

Appendix D

Cultural Resources Study



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

September 17, 2020
Project No: 20-09879

Elizabeth Blanton, Associate Planner
City of Hayward
777 B Street
Hayward, California 94541
Via Email: Elizabeth.Blanton@hayward-ca.gov

Subject: Cultural Resources Assessment for the 25800 Clawiter Road Industrial Project, Hayward, Alameda County, California

Dear Ms. Blanton:

Rincon Consultants, Inc. (Rincon) was retained by the City of Hayward (City) to prepare a cultural resources study in support of an Initial Study and Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project (project). The project is located at 25800 and 25858 Clawiter Road, Hayward, Alameda County, California and includes Assessor's Parcel Numbers 439-0080-003-07, 439-0080-003-12, 439-0080-10, 439-0080-003-09, 439-0080-010, and 439-0080-005-02 in the City's industrial zone. The project site is currently developed with four buildings, including the former Gillig Corporation bus manufacturing facility as well as railroad tracks that bisect the site. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of eleven existing buildings constructed between 1967 and 2004 and the construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves the construction of a new 49 megavolt amps (MVA) transformer yard at the northeast portion of the site and the construction of two overhead transmission lines in a 0.6-0.8-mile alignment from the project site to an off-site PG&E switchyard.

This memorandum presents the findings of the cultural resources study, which includes a cultural resources records search, Native American consultation, a field survey, and historical resources evaluation, and preparation of the memorandum. All work was completed in compliance with California Environmental Quality Act (CEQA) and applicable local guidelines and regulations. The City is the lead agency under CEQA.

Rincon Senior Architectural Historian Steven Treffers, MHP, provided management oversight for this cultural resources study. Architectural Historian James Williams, MA, conducted background research and served as a contributing author of this report. Senior Archaeologist Hannah Haas, MA, Registered Professional Archaeologist (RPA), provided management oversight and reviewed the project for archaeological resources. Associate Archaeologist Elaine Foster, MA, conducted the field survey and was a contributing author of this report. Mr. Treffers, Mr. Williams, Ms. Haas, and Ms. Foster meet the Secretary of the Interior's Professional Qualifications Standards for their respective disciplines (National Park Service 1983). Geographic Information Systems Analyst Allysen Valencia prepared the figure found in this report. Principal Shannon Carmack reviewed this report for quality control.



Cultural Resources Records Search

A search of the California Historical Resources Information System (CHRIS) at the Northwest Information Center (NWIC) located at Sonoma State University was completed on August 25, 2020. The search was performed to identify all previously recorded cultural resources, as well as previously conducted cultural resources studies within the project site and a 0.5-mile radius surrounding it. The CHRIS search included a review of the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), the Office of Historic Preservation Built Environment Resources Directory, , and the Archaeological Determinations of Eligibility list.

The NWIC records search identified 29 previously conducted studies within a 0.5-mile radius of the project site, one of which is located within the project site, S-001743. S-001743 consists of an archaeological report for the Hayward-San Leandro Transportation Corridor and did not identify any cultural resources within the current project site. Additionally, 14 studies are located adjacent to the project site, either to the south or east (Table 1). A summary of these studies included with the records search is included in Attachment A.

Table 1 Previous Cultural Resources Studies within 0.5 mile of the Project Site

Report Number	Author	Year	Title	Relationship to Project Site
S-001479	David Chavez	1979	<i>Cultural Resources Evaluation for the East Bay Dischargers Authority Reclamation Reuse EIR, Alameda County, California</i>	Outside
S-001743	Micahel Sawyer, Diane Watts, E. Breck Parkman, Patricia Ogrey, and Robert Harmon	1978	<i>An Archaeological Reconnaissance of the Hayward-San Leandro Transportation Corridor, Alameda County, California</i>	Within
S-022725	Hannah Ballard, John Holson, and Stephanie Pau	2000	<i>Archaeological Survey and Record Search Results for the Fourteen Broadwing Bay Area Fiber Optic Segments, California: Final Report</i>	Outside
S-023200	Elizabeth Krase	1995	<i>Historic Property Survey Report, Route 92 San Mateo-Hayward Bridge Widening Project from the Route 92/I-880 Interchange in the City of Hayward, Alameda County, to the Midpoint of the San Mateo Bridge in San Mateo County, 04-ALA-92 PM R0.0/6.4; 04-SM-92 PM R16.5/R18.8, EA 003050</i>	Adjacent
S-023200a	Stuart Guedon	1993	<i>Archaeological Survey Report, Freeway Widening, Ramp Widening, Construction of HOV Lanes and 13 Additional Toll Booths for the San Mateo Bridge, 04-ALA-92, PM 0.0/6.4, EA 003050</i>	Adjacent
S-023200b	Marjorie Dobkin and Robert Bruce Anderson	1994	<i>Oliver Bros. Salt Co., Alameda County, California, Historic Resource Evaluation Report, Contract 04F828-EP, Task Order #1, ALA-92, P.M. R0.0/R6.4, EA #003050</i>	Adjacent



Report Number	Author	Year	Title	Relationship to Project Site
S-023200c	Elizabeth Krase	1996	<i>Finding of Effect Report for the Proposed Project to Widen Route 92, from the Route 92/I-880 Interchange in the City of Hayward, Alameda County, to the Midpoint of the San Mateo Bridge in San Mateo County, 04-ALA-92 PM R0.0/6.4; 04-SM-92 PM R16.5/R18.8, E</i>	Adjacent
S-023200d	Cherilyn Widell	1995	<i>SR/I-880 Interchange Project: Widening the San Mateo Bridge</i>	Adjacent
S-024379	Cindy Baker	2001	<i>Historical Evaluation of the East Shore-Grant Transmission Line, Hayward, Alameda County, California</i>	Outside
S-025493	Carolyn Losee	2002	<i>Records Search for the AT&T Wireless Services, Inc. "Industrial/Sleepy Hollow" Site: Survey Recommended (letter report)</i>	Outside
S-025493a	Carolyn Losee	2002	<i>Archaeological/Historical/Architectural Survey for the AT&T Wireless/Bechtel "Industrial/Sleepy Hollow" Site (Ref#960006030A-01): Negative Results</i>	Outside
S-026045	Richard Carrico, Theodore Cooley, and William Eckhardt	2000	<i>Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiberoptic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks</i>	Outside
S-029510	Allen Pastron and Keith Brown	2001	<i>Historical and Cultural Resource Assessment, Proposed Telecommunications Facility, Monte Vista, Site No PL-389-01, 2815 Depot Road, Hayward, California (letter report)</i>	Outside
S-033061	Nancy Sikes, Cindy Arrington, Byron Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruett, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	2006	<i>Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California</i>	Adjacent
S-033061a		2006	<i>Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California</i>	Adjacent
S-033061b	Nancy Sikes	2007	<i>Final Report of the Monitoring and Findings for the Qwest Network Construction Project (letter report)</i>	Adjacent
S-034825	Cassidy DeBaker, Barb Siskin, and Christophe Descantes	2008	<i>Final Cultural Resources Survey and Historic Properties Inventory for the Russell City Energy Project, Alameda County, California</i>	Outside
S-035644	Angela Cook, David Buckley, and Aimee Arrigoni	2008	<i>Final Cultural Resources Assessment Report, 1880-SR92 Reliever Route Project, Alameda County, California</i>	Outside



Report Number	Author	Year	Title	Relationship to Project Site
S-046399	Laura Leach-Palm and Chandra Miller	2015	<i>Historic Property Survey Report for the MTC Interstate 880 Express Lane Phase I Project, Alameda and Santa Clara Counties, California: State Route 84 04-ALA-84 PM R3.0-R6.1, State Route 92 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04- 3G920</i>	Adjacent
S-046399a	Laura Leach-Palm and Philip Kaijankonski	2015	<i>Archaeological Survey Report for the MTC Interstate 880 Express Lane Phase I Project, Alameda and Santa Clara Counties, California: State Route 84, 04-ALA-84 PM R3.0-R6.1, State Route 92, 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920</i>	Adjacent
S-046399b	Philip Kaijankonski, Jack Meyer, and Laura Leach-Palm	2015	<i>Extended Phase I Report for the MTC Express Lane Project, Alameda and Santa Clara Counties, California: State Route 84, 04-ALA-84 PM R3.0-R6.1, State Route 92, 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920</i>	Adjacent
S-046399c	Laura Leach-Palm	2015	<i>Environmentally Sensitive Area Action Plan for the Metropolitan Transportation Commission's Interstate 880 Express, Lane Phase I Project, Alameda and Santa Clara Counties, California: State Route 84, 04-ALA-84 PM R3.0-R6.1, State Route 92, 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920</i>	Adjacent
S-046399d	Chandra Miller	2015	<i>Historic Resource Evaluation Report for the MTC Express Lanes I-880 Project, Alameda and Santa Clara Counties, California: 04- SCL-880 PM 7.38-10.5, 04-ALA-880 PM R0.0- 26.66, 04-ALA-92 PM R2.29-6.73, 04-ALA-84 PM R2.7-6.22, Project EA: 04-3G920, EIF 041000110</i>	Adjacent
S-046399e	Adrian R. Whitaker	2016	<i>Supplemental Archaeological Survey Report for the MTC Interstate 880 Express Lane Phase I Project, Alameda and Santa Clara Counties, California, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 P< R0.0-26.4, EA 04-3G920</i>	Adjacent
S-047077	Daniel Shoup	2015	<i>Confidential Technical Memorandum, Cultural Resources Survey, Hayward Recycled Water Project</i>	Outside
S-048174	Carrie Wills and Kathleen Crawford	2016	<i>FCC Form 621 Collocation Submission Packet: SF70173M (SF0173 PG&E Investment), 3266 Investment Boulevard, Hayward, CA 94545</i>	Outside
S-048174a	Carrie Wills and Kathleen Crawford	2016	<i>Cultural Resources Records Search for T-Mobile West, LLC Candidate SF70173M (SF0173 PG&E Investment) 3266 Investment Boulevard, Hayward, Alameda County, California</i>	Outside



Report Number	Author	Year	Title	Relationship to Project Site
S-048174b	Carrie Wills and Kathleen Crawford	2016	<i>Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SF70173M (SF0173 PG&E Investment) 3266 Investment Boulevard, Hayward, Alameda County, California</i>	Outside
S-048174c	Julianne Polanco	2016	<i>FCC_2016_0304_002: SF0173M (SF0173 PG&E Investment) 3266 Investment Boulevard, Hayward, Collocation</i>	Outside

Source: NWIC 2020

The NWIC records search identified four previously recorded cultural resources within a 0.5-mile radius of the project site, one of which intersects the project site, P-01-001783. A summary of the previously recorded resources can be seen in Table 2 below. P-01-001783 is a linear resource recorded as the Union Pacific Railroad. Although several segments of the resource have been recorded, a review of the documentation provided by NWIC reveals the segment intersecting the project site has not been subject to formal recordation and evaluation. Two segments in Alameda County were recommended eligible for state or federal designation. A segment located in Tracy, California was recorded as the Central Pacific Railroad/Transcontinental Railroad, Niles-Sacramento Line and was recommended eligible for listing in the CRHR under Criterion 1. It was not evaluated for the NRHP. In addition, the Southern Pacific Railroad Dumbarton Cutoff—including as contributing elements the Southern Pacific Dumbarton Bridge and the Southern Pacific Newark Slough Bridge—was recommended eligible for the NRHP under Criteria A, B, and C. In addition, the Dumbarton Bridge was recommended individually eligible for listing in the NRHP under Criterion A. Additional segments of the resource were either recommended ineligible for listing in the NRHP and/or CRHR—often due to a loss of integrity—or were recorded without being evaluated.



