

Appendix D

Supporting Cultural Resources Information

**CULTURAL RESOURCES REPORT
VALLEY RAIL SACRAMENTO EXTENSION,
SACRAMENTO AND SAN JOAQUIN COUNTIES, CALIFORNIA**

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Acronyms and Abbreviations

AB	Assembly Bill
ACE	Altamont Corridor Express
ACHP	Advisory Council on Historic Preservation
ADA	Americans with Disabilities Act
AECOM	AECOM Technical Services, Inc.
APE	Area of Potential Effects
Bay	San Francisco Bay
BNSF	Burlington North Santa Fe Railroad
BP	before present
Caltrans	California Department of Transportation
CCIC	Central California Information Center
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
Delta	Sacramento-San Joaquin Delta
IBMI	Ione Band of Miwok Indians
ICCTA	Interstate Commerce Commission Termination Act
LRT	light rail transit
MP	Mile Post
NAHC	Native American Heritage Commission
NCIC	North Central Information Center
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation
PRC	Public Resources Code
project	Valley Rail Sacramento Extension
RD	Reclamation District
ROW	right of way
RPA	Registered Professional Archeologist
SacRT	Sacramento Regional Transit
SHPO	State Historic Preservation Officer
SJJPA	San Joaquin Joint Powers Authority
SJRRC	San Joaquin Regional Rail Commission
SMF	Sacramento International Airport
SRCSA	Sacramento Regional County Sanitation District
SRFCP	Sacramento River Flood Control Project
SRHCR	Sacramento Register of Historic and Cultural Resources
SSBMI	Shingle Springs Band of Miwok Indians
TCP	traditional cultural property
UAIC	United Auburn Indian Community
UPRR	Union Pacific Railroad
USACE	U.S. Army Corps of Engineers

U.S.C.	United States Code
USGS	U.S. Geological Survey
Valley Rail	Altamont Corridor Express Valley Rail Sacramento Extension

Summary of Findings

The San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRRC), which manage the Amtrak San Joaquins and the Altamont Corridor Express (ACE), respectively, are jointly undertaking the planning, design, and environmental review of the Valley Rail Sacramento Extension Project (proposed project), a proposed passenger rail service between Stockton and Sacramento. The project contains both Phase I and Phase II improvements that are under environmental review. Phase I improvements would support the proposed rail service extension to Sacramento no later than 2023. Phase II improvements would support future projected passenger train maintenance and layover needs for both ACE and San Joaquins services.

Phase I project improvements would include the construction of six new rail stations and track improvements (including new siding and curve reconstructions) along the Union Pacific Railroad (UPRR) Sacramento Subdivision. The proposed stations would include one new station in Lodi and five new stations in Sacramento (“North Elk Grove” along Cosumnes River Boulevard in South Sacramento; City College; Midtown Sacramento; Old North Sacramento; and Natomas/Sacramento Airport). Phase II project improvements would include the construction of a maintenance and layover facility proposed on a 125-acre site west of the UPRR and east of Levee Road on both sides of West Elkhorn Boulevard near the Natomas/Sacramento Airport Station. The site is currently occupied by a number of privately owned industrial parcels and was not surveyed. Phase II project improvements have not been funded and are subject to change. Subsequent CEQA documentation will be required once further details and determined funding is identified.

The study was conducted to meet the requirements of the California Environmental Quality Act (CEQA) and ensure that no significant impacts would occur to historical resources, unique archaeological resources, or tribal cultural resources as a result of the project.

Records searches were conducted at the North Central Information Center (NCIC), California State University, Sacramento, and the Central California Information Center (CCIC), California State University, Stanislaus, which identified no previously recorded archaeological resources and 17 extant built environment resources in the CEQA study area. This included eight segments and one trestle of the former WPRR (recorded under Map ID 01 [Sacramento County] and Map ID 10 [San Joaquin County]); one bridge of the former WPRR (Map ID 02); one segment of the American River Flood Control District Levee (Map ID 04); one segment of the former Sacramento Northern Railroad (Map ID 05); one segment of the former Southern Pacific Railroad (SPRR) (Map ID 08); one segment of the Morrison Creek and Union House Creek Levee (Map ID 09); one former communications line (Map ID 11); and one canal segment (Map ID 12). One vehicular bridge over a canal was also identified in the records search at CCIC, but was demolished in 2009.

Additionally, AECOM staff conducted an inventory and evaluation on a single property in June 2017 as part of initial project development. A memorandum was prepared for the 5.82-acre industrial property at 2175 Acoma Street in Sacramento that included two Quonset huts constructed in 1946, a warehouse constructed in 1961, and an office building constructed in 1975 (Map ID 07). AECOM staff concluded that the Quonset huts and the warehouse did not appear to

meet the criteria for listing in the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or the Sacramento Register of Historic and Cultural Resources (SRHCR), or were historical resources for the purposes of the CEQA.

Surveys of the CEQA study area occurred on multiple field days in late October and early November 2017; July, August, September, and October 2018; and November and December 2019. These surveys resulted in the recordation of no archaeological resources and six built environment resources not previously recorded. All six built environment resources include rural agricultural properties, an industrial site, a segment of telegraph poles, and a segment of a former electric railway line.

None of the previously recorded or newly identified built environment resources appeared to be eligible for the CRHR.

The Native American Heritage Commission (NAHC) was contacted and there were no sacred sites identified in the CEQA study area. The United Auburn Indian Community (UAIC) of the Auburn Rancheria and the Shingle Springs Band of Miwok Indians (SSBMI) requested formal consultation with SJRRC under Assembly Bill (AB) 52. Consultation is ongoing with the UAIC. Based on consultation with the SSBMI, the tribe has concerns and requested pre-construction cultural sensitivity training, as well as an invitation to monitor ground-disturbing construction activities after review of the final design of the project.

Based on the background research, survey, and consultation, no historical, unique archaeological, or tribal cultural resources will be impacted as a result of the proposed project.

1. Introduction

The San Joaquin Joint Powers Authority (SJJPA) and the San Joaquin Regional Rail Commission (SJRRRC), which manage the Amtrak San Joaquins and the Altamont Corridor Express (ACE), respectively, are jointly undertaking the planning, design, and environmental review of the Valley Rail Sacramento Extension Project (proposed project), a proposed passenger rail service between Stockton and Sacramento. The project contains both Phase I and Phase II improvements that are under environmental review. Phase I improvements would support the proposed rail service extension to Sacramento no later than 2023. Phase II improvements would support future projected passenger train maintenance and layover needs for both ACE and San Joaquins services.

