sanborn Fire Insurance Company, 1926, updated 1962) 18.

<sup>2</sup> Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005); "Del Monte Businesses Playing A Waiting Game," *The Herald*, December 16, 1991.

Although it is unclear who its earliest automotive occupant was, the lot may have been associated with neighboring lot 1187 Del Monte Avenue, which was also a car sales lot. By the mid-1970s, the lot was owned by Z & S Motors, who currently remain at the location. The property is only one of a few automotive facilities remaining in the area, with the newly developed Windows on the Bay Waterfront Park to the west and only a scattering of active auto facilities to the east and north.

### Evaluation

As a generic car lot facility, one of many developed in the area during the rapid expansion of the postwar years, 1179 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth or commercial development at the local, state, or national level (Criterion A or 1). The lot is not an illustrative representative of commercial or automotive construction or of Monterey's physical and cultural development in the midcentury period. Rather, the property is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the building is associated with any individuals significant in local, state, or national history (Criterion B or 2). The building was occupied by a succession of neighborhood business owners, with the most recent being Z & S Motors, owned by Zed Alhadi and Salvatore Castaldo. There is no indication in the record that any of the individuals operating these businesses were historically significant or that the building holds significant associations related to their commercial activities.

The car lot does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Initially developed with only a small office structure, the lot now has what appears to be a contemporary portable office as well as a small storage building. Neither building appears to date from the historic period and both are of a ubiquitous and basic design lacking architectural distinction. Although the lot dates from the historic period, it does not retain integrity to this period. In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

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

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

Page 5 of 5

\*Resource Name or # (Assigned by recorder) Map Reference # 12

\*Recorded by P.S. Allen and G. Rainka \*Date Jan 2010 ☒ Continuation ☐ Update

**Photographs:**



**Photograph 2: 1179 Del Monte Avenue, storage building at northeast corner of lot, camera facing northeast.**



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

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

Page 1 of 7

\*Resource Name or # (Assigned by recorder) Map Reference # 13

P1. Other Identifier: 1101 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1947

c. Address 1101 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Number: 001-810-020-000; 001-810-022-000

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

1101 Del Monte Avenue is a highly altered 1920s commercial and residential building located on the northwest corner of Del Monte Avenue and Park Avenue (**Photograph 1**). The original two-story portion of the building is of reinforced concrete washed in stucco, and several small 1950s additions on the north and east sides of the building are of wood frame construction. The main portion of the building is rectangular in plan, with a flat-topped roof sheathed in a decorative skirt of Spanish tile, and a stucco sheathed chimney at the southwest corner of the building. A small inset balcony lines the east side of the building, breaking its otherwise solid massing (**Photograph 2**). The first level is lined by two commercial storefronts, both of which feature differing degrees of modern infill construction within the original commercial configuration. The Del Monte Avenue storefront consists of three large fixed glass windows in wood framing, with a double aluminum and glass door entry on the Park Avenue. The second storefront is located on the Park Avenue façade, and features two vinyl casement windows and a modern panel door with fanlight (**Photograph 3**). (See Continuation Sheet)

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building, (HP3) Multiple Family Property

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

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



P5b. Description of Photo: 1101 Del Monte Avenue, camera facing northeast.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
Ca. 1926, Sanborn Fire Insurance Maps.

\*P7. Owner and Address:  
Fred J. and Catherine Flatley  
P.O. Box 51724  
Pacific Grove, CA 93950

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 7

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 13

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: commercial and residential B4. Present Use: commercial and residential

\*B5. Architectural Style: Spanish Colonial Revival

\*B6. Construction History: (Construction date, alteration, and date of alterations) Constructed ca. 1926-1936. Three one-story wood frame commercial additions ca. 1950s at north and east sides of building. Storefront alterations to building, including infill of original fenestration, 1954, 1957, 1959. Conversion of apartments to studio apartments 1972, 1975. Replacement of original windows at second level at unknown date (Monterey County Building Permits).

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

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

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

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

This intensive survey and evaluation finds that 1101 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance and integrity.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)



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

The second level of the building is accessed by an inset arched entryway on the Del Monte Avenue façade. This residential level is lined with a band of irregularly placed windows that run along all sides. The windows are slightly recessed and are flanked by non-functional decorative shutters. All windows are sliding vinyl casement. A single glazed wood door is centered on the north side, with wood steps leading down to the Park Avenue street level.

The building is surrounded on the north and east sides by several midcentury additions. The first is a shed roof addition on the east side, which is sheathed in stucco and holds an additional commercial space (**Photograph 2**). The low pitch roof has exposed rafter tails and modest eaves. Several large wood frame display windows flank a glazed wood door, with an additional service door at the rear of the addition. A small gable roof shed stands to the north of the first addition (**Photograph 4**). The small structure has two hinged wood doors on the north side, with no other window or doorway openings. The third addition is a shed roof extension located on the north side of the building. The stucco-sheathed addition is similar to that on the east side, and features a low pitched roof with exposed rafters, and several doorway openings. A paneled entry door protected by a pent roof overhang is offset on the west side, and the north side features swinging garage doors as well as an additional service door (**Photograph 5**).

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

#### Historic Context

This two-story commercial and apartment building was built in the late 1920s in the northwest corner of the Oak Grove neighborhood of Monterey. The modest mixed-use building was designed to serve the surrounding neighborhood as well as growing numbers of tourists and travelers filling the roadways across the Monterey Peninsula. The neighborhood, which is bounded between Sloat Avenue on the east, Del Monte Avenue on the north, Camino Aguajito on the west, and 10<sup>th</sup> Street on the south, began as an extension of the Del Monte Hotel, the eponymous railroad hotel constructed by the Southern Pacific. Laid out by David Roderick and Dr. J.P.E. Heintz in 1888, Oak Grove was characterized by modest single family dwellings constructed between 1890 and the 1910s. Many of its residents worked for the hotel and resort, with groundskeepers, chambermaids, and clerks occupying the small bungalows and cottages. In addition, throughout the 1920s a number of other working and middle class residents filled the neighborhood, including cannery workers, truck drivers, and painters.<sup>1</sup>

The building was constructed in the Spanish Colonial Revival Style, modestly reflecting the grandeur of the newly reconstructed Del Monte Hotel. Although the architect of this building is unknown, this architectural vocabulary was common throughout the period across Monterey and California, as architects and builders made reference to the state's Spanish and Mexican-era heritage in a range of commercial, residential, and civic construction. From grand developments such as the Del Monte Hotel, to more prosaic construction including filling stations and shops, the style spread across the state during the heady building years of the 1920s.

At the time of this building's construction, the neighborhood boasted few commercial enterprises, with only a small grocery, general merchandise store, and gas station flanking the Del Monte corridor. Upon completion, the building was occupied by Mikel's Market, a grocery store run by Nicholas Mikel and a beauty parlor run by wife Atha Mikel. The upper portion of the building was divided into three small rental dwellings. Prior to the completion of this large shop, the Mikel's had operated a small grocery across the street at 1104 Del Monte Avenue.<sup>2</sup>

<sup>1</sup> U.S. Census Bureau, MS Population Census: Monterey County, Monterey City, Assembly District 22, Enumeration District 27, 1930; Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005).