Table 2 Previously Recorded Cultural Resources within a 0.5-Mile Radius of the Project Site

Primary Number	Trinomial	Resource Type	Description	Recorder(s) and Year(s)	NRHP/CRHR Status	Relationship to Project Site
P-01-001783	CA-ALA-000623H	Structure	Historic Railroad	1990 (G. Davis); 1994 (B. Hatoff); 1996 (J. W. Snyder); 1997 (E. McKee,); 1998 (E. McKee); 1999 (E. McKee); 1999 (W. Kostura); 1999 (W. Kostura); 2001 (T. Bakic, C. Baker); 2001 (K. Van Citters, K. Bisson); 2002 (C. McMorris, A. Blosser); 2003 (W. Hill); 2006 (C. Canzonieri); 2008 (D. Buckley); 2008 (D. Buckley); 2009 (J. Dougherty, J. P. Glover); 2009 (T. Martin, K. Frank); 2009 (T. Martin, K. Frank); 2010 (L. Holm, L. Panich); 2015 (K. Frank, E. Schultz); 2015 (D. Shoup); 2017 (N. Radtkey)	Multiple recommendations*	Outside
P-01-002269	CA-ALA-000681H	Structure	Historic Transmission Line	2001 (C. Baker)	Recommended ineligible for CRHR	Outside
P-01-003312		Building	Historic Herman Mohr House and associated buildings	1974 (Hayward Area Historical Society); 2008 (Carey & Co.); 2019 (Laura MacDonald)	Determined ineligible for NRHP, recommended ineligible for CRHR, recommended eligible for County of Alameda Listing	Outside
P-01-011804		Structure	Historic Transmission Tower	2016 (K.A. Crawford)	Recommended ineligible for NRHP and CRHR	Outside

Source: NWIC 2020

*The Central Pacific Railroad/Transcontinental Railroad, Niles-Sacramento Line segment of the Union Pacific Railroad was recommended eligible for listing in the CRHR. In addition, the Southern Pacific Dumbarton Cutoff was recommended eligible for listing in the NRHP as a multi-property resource. One of its contributing elements, the Southern Pacific Dumbarton Bridge, was also recommended individually eligible for the NRHP. Other segments in Alameda County have been recommended ineligible for listing in the NRHP and/or CRHR or were recorded without an evaluation.



Archival and Background Research

Archival research was completed in July through September 2020 and focused on the review of a variety of primary and secondary source materials relating to the history and development of the subject property and its surroundings. Sources included, but were not limited to, historic maps and aerial photographs, contemporary newspaper articles, and written histories of the area. The following is a list of sources consulted in order to conduct research pertaining to the subject property.

- Historic aerial photographs accessed digitally via Nationwide Environmental Title Research (NETR) Online, Inc.
- Historic topographic maps accessed digitally via United States Geologic Survey
- Historic newspaper articles accessed digitally via newspapers.com
- *City of Hayward Historical Resources Survey & Inventory Report*
- Additional sources as indicated in the References section

Native American Scoping

As part of the process of identifying cultural resources for this project, Rincon contacted the NAHC on July 22, 2020 and requested a Sacred Lands File (SLF) search and a list of Native American tribal organizations and individuals who may have knowledge of sensitive cultural resources in or near the project site. On July 22, 2020, Rincon received a response from the NAHC stating the SLF search results were positive for site-specific information and included a list of eight Native American contacts who may have knowledge of cultural resources in the project site and vicinity as well as specific instructions to contact the Ohlone Indian Tribe. On August 28, 2020, Rincon emailed letters to each of these contacts requesting information regarding cultural resources. As of the date of this memorandum, Rincon has not received any responses from Native American contacts. Attachment B provides documentation of communication with the NAHC and Native American scoping.

Field Survey

Rincon conducted a historical resources field survey of the project site on August 26, 2020. The survey consisted of a visual inspection of all built environment features on the property to assess overall condition and integrity, and to identify and document any potential character-defining features. Observations were recorded using detailed notes and digital photographs. Identified features were recorded and evaluated on California Department Parks and Recreation (DPR) 523 series forms, which are included as Attachment C. Because the project site is paved and extensively disturbed, an archaeological field survey was not completed.

Although a segment of the Union Pacific Railroad intersects the project site, it was not formally recorded as part of the current study because the project would not directly affect the railroad in any way or result in a substantial change to its current setting. As detailed above, previous evaluations of the resource include recommendations both for and against eligibility for the NHRP and CRHR. Recommendations of ineligibility often cited a given segment's loss of integrity. In the case of the



segment intersecting the project area, development on adjacent properties has substantially changed its setting from the historic era.

Results

As a result of the field survey, one property, the Gillig Brother bus manufacturing facility, was recorded and evaluated for historical resources eligibility on the attached DPR 523 series forms. The property is an industrial facility consisting of five large industrial and office buildings and six smaller ancillary buildings. Among these, the Manufacturing Building and a nearby ancillary building, both completed by 1968, are the oldest buildings on the property. The Manufacturing Building is a sprawling, highly altered industrial building. Its irregular plan owes to the successive additions constructed on the north, east, and west elevations between 1968 and 2004. Constructed between 1968 and 1974, the Fabrication and Machining Building is utilitarian industrial building is a prefabricated industrial building. It has also been subject to multiple additions, the last of which was a sizable rear extension built sometime between 1993 and 2002. The remaining buildings include the Office Building, Dynanometer Building, Warehosue, and five ancillary buildings completed between 1993 and 2004 (Netronline var.).

Historic aerial photographs and USGS topographical maps indicate the Southern Pacific Railroad (now the Union Pacific Railroad) was constructed along what is now the property's east boundary by 1899 and the area was sparsely developed and agricultural in character until the mid-twentieth century (Ramboll Environ 2017; Netronline 1899). An aerial photograph taken in 1928 depicts a small cluster of no longer extant buildings in the property's southeast corner and what were likely crop fields occupying the remainder of the property. The property retained this character until around 1967, when the Gillig Corporation began construction on the Manufacturing Building (Ramboll Environ 2017; Netronline 2020; Oakland Tribune September 17, 1967).

Founded by Jacob Gillig (1853-1907) in 1896, the company was best-known as a manufacturer of school buses in the twentieth century. Gillig founded the firm in San Francisco after decades employed as a carriage trimmer. The company continued in the business of upholstering carriages for around a decade, but by 1910, Jacob's son had reorganized the company as the Leo Gillig Automotive Works, specializing in the fabrication of automobile tops. In the 1920s, however, the growing popularity of closed-body automobiles proved the death knell for the car top industry. Leo and his younger brother Chester led their rechristened Gillig Brothers company into the heavy-duty truck body manufacturing sector (CoachBuilt.com 2014; "A Brief History of Gillig Brothers" 2020).

The onset of the Great Depression so diminished the market for the Gilligs' products that the company was once again forced to reorient its production, and in 1932 Gillig Brothers began to manufacture school buses. Prior to the 1930s, school buses were comparatively small and typically consisted of bodies with large seating areas affixed to standard automobile chassis. In the early 1930s, Gillig Brothers became an early producer of both all-steel school bus bodies and the flat-front, transit-style "Type D" school bus that influenced the design of much larger school buses through the rest of the twentieth century. Gillig Brothers was not responsible for either innovation, however; Blue Bird Body Company and Wayne Works had produced the first all-steel bodies in 1927, and Gillig joined competitors Wayne Works and Crown Coach in producing transit-style school buses in the early 1930s (SchoolBusDriver.org.2020). In 1937, Gillig acquired Patchett and Carstensen, a California-based school bus manufacturer and, that year, relocated to Hayward, where the firm acquired a larger existing factory



described in one source as “the old Sprague-Sells factory west of the Southern Pacific” (CoachBuilt.com 2014).¹

Between 1967 and 1968, the firm developed the subject property under the leadership of President Stanley J. Marx. Marx’s tenure with the firm began in 1927, when he began work as a mechanic at Gillig Brothers’ San Francisco plant. He continued to work for the company following its move to Hayward (CoachBuilt.com 2014; “A Brief History of Gillig Brothers” 2020). By 1940, Marx had begun working as a salesman for the company, and by 1948, he was promoted to sales manager (Ancestry 2011; 2012). Upon the death of Leo and retirement of Chester, both in 1953, Marx became the first person from outside the Gillig family to run the firm. In 1957, under Marx’s leadership, Gillig acquired Pacific Car & Foundry from Kenworth-Pacific and adopted the firm’s comparatively streamlined bus designs (CoachBuilt.com 2014). In 1959 at a former location, Gillig Brothers began production of the first rear-engine diesel-powered school bus, the C-180 Transit Coach. It eventually became the most popular school bus of its type on the West Coast (SchoolBusDrive.org 2020).

Construction of the new plant at the subject property began in 1967, during a period of rapid growth in Hayward. The city population grew from around 6,700 in 1940 to over 72,000. By this time, the city’s post-World War II expansion had led to the urbanization of the area near Clawiter Road, east of the Southern Pacific tracks (City of Hayward 2020; Curry 2020). Historic aerial photographs show that in the 1960s and 1970s, the area surrounding the subject property was gradually developed with larger commercial and/or industrial properties (Ramboll Environ 2017).