As described in this section, the Phase I project would include the construction of six new rail stations and track improvements (including new siding and curve reconstructions) along the Union Pacific Railroad (UPRR) Sacramento Subdivision (see Figures 1-1 to 1-9). The proposed stations would include one new station in Lodi and five new stations in Sacramento (“North Elk Grove” along Cosumnes River Boulevard in South Sacramento; City College; Midtown Sacramento; Old North Sacramento; and Natomas/Sacramento Airport). These proposed Phase I project components are described below.

Phase II project improvements included the construction of a maintenance and layover facility proposed to be located on a 125-acre site west of the UPRR and east of Levee Road on both sides of West Elkhorn Boulevard. The site is currently occupied by a number of privately-owned industrial parcels. In order to accommodate the facility, a grade separation (overpass) of West Elkhorn Boulevard would be required for vehicles to pass over the proposed facility. The West Elkhorn Boulevard overpass would begin just west of West 6th Street and extend over the UPRR tracks and the facility before dropping back to grade just west of Levee Road. Access to the Natomas Maintenance and Layover Facility (and the Natomas/Sacramento Airport Station) would be provided via a ramp connection along Blacktop Road to the new West Elk Horn Boulevard overpass. As part of Phase II, the Natomas/Sacramento Airport Station parking lot would be expanded onto a 4-acre site south of the station to provide an additional 260 parking spaces. The layout of the Natomas Maintenance and Layover Facility (including the West Elkhorn Boulevard overpass and Natomas/Sacramento Station Parking Expansion) is depicted in Figure 1-10 and would include the following features:

- Construction of multiple yard tracks for the storage of up to eight 1,000-foot long train consists during both operating and non-operating hours.¹
- Construction of a main maintenance building and two smaller support buildings totaling approximately 180,000 square feet. The maximum heights of the buildings would be approximately 60 feet.
- Construction of a train wash building.
- Construction of a surface parking lot for employee parking.

¹ A train consist is a lineup or sequence of railroad cars, with or without a locomotive, that form a single train unit.

1.1 Project Location

The proposed project spans the San Joaquin and Sacramento counties, from Stockton to Natomas (Figure 1-1). Project rail improvements would be entirely in the existing UPRR-owned right-of-way (ROW) along the Sacramento Subdivision.² As previously stated, the proposed project would also include the construction of new passenger rail stations situated in the following locations and depicted on the following U.S. Geological Survey (USGS) 7.5-minute topographic quadrangles (Figures 2-1 to 2-11):

Table 1 Project Station Locations

Station Name	Nearest City	County	Topographic Quadrangle	Acres
Lodi	Lodi	Stockton	<i>Lodi South</i>	13
Lodi Station South Alternative	Lodi	Stockton	<i>Lodi South</i>	15
Elk Grove	South Sacramento	Sacramento	<i>Florin</i>	32
City College	Sacramento	Sacramento	<i>Sacramento East</i>	<1
Midtown Sacramento	Sacramento	Sacramento	<i>Sacramento East</i>	<1
Old North Sacramento	Sacramento	Sacramento	<i>Sacramento East</i>	8
Natomas/ Sacramento Airport	Rio Linda	Sacramento	<i>Rio Linda</i>	8.4

1.2 Phase I Improvements

1.2.1 Phase I Stations

The six proposed stations and station alternatives/variants (where applicable), are described below. For stations that include alternatives (Lodi) or variants (North Elk Grove) only one alternative or variant would be selected for implementation. All stations would be designed in compliance with Americans with Disabilities Act (ADA) regulations and applicable federal transportation standards.

1.2.1.1 Lodi Station

The Lodi Station would be constructed on a 13-acre site along the south side of State Route (SR) 12 just east of the existing UPRR alignment. The site is currently being used for agriculture. Access to the station would be provided from SR 12 and Devries Road. As shown in Figure 1-2A, improvements that would be constructed as part of the Lodi Station include:

² A subdivision is a portion of railroad or railway that operates under a singles timetable (authority for train movement in the area).

- Construction of a 30-foot-wide by 1,000-foot-long at-grade center loading passenger platform.
- Construction of a surface parking lot providing approximately 280 parking spaces and three bus bays.
- Construction of a pedestrian undercrossing with ramps and stairs near the center of the platform (approximately 12 feet below existing grade), and a separate at-grade walkway at the north end of the platform providing access from the parking lot to the passenger platform.
- Improvements to SR 12 including a new signalized station access driveway with striping for right and left turn lanes.
- Construction of a stormwater basin south of SR 12.

Also shown in Figure 1-2A are project-related track improvements proposed in the vicinity of the Lodi Station (further described below). The station would also include passenger amenities such as platform shelters (approximately 8 to 10 feet high), benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes.

1.2.1.2 Lodi Station South Alternative

An alternative to the Lodi Station is also under consideration. Under the Lodi Station South Alternative, the station would be constructed on a 15-acre site along the north side of West Harney Lane just east of the UPRR alignment. The site is currently being used for agriculture. Access to the station would be provided from West Harney Lane and Devries Road. As shown in Figure 1-2B, improvements that would be constructed as part of the Lodi Station South Alternative include:

- Construction of a 30-foot-wide by 1,000-foot-long at-grade center loading passenger platform.
- Construction of a surface parking lot providing approximately 240 parking spaces and three bus bays.
- Construction of a pedestrian undercrossing with ramps and stairs near the center of the platform (approximately 12 feet below existing grade), and a separate at-grade walkway at the north end of the platform providing access from the parking lot to the passenger platform.
- Construction of station access driveways from West Harney Lane and Devries Road.
- Construction of a stormwater basin north of West Harney Road.

Also shown in Figure 1-2B are project-related track improvements proposed in the vicinity of the Lodi Station Alternative (further described below). Similar to the Lodi Station, the Lodi Station Alternative would also include passenger amenities such as platform shelters (approximately 8 to 10 feet high), benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes.