<sup>2</sup> *Insurance Maps of Monterey California 1926* (New York: Sanborn Fire Insurance Company, 1926) 18.



By the mid-1940s, the Mikel's no longer operated the market, and the building was occupied by a grocery store run by T.A. Favalora and a meat market run by F.E. Harris. By this time, the surrounding Del Monte corridor was more extensively developed as a commercial hub, with a liquor store, gas station, appliance dealer, pharmacy, and sporting goods store flanking the corridor along the same block. Further, while in the 1920s development was largely limited to the south side of Del Monte Boulevard, by this time a number of commercial buildings filled the narrow corridor between Del Monte Avenue and the Southern Pacific Railroad Track. This trend continued throughout the historic period, and the north side of Del Monte Avenue adjacent to the railroad right of way is now filled with a number of commercial and industrial structures.

The commercial portions of the building remained in use as a market through the 1950s, with Cerney & Vachal Market occupying the building through much of the 1950s. In 1959, however, the retail space was converted to a laundromat that remained in place until at least the 1980s. In addition, in 1959 an auto paint shop was built on the property necessitating the three additions that line the north and east sides of the building. By the 1970s, the original apartments had been reconfigured with a total of eight studio apartments carved out of the original space.<sup>3</sup>

During this period, the Del Monte Avenue corridor became a busy urban artery, with heavy vehicular traffic and an array of intensive midcentury commercial development. Once a relatively rural road leading from the greenery and opulence of the Del Monte Hotel to the harbor of Monterey, the immediate surrounding area of this study property became increasingly industrial in nature, with a number of auto service facilities and storage facilities surrounding the corridor.

### Evaluation

As a modest 1920s apartment and commercial building, one of many built during the booming development years of the 1920s, 1101 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth, or residential or commercial development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of apartment or commercial construction or Monterey's physical or cultural development. Rather, the building is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the building is associated with any individuals significant in local, state, or national history (Criterion B or 2). The building was occupied by a succession of neighborhood business owners, with several general markets, an auto facility, and laundromats. There is no indication in the record that any of these individuals operating these businesses were historically significant or that the building holds significant associations related to their commercial activities. Similarly, there is no indication that any of the tenants who occupied the second story units were historically significant, and the historic record contains little information pertaining to the rental history of the building.

The building does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed in a generalized Spanish Colonial Revival Style that makes reference to much of Monterey's building stock from the period, the modest building lacks significant architectural attributes and is instead a common and well-represented type. Further, the building has undergone numerous alterations, both with the infill of original storefronts and replacement of original windows. The building does not retain integrity to the construction period or any other potential period of significance, but instead is an amalgamation of historic and modern features. Several mid-century additions have obscured the original plan and architectural intent of the building. Two large shed roof additions extend from building, as well as a smaller gable roof shed. These alterations and additions obscure the original features of the building and sever it from the historic period.

<sup>3</sup> City of Monterey Building Records  
DPR 523L (1/95)

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of urban construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

**Photographs (continued):**



**Photograph 2: 1101 Del Monte Avenue, camera facing southwest.**



**Photograph 3: Detail of Park Avenue storefront, camera facing northeast.**





**Photograph 4: midcentury additions on the north and east sides of building, camera facing south.**



**Photograph 4: 1101 Del Monte Avenue, camera facing northeast.**

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

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

Page 1 of 4

\*Resource Name or # (Assigned by recorder) Map Reference # 14

**P1. Other Identifier:** 1099 Del Monte Avenue

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

\*a. County Monterey

\*b. USGS 7.5' Quad Monterey, CA Date 1956 (rev. 1968)

c. Address 1099 Del Monte Avenue City Monterey Zip 93940

d. UTM: (give more than one for large and/or linear resources) Zone \_\_\_\_\_; \_\_\_\_\_mE/ \_\_\_\_\_mN

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

Assessor's Parcel Number: 001-801-003-000

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

1099 Del Monte Avenue is a single story garage / automobile service building located on the southwest corner of Del Monte Avenue and Park Avenue (**Photograph 1**). The garage, which appears to date from the 1950s, has been altered and expanded since the historic period, with a 1960s addition, several 1970s remodels, and ongoing storefront infill. The wood frame building is rectangular in plan and surrounded by a large asphalt parking lot. The building is sheathed in stucco on all sides but the north, which is sheathed in corrugated metal siding, and has a low-pitch shed roof sheathed in metal. A large garage bay fills much of the south façade, with an anodized aluminum and glass storefront directly to the east. The storefront consists of three large fixed window units and a single customer entry with glass surrounds. The base of the storefront area is clad in a decorative brick veneer. A small garage addition is offset on the western edge of the building, featuring a roll-up garage door. (**Photograph 2**) The north side of the building, which is largely obscured from the right-of way, is punctuated by a single aluminum frame glass door and several aluminum frame windows with metal security bars.

\*P3b. Resource Attributes: (List attributes and codes) (HP6) 1-3 Story Commercial Building

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

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



P5b. Description of Photo: 1099 Del Monte Avenue, camera facing northeast.

\*P6. Date Constructed/Age/Sources:  
☒ Historic ☐ Prehistoric ☐ Both  
Ca. 1952-1962, with ongoing remodel/additions, Sanborn Fire Insurance Maps and City of Monterey Building Records.

\*P7. Owner and Address:  
Jean L. Mc Whorter  
Julie M. Gorman  
4083 Sunridge Road  
Pebble Beach, CA 93953-3033

\*P8. Recorded by:  
Polly S. Allen and Greg Rainka  
JRP Historical Consulting, LLC  
1490 Drew Ave. Suite 110  
Davis, CA 95618

\*P9. Date Recorded: January 2010

\*P10. Survey Type: Intensive

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting, LLC, "Historic Resources Inventory and Evaluation Report for Monterey Peninsula Light Rail Transit Project, Monterey County, California," 2010.

\*Attachments: ☐ None ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record  
☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record  
☐ Other (list) \_\_\_\_\_

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_

Page 2 of 4

\*NRHP Status Code 6Z

\*Resource Name or # Map Reference # 14

B1. Historic Name: \_\_\_\_\_

B2. Common Name: \_\_\_\_\_

B3. Original Use: automotive service B4. Present Use: commercial

\*B5. Architectural Style: utilitarian

\*B6. Construction History: (Construction date, alteration, and date of alterations) The survey property was constructed ca. 1952-1962. Prior to construction the lot housed a small service station, which was rebuilt in 1952. In 1969 a polishing room and platform were added to the building. In 1974 the existing 225 square-foot office portion was remodeled, which included new exterior doors at the storefront. Sanborn Fire Insurance Maps dating from 1962 indicate that the garage addition at the western edge of the building was added after that date. Subsequent alterations are unknown.