The new Gillig plant’s initial construction consisted solely of the Manufacturing Building and, likely, a nearby outbuilding. Operational by July 21 1967, the new factory building measured 117,000 square feet, employed 175, and cost \$1.5 million to complete (CoachBuilt.com 2014). A contemporary article in the Hayward Daily Review described Gillig as “the largest school bus manufacturer west of the Mississippi,” thanks the firm’s newly expanded capacity at the Clawiter Road site (Hayward Daily Review quoted in CoachBuilt.com 2014).

In 1973, Marx retired from his position at Gillig. That same year, the company was acquired by Herrick Corporation, a Hayward-based manufacturer and erector of structural steel (“A Brief History of Gillig Brothers” 2020). The acquisition coincided roughly with the construction of the Fabrication and Machining Building, which first appears in historic aerial photographs in 1974 (Ramboll Environ 2017). In the mid-1970s, Gillig’s production shifted from school bus production to the manufacture of transit buses, which accounted for ninety percent of Gillig’s business in 1974. School bus production at the Hayward plant dwindled, and the company built its last school bus in 1982 (CoachBuilt.com 2014; “A Brief History of Gillig Brothers” 2020). Chicago-based Henry Crown & Company acquired Gillig in 2008 (Met Staff 2008). In May 2017, Gillig shuttered its plant on Clawiter Road and relocated to larger facilities in nearby Livermore (Ruggerio 2017).

Several new buildings and additions were completed between 1993 and 2004. These include the Office Building, Dynamometer Building, Warehouse, and several minor ancillary buildings. For additional details regarding the history of construction on the property, please see the figure Construction Chronology.

¹ Research for this study did not identify the so-called Sprague-Sells factory.



Historical Resources Evaluation

The property at 25800 and 25858 Clawiter Road is recommended ineligible for listing in the NRHP, CRHR, or local designation. The property does not appear eligible for associations with significant events. The Gillig Corporation primarily manufactured school and transit buses at the plant on Clawiter Road. Although the firm reportedly once commanded an impressive share of the U.S. West Coast market for school buses, no available evidence suggests this alone is an important development in this context. Additionally, research for this study revealed the company was an early adopter of important changes in school bus design, but was not directly responsible for any technical advances. An exception to this was the company's design for the first rear-engine, diesel-powered school bus, the C-180 Transit Coach, which Gillig first produced in 1959. While the model proved popular in the Western United States, available evidence does not suggest this innovation constituted a singular milestone in the history of school bus design and production. In any case, the subject property is associated only with the production of the C-180 Transit Coach, and not with its conception or design. To wit, Gillig began producing this model nine years before the subject property opened. As such, the subject property's association with this event is merely secondary. Further, whatever the subject property's association with production of the C-180 Transit Coach after 1968, the Manufacturing Building has been altered with three substantial additions since its initial completion, one of which covers nearly all of the building's west-facing front elevation. The other two additions were completed between 1993 and 2002, long after Gillig ceased manufacturing school buses. As a result, the Manufacturing Building has been changed markedly from its original appearance and is no longer representative of its association with Gillig's school bus manufacturing operations. The current study also finds no evidence the subject property was important to the history of industrial development in Hayward or any other event or patterns of events significant in the history of the city, region, state, or nation. Therefore, the subject property is recommended ineligible for listing under Criterion A/1/1.

The subject property is not associated with any individuals known to have made important contributions to the history of the city, region, state, or nation. Jacob Gillig is noted for founding his namesake firm in 1896, and his sons Leo and Chester helmed the company as it expanded into bus manufacturing sector in the first half of the twentieth century. However, all these figures died or retired from their company before the subject property was developed and, as a result, have no direct association with the property. The likeliest candidate for significance under Criterion B/2/2 is Stanley J. Marx, who managed the company between 1953 and 1973 and presided over the initial development of the subject property in 1967-1968. Although the Gillig Corporation experienced continued expansion under Marx's tenure, research for this study uncovered no evidence that he is strongly associated with important developments in the history of transportation or manufacturing or that he made any other contributions that would be considered important to the history of the city, state, region, or nation. Moreover, as reasoned above, alterations to the Manufacturing Building have substantially weakened the property's ability to convey its associations with Marx's time at the company. Therefore, the subject property is recommended ineligible for listing under Criterion B/2/2.

The property does not appear eligible as a distinctive example of an architectural style or the work of a master. It consists of four sizeable industrial buildings, several smaller ancillary buildings, and one office building, none of which possess a discernible architectural style or possess any distinctive architectural or engineering elements. Additionally, although archival research did not identify the architects responsible for designing the subject buildings, there is nothing to suggest any of the buildings would be



considered exemplary work of any master architect, designer or builder. As a result, the subject property is recommended ineligible for listing under Criterion C/3/3.

The field survey and records search results did not suggest the property may yield important information about prehistory or history. It is therefore recommended ineligible under Criterion D/4/4.

Findings and Recommendations

As discussed above, one property within the project site was recorded and evaluated through the field survey, the former Gillig Brother bus manufacturing facility at 25800 and 25858 Clawiter Road. The property is recommended ineligible for federal, state, and local designation as a result of this study and therefore does not qualify as a historical resource under CEQA. The CHRIS records search also confirmed the Union Pacific Railroad (P-01-001783) intersects the project site. Other segments of this linear resource have been previously evaluated and have been found eligible or ineligible for federal and state designation. However, regardless of any potential historical resources eligibility the segment intersecting the project site may possess, the project will not directly affect the resource in any way. Further, the setting of the rail line has substantially changed since the historic period and the proposed development would be consistent with the resource's current setting.

The CHRIS records search did not identify any archaeological resources in or adjacent to the project area and the project site is highly disturbed from previous construction of buildings and adjacent railroads, paving, and landscaping. While the SLF search results were positive, Native American scoping did not indicate that any known resources are located within or near the project site. Therefore, the results of this study suggest that the project site exhibits a low sensitivity for containing intact, subsurface archaeological deposits.

Based on these findings, Rincon recommends a finding of ***no impact to historical resources*** and ***less than significant impact with mitigation for archaeological resources*** under CEQA.

Rincon presents the following measures in case of unanticipated discovery of cultural resources during project development. The project is also required to adhere to regulations regarding the unanticipated discovery of human remains, detailed below.

Unanticipated Discovery of Archaeological Resources

If archaeological resources are encountered during ground-disturbing activities, work in the immediate area should be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualification Standards for archaeology (National Park Service 1983) should be contacted immediately to evaluate the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for CRHR eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

Unanticipated Discovery of Human Remains

The discovery of human remains is always a possibility during ground-disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. In the event of an unanticipated discovery of



human remains, the County Coroner must be notified immediately. If the human remains are determined to be prehistoric, the Coroner will notify the Native American Heritage Commission, which will determine and notify a most likely descendant (MLD). The MLD shall complete the inspection of the site and provide recommendations for treatment to the landowner within 48 hours of being granted access.

Please do not hesitate to contact Rincon with any questions regarding this archaeological study.

Sincerely,

Rincon Consultants, Inc.

A handwritten signature in cursive script that reads "Hannah Haas".

Hannah Haas, M.A., RPA
Senior Archaeologist

A handwritten signature in cursive script that reads "Steven Treffers".

Steven Treffers, MHP
Senior Architectural Historian

A handwritten signature in cursive script that reads "Elaine Foster".

Elaine Foster, M.A.
Associate Archaeologist

A handwritten signature in cursive script that reads "James Williams".

James Williams, M.A.
Architectural Historian



Figure

Construction Chronology

Attachments

Attachment A CHRIS Records Search Results Summary

Attachment B SLF Search Results Summary

Attachment C California Department of Parks and Recreation forms



References

Ancestry.com

- 2011 U.S. City Directories, 1822-1995 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. Ancestry.com. Accessed July 27, 2020.
- 2012 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. Ancestry.com. Accessed July 27, 2020.

"A Brief History of Gillig Bros."

- 2020 http://buskidspace.tripod.com/gillig_unused/gillighistory.htm. Accessed July 27, 2020.

Circa Historic Property Development

- 2010 City of Hayward Historical Resources Survey, & Inventory Report, Final. Prepared for the City of Hayward. July.

CoachBuilt.com

- 2014 "Gillig Bros., Gillig Corp., Jacob Gillig, J. Gillig & Son, Leo Gillig Automobile Works." <http://www.coachbuilt.com/bui/g/gillig/gillig.htm>. Accessed July 27, 2020.

Curry, Diane

- 2020 "History," <https://townsquarepublications.com/hayward-history/>. Accessed July 28, 2020.

Hayward, City of

- 2020 "Hayward History," <https://www.hayward-ca.gov/discover/hayward-history>. Accessed July 28, 2020.

MET Staff

- 2008 "Gillig Corp. Under New Ownership," Metro. August 1. <https://www.metro-magazine.com/10028472/gillig-corp-under-new-ownership>. Accessed July 28, 2020.

National Park Service (NPS)

- 1983 Archaeology and Historic Preservation: Secretary of the Interior's Standards and Guidelines. Electronic document accessed December 27, 2019. Online at http://www.nps.gov/history/local-law/Arch_Standards.htm.

National Environmental Title Research (Netronline)

- Var. "Historic Aerials: Viewer," Historic aerial imagery of 25800 Clawiter Road and vicinity. <https://www.historicaerials.com/viewer>. Accessed July 28, 2020.

Oakland Tribune

- 1967 "Hayward Bus Firm Expands," September 17. <https://www.newspapers.com/>. Accessed July 28, 2020.



Ramboll Environ

- 2017 Phase I Environmental Site Assessment, Former Gillig Corporation Facility, 25800 and 25858 Clawiter Road, Hayward, California. Prepared for CC Industries, Inc. – A Henry Crown Company. September.

Ruggerio, Angela

- 2017 “Final Day in Hayward as Bus Manufacturing Titan Gillig Heads to Livermore,” The Mercury News. May 19. <https://www.mercurynews.com/2017/05/19/final-day-in-hayward-as-bus-manufacturing-titan-gillig-heads-to-livermore/>. Accessed July 27, 2020.

SchoolBusDriver.org

- 2020 “School Bus History.” <http://www.schoolbusdriver.org/history.html>. Accessed July 28, 2020.