1.2.1.3 North Elk Grove Station

The North Elk Grove Station would be constructed on a 32-acre site beneath the Cosumnes Boulevard/Morrison Creek viaduct near the existing Sacramento Regional Transit (SacRT) Franklin light rail transit (LRT) station in Sacramento. The site is currently undeveloped property owned by the Sacramento Regional County Sanitation District (SRCSD). Access to the station would be provided by a frontage road to be constructed just south of Cosumnes Boulevard. As described below, there are two platform variants and two station access variants under consideration; however, as shown in Figures 1-3A through 1-3D, all variants would include the following improvements:

- Construction of a 30-foot-wide by 1,000-foot-long at-grade center loading passenger platform.
- Construction of a surface parking lot providing approximately 700 parking spaces and three bus bays.
- Construction of a pedestrian overcrossing with stairs and an elevator (approximately 40 feet above existing grade) providing access from the parking lot to the passenger platform.
- Improvements to Cosumnes Boulevard (further described below under North Elk Grove Station Access Variants 1 and 2).

Project-related track improvements proposed in the vicinity of the Elk Grove Station are also shown in Figures 1-3A through 1-3D are (further described below). The station would also include passenger amenities such as platform shelters (approximately 8 to 10 feet high), benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes.

North Elk Grove Station Platform Location Variant 1

Under Platform Variant 1 (P1), the platform would begin just south of the storm drain channel that runs parallel to the Cosumnes River Boulevard viaduct. The platform would be 30-feet wide with the north end of the platform ending 500 feet south of the Cosumnes River Boulevard viaduct.

North Elk Grove Station Platform Location Variant 2

Under Platform Variant 2 (P2), the platform location would begin north of the storm drain channel that runs parallel to the Cosumnes River Boulevard viaduct. The platform would be 30 feet wide with the north end of the platform ending at the Cosumnes River Boulevard viaduct. As described below, construction of P2 would require the construction of a new bridge crossing Union House Creek at Mile Post (MP) 130.45 to accommodate the proposed Elk Grove Siding.

North Elk Grove Station Access Variant 1

Under Access Variant 1 (A1), access to the station would be via a new signalized, three-way intersection on Cosumnes River Boulevard west of the existing Franklin LRT station access intersection. The proposed frontage road would parallel Cosumnes River Boulevard up to the new intersection.

North Elk Grove Station Access Variant 2

Under Access Variant 2 (A2), access to the station would be via the existing Cosumnes River Boulevard/Franklin LRT station intersection. The proposed frontage road would parallel Cosumnes River Boulevard up to the existing intersection where the intersection would be converted from the existing three-way configuration to a full four-way configuration.

1.2.1.4 City College Station

The City College Station would be constructed adjacent to the existing SacRT City College LRT station north of Sutterville Road in Sacramento. The proposed station would consist of a new, 15-foot-wide by 1,000-foot-long at-grade side loading passenger platform. The platform would also have a 300-foot-long by 8-foot-wide extension to the west connecting it to the existing LRT platform to facilitate transfers between trains (Figure 1-4). The station would also include the construction of tracks for ACE trains in the existing station area. Expansion of existing parking or bus facilities is not included as part of the proposed City College Station.

1.2.1.5 Midtown Sacramento Station

The Midtown Sacramento Station would be constructed near Q Street between 19th and 20th streets in Sacramento. This site was selected to minimize potential impacts to east-west roadways in Midtown during times when ACE and San Joaquin trains are at the station. While at the station, the train would stop across Q Street; train doors in the portion of the train that traversed Q Street would remain closed and passengers would need to board and disembark from other train cars. No new parking or bus facilities would be constructed as part of the proposed Midtown Sacramento Station. However, additional station area improvements are included to facilitate station access and integration of the station into the Midtown neighborhood. As shown in Figure 1-5, improvements that would be constructed as part of the Midtown Sacramento Station include:

- Construction of a 565-foot-long by 15-foot-wide at-grade side loading passenger platform that would extend south of Q Street and a 250-foot-long by 15-foot-wide at-grade side loading passenger platform that would extend north of Q Street in the existing UPRR ROW.
- Extension and upgrade of the existing railroad, including modifications of the two existing at-grade crossings at P Street and at Q Street, removal of the railroad switch just south of Q Street, and the installation of a new switch north of P Street.
- Construction of a plaza area behind station platform.
- Construction of enhanced platform shelters approximately 8 to 10 feet high.
- Construction of an enhanced bicycle/pedestrian plaza under the LRT guideway.
- An upgrade to the existing UPRR ROW fencing.
- Enhancements to the pedestrian crossing at Q Street with active warning devices.
- Construction of an enhanced path to 19th Street under the LRT guideway.

- Construction of a signalized mid-block crossing of 19th Street just north of the LRT tracks and guideway.
- Construction of a bicycle/pedestrian path in UPRR ROW from the Midtown Sacramento Station north to C Street, including pedestrian crossings with active warning devices at D Street, E Street, F Street, G Street, H Street, I Street, J Street, K Street, L Street, Capitol Avenue, N Street, O Street, and P Street.
- Expansion of the existing SacRT bus stops along the west side of 19th Street adjacent to the Truitt Bark Park to accommodate passenger drop off and bus loading.

1.2.1.6 Old North Sacramento Station

The Old North Sacramento Station would be constructed on an 8-acre site along the west side of Acoma Street just north of El Monte Avenue in Sacramento. The site is currently developed for commercial/industrial uses. Access to the station would be provided from two new driveways along Acoma Road. As shown in Figure 1-6, improvements that would be constructed as part of the Old North Sacramento Station include:

- Construction of a 30-foot-wide by 1,000-foot-long at-grade center loading passenger platform.
- Construction of a surface parking lot providing approximately 250 parking spaces and three bus bays.
- Construction of a pedestrian undercrossing and ramps near the center of the platform (approximately 5 feet below existing grade), and a separate at-grade walkway at the north end of the platform providing access from the parking lot to the passenger platform.
- Improvements to Acoma Street and El Monte Avenue, including relocation of existing stop signs.

Project-related track improvements proposed in the vicinity of the Old North Sacramento Station are also shown in Figure 1-6 are (described below). The station would also include passenger amenities such as platform shelters (approximately 8 to 10 feet high), benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes.