\*B7. Moved? ☒ No ☐ Yes ☐ Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_

\*B8. Related Features: \_\_\_\_\_

B9. Architect: unknown b. Builder: unknown

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

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

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

This intensive survey and evaluation finds that 1099 Del Monte Avenue does not appear eligible for individual listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR) because it lacks significance and integrity.

The building has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is not a historical resource for the purpose of CEQA. (See Continuation Sheet)

B11. Additional Resource Attributes: \_\_\_\_\_

\*B12. References: Monterey County Building Records; *Sanborn Fire Insurance Maps of Monterey*; Monterey County Historical Society Files; Monterey Public Library California History Room Files; United States Census Records; Polk's Monterey City Directories; Clark, *Monterey County Place Names* (1991). (See Footnotes for Additional References)

B13. Remarks:

\*B14. Evaluator: Polly S. Allen

\*Date of Evaluation: January 2010

(This space reserved for official comments.)





## B10. Significance (continued):

### Historic Context

This modest garage facility was constructed in the 1950s as an auto service station. The facility was erected on a prominent Del Monte Avenue-facing lot that had held a small service station from the 1930s onward. The development was a small component of Del Monte Avenue's midcentury Auto Row, which extended from downtown Monterey toward Highway 1. At the time of construction, the facility was surrounded by an auto body repair shop, upholstery shop, auto sales lots, and general service facilities. The majority of this development was along the narrow strip of land embedded between the Southern Pacific Monterey Branch railroad line and the vehicular corridor of Del Monte Avenue.<sup>1</sup>

The light industrial and commercial development of which this survey property was part symbolized a marked transition from Del Monte Avenue's early history. Named after the eponymous railroad hotel constructed by the Southern Pacific, the thoroughfare had once linked the sprawling grounds of the Hotel Del Monte with central Monterey. Early development along the corridor consisted of the modest residential construction of the Oak Grove neighborhood to the south and largely undeveloped dunes to the north, with only the Del Monte Bath House standing between the corridor and the ocean. By the early 1950s, however, with the closure of the hotel and its transition to military use, the continued development and population expansion of Monterey and the Peninsula, and a notable boom in postwar consumer related activity, the corridor became a busy urban artery with heavy vehicular traffic and an array of intensive midcentury commercial development. Although the corridor had developed in large part because of the adjacent Del Monte Hotel and corresponding Southern Pacific railroad line, by the midcentury period this connection was largely effaced by modern commercial development.<sup>2</sup>

The station was occupied by several auto businesses in the 1950s and 1960s, including OK Auto Upholstery and El Estero Motors. By the late 1970s, however, the property transitioned from automotive use to its current function as a Roto Rooter plumbing and sewage service facility. The property is only one a few automotive facilities remaining in the area, with the newly developed Windows on the Bay Waterfront Park to the west and only a scattering of active auto facilities to the east and north.

### Evaluation

As a highly altered utilitarian commercial building, one of many built in the area during the rapid expansion of the postwar years, 1099 Del Monte Avenue does not have distinct or important associations related to the theme of Monterey's urban growth or commercial development at the local, state, or national level (Criterion A or 1). The building is not an illustrative representative of commercial or automotive construction or of Monterey's physical and cultural development in the midcentury period. Rather, the building is a basic example of typical development patterns as Monterey transitioned from a relatively undeveloped coastal enclave to an increasingly commercially and industrially oriented area.

Research undertaken for this project did not reveal that the building is associated with any individuals significant in local, state, or national history (Criterion B or 2). The building was occupied by a succession of neighborhood business owners, with several auto facilities and a plumbing and sewage company. There is no indication in the record that any of the individuals operating these businesses were historically significant or that the building holds significant associations related to their commercial activities and the historic record conveys little information pertaining to the businesses that occupied the building.

<sup>1</sup> *Insurance Maps of Monterey California 1926-1962* (New York: Sanborn Fire Insurance Company, 1926, updated 1962) 18.

<sup>2</sup> Julia Cain, *Monterey's Hotel Del Monte* (San Francisco: Arcadia Publishing, 2005); "Del Monte Businesses Playing A Waiting Game," *The Herald*, December 16, 1991.

The building does not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master (Criterion C or 3). Designed as a utilitarian garage facility, the small shed roof building is of a ubiquitous and basic design that lacks architectural distinction. The building type is common across the region, state, and nation. Further, the building has undergone numerous changes, with a garage addition and storefront alterations. The building does not retain integrity to the construction period or any posited period of significance, but instead is an amalgamation of modern and older features.

In rare instances buildings themselves can serve as sources of important information about historic construction materials or technologies, but this type of commercial construction is common and otherwise well documented and does not appear to be a principal source of information in this regard (Criterion D or 4).

### Photographs:



**Photograph 2: 1099 Del Monte Avenue, camera facing southwest**

**P1. Other Identifier:** Monterey Southern Pacific Passenger Depot

\*P2 e. Other Locational Data: 290 Figueroa Street, APN# 001-701-011-000

**\*P3a. Description:**

This property has been field checked and appears to be largely unaltered since its last recordation in 1999. The sole alteration to the building appears to be the in-kind replacement of the wood shake roof in 2005. This replacement project was forwarded to the State Historic Preservation Officer (SHPO) for review under the Section 106 process. SHPO concurred with the City of Monterey that the project did not pose an adverse effect to the depot building. There appear to be no other alterations to the building.

**\*P3b. Resource Attributes:** HP17 – Railroad Depot

**\*P8. Recorded by:** Polly S. Allen, JRP Historical Consulting, LLC, 1490 Drew Ave, Suite 110, Davis, CA 95618

**\*P11. Report Citation:** JRP Historical Consulting, LLC, "HRIER: Monterey Peninsula Light Rail Transit Project"

**\*B10. Significance:**

The Monterey Southern Pacific Passenger Depot was previously evaluated by Architectural Resources Group (ARG) in 1999 (see **attached DPR 523**). The evaluation found that the depot was potentially eligible for the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) as a component of a railroad district which included an adjacent Southern Pacific freight depot that has since been demolished (2004). This evaluation does not appear to have resulted in any determination of district eligibility.

In 2005, the passenger depot was determined eligible as an individual property for the NRHP by consensus through the Section 106 process (Reference # HUD050311B, 05/02/05) (see **attached concurrence letter**). The property is listed in the California Historical Resources inventory with a status of 2S2 and is listed in the CRHR. The passenger depot is considered a historical resource for the purpose of the California Environmental Quality Act (CEQA). Lastly, the passenger depot is considered a historic resource with the City of Monterey, and is in the city's H-1 Historic Overlay District.

The purpose of this update was to document the passenger depot's status as a historic resource and to address any notable alterations to the building that would affect its eligibility for the NRHP or CRHR or its status as a historical resource for the purposes of CEQA. The property appears unchanged from the 2005 determination and this update finds that it retains its status as a historic property.