Figure: Construction Chronology of 25800 Clawiter Road



Attachment A

CHRIS Records Search Results

CALIFORNIA
HISTORICAL
RESOURCES
INFORMATION
SYSTEM



ALAMEDA
COLUSA
CONTRA COSTA
DEL NORTE

HUMBOLDT
LAKE
MARIN
MENDOCINO
MONTEREY
NAPA
SAN BENITO

SAN FRANCISCO
SAN MATEO
SANTA CLATA
SANTA CRUZ
SOLANO
SONOMA
YOLO

Northwest Information Center
Sonoma State University
150 Professional Center Drive, Suite E
Rohnert Park, California 94928-3609
Tel: 707.588.8455
nwic@sonoma.edu
http://www.sonoma.edu/nwic

8/25/2020

NWIC File No.: 20-0157

Elaine Foster
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, CA 93003

re: 25800 Clawiter Road Industrial Project

The Northwest Information Center received your record search request for the project area referenced above, located on the Hayward, San Leandro, & Newark USGS 7.5' quads. The following reflects the results of the records search for the project area and a 0.5 mile radius:

Resources within project area:	None
Resources within 0.5 mile radius:	P-01-002269, 011804, 003312, & 001783.
Reports within project area:	S-1743, 33061, & 46399. (Copied S-1743.)
Reports within 0.5 mile radius:	See enclosed database list.

- Resource Database Printout (list):** enclosed not requested nothing listed
- Resource Database Printout (details):** enclosed not requested nothing listed
- Resource Digital Database Records:** enclosed not requested nothing listed
- Report Database Printout (list):** enclosed not requested nothing listed
- Report Database Printout (details):** enclosed not requested nothing listed
- Report Digital Database Records:** enclosed not requested nothing listed
- Resource Record Copies:** enclosed not requested nothing listed
- Report Copies:** enclosed not requested nothing listed
- OHP Built Environment Resources Directory:** enclosed not requested nothing listed
- Archaeological Determinations of Eligibility:** enclosed not requested nothing listed
- CA Inventory of Historic Resources (1976):** enclosed not requested nothing listed
- Caltrans Bridge Survey:** enclosed not requested nothing listed
- Ethnographic Information:** enclosed not requested nothing listed
- Historical Literature:** enclosed not requested nothing listed
- Historical Maps:** enclosed not requested nothing listed
- Local Inventories:** enclosed not requested nothing listed
- GLO and/or Rancho Plat Maps:** enclosed not requested nothing listed
- Shipwreck Inventory:** enclosed not requested nothing listed

*Notes:

** Current versions of these resources are available on-line:

Caltrans Bridge Survey: <http://www.dot.ca.gov/hq/structur/strmaint/historic.htm>

Soil Survey: <http://www.nrcs.usda.gov/wps/portal/nrcs/surveylist/soils/survey/state/?stateId=CA>

Shipwreck Inventory: <http://www.slc.ca.gov/Info/Shipwrecks.html>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Requests made after initial invoicing will result in the preparation of a separate invoice.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Lisa C. Hagel
Researcher

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-001479	Other - SWRCB Project No. C-06-1428-010	1979	David Chavez	Cultural Resources Evaluation for the East Bay Dischargers Authority Reclamation Reuse EIR, Alameda County, California.		
S-001743		1978	Michael J. Sawyer, Diane C. Watts, E. Breck Parkman, Patricia M. Ogrey, and Robert M. Harmon	An Archaeological Reconnaissance of the Hayward-San Leandro Transportation Corridor, Alameda County, California	The Institute of Cultural Resources, California State University, Hayward	01-000228, 01-008358
S-022725	Submitter - Job Number 739-01	2000	Hannah Ballard, John Holson, and Stephanie Pau	Archaeological Survey and Record Search Results for the Fourteen Broadwing Bay Area Fiber Optic Segments, California: Final Report	Pacific Legacy, Inc.	
S-023200	Caltrans - EA 003050; Voided - S-16214; Voided - S-17774	1995	Elizabeth Krase	Historic Property Survey Report, Route 92 San Mateo-Hayward Bridge Widening Project from the Route 92/I-880 Interchange in the City of Hayward, Alameda County, to the Midpoint of the San Mateo Bridge in San Mateo County, 04-ALA-92 PM R0.0/6.4; 04-SM-92 PM R16.5/R18.8, EA 003050	California Department of Transportation, District 4	01-000210, 01-008358
S-023200a		1993	Stuart A. Guedon	Archaeological Survey Report, freeway widening, ramp widening, construction of HOV lanes and 13 additional toll booths for the San Mateo Bridge, 04-ALA-92, PM 0.0/6.4, EA 003050	Basin Research Associates	
S-023200b		1994	Marjorie Dobkin and Robert Bruce Anderson	Oliver Bros. Salt Co., Alameda County, California, Historic Resource Evaluation Report, Contract 04F828-EP, Task Order #1, ALA-92, P.M. R0.0/R6.4, EA #003050		
S-023200c		1996	Elizabeth Krase	Finding of Effect Report for the Proposed Project to Widen Route 92, from the Route 92/I-880 Interchange in the City of Hayward, Alameda County, to the Midpoint of the San Mateo Bridge in San Mateo County, 04-ALA-92 PM R0.0/6.4; 04-SM-92 PM R16.5/R18.8, E	California Department of Transportation	
S-023200d		1995	Cherilyn Widell	SR/I-880 Interchange Project: Widening the San Mateo Bridge	California Office of Historic Preservation	
S-024379		2001	Cindy Baker	Historical Evaluation of the Eastshore-Grant Transmission Line, Hayward, Alameda County, California	PAR Environmental Services, Inc.	01-002269

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-025493	Voided - S-26077	2002	Carolyn Losee	Records Search for AT&T Wireless Services, Inc. "Industrial/Sleepy Hollow" Site: Survey Recommended (letter report)	Archaeological Resources Technology	
S-025493a		2002	Carolyn Losee	Archaeological/Historical/Architectural Survey for AT&T Wireless/Bechtel "Industrial/Sleepy Hollow" Site (Ref#960006030A-01): Negative Results	Archaeological Resources Technology	
S-026045		2000	Richard Carrico, Theodore Cooley, and William Eckhardt	Cultural Resources Reconnaissance Survey and Inventory Report for the Metromedia Fiberoptic Cable Project, San Francisco Bay Area and Los Angeles Basin Networks	Mooney & Associates	01-000038, 01-000040, 01-000042, 01-000068, 01-000072, 01-000091, 01-000092, 01-000108, 01-000120, 01-000233, 01-000239, 01-000240, 01-000241, 01-010527, 01-010528, 01-010529, 01-010530, 01-010531, 01-010532, 01-010533, 01-010534, 01-010535, 07-000719, 21-000034, 21-000097, 21-000529, 21-000536, 21-000563, 38-000015, 41-000009, 41-000044, 41-000077, 41-000095, 41-000105, 41-000152, 41-000169, 41-000172, 41-000174, 41-000187, 41-000230, 41-000231, 41-000232, 41-000281, 41-000302, 41-000310, 41-000311, 41-000312, 41-000315, 41-000318, 41-000640, 43-000021, 43-000024, 43-000028, 43-000042, 43-000050, 43-000058, 43-000141, 43-000338, 43-000369, 43-000382, 43-000383, 43-000388, 43-000396, 43-000398, 43-000418, 43-000424, 43-000444, 43-000462, 43-000467, 43-000472, 43-000551, 43-000565, 43-000595, 43-000617, 43-000619, 43-000621, 43-000669, 43-001010, 43-001071, 43-001083, 43-001084
S-029510	Submitter - BMI Project No. 01S-662	2001	Allen G. Pastron and Keith R. Brown	Historical and Cultural Resource Assessment, Proposed Telecommunications Facility, Monte Vista, Site No. PL-389-01, 2815 Depot Road, Hayward, California (letter report)	Brown & Mills, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-033061	Submitter - SWCA Cultural Resources Report Database No. 06-507; Submitter - SWCA Report No. 10715-180	2006	Nancy Sikes, Cindy Arrington, Bryon Bass, Chris Corey, Kevin Hunt, Steve O'Neil, Catherine Pruet, Tony Sawyer, Michael Tuma, Leslie Wagner, and Alex Wesson	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	01-000027, 01-000040, 01-000087, 01-000088, 01-000089, 01-000090, 07-000138, 27-000802, 27-001191, 27-001207, 28-000467, 43-000106, 43-000141, 43-000449, 43-000573, 43-000575, 43-000754, 43-000928, 43-001071, 48-000208, 48-000211, 48-000214, 48-000441, 48-000549, 49-001583, 57-000194, 57-000198, 57-000297, 57-000301, 57-000307
S-033061a		2006		Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California	SWCA Environmental Consultants	
S-033061b		2007	Nancy E. Sikes	Final Report of Monitoring and Findings for the Qwest Network Construction Project (letter report)	SWCA Environmental Consultants	
S-034825		2008	Cassidy DeBaker, Barb Siskin, and Christophe Descantes	Final Cultural Resources Survey and Historic Properties Inventory for the Russell City Energy Project, Alameda County, California	Garcia and Associates	01-002269
S-035644	Submitter - WSA Project No. 2008-35; Submitter - WSA Report No. 2008-36	2008	Angela Cook, David Buckley, and Aimee Arrigoni	Final Cultural Resources Assessment Report, I880-SR92 Reliever Route Project, Alameda County, California	William Self Associates, Inc.	01-001783, 01-010925
S-046399	Caltrans - EA 04-3G920; Caltrans - EIF 041000110	2015	Laura Leach-Palm and Chandra Miller	Historic Property Survey Report for the MTC Interstate 880 Express Lane Phase I Project, Alameda and Santa Clara Counties, California: State Route 84 04-ALA-84 PM R3.0-R6.1, State Route 92 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920	Far Western Anthropological Research Group, Inc.	01-000098, 01-000099, 01-000239, 01-011556, 01-011557, 01-011558, 01-011559, 01-011598, 43-000624
S-046399a		2015	Laura Leach-Palm and Philip Kaijankonski	Archaeological Survey Report for the MTC Interstate 880 Express Lane Phase I Project, Alameda and Santa Clara Counties, California: State Route 84, 04-ALA-84 PM R3.0-R6.1, State Route 92, 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920	Far Western Anthropological Research Group, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-046399b		2015	Philip Kaijankoski, Jack Meyer, and Laura Leach-Palm	Extended Phase I Report for the MTC Express Lane Project, Alameda and Santa Clara Counties, California: State Route 84, 04-ALA-84 PM R3.0-R6.1, State Route 92, 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920	Far Western Anthropological Research Group, Inc.	
S-046399c		2015	Laura Leach-Palm	Environmentally Sensitive Area Action Plan for the Metropolitan Transportation Commission's Interstate 880 Express, Lane Phase I Project, Alameda and Santa Clara Counties, California: State Route 84, 04-ALA-84 PM R3.0-R6.1, State Route 92, 04-ALA-92 PM R2.5-R6.5, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 PM R0.0-26.4, EA 04-3G920	Far Western Anthropological Research Group, Inc.	
S-046399d		2015	Chandra Miller	Historic Resource Evaluation Report for the MTC Express Lanes I-880 Project, Alameda and Santa Clara Counties, California: 04-SCL-880 PM 7.38-10.5, 04-ALA-880 PM R0.0-26.66, 04-ALA-92 PM R2.29-6.73, 04-ALA-84 PM R2.7-6.22, Project EA: 04-3G920, EIF 041000110	JRP Historical Consulting, LLC	
S-046399e		2016	Adrian R. Whitaker	Supplemental Archaeological Survey Report for the MTC Interstate 880 Express Lane Phase I Project, Alameda and Santa Clara Counties, California, Interstate 880, 04-SCL-880 PM 7.5-10.5, 04-ALA-880 P< R0.0-26.4, EA 04-3G920	Far Western Anthropological Research Group, Inc.	
S-047077		2015	Daniel Shoup	Confidential Technical Memorandum, Cultural Resources Survey, Hayward Recycled Water Project	Archaeological/Historical Consultants	01-001783, 01-002269
S-048174	OTIS Report Number - FCC_2016_0304_002	2016	Carrie D. Wills and Kathleen Crawford	FCC Form 621 Collocation Submission Packet: SF70173M (SF0173 PG&E Investment), 3266 Investment Boulevard, Hayward, CA 94545	Environmental Assessment Specialists, Inc.	01-002269, 01-011804
S-048174a		2016	Carrie D. Wills and Kathleen A. Crawford	Cultural Resources Records Search for T-Mobile West, LLC Candidate SF70173M (SF0173 PG&E Investment) 3266 Investment Boulevard, Hayward, Alameda County, California	Environmental Assessment Specialists, Inc.	