1.2.1.7 Natomas/Sacramento Airport Station

The Natomas/Sacramento Airport Station would be constructed on an 8.4-acre site along the east side of Blacktop Road just south of West Elkhorn Boulevard. Access to the station would be provided via Blacktop Road. The proposed Natomas/Sacramento Airport Station site is currently developed for commercial/industrial uses. As shown in Figure 1-7, improvements that would be constructed as part of the Natomas/Sacramento Airport Station include:

- Construction of a 15-foot-wide by 1,000-foot-long at-grade side loading passenger platform.
- Construction of a surface parking lot providing approximately 250 parking spaces and three bus bays.

The Natomas/Sacramento Airport Station would include passenger amenities such as platform shelters (approximately 8 to 10 feet high), benches, lighting, security cameras, signage, ticketing machines, bicycle storage facilities, landscaping, and emergency call boxes. Shuttle services to and from Sacramento International Airport would be provided and timed to meet all incoming and departing trains.

The Natomas/Sacramento Airport Station would also include layover tracks south of the platform to accommodate ACE and Amtrak train layovers between service runs. The layover tracks would accommodate four trains (plus one train layover at the station platform) and would also allow for interior train cleaning during layovers. Employee access to the layover tracks would be from an access road, which would be constructed west of the proposed tracks.

1.2.2 Phase I Track Improvements

Phase I includes track improvements to existing UPRR track at various locations along the Sacramento Subdivision (see Figure 1-8). These improvements, described below, are necessary to increase allowable train speeds and meet operational requirements. All of the proposed track work would occur in existing UPRR ROW.

Table 2 Project Track Improvement Locations (south to north)

Improvement Name	Nearest City	County	Topographic Quadrangle
Hammer Lane Siding Upgrade	Stockton	San Joaquin	<i>Lodi South</i>
E. March Lane and E. Swain Road Curve Reconstruction	Stockton	San Joaquin	<i>Lodi South</i>
New Lodi Siding	Lodi	San Joaquin	<i>Lodi South</i>
N. New Hope Road Curve Reconstruction	Thornton	San Joaquin	<i>Thornton</i>
Thornton Siding Upgrade and Extension	Thornton	San Joaquin	<i>Thornton</i>
Desmond Road Curve Reconstruction	Mokelumne City	San Joaquin	<i>Bruceville</i>
Phillips Siding Upgrade and Extension	Franklin	Sacramento	<i>Bruceville</i>
New Elk Grove Siding	South Sacramento	Sacramento	<i>Florin</i>
Elk Grove Station Curve Reconstruction	South Sacramento	Sacramento	<i>Florin</i>
Pollock Siding Upgrade	South Sacramento	Sacramento	<i>Florin</i>
South Sacramento Siding Upgrade	South Sacramento	Sacramento	<i>Sacramento East</i>
New City College Station Crossover	South Sacramento	Sacramento	<i>Sacramento East</i>
Del Paso Siding Upgrade and Extension	Sacramento	Sacramento	<i>Sacramento East and Rio Linda</i>

1.2.2.1 Track Curve Reconstruction

At four locations, existing track curve would be reconstructed by increasing the curve radii and shifting the centerline of the mainline tracks. These improvements would increase the allowable speed of the curves from 60 miles per hour (mph) to 90 mph to accommodate the typical 79 mph operation of San Joaquin and ACE trains along the corridor. Track curve reconstruction would occur at the following locations (Figure 1-8):

- Between East March Lane and East Swain Road (MP 97.30 and MP 97.52) in the city of Stockton.
- North of North New Hope Road between MP 114.67 and MP 114.85.
- South of Desmond Road between MP 117.29 and MP 117.60.
- North of the North Elk Grove Station between MP 130.78 and MP 130.58.

1.2.2.2 Existing Passing Siding Track Upgrades

Six existing UPRR sidings require upgrades to accommodate the operational requirements that UPRR needs to allow passenger service to run in this corridor, including:

- Hammer Lane Siding Upgrade—Including upgrade of the switches at each end of the siding and signal upgrades (MP 97.73 to MP 100.59).
- Thornton Siding Upgrade/Extension—Including upgrade of the southern switch, signal upgrades, removal of the northern switch, extension of the siding north by 10,000 feet, modification of the existing at-grade crossing at New Hope Road to allow for a second set of tracks, and installation of a new switch at the new northern terminus (MP 113.47 to MP 115.48).
- Phillips Siding Upgrade/Extension—Including upgrade of the southern switch, signal upgrades, removal of the northern switch, extension of the siding north by 10,000 feet, modification of the existing at-grade crossing at Core Road to allow for a second set of tracks, and installation of a new switch at the new northern terminus (MP 121.26 to MP 123.46).
- Pollock Siding Upgrade—Including upgrade of the switches at each end of the siding and signal upgrades (MP 131.89 to MP 132.88).
- South Sacramento Siding Upgrade—Including upgrade of the switches at each end of the siding and line and surface for increased speed. This also includes upgrading the two yard tracks adjacent to the siding in the vicinity of the proposed City College Station (MP 134.17 to MP 136.82).
- Del Paso Siding Upgrade/Extension—Including upgrade of the northern switch, signal upgrades, removal of the southern switch, extension by 19,000 feet creating two mainline tracks, modification of the existing crossing at the bike/ped path just north of the platform to allow for a second set of tracks, and installation of a new switch at the new southern terminus (MP 140.36 to MP 144.23). A universal crossover would be constructed in the center of the section between MP 141.6 and MP 141.96). There would be a new bridge at Arcade Creek (MP 141.69). On each end of the bridge are flood gates which would be modified to accommodate the additional track. The southern end would pass around the proposed Old North Sacramento Station platform.
- New Passing Siding Tracks
- There are two new UPRR sidings that are required to accommodate the operational requirements UPRR needs to allow passenger service to run in this corridor, including:

- Lodi Siding—Including construction of a second mainline track starting just south of West Harney Lane at MP 104.51 and extending north for approximately 18,500 feet to MP 107.95. The new track would go around the proposed station platform to be constructed for the Lodi Station or the Lodi Station South Alternative. The new track would also include modifications to the existing at-grade crossings at West Harney Lane, Devries Road, Kingdon Road, and SR 12 to allow for a second set of tracks.
- North Elk Grove Siding—Including construction of a 10,000-foot-long siding track starting south of Sims Road extending to just north of the proposed North Elk Grove Station. The new track would go around the proposed North Elk Grove Station platform. The actual limits of the siding would be based on which North Elk Grove Station Platform Variant is selected and would extend from MP 128.49 to MP 130.43 or from MP 128.64 to MP 130.58. The new track would include modifications to the existing UPRR at-grade crossing at Sims Road to allow for a second set of tracks. There would also be a new bridge crossing of Laguna Creek (MP 129.78) and (depending on the platform variant selected) a second bridge crossing of Union House Creek (MP 130.45).