**\*B14. Evaluator:** Polly S. Allen

**\*Date of Evaluation:** February 2010



**Photographs (continued):**



**Photograph 1: Monterey Passenger Depot, camera facing northwest.**



**Photograph 2: Monterey Passenger Depot, camera facing west.**

**Photographs (continued):**



**Photograph 3: Monterey Passenger Depot, camera facing northeast.**

**PRIMARY RECORD**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_  
NRHP Status Code \_\_\_\_\_

Other Listings

Review Code \_\_\_\_\_ Reviewer \_\_\_\_\_ Date \_\_\_\_\_

Page 1 of 3

Resource Name or #: (Assigned by recorder) *Monterey SP Passenger Depot*

P1. Other Identifier:

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

b. USGS 7.5' Quad \_\_\_\_\_ Date \_\_\_\_\_ T \_\_\_\_\_ ; R \_\_\_\_\_ ; 1/4 of \_\_\_\_\_ 1/4 of Sec \_\_\_\_\_ ; B.M. \_\_\_\_\_

c. Address: *693 Del Monte Avenue* City *Monterey* Zip *93940*

d. UTM: (Give more than one for large and/linear resources) \_\_\_\_\_ ; \_\_\_\_\_ mE/ \_\_\_\_\_ mN

e. Other Locational Data (Enter Parcel #, legal description, directions to resource, elevation, etc., as appropriate)

Parcel No. *001-702-013*

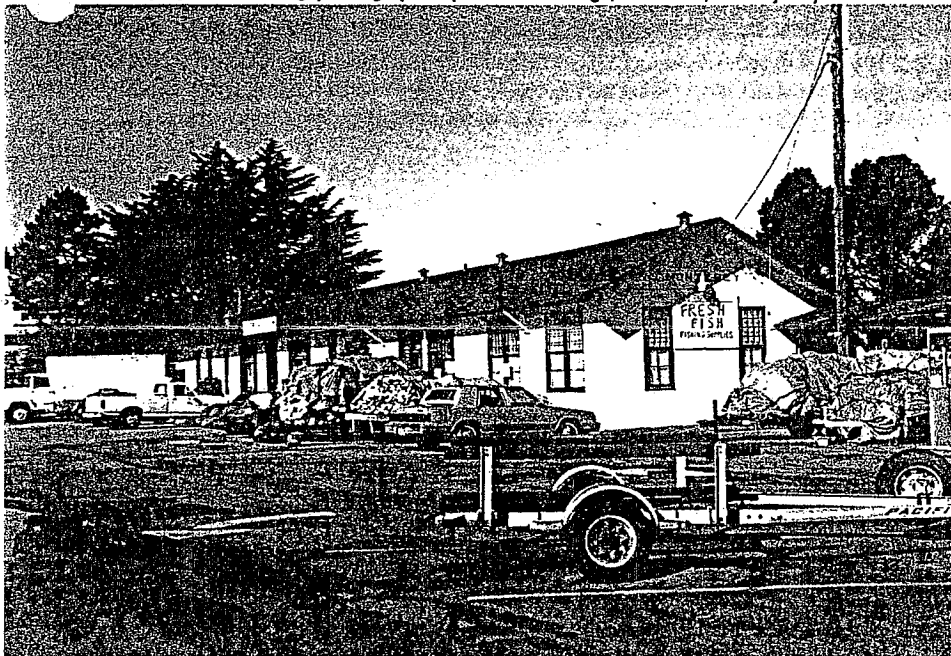
P3. Description (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

*This single-story, wood-frame, stucco-clad building has a wood-shingled, gabled roof. The long, narrow building runs east-west, in alignment with the former Southern Pacific Railroad tracks through the site. Along the north side, adjacent to the former tracks, the roof projects over an open-air waiting area, supported by evenly spaced square wooden posts. A narrow strip of this arcade extends as a gabled roof for several yards east of the main building, enlarging the exterior passenger waiting area. A wide shed-roofed dormer projects from the center of the main roof on the north side. It has five eight-paned wood windows and simple projecting rafters. The windows are double-hung, sixteen-over-four, with red-painted wood frames and mullions. The fascia, doors, and small chimney and roof vents are painted the same color. The south side of the building has two entry doors, with multiple lites to match the lower sash of the adjacent windows, and small multi-paned transom lites. Under the gables at the east and west ends of the building are red block letters announcing the station, Monterey. The east end bears the more recent addition of a white-painted wood sign advertising free parking, fresh fish, and fishing supplies. Though there are several piles of fishing nets and other materials around the building exterior, it appears to be in fairly good condition.*

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

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

1. Photograph or Drawing (Photograph required for buildings, structures, and objects)



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

*Photo looking west*

P6. Date Constructed/Age and Sources:

☐ Prehistoric ☒ Historic ☐ Both

*1890s*

P7. Owner and Address

*Catellus Development Corporation  
2540 N. 1st Street #307  
San José CA 95131*

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

*Architectural Resources Group  
Pier 9, The Embarcadero  
San Francisco CA 94111*

P9. Date Recorded: *12/10/99*

P10. Survey Type: (Describe)

*Limited Area Survey*

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

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



**BUILDING, STRUCTURE, AND OBJECT RECORD**

Primary # \_\_\_\_\_

HRI # \_\_\_\_\_

Page 2 of 3

NRHP Status Code \_\_\_\_\_

Resource Name or #: (Assigned by recorder) *Monterey SP Passenger Depot*

B1. Historic Name: *Southern Pacific Railroad Monterey Depot*

B2. Common Name: \_\_\_\_\_

B3. Original Use: *Railroad Station*

B4. Present Use: *Fishing Storage*

B5. Architectural Style: \_\_\_\_\_

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

*Built c. 1890s, remodeled 1904, moved and remodeled 1915, expanded 1942.*

B7. Moved? ☐ No ☒ Yes ☐ Unknown Date: *1915*

Original Location: *west of Adams St.*

B8. Related Features: *Freight Depot, Remaining remnants of railroad tracks*

B9a. Architect: *Unknown*

b. Builder: *Unknown*

B10. Significance: Theme: *Transportation*

Area: *Monterey*

Period of Significance: *1890s-1940s* Property Type: *Railroad Depot*

Applicable Criteria: *A*

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

*The present passenger depot represents a significant renovation of an earlier, smaller depot building. The May 21, 1942 Monterey Peninsula Herald printed the unidentified architect's rendering of the "new" station, noting that the building would represent a "Monterey type architecture." The renovation project called for removing the second story of the former "Gay Nineties" structure and extending the reconstructed one-story building to a total length of 164 feet" (adding 16 feet to its original length). The present arcade along the front (north) side of the building was added at this time, and the exterior refinished in stucco. The increased civilian and military traffic as a result of World War II made expansion of the small Monterey depot a necessity.*

*Sources indicate that the Monterey branch of the Southern Pacific Railroad was built by Chinese laborers in 1879. The first local passenger train ran January 1, 1880, providing Monterey residents with transportation to San Francisco and beyond. The famed Del Monte Express passenger line began operations in 1889, bringing visitors to the Del Monte Hotel and Monterey on several daily trains from San Francisco. It is not known precisely when the first Monterey passenger depot was constructed, but the building appears on the 1892 Monterey Sanborn Map. It was almost certainly constructed by the time the Del Monte Express line started, and may date from the even earlier beginnings of the local rail spur. The original building combined freight and passenger services, and by the fall of 1904, newspaper articles indicated that the freight facilities were being expanded and a new platform and awning were added to the busy station.*