Report List

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
S-048174b		2016	Carrie D. Wills and Kathleen A. Crawford	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SF70173M (SF0173 PG&E Investment) 3266 Investment Boulevard, Hayward, Alameda County, California	Environmental Assessment Specialists, Inc.	
S-048174c		2016	Julianne Polanco	FCC_2016_0304_002: SF0173M (SF0173 PG&E Investment) 3266 Investment Boulevard, Hayward, Collocation	California Office of Historic Preservation	

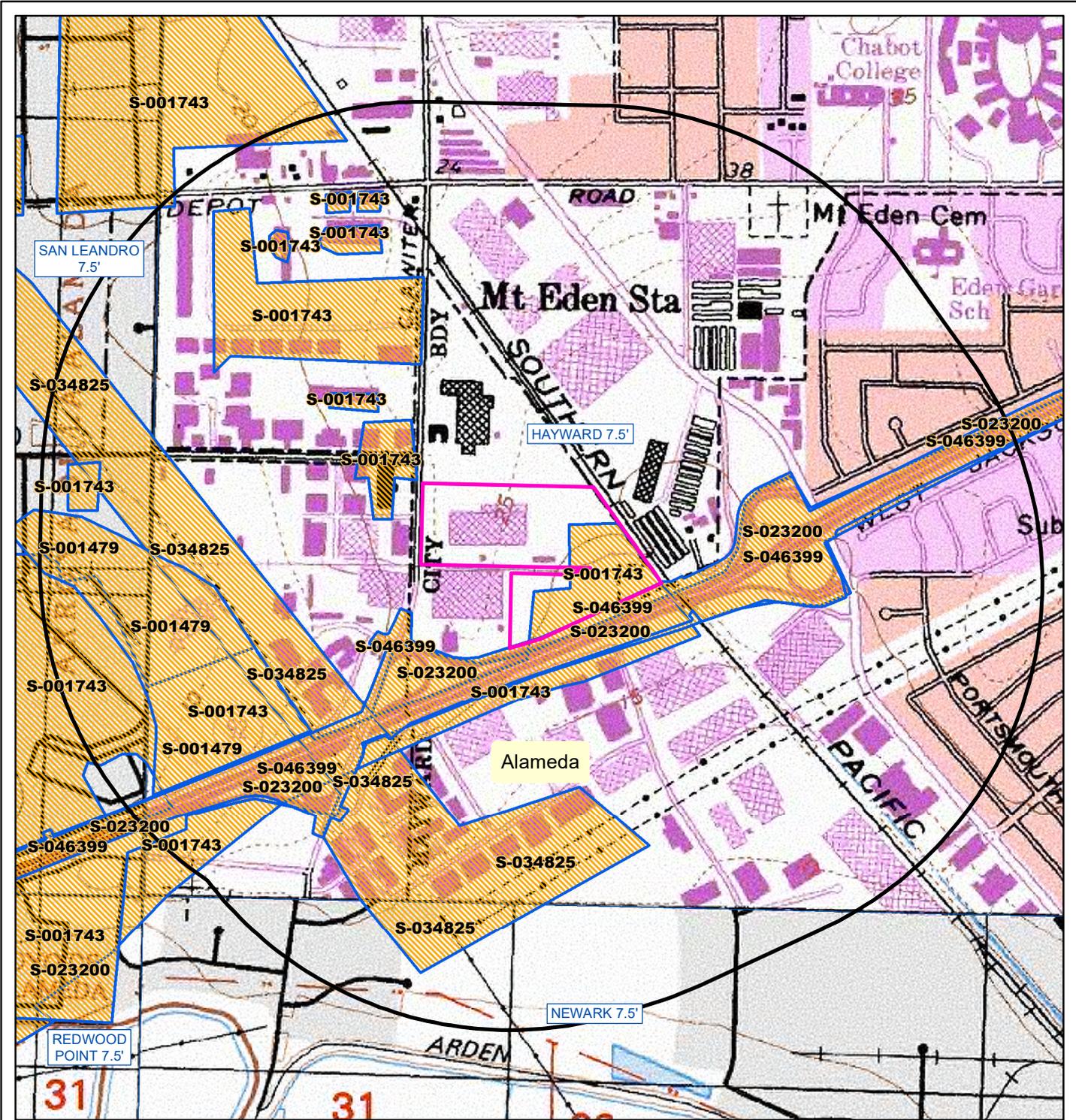
Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-01-001783	CA-ALA-000623H	Resource Name - Southern Pacific Railroad; Other - Southern Pacific Mainline into Oakland; Other - Union Pacific Railroad (formerly Southern Pacific and Western Pacific railroads); Other - Drill Track; Other - Southern Pacific Railroad Yard and Tracks; Other - SPRR Spur1, SPRR Spur 2; Other - Southern Pacific Railroad Alignment, GD-5; Other - SPW-7, SPW-8, SPW-15, SPW-16, SPW-18; Other - Central Pacific Railroad; Other - Segment of Southern Pacific Railroad Grade (No. 1); Other - SPW-9; Other - Map Reference #01-08; Other - Southern Pacific Railroad - Segment of the Milpitas line; Other - SPW-6; Other - SPW-14; Caltrans - Bridge #33-0034, #33-0035;; Other - South Pacific Coast RR (SPCR); Other - Samtrans Newark Bridge; Other - Samtrans Dumbarton Cutoff; Other - Samtrans Dumbarton Bridge; Other - GANDA-509-01H; Other - San Pablo-Tulare Railroad; Other - GANDA-509-16H; Other - TRWP-28; Other - Transcontinental Railroad, Niles-Sacramento Line; Other - 2- SP Railroad Tracks; Other - Livingston-01H; Other - Alameda Branch; Other - UPRR main line West	Structure	Historic	AH07; AH16; HP11; HP19; HP39	1990 (G. Davis, Dames & Moore); 1994 (Brian Hatoff, Woodward-Clyde Consultants); 1994 (Brian Hatoff, Woodward-Clyde Consultants); 1996 (John W. Snyder, P.S. Preservation Services); 1996 (John W. Snyder, P.S. Preservation Services); 1996 (John W. Snyder, P.S. Preservation Services); 1997 (E. McKee, Caltrans District 4); 1998 (Elizabeth McKee, Caltrans District 4); 1999 (Elizabeth McKee, Caltrans District 4); 1999 (William Kostura, Caltrans District 4); 1999 (William Kostura, Caltrans District 4); 2001 (Tracy Bakic, Cindy Baker, PAR Environmental Services, Inc.); 2001 (K. Van Citters, K. Bisson, Van Citters: Historic Preservation LLC); 2002 (C. McMorris, A. Blosser, JRP); 2003 (Ward Hill, [none]); 2006 (Christopher Canzonieri, [none]); 2008 (David Buckley, William Self Associates); 2008 (David Buckley, William Self Associates);	S-017993, S-021624, S-023385, S-025043, S-025248, S-025885, S-026039, S-026109, S-027016, S-029467, S-031176, S-031374, S-032513, S-033642, S-035644, S-036217, S-037241, S-038242, S-038390, S-039148, S-043313, S-043685, S-044360, S-045417, S-046556, S-047077, S-047520, S-047534, S-050985, S-052002, S-052210, S-052211, S-052754, S-053706

Resource List

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
		Berkeley Segment; Other - SPRR spur line West Berkeley Segment; OHP PRN - DOE 01-98-0056-0000; OHP Z-number - ALA-Z00005 (ADOE-01-00-002-000); OTIS Resource Number - 683480; Other - Southern Pacific Railroad FMC Railroad Spur; Other - Dumbarton Cutoff Spur; Other - Union Pacific Railroad (West Berkeley Segment)				2009 (J. Dougherty, J. P. Glover, PAR Environmental Services); 2009 (T. Martin, K. Frank, GANDA); 2009 (T. Martin, K. Frank, GANDA); 2010 (Lisa Holm, Lee Panich, Pacific Legacy, Inc.); 2015 (Kruger Frank, Erica Schultz, GANDA); 2015 (Daniel Shoup, A/HC); 2017 (Nicholas Radtkey, InContext)	
P-01-002269	CA-ALA-000681H	Resource Name - Eastshore-Grant Transmission Line; Other - Northern Mission Transmission System; Other - East Bay District Transmission Line	Structure	Historic	HP11	2001 (Cindy Baker, PAR Environmental Services, Inc.)	S-024379, S-031901, S-034825, S-047077, S-048174, S-050672, S-051501, S-052408, S-053706
P-01-003312		Resource Name - Herman Mohr House; OHP Property Number - 010182; OTIS Resource Number - 412988; OHP PRN - 4540-0003-0000; OHP PRN - HUD920827A; Other - Sea Breeze; Other - Mohr House	Building	Historic	HP02; HP04; HP06; HP41	1974 ([none], Hayward Area Historical Society); 2008 ([none], Carey & Co.); 2019 (Laura MacDonald, Michael Baker International)	S-053446
P-01-011804		Resource Name - T-Mobile West, LLC Candidate SF70173M (SF0173 PG&E Investment); Other - PG&E Tower	Structure	Historic	HP11	2016 (K. A. Crawford, Crawford Historic Services)	S-048174, S-050672, S-052270

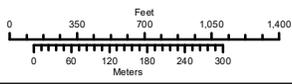
25800 Clawiter Road Industrial Project
Map #2



Northwest Information Center

File #20-0157, 25 August 2020, L. Hagel

May depict confidential cultural resource locations.
Do not distribute.