1.2.2.3 New Crossover Track

A crossover track and signaling would be installed just south of the proposed City College Station to allow northbound and southbound passenger trains to pass using the existing track siding south of the proposed station. Work would occur just north of 26th Avenue at MP 135.20 (Figure 1-8).

1.2.3 Phase I Construction Methods

1.2.3.1 Track Work

Construction of new track or upgrades to existing track would include grading for the track subgrade with graders and excavators and the placement of subballast and ballast; concrete or wood ties would then be laid out. Continuous welded rails (1,000-foot-long rail strings) are welded together and clipped to ties, the ballast is tamped with on-track machinery along with the final adjustments to the alignment and profile. Construction of a new main track in the UPRR ROW would occur in segments; once the subgrade, ballast, and main track are installed for one segment, construction would continue down the alignment. The duration of construction activities for a modified track typically lasts approximately 1 to 2 months for a given location. The duration of construction activities for a new track typically lasts approximately 4 to 12 months for a given location.

Track construction could conflict with existing utility lines, and these lines would be relocated or protected in place. Relocation of utilities for track construction would likely occur at the Lodi Station, Lodi Station South Variant, and the Old North Sacramento Station. Station construction could conflict with existing utility lines. Relocation of utilities for station construction would likely occur with the New Lodi Siding Variants.

1.2.3.2 Bridges, Underpasses, and Overpasses

A new bridge is proposed over Arcade Creek in the Del Paso Siding Upgrade and Extension area. The proposed bridge would match the existing span arrangement and hydraulic waterway opening characteristics of the existing bridge over Arcade Creek, which is a ballasted deck, trestle

composed of three 30-foot spans with a total length of approximately 90 feet. Construction access to the south end of the proposed bridge would be through existing levee maintenance roads and along the proposed second track's graded bed on the east side of the existing track. The proposed bridge would also be supported by driven pilings and would use the current UPRR/BNSF Standard Plan precast/prestressed concrete double-cell box girders. If a temporary low water crossing is not permissible, the structure could be constructed from the ends to limit the potential impacts to sensitive resources.

A new bridge is proposed over Laguna Creek in the North Elk Grove Siding Variants area. The existing bridge across Laguna Creek is a ballasted deck timber trestle composed of 14, 14-foot to 15-foot simple spans supported by driven pile bents, for a total length of approximately 100 feet. The proposed bridge will also be supported by driven pilings, but more efficient UPRR/BNSF Standard Plan precast/prestressed concrete double-cell box girders may be used to increase the span length and reduce the number of foundation elements in the channel. Construction access to the south end of the Laguna Creek crossing would be through the SRCSD yard to the southwest corner of the existing structure over Laguna Creek or along the planned second track's graded bed on the east side of the existing track. Construction access to the north end of the proposed bridge will be through the maintenance access roads in the SRCSD bufferlands to the planned second track's new graded bed on the east side of the existing track. If a temporary low water crossing is not permissible, the bridge could be constructed from the ends to limit the potential impacts to sensitive resources.

A new bridge is proposed over the Union House Creek (also known as Beacon Creek) in the Elk Grove Station area. At the Union House Creek crossing, the existing bridge is a ballasted deck, continuous steel beam trestle composed of five, 30-foot-long spans bearing on steel bent caps supported by driven steel H-pile bents, for a total length of approximately 150 feet. Construction access to the south end of the proposed bridge would be through area cleared and graded for the planned station parking area that passes under the east end of the SacRT and Cosumnes River Blvd Morrison Creek Overhead structures. Access to the north end of the new structure will be along the graded track bed of the planned second track on the east side of the existing track. The proposed bridge would match the span arrangement of the existing bridge to minimize impacts to the conveyance capacity of the channel. It would also be supported by driven piling, but more efficient UPRR/BNSF Standard Plan precast/prestressed concrete double-cell box girders may be used. If a temporary low water crossing is not permissible, the proposed bridge could be constructed from the ends to limit the potential impacts to sensitive resources.

Abutment and pier foundations are typically accessed by temporary dirt roads with the construction equipment working in the disturbed areas of the new track bed, station parking areas, and levee modifications. Pile foundations in waterways may be accessed from the ground by pushing clean fill into the waterway on top of temporary pipe culverts or narrowing or diverting the waterway, then restoring the original condition when done.

A typical construction sequence for the bridges (track over water) would include the following:

- Install temporary culvert crossing in the waterway, if permissible
- Excavate abutment areas
- Layout and install piling, bent caps, and abutments

- Erect girders and bridge deck
- Complete any channel work and construct approaches in preparation for track work

Typical equipment used in the bridge construction may include the following.

- Excavator with bucket or breaker
- Bulldozer with blade or ripper
- Backhoe
- Loader
- Dump truck
- Crane with pile driving rig
- Crane with pile drilling rig
- Trucks with flatbed trailers and large crane(s) to haul, pick and place rebar cages, pile casings, column forms, girders, etc.
- Concrete trucks and pump trucks for cast-in-place concrete

Based on similar projects, construction of a railroad bridge crossing the creek could last approximately 8 to 12 months, depending on the access and in-water work windows.

Modifications to At-Grade Crossings

Modifications to at-grade crossings to support new tracks generally require removal of existing roadway and base for the installation of concrete crossing panels where the new main track crosses the roadway; relocation of railroad crossing signals, guards or gates, and signal houses; and installation of stop bars. Based on similar projects, construction associated with modified at-grade crossings would last approximately 7 to 15 working days, with an average of 9 working days.