(See Continuation Sheet)

B11. Additional Resource Attributes: (List attributes and codes) *HP17 - Railroad depot*

B12. References:

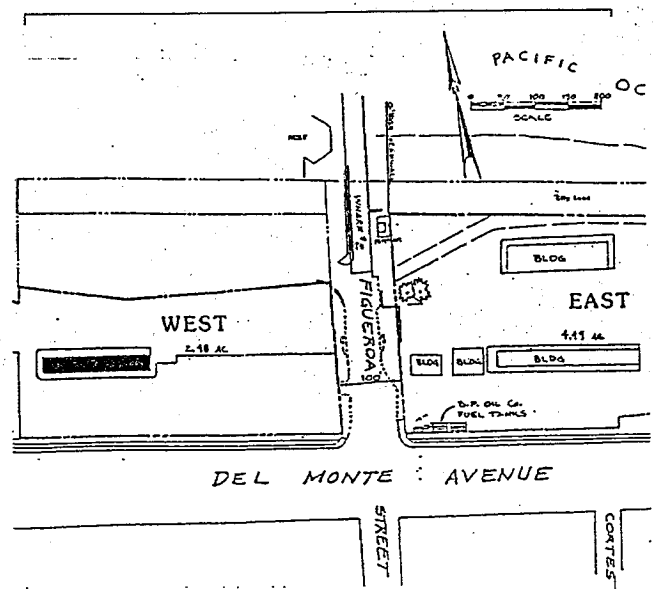
*See references in Historical Evaluation report.*

B13. Remarks:

B14. Evaluator: *Architectural Resources Group*

Date of Evaluation: *12/2/99*

(This space reserved for official comments.)



**CONTINUATION SHEET**

Primary # \_\_\_\_\_  
HRI # \_\_\_\_\_  
Trinomial \_\_\_\_\_

e 3 of 3      Resource Name or #: (Assigned by recorder) *Monterey SP Passenger Depot*  
Recorded by: *Architectural Resources Group*      Date *12/10/99*      ☒ Continuation    ☐ Update

*Building, Structure and Object:*

*In April, 1915, the original passenger and freight depot was moved west across Adams Street, to be remodeled and used solely as a passenger depot. The 1915 renovation resulted in "not much change" to the exterior form, but provided for alterations to the men's and women's waiting rooms, women's dressing room, and new toilet facilities. The flooring was to be new red tile, and a fresh coat of paint and new signage were added on the outside. Newspaper articles indicate that Mr. J. R. Montague, the local Southern Pacific agent, moved into "very comfortable" quarters above the passenger depot.*

*The next major change came in 1942, when the depot underwent the alterations described above. There has been little change since, except perhaps for some undocumented work done after the rail line closed and the depot building was converted to other uses. It is now used by a fishing and boating supply storage and sales company.*

*Passenger rail service to Monterey ended with a final run on April 30th, 1971, due to decreasing ridership and increased operating costs. Much of the original track has been removed and a pedestrian and bike path constructed in its place. Remnants of track are still visible in the parking area surrounding the extant passenger and freight depot.*

*The Monterey Passenger Depot is a contributor to a small National and California Register-eligible historic district. The Monterey railroad passenger and freight depots are significant within the context of transportation in Monterey, a context that was outlined in the Monterey History Master Plan. Although the passenger and freight depots have been given other uses since the discontinuation of rail service, the buildings are representative of this once thriving transportation system. Their design, particularly that of the passenger depot, represents a local interpretation of utilitarian railroad architecture. They are significant as vestiges of the Southern Pacific Railroad which played a major role in bringing wealth and growth to the Monterey Bay area starting in the 1880s, and continuing through the mid-20th century. Without the railroad, important industries including the tourist, canning and agricultural industries would not have flourished in the vicinity.*

*The two depots are potentially eligible the National and California Registers as a small historic district associated with a broad pattern of history, particularly the development of the railroad in Monterey (National Register Criteria A, California Register Criteria 1). The two buildings are located within two adjacent parcels, both of which were owned by Southern Pacific for a period of time. Additionally, these two buildings share the same historic context: transportation. As such, an historic district is an appropriate resource description. The two buildings are equally significant and represent the only buildings remaining in Monterey relating to passenger and freight travel via rail lines.*

*The period of significance for this small historic district ranges from the late 1890s, when portions of the existing passenger depot were completed, to at least the late 1940s, when rail activity began to decline. The passenger and freight depot buildings are in good to fair condition and retain historic and architectural integrity from the period of significance.*

*The passenger depot also appears eligible for local H-1 Zoning status for their association with events that have made a significant contribution to the broad patterns of history: the development of the railroad. These buildings are the only buildings remaining in Monterey relating to passenger and freight travel via rail lines.*

**OFFICE OF HISTORIC PRESERVATION  
DEPARTMENT OF PARKS AND RECREATION**

P.O. BOX 942896  
SACRAMENTO, CA 94296-0001  
(916) 653-6624 Fax: (916) 653-9824  
calshpo@ohp.parks.ca.gov  
www.ohp.parks.ca.gov



May 2, 2005

**REPLY TO: HUD 050311B**

Kimberly Cole  
Senior Planner  
City of Monterey  
City Hall  
Monterey, CA 93940

Dear Ms. Cole:

**RE: REHABILITATION PROJECT 290 FIGUEROA STREET, MONTEREY, CA**

Thank you for forwarding the above referenced undertaking to my office for review and comment pursuant to Section 106 of the National Preservation Act and its implementing regulations found at 36 CFR Part 800.

Based on the information you have provided I concur that the subject property is eligible for listing on the National Register of Historic Places under criteria A. That for the purposes of this undertaking, the property is considered a historic property. Pursuant to 36 CFR § 800.4(d), I do not object to your determination that undertaking will have no adverse affect on historic properties. However, your agency may have additional Section 106 responsibilities under certain circumstances set forth in 36 CFR Part 800. For example, in the event that cultural or historical resources are discovered during implementation of the undertaking your agency is required to consult further pursuant to 36 CFR 800.13(b).

Your consideration of historic properties in the project planning process is appreciated. If you have, any questions or comments please contact John Thomas, State Historian II, the Local Government and Information Management Unit at (916) 653-9125 or email [jthom@ohp.parks.ca.gov](mailto:jthom@ohp.parks.ca.gov).