Attachment B

SLF Search Results Summary

NATIVE AMERICAN HERITAGE COMMISSION

July 22, 2020

Elaine Foster, Archaeologist
Rincon Consultants, Inc.Via Email to: efoster@rinconconsultants.com
Cc to: chochenyo@aol.com**Re: Clawiter Road Industrial Project, Alameda County**

Dear Ms. Foster:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were positive. Please contact The Ohlone Indian Tribe on the attached list for more information. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Sarah.Fonseca@nahc.ca.gov.

Sincerely,

Sarah Fonseca
Cultural Resources Analyst

Attachment

CHAIRPERSON
Laura Miranda
*Luiseño*VICE CHAIRPERSON
Reginald Pagaling
*Chumash*SECRETARY
Merri Lopez-Keifer
*Luiseño*PARLIAMENTARIAN
Russell Attebery
*Karuk*COMMISSIONER
Marshall McKay
*Wintun*COMMISSIONER
William Mungary
*Paiute/White Mountain Apache*COMMISSIONER
Julie Tumamait-Stenslie
*Chumash*COMMISSIONER
[Vacant]COMMISSIONER
[Vacant]EXECUTIVE SECRETARY
Christina Snider
*Pomo***NAHC HEADQUARTERS**
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
Alameda County
7/22/2020**

Amah Mutsun Tribal Band of Mission San Juan Bautista

Irenne Zwielerlein, Chairperson
789 Canada Road
Woodside, CA, 94062
Phone: (650) 851 - 7489
Fax: (650) 332-1526
amahmutsuntribal@gmail.com

Costanoan

The Ohlone Indian Tribe

Andrew Galvan,
P.O. Box 3388
Fremont, CA, 94539
Phone: (510) 882 - 0527
Fax: (510) 687-9393
chochenyo@AOL.com

Bay Miwok
Ohlone
Patwin
Plains Miwok

Costanoan Rumsen Carmel Tribe

Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA, 91766
Phone: (909) 629 - 6081
Fax: (909) 524-8041
rumsen@aol.com

Costanoan

The Confederated Villages of Lisjan

Corrina Gould, Chairperson
10926 Edes Avenue
Oakland, CA, 94603
Phone: (510) 575 - 8408
cvltribe@gmail.com

Bay Miwok
Ohlone
Delta Yokut

Indian Canyon Mutsun Band of Costanoan

Ann Marie Sayers, Chairperson
P.O. Box 28
Hollister, CA, 95024
Phone: (831) 637 - 4238
ams@indiancanyon.org

Costanoan

Muwekma Ohlone Indian Tribe of the SF Bay Area

Monica Arellano,
20885 Redwood Road, Suite 232
Castro Valley, CA, 94546
Phone: (408) 205 - 9714
marellano@muwekma.org

Costanoan

North Valley Yokuts Tribe

Katherine Perez, Chairperson
P.O. Box 717
Linden, CA, 95236
Phone: (209) 887 - 3415
canutes@verizon.net

Costanoan
Northern Valley
Yokut

North Valley Yokuts Tribe

Timothy Perez, MLD Contact
P.O. Box 717
Linden, CA, 95236
Phone: (209) 662 - 2788
huskanam@gmail.com

Costanoan
Northern Valley
Yokut

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed Clawiter Road Industrial Project, Alameda County.



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

Muwekma Ohlone Indian Tribe of the SF Bay Area
Monica Arellano
20885 Redwood Road, Suite 232
Castro Valley, CA 94546
Via Email: marellano@muwekma.org

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Ms. Arellano,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster".

Elaine Foster, B.A.
Archaeologist

Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

Costanoan Rumsen Carmel Tribe
Tony Cerda, Chairperson
244 E. 1st Street
Pomona, CA 91766
Via Email: rumsen@aol.com

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Chairperson Cerda,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster", written in a cursive style.

Elaine Foster, B.A.
Archaeologist

Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

The Ohlone Indian Tribe
Andrew Galvan
PO Box 3388
Fremont, CA 94539
Via Email: chochenyo@aol.com

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Mr. Galvan,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster", written in a cursive style.

Elaine Foster, B.A.
Archaeologist
Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

The Confederated Villages of Lisjan
Corrina Gould, Chairperson
10926 Edes Avenue
Oakland, CA 94603
Via Email: cvltribe@gmail.com

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Chairperson Gould,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster", is written over a light blue horizontal line.

Elaine Foster, B.A.
Archaeologist
Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

North Valley Yokuts Tribe
Katherine Perez, Chairperson
PO Box 717
Linden, CA 95236
Via Email: Canutes@verizon.net

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Chairperson Perez,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster".

Elaine Foster, B.A.
Archaeologist

Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

North Valley Yokuts Tribe
Timothy Perez, MLD Contact
PO Box 717
Linden, CA 95236
Via Email: huskanam@gmail.com

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Mr. Perez,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster", written in a cursive style.

Elaine Foster, B.A.
Archaeologist

Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

Indian Canyon Mutsun Band of Costanoan
Ann Marie Sayers, Chairperson
PO Box 28
Hollister, CA 95024
Via Email: ams@indiancanyon.org

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Chairperson Sayers,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster", written in a cursive style.

Elaine Foster, B.A.
Archaeologist

Enclosed: Project Location Map



Rincon Consultants, Inc.

449 15th Street, Suite 303
Oakland, California 94612

510 834 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

August 25, 2020

Amah Mutsun Tribal Band of Mission San Juan Bautista
Irenne Zwierlein, Chairperson
789 Canada Road
Woodside, CA 94062
Via Email: amahmutsuntribal@gmail.com

Subject: Cultural Resources Study for the 25800 Clawiter Road Industrial Project, City of Hayward,
Alameda County, California

Dear Chairperson Zwierlein,

Rincon Consultants, Inc. (Rincon) has been retained by the City of Hayward (City) to conduct an Initial Study-Mitigated Negative Declaration for the 25800 Clawiter Road Industrial Project, located in the city of Hayward, Alameda County, California. The project site is surrounded by developed land for commercial and industrial use to the east, west, and north and Highway 92 to the south. The project involves the demolition of four existing buildings and construction of four new buildings totaling 615,621 square feet and a transformer yard along with 317 auto parking spaces and 45 trailer parking spaces. The project also involves two overhead transmission lines in a 0.6-0.8-mile route from the project site to an off-site PG&E switchyard. This project is subject to the California Environmental Quality Act (CEQA) and the City of Hayward is the lead agency. This letter is intended as informal outreach only; consultation under California Assembly Bill 52 of 2014 will be carried out separately by the City of Hayward.

This letter serves to inquire about your knowledge of potential cultural resources within the vicinity that may be impacted by the project. Rincon contacted the Native American Heritage Commission to request a Sacred Lands File search of the project site that was returned with positive results. The CHRIS records search did not indicate any archaeological resources within the project site or a half-mile radius. Four historic structures are located within a half-mile radius, but none are within or adjacent to the project site.

If you have knowledge of cultural resources that may exist within or near the project site that you wish to be documented in our report, please contact me at (213) 788-4842, extension 3016, or at efoster@rinconconsultants.com. Thank you for your assistance.

Sincerely,
Rincon Consultants, Inc.

A handwritten signature in black ink, appearing to read "Elaine Foster". The signature is fluid and cursive, with a prominent loop at the end.

Elaine Foster, B.A.
Archaeologist
Enclosed: Project Location Map

Attachment C

California Department of Parks and Recreation Forms

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 #: 25800 Clawiter Road

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted *a. County: Los Angeles
 *b. USGS 7.5' Quad: Hayward Date: 1993 Township 3S, Range 2W, Section N/A M.D.B.M.
 c. Address: 25800 Clawiter Road City: Hayward Zip: 94545
 d. UTM: Zone: mE/ mN (G.P.S.)
 e. Other Locational Data: APNs 439-0080-003-07, 439-0080-003-12, 439-0080-003-10, 439-0080-010, and 439-0080-005-02

***P3a. Description:**

The subject property is an industrial facility consisting of five major buildings: the Manufacturing Building, Office Building, Fabrication and Machining Building, Dynamometer Building, and Warehouse. There are also several small ancillary buildings situated alongside their larger counterparts. The buildings are clustered on two parcels on the property's north side. Two southern parcels are undeveloped and, at the time of the field survey, were used for the storage of vehicles. A railroad spur—which is not associated with the property and is not included in this survey—separates the two sections of the property.

The property centers on the Manufacturing Building, which was completed in 1968. Designed in no discernible style, the sprawling, highly altered, one-to-two-story building is rectangular in plan and culminates in a complex roof with flat, bowstring arch, low-pitched gable, and pent sections. Visual inspection suggests the building's structural system is a combination of steel and concrete tilt-up construction. Exterior surfaces are a combination of brick and corrugated or standing-seam sheet metal. The original west and south elevations are characterized by alternating columns of brick and metal siding. Several loading bays penetrate all but the west elevation. Square fixed-sash windows, open from the south end of the west elevation and the original portion of the south elevation. The building's irregular profile and varied roof forms and exterior cladding reflect are the product of substantial additions made to the building between 1968 and 2004. A non-original canopy connects the building's south elevation to the Office Building. Appended to much of the building's original perimeter, the additions are so extensive that the original exterior of the building is visible only on the south elevation and a small portion of the west elevation.

See continuation sheet, p. 4.

*P3b. Resource Attributes: HP8. Industrial building

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

P5a. Photo or Drawing



P5b. Description of Photo:

Manufacturing Building, south elevation (partial). Facing northwest.

***P6. Date Constructed/Age and Sources:**

Historic Prehistoric Both

1968-2004 (Netronline var.)