1.3 Phase II Improvements

Phase II project improvements included the construction of a maintenance and layover facility proposed on a 125-acre site west of the UPRR and east of Levee Road on both sides of West Elkhorn Boulevard. The site is currently occupied by a number of privately owned industrial parcels. In order to accommodate the facility and traffic flow, a grade separation (overpass) of West Elkhorn Boulevard would be required. The West Elkhorn Boulevard Overpass would begin just west of West 6th Street and extend over the UPRR tracks and the facility before dropping back to grade just west of Levee Road. Access to the Natomas Maintenance and Layover Facility (and the Natomas/Sacramento Airport Station) would be provided via a ramp connection along Blacktop Road to the new West Elk Horn Boulevard overpass. As part of Phase II, the Natomas/Sacramento Airport Station parking lot would be expanded onto a 4-acre site south of the station to provide an additional 260 parking spaces. The layout of the Natomas Maintenance and Layover Facility (including the West Elkhorn Boulevard Overpass and Natomas/Sacramento Station Parking Expansion) is depicted in Figure 1-10 and would include the following features:

- Construction of multiple yard tracks for the storage of up to eight 1,000-foot long train consists during both operating and non-operating hours.³
- Construction of a main maintenance building and two smaller support buildings totaling approximately 180,000 square feet. The maximum heights of the buildings would be approximately 60 feet.
- Construction of a train wash building.
- Construction of a surface parking lot for employee parking.

1.3.1 Phase II Construction Methods

A description of the construction activities that would be undertaken for the Phase II improvements would be similar to that described above for the Phase I improvement. Construction methods for the West Elk Horn Boulevard Overpass are described below.

1.3.1.1 Construction of the West Elkhorn Boulevard Overpass

The structure type for the proposed West Elk Horn Boulevard Overpass would conform to the current California Department of Transportation (Caltrans) Bridge Design Specifications and the associated standards promulgated by Sacramento County. The types of structures used to create the separation of grades between rail and vehicular traffic use most of the same types of construction techniques and equipment employed to construct bridges over waterways described above.

Phasing of the construction would include creating a detour of traffic for West Elkhorn Boulevard east of the UPRR. This detour would include a slight shift off the existing UPRR at-grade crossing with moving traffic to Marnice Road and 6th Street. With the proposed work area clear of vehicular traffic, construction of the bridge would then take place. Nearing completion, a detour on the west side of Levee road would be built to allow for construction of the western touch down.

Construction of Phase II improvements could conflict with existing utility lines; these lines would be relocated or protected in place. Relocation of utilities for Phase II improvements would likely occur in the Natomas Maintenance and Layover Facility site.

Phase II project improvements have not been funded and are subject to change. Subsequent CEQA documentation will be required once further details and determined funding is identified.

1.4 CEQA Study Area

The CEQA study area includes all areas of the project footprint where ground disturbance would occur during the construction of stations (including the passenger amenities mentioned above), track improvements, and curve reconstructions where grading and excavation for utilities, foundations, pilings, and access roads would take place, (Figures 3-1 to 3-11).

³ A train consist is a lineup or sequence of railroad cars, with or without a locomotive, that form a single train unit.

To consider the potential for indirect impacts, a separate architectural CEQA study area was prepared that includes all areas of the project footprint for improvements as well as selected parcels and linear resources that intersect the project footprint. The architectural CEQA study area extends outside of the footprint and railroad ROWs in certain areas to consider visual and audible intrusions on properties. This extension occurs when the improvements are outside of the existing ROWs; properties where railroad materials, features, and activities have not been part of their historic setting; or where the introduction of visual or audible elements may affect the use or characteristics of those properties that would be the basis for their eligibility as a historical resource.

1.5 Personnel

All cultural resources work for this project has been carried out by the following individuals who meet (or were supervised by individuals who meet) the Secretary of the Interior's Professional Qualifications Standards and Guidelines for Archaeology and Historic Preservation (48 Code of Federal Regulations [CFR] 44716 [1983]), consistent with the procedures for compliance under Section 106 of the National Historic Preservation Act (NHPA) (36 CFR Part 800):

- Karin Goetter Beck, Registered Professional Archeologist (RPA) and a registered professional historian, acted as principal investigator and authored this report. Ms. Beck has a bachelor's degree in Anthropology from the University of California, Los Angeles, and a master's degree in Cultural Resources Management from Sonoma State University, California. She has 23.5 years of experience in conducting archaeological and built-environment investigations and historical research in California. Ms. Beck meets the Secretary of the Interior's Professional Qualifications Standards for work in Archaeology and History.
- Annamarie Leon Guerrero, RPA, acted as crew chief for portions of the field survey. Ms. Leon Guerrero has a bachelor's degree in English and Anthropology from the University of California, Berkeley, and a master's degree in Cultural Resources Management from Sonoma State University, California. She has 11 years of experience in cultural resources management in California, as well as archaeological experience in Alaska, Arizona, and Montana. Ms. Leon Guerrero meets the Secretary of the Interior's Professional Qualifications Standards for work in Archaeology.
- Heather Miller, Architectural Historian, is the primary author of the built environment elements of this report. She also assisted with research and the preparation of inventory and evaluation forms. Ms. Miller has a Master of Arts degree in Public History with a Cultural Resource Management emphasis from California State University (CSU) Sacramento and has more than 10 years of experience conducting cultural resources investigations in California. Ms. Miller meets the requirements Secretary of the Interior's Professional Qualifications Standards for work in History and Architectural History.
- Chandra Miller, Architectural Historian, assisted with research and the preparation of inventory and evaluation forms. Ms. Miller has a Master of Arts degree in Public History with a Cultural Resource Management emphasis from CSU Sacramento and has more than 11 years of experience conducting cultural resources investigations in California. Ms.

Miller meets the requirements Secretary of the Interior's Professional Qualifications Standards for work in History and Architectural History.

2. Regulatory Context

Numerous federal, state, and local laws and ordinances provide guidance for the consideration and protection of cultural resources. Key cultural resources regulations that are most relevant to the project are summarized in this chapter.

At the moment, the project does not anticipate requiring a U.S. Army Corps of Engineers (USACE) Section 404 permit, pursuant to the Clean Water Act of 1977 (United State Code [U.S.C.], Title 33, Section 1344). Issuance of a permit by USACE constitutes a federal undertaking and mandates compliance with Section 106 of the NHPA of 1966, as amended. However, the resources were assessed as if Section 106 compliance was required.