Sincerely,

Milford Wayne Donaldson, FAIA  
State Historic Preservation Officer



## **APPENDIX C: Letters to Interested Parties**

In accordance with Section 106 of the National Historic Preservation Act, the Transportation Authority of Monterey County (TAMC) mailed Letters to Interested Parties on February 26, 2010. The letters notified the parties of the proposed project and solicited any comments, questions, and information relating to the project. The letters were sent to the following individuals/organizations:

Mona Gudgel  
Monterey County Historical Society  
333 Boronda Road  
Salinas, CA 93907

City of Monterey Historic Preservation Commission  
c/o Elizabeth Caraker, Principal Planner  
580 Pacific Street  
City of Monterey, City Hall  
Monterey, CA 93940

Pam Crowe-Weisberg, Executive Director  
Monterey History and Art Association  
The Stanton Center  
5 Custom House Plaza  
Monterey, CA 93940

Dennis Copeland, Archivist  
Monterey Public Library  
California History Room  
625 Pacific Street  
Monterey, CA 93940

The Monterey and Salinas Valley Railroad Club  
26 Station Place  
Salinas, CA 93901

Monterey County Historic Resources Review Board  
Monterey County Administration Building  
168 West Alisal Street  
Salinas, CA 93901

Anna Cortopassi  
Castroville Historical Society  
11560 Merritt Street  
Castroville, CA 95012

Sand City Planning Department  
City Hall  
1 Sylvan Park  
Sand City, CA 93955

City of Marina Community Development Department  
209 Cypress Avenue  
Marina, CA 93933

City of Seaside Board of Architectural Review  
c/o Diana Hurlbert, Senior Planner  
Seaside City Hall  
440 Harcourt Avenue  
Seaside, CA 93955

Fort Ord Reuse Authority  
100 12<sup>th</sup> Street, Building 2880  
Marina, CA 93933

Sample Letter to Interested Parties follows.

February 26, 2010

City of Monterey Historic Preservation Commission  
c/o Elizabeth Caraker, Principal Planner  
580 Pacific Street  
City of Monterey, City Hall  
Monterey, CA 93940

Dear Ms. Caraker:

The Transportation Agency for Monterey County proposes to implement light rail transit service along the existing and refurbished alignment of the Monterey Branch Line of the Union Pacific Coast Line. The 15.2-mile corridor begins in the unincorporated community of Castroville near the railroad's intersection with Blackie Road, and continues south, adjacent to Highway 1, along the Agency-owned tracks and right-of-way through the cities of Marina, Seaside, and Sand City to its terminus in Monterey. The Monterey Peninsula Light Rail Transit Project would be implemented in two phases. During the first phase, the track would be restored and/or reconstructed between Monterey and Marina, with buses providing service onto Castroville. The second phase, would extend the railroad track restoration to a Castroville station near Blackie Road (see enclosed Project Map).

Features of the project would include:

- Restoration of track, grade crossing protection, signal systems as needed, turnouts, bridge structures, et cetera necessary to operate regularly scheduled passenger rail between the proposed Castroville commuter rail station and a station located in downtown Monterey, California;
- Construction of a multimodal transit center at a site in Marina on former Fort Ord lands, encompassing an adjacent Monterey-Salinas Transit bus center and park-and-ride facility;
- Repair or reconstruction of the Salinas River Bridge;
- Construction of rail passenger stations in Castroville, Marina, Seaside, Sand City and Monterey at sites that have been proposed in consultation with local agencies;
- Construction of a light rail layover and maintenance facility at Fort Ord, adjacent to the former quartermaster warehouses, east of Highway 1; and
- Construction of a station track and boarding platform at the planned commuter rail Castroville Station.



In accordance with the National Environmental Policy Act and the California Environmental Quality Act, the proposed project is subject to environmental review, including review of historic resources. As part of this process, JRP Historical Consulting, LLC has been hired to prepare a Historical Resources Inventory and Evaluation Report to identify any possible or existing historic properties within the Area of Potential Effects. Historic properties are those properties potentially eligible for, determined eligible for, or listed in the National Register of Historic Places or the California Register of Historical Resources. The purpose of this report is to comply with Section 106 of the National Historic Preservation Act, which requires federal agencies to take into account the effects of their undertakings on historic properties.

An important part of this process is the notification of interested parties and the solicitation of public comment. If you or your organization has any concerns regarding the proposed projects detailed above, please respond in writing to me at the address listed below citing your concerns or comments within the next thirty days. For additional project information please contact Kristen Hoschouer at the Transportation Agency for Monterey County, telephone (831) 775-4403.