***P7. Owner and Address:**

N/A

***P8. Recorded by:**

James Williams
 Rincon Consultants
 449 15th St #303
 Oakland, CA 94612

***P9. Date Recorded:**

August 26, 2020

***P10. Survey Type:**

Intensive

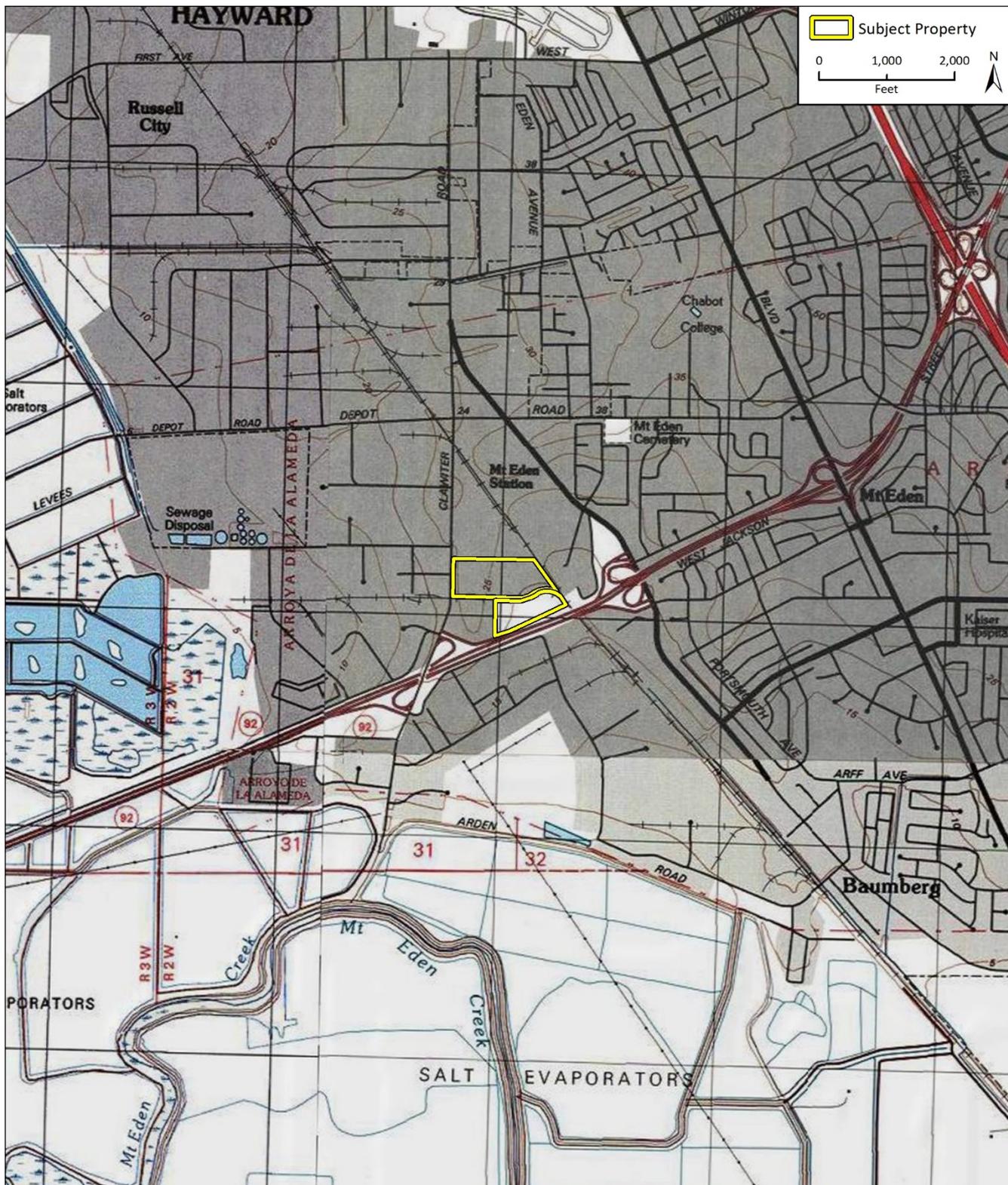
***P11. Report Citation:**

Foster, Elaine, James Williams, and Steven Treffers. 2020. *Cultural Resources Assessment for the 25800 Clawiter Road Industrial Project, Hayward, Alameda County, California*. Prepared the City of Hayward by Rincon Consultants, Inc. Report on file at the Northwest Information Center, Sonoma State University.

*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

*Resource Name or # 25800 Clawiter Road

*NRHP Status Code 6Z

Page 3 of 7

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Manufacturing
B4. Present Use: Vacant

*B5. Architectural Style: No discernible style

***B6. Construction History:**

The Manufacturing Building was constructed in 1968, with the side (north) addition completed sometime between 1968 and 1980 and the front (west) addition constructed sometime between 1993 and 2002 (Netronline 2020). The Fabrication and Machining Building dates from sometime between 1968 and 1974, with two additions completed by 1987 and 2002, respectively (Netronline 2020). The Warehouse, Dynamometer Building, and Office Building were completed sometime between 1993 and 2002 (Netronline 2002).

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

*B8. Related Features: None

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme N/A Area N/A

Period of Significance N/A Property Type N/A Applicable Criteria N/A

The subject property consists of four large industrial buildings, one office building, and additional ancillary buildings historically associated with the Gillig Brother bus manufacturing company. The prope (Netronline var.). Among these, the Manufacturing Building and the Fabrication and Machining Building and Ancillary Building 1, both completed by 1968, are the oldest buildings on the property. Among these, the Manufacturing Building and a nearby ancillary building, both completed by 1968, are the oldest buildings on the property. The Manufacturing Building is a sprawling, highly altered industrial building with some Modern-style details. Its irregular plan owes to the successive additions constructed on the north, east, and west elevations between 1968 and 2004. Constructed between 1968 and 1974, the Fabrication and Machining Building is utilitarian industrial building is a prefabricated industrial building. It has also been subject to multiple additions, the last of which was a sizable rear extension built sometime between 1993 and 2002. The remaining buildings include an office building and several typical warehouse and industrial buildings completed between 1993 and 2002 (Netronline var.).

See continuation sheet, p. 5.

B11. Additional Resource Attributes: N/A

***B12. References:**

- Ancestry.com. 2001. U.S. City Directories, 1822-1995 [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. Ancestry.com. Accessed July 27, 2020.
- _____. 2012. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. Ancestry.com. Accessed July 27, 2020.
- “A Brief History of Gillig Bros.” 2020. http://buskidspace.tripod.com/gillig_unused/gillighistory.htm. Accessed July 27, 2020.

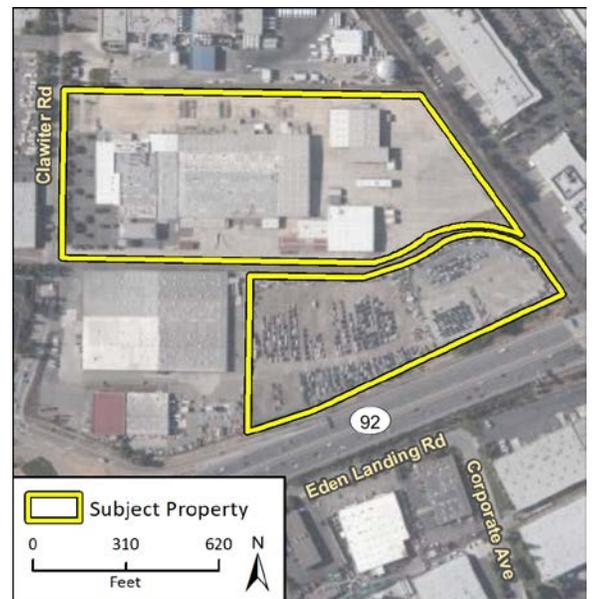
See continuation sheet, p. 7.

B13. Remarks:

*B14. Evaluator: James Williams, Rincon Consultants

*Date of Evaluation: August 27, 2020

(This space reserved for official comments.)



*Recorded by: James Williams, Rincon Consultants

*Date: August 27, 2020

Continuation

Update

P3. Description (continued):

Located to the southeast is the Fabrication and Machining Building, a warehouse-style building with a roughly L-shaped footprint, concrete foundation, and multi-level gabled and shed roof with corrugated metal cladding. Constructed in phases between 1968 and 2002, it has the appearance of a building assembled from several prefabricated sections. As in the case of the Manufacturing building, its periodic augmentation is evident in varied styles metal wall sheeting and irregular rooflines. Entrances are found on all but the south and east elevations and feature solid wood or metal and metal roll-up bay doors. Natural light is provided through windows on the south elevation and skylights. The three remaining buildings on the property were constructed between 1993 and 2002. The Office Building is two stories in height and was designed in no discernible style. Regular in plan, it sits on a concrete foundation and is capped with a hipped roof sheathed in standing-seam metal. Its structural system is sheathed in corrugated metal wall cladding. Entrances are on the north, south, and east elevations and feature solid wood or metal doors and standard comm door and window assemblies. Windows are fixed with steel sashes and are sheltered at several locations by cantilevered metal overhangs.

Constructed sometime between 1968 and 1974, the Dynamometer building is located east of the Manufacturing Building, at the rear of the property. Built on a narrow, rectangular footprint, the metal-clad, warehouse-style building has a front-gabled roof. Warehouse bays with metal roll-up doors open at the far ends of the building (east and west elevations).

Immediately to the north is the Warehouse, completed sometime between 1993 and 2002. Clad in standing-seam metal, the building consists of an enclosed central portion and partially open-frame shelters that extending on the south and west elevations. Its roof is low-pitched gabled with shed extensions. The building is accessed by metal roll-up doors on the north and east elevations and an inclined concrete vehicular dock on the east elevation.

Numerous minor ancillary buildings are located on the south and east sides of the property. Generally, these consist of sheds and portable buildings.

Outside the building footprints, most of the property is paved with asphalt and concrete. Large portions of the undeveloped southern parcels are undeveloped and unpaved. These are used for storage, parking, and circulation. Landscaping is confined to the western end of the property, near the Clawiter Road frontage. Mature trees, grass, and vines trace the property line, while the parking lot includes several concrete planters with mature trees. Securing the property is a chain-link fence with a sliding automotive gate located at the property's southwest corner.

B10. Significance (continued):

Historic aerial photographs and USGS topographical maps indicate that the Southern Pacific Railroad had been constructed along what is now the property's east boundary by 1899 and the area was sparsely developed and agricultural in character until the mid-twentieth century (Ramboll Environ 2017; Netronline 2020). An aerial photograph taken in 1928 depicts a small cluster of buildings in the property's southeast corner and what were likely crop fields occupying the remainder of the property. The property retained this character until around 1967, when the Gillig Corporation began construction on the Manufacturing Building (Ramboll Environ 2017; Netronline 2020; Oakland Tribune September 17, 1967).