2.1 National Historic Preservation Act

The NRHA (54 U.S.C. 300101 et seq.) establishes the federal government policy on historic preservation, and the programs include the National Register of Historic Places (NRHP), through which this policy is implemented. Under the NHPA, significant cultural resources, referred to as “historic properties,” include any prehistoric or historic district, site, building, structure, object, or landscape included in, or eligible for inclusion in the NRHP. A property is considered historically significant if it meets one of the NRHP criteria and retains sufficient historic integrity to convey its significance. This act also established the Advisory Council on Historic Preservation (ACHP), an independent agency that is responsible for implementing Section 106 of NHPA (54 U.S.C. 306108), by developing procedures to protect cultural resources included in, or eligible for inclusion in, the NRHP. Regulations are published in 36 CFR Parts 60, 63, and 800.

2.1.1 36 CFR Part 800 Implementing Regulations, Section 106, National Historic Preservation Act

Section 106 requires that effects on historic properties be taken into consideration in any federal undertaking. The process contains five steps: 1) initiating the Section 106 process; 2) identifying historic properties; (3) assessing adverse effects; 4) resolving adverse effects; and 5) implementing stipulations in an agreement document.

Section 106 affords the ACHP and the State Historic Preservation Officer (SHPO), as well as other consulting parties, with a reasonable opportunity to comment on any undertaking that would adversely affect historic properties listed in or eligible for NRHP listing. SHPOs administer the National Historic Preservation Program at the state level, review NRHP nominations, maintain data on historic properties that have been identified, but not yet nominated, and consult with federal agencies during Section 106 review.

The NRHP uses the following eligibility criteria (in accordance with 36 CFR Part 60.4) to evaluate significance of properties that:

- a) are associated with events that have made a significant contribution to the broad patterns of our history; or
- b) are associated with the lives of persons significant to our past; or

- c) embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master; or that possess high artistic values; or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- d) have yielded, or may be likely to yield, information important in prehistory or history.

Section 101(d)(6)(A) of the NHPA allows properties of traditional religious and cultural importance to a Native American tribe to be determined eligible for NRHP inclusion. In addition, a broader range of traditional cultural properties (TCPs) are also considered and may be determined eligible for or listed in the NRHP. TCPs are places associated with the cultural practices or beliefs of a living community that are rooted in that community's history, and may be eligible because of their association with cultural practices or beliefs of living communities that 1) are rooted in that community's history; and 2) are important in maintaining the continuing cultural identity of the community. In the NRHP programs, "culture" refers to the traditions, beliefs, practices, lifeways, arts, crafts, and social institutions of any community (e.g., an Indian tribe, a local ethnic group, or the nation as a whole).

2.2 California Environmental Quality Act

CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15064.5) states that if implementation of a project would result in significant effects on historical and unique archaeological resources, then alternative plans or mitigation measures must be considered. Under CEQA these resources are called "historical resources" whether they are of historic or prehistoric age. Public Resources Code (PRC) Section 21084.1 defines historical resources as those listed, or eligible for listing, in the CRHR, or those listed in the historical register of a local jurisdiction (county or city). NRHP-listed "historic properties" in California are considered historical resources for the purposes of CEQA and are also listed in the CRHR. The CRHR criteria for listing such resources are based on, and are very similar to, the NRHP criteria. PRC Section 21083.2 and CEQA Guidelines Section 15064.5I provide further definitions and guidance for archaeological sites and their treatment.

Section 15064.5 also provides a process and procedures for addressing the existence or probable likelihood of Native American human remains, as well as the unexpected discovery of any human remains in the CEQA study area. This includes consultations with appropriate Native American tribes. Therefore, before impacts and mitigation measures can be identified, the significance of historical resources must be determined.

Under CEQA, historical resources are recognized as being part of the environment. Because the proposed project is a discretionary project and requires the approval or permitting of a public agency, adherence to PRC Section 5024.1 is required. Properties that are listed in or eligible for listing in the NRHP are considered eligible for listing in the CRHR (PRC Section 5024.1[d][1]) and, thus, are significant historical resources for the purpose of CEQA. Previously unidentified and identified or known cultural resources in the study area will be evaluated per the CRHR criteria (as needed) for eligibility in order to determine if the resource is significant on a state level.

According to CEQA, a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant impact on the environment (14 CCR Section 15064.5[b]). Under CEQA, a substantial adverse change in the significance of a resource means the physical demolition, destruction, relocation, or alteration of the resource or its

immediate surroundings such that the significance of the historical resource would be materially impaired. Actions that would materially impair the significance of a historic resource are any actions that would demolish or adversely alter the physical characteristics that convey the property's historical significance and qualify it for inclusion in the CRHR or in a local register or survey that meet the requirements of PRC Sections 5020.1(k) and 5024.1(g).

CEQA includes in its definition of historical resources "any object [or] site ... that has yielded or may be likely to yield information important in prehistory" (State CEQA Guidelines Section 15064.5[3], State CEQA Guidelines Appendix G).

SJRRC, as the lead agency for the proposed project, has the potential to directly affect cultural resources; therefore, the proposed project qualifies as a "project" defined as:

an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

- a. An activity directly undertaken by any public agency.
- b. An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- c. An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies. An activity undertaken by a public agency or private activity which must receive some discretionary approval from a government agency which may cause either a direct physical change in the environment or a reasonably foreseeable indirect change in the environment (PRC Section 21065).

The State CEQA Guidelines define three ways that a property may qualify as a historical resource for the purposes of CEQA review.

1. The resource is listed in or determined eligible for listing in the CRHR.
2. The resource is included in a local register of historical resources, as defined in Section 5020.1[k] of the PRC or identified as significant in a historical resource survey meeting the requirements of PRC Section 5024.1[g], unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
3. The lead agency determines the resource to be significant, as supported by substantial evidence in light of the whole record (14 CCR., Division 6, Chapter 3, Section 15064.5[a]).

Properties that are listed in or eligible for listing in the NRHP are considered eligible for listing in the CRHR and thus are significant historical resources for the purpose of CEQA (PRC Section 5024.1[d][1]).

2.2.1 California Public Resources Code

Archaeological and historical sites are protected pursuant to a wide variety of state policies and regulations, as enumerated under the PRC. Cultural resources are recognized as non-renewable resources and receive additional protection under the PRC and CEQA.

- PRC Sections 5020–5029.5 continued the former Historical Landmarks Advisory Committee as the State Historical Resources Commission. The commission oversees the

administration of the CRHR and is responsible for the designation of State Historical Landmarks and Historical Points of Interest.