Sincerely,



Debra L. Hale  
Executive Director

Enclosures: Project Map



## **APPENDIX D: Caltrans Historic Bridge Inventory**





# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

### District 05

#### Monterey County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
44 0063	WILD CATTLE CREEK	05-MON-001-17.32	5. Bridge not eligible for NRHP	1975	
44 0064	PREWITT CREEK	05-MON-001-14.93	5. Bridge not eligible for NRHP	1985	
44 0066	WILLOW CREEK	05-MON-001-11.67	5. Bridge not eligible for NRHP	1961	
44 0068	JUAN HIGUERA CREEK	05-MON-001-47.98	5. Bridge not eligible for NRHP	1985	
44 0069L	PAJARO RIVER	05-MON-001-R101.98	5. Bridge not eligible for NRHP	1967	2001
44 0069R	PAJARO RIVER	05-MON-001-R101.98	5. Bridge not eligible for NRHP	1967	
44 0070E	N1-W68, E68-N1 CONNECTOR	05-MON-068-L4.25-MON	5. Bridge not eligible for NRHP	1959	
44 0074	ELKHORN SLOUGH	05-MON-001-96.44	5. Bridge not eligible for NRHP	1985	
44 0078	SOUTH GONZALES OC	05-MON-101-69.37	5. Bridge not eligible for NRHP	1962	
44 0079L	RESERVATION ROAD UC	05-MON-068-R17.19	5. Bridge not eligible for NRHP	1966	
44 0079R	RESERVATION ROAD UC	05-MON-068-R17.19	5. Bridge not eligible for NRHP	1966	
44 0081	FORT ORD PUC	05-MON-001-R83.24	5. Bridge not eligible for NRHP	1943	1973
44 0089	FIFTH STREET OVERCROSSING	05-MON-101-70.86	5. Bridge not eligible for NRHP	1963	1990
44 0090E	SOUTH SOLEDAD SEPARATION	05-MON-146-.01	5. Bridge not eligible for NRHP	1960	
44 0091L	NORTH SOLEDAD OH	05-MON-101-62.7	5. Bridge not eligible for NRHP	1960	
44 0091R	NORTH SOLEDAD OH	05-MON-101-62.7	5. Bridge not eligible for NRHP	1960	
44 0092	NORTH GONZALES OC	05-MON-101-72.61	5. Bridge not eligible for NRHP	1963	
44 0093L	EAST MARKET STREET UC	05-MON-101-87.3-SAL	5. Bridge not eligible for NRHP	1954	1986
44 0093R	EAST MARKET STREET UC	05-MON-101-87.3-SAL	5. Bridge not eligible for NRHP	1954	1986
44 0094	SHERWOOD DRIVE OC	05-MON-101-87.97-SAL	5. Bridge not eligible for NRHP	1953	1974
44 0095L	SR 183 - 101 SEPERATION	05-MON-183-.01-SAL	5. Bridge not eligible for NRHP	1953	
44 0096L	SPRECKELS ROAD UC	05-MON-068-R18.08	5. Bridge not eligible for NRHP	1967	
44 0096R	SPRECKELS ROAD UC	05-MON-068-R18.08	5. Bridge not eligible for NRHP	1967	
44 0099S	NORTH 183 - 101 SEPERATION	05-MON-183-.01-SAL	5. Bridge not eligible for NRHP	1965	
44 0107	ROUTE156/101 SEPARATION	05-MON-156-T5.17	5. Bridge not eligible for NRHP	1969	
44 0115	ARROYO SECO ROAD OC	05-MON-101-60.4	5. Bridge not eligible for NRHP	1958	
44 0116	SOLEDAD PRISON OC	05-MON-101-66.4	5. Bridge not eligible for NRHP	1959	
44 0117	CAMPHORA OVERCROSSING	05-MON-101-64.63	5. Bridge not eligible for NRHP	1959	
44 0119L	SPENCE UNDERCROSSING	05-MON-101-82.47	5. Bridge not eligible for NRHP	1954	
44 0120L	SANBORN ROAD UC	05-MON-101-86.12-SAL	5. Bridge not eligible for NRHP	1954	
44 0120R	SANBORN ROAD UC	05-MON-101-86.12-SAL	5. Bridge not eligible for NRHP	1954	
44 0121	ROUTE 68/101 SEPARATION	05-MON-068-22-SAL	2. Bridge is eligible for NRHP	1954	
44 0122L	ALISAL ROAD UC	05-MON-101-87.06-SAL	5. Bridge not eligible for NRHP	1954	
44 0122R	ALISAL ROAD UC	05-MON-101-87.06-SAL	5. Bridge not eligible for NRHP	1954	
44 0123	DRAINAGE CANAL	05-MON-101-87.97-SAL	5. Bridge not eligible for NRHP	1953	1974
44 0124	AIRPORT BLVD OC	05-MON-101-85.62-SAL	5. Bridge not eligible for NRHP	1955	
44 0127L	BROADWAY UC	05-MON-101-R41.19	5. Bridge not eligible for NRHP	1968	
44 0127R	BROADWAY UC	05-MON-101-R41.19	5. Bridge not eligible for NRHP	1968	
44 0128	MAIN STREET OVERCROSSING	05-MON-101-76.97	5. Bridge not eligible for NRHP	1958	
44 0130	W LAUREL DRIVE OC	05-MON-101-R89.27	5. Bridge not eligible for NRHP	1965	
44 0131L	BORONDA ROAD OC	05-MON-101-R91.01	5. Bridge not eligible for NRHP	1965	
44 0131R	BORONDA ROAD OC	05-MON-101-R90.97	5. Bridge not eligible for NRHP	2000	
44 0133	SOUTH GREENFIELD OC	05-MON-101-52.66	5. Bridge not eligible for NRHP	1961	



# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

### District 05

#### Monterey County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
44 0134	OAK AVENUE OC	05-MON-101-53.36-GNFD	5. Bridge not eligible for NRHP	1961	
44 0135	WALNUT AVENUE OC	05-MON-101-53.86	5. Bridge not eligible for NRHP	1961	
44 0136	-	05-MON-101-54.79	5. Bridge not eligible for NRHP	1961	
44 0137	CAMP ROBERTS OC	05-MON-101-R.84	5. Bridge not eligible for NRHP	1965	
44 0139L	NACIMIENTO RIVER	05-MON-101-R2.43	5. Bridge not eligible for NRHP	1965	
44 0139R	NACIMIENTO RIVER	05-MON-101-R2.43	5. Bridge not eligible for NRHP	1965	
44 0140	EAST GARRISON OC	05-MON-101-R2.15	5. Bridge not eligible for NRHP	1965	
44 0141L	SAN ANTONIO RIVER	05-MON-101-R6.66	5. Bridge not eligible for NRHP	1965	
44 0141R	SAN ANTONIO RIVER	05-MON-101-R6.66	5. Bridge not eligible for NRHP	1965	
44 0142L	NORTH BRADLEY UC	05-MON-101-R7.94	5. Bridge not eligible for NRHP	1965	
44 0142R	NORTH BRADLEY UC	05-MON-101-R7.94	5. Bridge not eligible for NRHP	1965	
44 0145L	MUNRAS AVENUE UC	05-MON-001-R75.74-MON	5. Bridge not eligible for NRHP	1968	
44 0145R	MUNRAS AVENUE UC	05-MON-001-R75.74-MON	5. Bridge not eligible for NRHP	1968	
44 0146L	AGUAJITO ROAD UC	05-MON-001-R77.37-MON	5. Bridge not eligible for NRHP	1968	
44 0146R	AGUAJITO ROAD UC	05-MON-001-R77.37-MON	5. Bridge not eligible for NRHP	1968	
44 0149E	W68-S1, S1-E68 CONNECTOR	05-MON-068-R3.96-MON	5. Bridge not eligible for NRHP	1968	
44 0151	FAIRGROUND ROAD OC	05-MON-068-R4.04-MON	5. Bridge not eligible for NRHP	1967	
44 0152S	FREMONT STREET OC (S)	05-MON-001-R78.18-MON	5. Bridge not eligible for NRHP	1968	
44 0153K	FREMONT STREET OC	05-MON-001-R78.18-MON	5. Bridge not eligible for NRHP	1968	
44 0156L	DEL MONTE OH	05-MON-001-R78.89-MON	5. Bridge not eligible for NRHP	1968	
44 0156R	DEL MONTE OH	05-MON-001-R78.89-MON	5. Bridge not eligible for NRHP	1968	
44 0157K	DEL MONTE RAMP OH	05-MON-001-R78.85-MON	5. Bridge not eligible for NRHP	1968	
44 0158L	ORD VILLAGE OH	05-MON-001-R80.67-SNDC	5. Bridge not eligible for NRHP	1968	
44 0158R	ORD VILLAGE OH	05-MON-001-R80.67-SNDC	5. Bridge not eligible for NRHP	1968	
44 0162L	ROUTE 1/218 SEPARATION	05-MON-001-R79.33-SEA	5. Bridge not eligible for NRHP	1968	
44 0162R	ROUTE 1/218 SEPARATION	05-MON-001-R79.33-SEA	5. Bridge not eligible for NRHP	1968	
44 0164L	TRAFTON ROAD UC	05-MON-001-R101.5	5. Bridge not eligible for NRHP	1967	
44 0164R	TRAFTON ROAD UC	05-MON-001-R101.5	5. Bridge not eligible for NRHP	1967	
44 0165	TIOGA AVENUE OC	05-MON-001-R80.09-SNDC	5. Bridge not eligible for NRHP	1968	
44 0166	ELM AVENUE OC	05-MON-101-53.11-GNFD	5. Bridge not eligible for NRHP	1961	
44 0168L	SLOAT AVENUE UC	05-MON-001-R77.59-MON	5. Bridge not eligible for NRHP	1968	
44 0168R	SLOAT AVENUE UC	05-MON-001-R77.59-MON	5. Bridge not eligible for NRHP	1968	
44 0171	ALVARADO ROAD OC	05-MON-101-R15.46	5. Bridge not eligible for NRHP	1964	
44 0172	LOS LOBOS OC	05-MON-101-R17.86	5. Bridge not eligible for NRHP	1964	
44 0173	CAMP ROBERTS EQUIPMENT UC	05-MON-101-R4.35	5. Bridge not eligible for NRHP	1965	
44 0174K	NORTH MAIN STREET RAMP OC	05-MON-101-R88.28-SAL	5. Bridge not eligible for NRHP	1965	
44 0175L	LITTLE BEAR CREEK	05-MON-101-R91.27	5. Bridge not eligible for NRHP	1965	1972
44 0175R	LITTLE BEAR CREEK	05-MON-101-R91.29	5. Bridge not eligible for NRHP	1965	1972
44 0177L	SALINAS RIVER	05-MON-101-R30.8	5. Bridge not eligible for NRHP	1971	
44 0177R	SALINAS RIVER	05-MON-101-R30.8	5. Bridge not eligible for NRHP	1971	
44 0178	FIRST STREET OC	05-MON-101-R39.77	5. Bridge not eligible for NRHP	1968	
44 0179L	SAN LORENZO CREEK	05-MON-101-R40.42	5. Bridge not eligible for NRHP	1968	
44 0179R	SAN LORENZO CREEK	05-MON-101-R40.42	5. Bridge not eligible for NRHP	1968	



# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

### District 05

#### Monterey County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
44 0180L	CANAL STREET UC	05-MON-101-R40.72-KNC	5. Bridge not eligible for NRHP	1968	
44 0180R	CANAL STREET UC	05-MON-101-R40.72-KNC	5. Bridge not eligible for NRHP	1968	
44 0181L	JOLON UC	05-MON-101-R41.95	5. Bridge not eligible for NRHP	1968	
44 0181R	JOLON UC	05-MON-101-R41.95	5. Bridge not eligible for NRHP	1968	
44 0182	PARIS VALLEY ROAD OC	05-MON-101-R28.14	5. Bridge not eligible for NRHP	1971	
44 0183L	LOCKWOOD-SAN LUCAS ROAD UC	05-MON-101-R29.9	5. Bridge not eligible for NRHP	1971	
44 0183R	LOCKWOOD-SAN LUCAS ROAD UC	05-MON-101-R29.9	5. Bridge not eligible for NRHP	1971	
44 0184L	RANCHO UNDERCROSSING	05-MON-101-R30.65	5. Bridge not eligible for NRHP	1971	
44 0184R	RANCHO UNDERCROSSING	05-MON-101-R30.65	5. Bridge not eligible for NRHP	1971	
44 0185	ROUTE 183/156 SEPARATION	05-MON-183-8.99	5. Bridge not eligible for NRHP	1966	1996
44 0186L	TEMBLADERO SLOUGH	05-MON-156-R.9	5. Bridge not eligible for NRHP	1966	
44 0186R	TEMBLADERO SLOUGH	05-MON-156-R.9	5. Bridge not eligible for NRHP	1966	
44 0187L	CASA VRDE AVENUE UC	05-MON-001-R78.45-MON	5. Bridge not eligible for NRHP	1968	
44 0187R	CASA VRDE AVENUE UC	05-MON-001-R78.45-MON	5. Bridge not eligible for NRHP	1968	
44 0188L	SAND CITY UC	05-MON-001-R80.27-SNDC	5. Bridge not eligible for NRHP	1968	
44 0188R	SAND CITY UC	05-MON-001-R80.27-SNDC	5. Bridge not eligible for NRHP	1968	
44 0190L	WILD HORSE UC	05-MON-101-R37.31	5. Bridge not eligible for NRHP	1969	
44 0190R	WILD HORSE UC	05-MON-101-R37.31	5. Bridge not eligible for NRHP	1969	
44 0191L	SOLEDAD DRIVE UC	05-MON-001-R76-MON	5. Bridge not eligible for NRHP	1968	
44 0191R	SOLEDAD DRIVE UC	05-MON-001-R76-MON	5. Bridge not eligible for NRHP	1968	
44 0192L	IRIS CANYON ROAD UC	05-MON-001-R76.47-MON	5. Bridge not eligible for NRHP	1968	
44 0192R	IRIS CANYON ROAD UC	05-MON-001-R76.47-MON	5. Bridge not eligible for NRHP	1968	
44 0193L	SAN ARDO UC	05-MON-101-R21.99	5. Bridge not eligible for NRHP	1971	
44 0193R	SAN ARDO UC	05-MON-101-R21.99	5. Bridge not eligible for NRHP	1971	
44 0195	LAYOUS OVERCROSSING	05-MON-101-R35.83	5. Bridge not eligible for NRHP	1969	
44 0196	GEIL STREET POC	05-MON-156-R1.35	5. Bridge not eligible for NRHP	1966	
44 0197L	ROUTE 101/198 SEPARATION	05-MON-101-R32	5. Bridge not eligible for NRHP	1971	
44 0197R	ROUTE 101/198 SEPARATION	05-MON-101-R32	5. Bridge not eligible for NRHP	1971	
44 0198	SAN LUCAS UP	05-MON-198-R.7	5. Bridge not eligible for NRHP	1971	
44 0199	MAIN ENTRANCE OC	05-MON-001-R82.89	5. Bridge not eligible for NRHP	1973	
44 0200	FIRST STREET UC	05-MON-001-R83.27	5. Bridge not eligible for NRHP	1973	
44 0201L	FORT ORD OH	05-MON-001-R83.47	5. Bridge not eligible for NRHP	1973	
44 0201R	FORT ORD OH	05-MON-001-R83.47	5. Bridge not eligible for NRHP	1973	
44 0202	EIGHTH STREET OC	05-MON-001-R83.89	5. Bridge not eligible for NRHP	1973	
44 0203	NORTH ENTRANCE OC	05-MON-001-R84.48	5. Bridge not eligible for NRHP	1973	
44 0211L	SOUTH MARINA OH	05-MON-001-R85.14	5. Bridge not eligible for NRHP	1976	
44 0211R	SOUTH MARINA OH	05-MON-001-R85.14	5. Bridge not eligible for NRHP	1976	
44 0212L	LAKE DRIVE UC	05-MON-001-R85.51	5. Bridge not eligible for NRHP	1976	
44 0212R	LAKE DRIVE UC	05-MON-001-R85.51	5. Bridge not eligible for NRHP	1976	
44 0213L	RESERVATION ROAD UC	05-MON-001-R86.48	5. Bridge not eligible for NRHP	1976	
44 0213R	RESERVATION ROAD UC	05-MON-001-R86.48	5. Bridge not eligible for NRHP	1976	
44 0214L	LAPIS SPUR OH	05-MON-001-R87.65	5. Bridge not eligible for NRHP	1976	
44 0214R	LAPIS SPUR OH	05-MON-001-R87.65	5. Bridge not eligible for NRHP	1976	