Founded by Jacob Gillig (1853-1907) in 1896, the company was best-known as a manufacturer of school buses in the twentieth century. Gillig founded the firm in San Francisco after decades employed as a carriage trimmer. The company continued in the business of upholstering carriages for around a decade, but by 1910, Jacob's son had reorganized the company as the Leo Gillig Automotive Works, specializing in the fabrication of automobile tops. In the 1920s, however, the growing popularity of closed-body automobiles proved the death knell for the car top industry. Leo and his younger brother Chester led their rechristened Gillig Brothers company into the heavy-duty truck body manufacturing sector (CoachBuilt.com 2014; "A Brief History of Gillig Brothers 2020).

The onset of the Great Depression so diminished the market for the Gilligs' products that the company was once again forced to reorient its production, and in 1932 Gillig Brothers began to manufacture school buses. Prior to the 1930s, school buses were comparatively small and typically consisted of bodies with large seating areas affixed to standard automobile chassis. In the early 1930s, Gillig Brothers became an early producer of both all-steel school bus bodies and the flat-front, transit-style "Type D" school bus that influenced the design of much larger school buses through the rest of the twentieth century. Gillig Brothers was not responsible for either innovation, however; Blue Bird Body Company and Wayne Works had produced the first all-steel bodies in 1927, and Gillig joined competitors Wayne Works and Crown Coach in producing transit-style school buses in the early 1930s ("School Bus History" 2020). In 1937, Gillig acquired Patchett and Carstensen, a California-based school bus manufacturer and, that year, relocated to Hayward, where the firm acquired a larger factory described in one sources as "the old Sprague-Sells factory west of the Southern Pacific" (CoachBuilt.com 2014).

See continuation sheet, p. 5.

*Recorded by: James Williams, Rincon Consultants

*Date: August 27, 2020

■ Continuation

□ Update

B10. Significance (continued):

Between 1967 and 1968, the firm developed the subject property under the leadership of President Stanley J. Marx. Marx's tenure with the firm began in 1927, when he began work as a mechanic at Gillig Brothers' San Francisco plant. He continued to work for the company following its move to Hayward (CoachBuilt.com 2014; "A Brief History of Gillig Brothers" 2020). By 1940, Marx had begun working as a salesman for the company, and by 1948, he was promoted to sales manager (Ancestry 2011; 2012). Upon the death of Leo and retirement of Chester, both in 1953, Marx became the first person from outside the Gillig family to run the firm. In 1957, under Marx's leadership, Gillig acquired Pacific Car & Foundry from Kenworth-Pacific and adopted the firm's comparatively streamlined bus designs (CoachBuilt.com 2014). In 1959 at a former location, Gillig Brothers began production of the first rear-engine diesel-powered school bus, the C-180 Transit Coach. It eventually became the most popular school bus of its type on the West Coast (SchoolBusDrive.org 2020).

Construction of the new plant at the subject property began in 1967, during a period of rapid growth in Hayward. The city population grew from around 6,700 in 1940 to over 72,000. By this time, the city's post-World War II expansion had led to the urbanization of the area near Clawiter Road, east of the Southern Pacific tracks (City of Hayward 2020; Curry 2020). Historic aerial photographs show that in the 1960s and 1970s, the area surrounding the subject property was gradually developed with larger commercial and/or industrial properties (Ramboll Environ 2017).

The new Gillig plant's initial construction consisted solely of the Manufacturing Building and, likely, a nearby outbuilding. Operational by July 21 1967, the new factory building measured 117,000 square feet, employed 175, and cost \$1.5 million to complete (CoachBuilt.com 2014). A contemporary article in the Hayward Daily Review described Gillig as "the largest school bus manufacturer west of the Mississippi," thanks the firm's newly expanded capacity at the Clawiter Road site (Hayward Daily Review quoted in CoachBuilt.com 2014).

In 1973, Marx retired from his position at Gillig. That same year, the company was acquired by Herrick Corporation, a Hayward-based manufacturer and erector of structural steel ("A Brief History of Gillig Brothers" 2020). The acquisition coincided roughly with the construction of the Fabrication and Machining Building, which first appears in historic aerial photographs in 1974 (Ramboll Environ 2017). In the mid-1970s, Gillig's production shifted from school bus production to the manufacture of transit buses, which accounted for ninety percent of Gillig's business in 1974. School bus production at the Hayward plant dwindled, and the company built its last school bus in 1982 (CoachBuilt.com 2014; "A Brief History of Gillig Brothers" 2020). Chicago-based Henry Crown & Company acquired Gillig in 2008 (Met Staff 2008). In May 2017, Gillig shuttered its plant on Clawiter Road and relocated to larger facilities in nearby Livermore (Ruggerio 2017). Several new buildings and additions were completed between 1993 and 2004. These include the Office Building, Dynamometer Building, Warehouse, and several minor ancillary buildings.

Significance Evaluation

The property at 25800 and 25858 Clawiter Road is recommended ineligible for listing in the NRHP, CRHR, or local designation. The property does not appear eligible for associations with significant events. The Gillig Corporation primarily manufactured school and transit buses at the plant on Clawiter Road. Although the firm reportedly once commanded an impressive share of the U.S. West Coast market for school buses, no available evidence suggests this alone is an important development in this context. Additionally, research for this study revealed the company was an early adopter of important changes in school bus design, but was not directly responsible for any technical advances. An exception to this was the company's design for the first rear-engine, diesel-powered school bus, the C-180 Transit Coach, which Gillig first produced in 1959. While the model proved popular in the Western United States, available evidence does not suggest this innovation constituted a singular milestone in the history of school bus design and production. In any case, the subject property is associated only with the production of the C-180 Transit Coach, and not with its conception or design. To wit, Gillig began producing this model nine years before the subject property opened. As such, the subject property's association with this event is merely secondary. Further, whatever the subject property's association with production of the C-180 Transit Coach after 1968, the Manufacturing Building has been altered with three substantial additions since its initial completion, one of which covers nearly all of the building's west-facing front elevation. The other two additions were completed between 1993 and 2002, long after Gillig ceased manufacturing school buses. As a result, the Manufacturing Building has been changed markedly from its original appearance and is no longer representative of its association with Gillig's school bus manufacturing operations. The current study also finds no evidence the subject property was important to the history of industrial development in Hayward or any other event or patterns of events significant in the history of the city, region, state, or nation. Therefore, the subject property is recommended ineligible for listing under Criterion A/1/1.

The subject property is not associated with any individuals known to have made important contributions to the history of the city, region, state, or nation. Jacob Gillig is noted for founding his namesake firm in 1896, and his sons Leo and Chester helmed the company as it expanded into bus manufacturing sector in the first half of the twentieth century. However, all these figures died or retired from their company before the subject property was developed and, as a result, have no direct association with the property. The likeliest candidate for significance under Criterion B/2/2 is Stanley J. Marx, who managed the company between 1953 and 1973 and presided over the initial development of the subject property in 1967-1968. Although the Gillig Corporation experienced continued expansion under Marx's tenure, research for this study uncovered no evidence that he is strongly associated with important developments in the history of transportation or manufacturing or that he made any other contributions that would be considered important to the history of the city, state, region, or nation. Moreover, as reasoned above, alterations to the Manufacturing Building have substantially weakened the property's ability to convey its associations with Marx's time at the company. Therefore, the subject property is recommended ineligible for listing under Criterion B/2/2.

See continuation sheet, p. 6.

*Recorded by: James Williams, Rincon Consultants

*Date: August 27, 2020

Continuation

Update

B10. Significance (continued):

The property does not appear eligible as a distinctive example of an architectural style or the work of a master. It consists of four sizeable industrial buildings, several smaller ancillary buildings, and one office building, none of which possess a discernible architectural style or possess any distinctive architectural or engineering elements. Additionally, although archival research did not identify the architects responsible for designing the subject buildings, there is nothing to suggest any of the buildings would be considered exemplary work of any master architect, designer or builder. As a result, the subject property is recommended ineligible for listing under Criterion C/3/3.

The field survey and records search results did not suggest the property may yield important information about prehistory or history. It is therefore recommended ineligible under Criterion D/4/4.

Photographs:



Left: North elevation of the Manufacturing Building, facing southeast. Right: West and south elevations of the Fabricating and Machining Building, facing northeast.



Left: West and south (partial) elevations of the Office building, with the Manufacturing Building at left. Right: North and east elevations of the Dynamometer Building, facing southwest.

See continuation sheet, p. 7.

*Recorded by: James Williams, Rincon Consultants

*Date: August 27, 2020

■ Continuation

□ Update

Photographs (continued):



North elevation of the Warehouse, facing south.

B12. References (continued):

- Circa Historic Property Development. 2010. City of Hayward Historical Resources Survey, & Inventory Report, Final. Prepared for the City of Hayward. July.
- CoachBuilt.com. 2014. "Gillig Bros., Gillig Corp., Jacob Gillig, J. Gillig & Son, Leo Gillig Automobile Works." <http://www.coachbuilt.com/bui/g/gillig/gillig.htm>. Accessed July 27, 2020.
- Curry, Diane. 2020. "History," <https://townsquarepublications.com/hayward-history/>. Accessed July 28, 2020.
- Hayward, City of. 2020. "Hayward History," <https://www.hayward-ca.gov/discover/hayward-history>. Accessed July 28, 2020.
- MET Staff. 2008. "Gillig Corp. Under New Ownership," Metro. August 1. <https://www.metro-magazine.com/10028472/gillig-corp-under-new-ownership>. Accessed July 28, 2020.
- Oakland Tribune. 1967. "Hayward Bus Firm Expands," September 17. <https://www.newspapers.com/>. Accessed July 28, 2020.
- Ramboll Environ. 2017. Phase I Environmental Site Assessment, Former Gillig Corporation Facility, 25800 and 25858 Clawiter Road, Hayward, California. Prepared for CC Industries, Inc. – A Henry Crown Company. September.
- Ruggerio, Angela. 2017. "Final Day in Hayward as Bus Manufacturing Titan Gillig Heads to Livermore," The Mercury News. May 19. <https://www.mercurynews.com/2017/05/19/final-day-in-hayward-as-bus-manufacturing-titan-gillig-heads-to-livermore/>. Accessed July 27, 2020.
- "School Bus History." 2020. <http://www.schoolbusdriver.org/history.html>. Accessed July 28, 2020.