- PRC Sections 5079–5079.65 define the functions and duties of the Office of Historic Preservation (OHP). The OHP is responsible for the administration of federally and state-mandated historic preservation programs in California and the California Heritage Fund.
- PRC Sections 5097.9–5097.991 provide protection to Native American historical and cultural resources and sacred sites and identify the powers and duties of the NAHC. These sections also require notification to descendants of discoveries of Native American human remains and provide for treatment and disposition of human remains and associated grave goods. The NAHC, upon notification of the discovery of human remains by the coroner, is required to notify those persons it believes to be most likely descended from the deceased Native American. It enables the descendant to inspect the site of the discovery of the Native American human remains and to recommend to the land owner (or person responsible for the excavation) means of treating, with dignity, the human remains and any associated grave goods. Furthermore, under Section 5097.99, it is a felony to obtain or possess Native American artifacts or human remains taken from a grave or cairn and sets penalties for these actions. Section 5097.99 also mandates that it is the policy of California to repatriate Native American remains and associated grave goods.

If Native American human remains are identified within the cultural resources study area (also known as the “CEQA study area,” as defined above) and located on non-federal lands (including private lands), the proposed project must follow the procedures set forth under Section 5097.98.

2.2.2 California Register of Historical Resources

PRC Section 5024.1 establishes the CRHR, which lists all California properties considered to be significant historical resources. The CRHR also includes all properties listed or determined eligible for listing in the NRHP, including properties evaluated under Section 106 of the NHPA. The criteria for listing in the CRHR are similar to those of the NRHP. A historical resource may be eligible for inclusion in the CRHR if it meets any of the following conditions.

1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
2. Is associated with lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4. Has yielded, or may be likely to yield, important prehistoric information.

Aside from meeting a CRHR criterion, a potential historical resource must also retain its historic integrity.

2.2.3 California Health and Safety Code—Treatment of Human Remains

Under Section 8100 of the California Health and Safety Code (Health & Safety Code), six or more human burials at one location constitute a cemetery. Disturbance of Native American cemeteries is a felony (Health & Safety Code Section 7052).

Section 7050.5 of the Health & Safety Code requires that construction or excavation be stopped in the vicinity of discovered human remains until the county coroner can determine whether the remains are those of a Native American. If the remains are determined to be Native American, the coroner must then contact NAHC, which has jurisdiction pursuant to PRC Section 5097.

2.2.4 Assembly Bill 52

On September 25, 2014, Governor Jerry Brown signed Assembly Bill (AB) 52, which requires the lead agency on a proposed project to consult with any California Native American tribes affiliated with the geographic area. The legislation creates a broad new category of environmental resources, “tribal cultural resources,” which must be considered under CEQA. AB 52 creates a distinct category for tribal cultural resources, requiring a lead agency to not only consider the resource’s scientific and historical value, but also whether it is culturally important to a California Native American tribe. AB 52 defines tribal cultural resources as “sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe” that are included in or determined to be eligible for inclusion in the CRHR or the local register of historical resources.

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

2.2.5 Regional and Local

The SJRRC, a state joint powers agency, proposes improvements in and outside of the UPRR ROW. The Interstate Commerce Commission Termination Act (ICCTA) affords railroads engaged in interstate commerce considerable flexibility in making necessary improvements and modifications to rail infrastructure, subject to the requirements of the Surface Transportation

Board.⁴ ICCTA broadly preempts state and local regulation of railroads and this preemption extends to the construction and operation of rail lines. As such, activities in the UPRR ROW are exempt from local building and zoning codes and other land use ordinances. However, project improvements proposed outside of the UPRR ROW would be subject to regional and local plans and regulations. Though ICCTA does broadly preempt state and local regulation of railroads, SJRRC intends to obtain local agency permits for construction of facilities that are outside of the UPRR ROW even though SJRRC has not determined that such permits are legally necessary and may not be required.

⁴ ACE and Amtrak operate in a ROW and on tracks owned by the UPRR, which operates interstate freight rail service in the same ROW and on the same tracks.

3. Environmental and Cultural Contexts⁵

3.1 Environmental Context

The CEQA study area is in California's Central Valley, encompassing areas in Sacramento and San Joaquin counties. Surrounded by the Sierra Nevada to the east, the Cascade Range to the north, and the Tehachapi Mountains to the south, the Central Valley is divided into two physiographic provinces separated by the Delta: the Sacramento Valley and the San Joaquin Valley. The vast agricultural region of the Central Valley is drained by the Sacramento River in the north, and the San Joaquin River in the south. This region is warm and well-watered and is one of the most diverse and productive environmental zones in California (Rosenthal et al. 2007:147).

The project footprint skirts the eastern edge of the American Basin in the north, and is near several large canals, creeks, and the American, Cosumnes, and Mokelumne rivers. These watercourses provided plentiful, year-round prehistoric resources; the surrounding lands, including those low, rolling hills along the eastern fringe of the American Basin, were ideal locations for settlements.

3.2 Cultural Context

3.2.1 Prehistoric Context

The archaeology of the Central Valley is as varied as the area is extensive, including a full range of hunter-gatherer adaptations from the earliest, technologically conservative, low-density colonizers to the most recent, technologically elaborate, and densely packed populations that were present at historic contact. The cultural sequence of the area was established by Fredrickson (1974, as cited in Rosenthal et al. 2007), and then developed further using radiocarbon determinations, adjusted with modern calibration curves by Groza (2002), LaJeunesse and Pryor (1996), Meyer and Rosenthal (1997), as cited in (Rosenthal et al. 2007:150), is commonly used to interpret the prehistoric occupation of Central California. The sequence is broken into three broad periods: the Paleo-Indian period (11,550 to 8550 calibrated [cal] Before Present [BP]); the three-staged Archaic Period, consisting of the Lower Archaic (8550 to 5550 cal BP), Middle Archaic (5550 to 550 cal BP), and Upper Archaic (550 cal BP to cal 1100 *anno domini* [A.D.]); and the Emergent period (cal A.D. 1100 to 1769).

3.2.1.1 Paleo-Indian (11,550 – 8550 cal BP)

The Paleo-Indian period began with the first entry of people into California. The Central Valley area was settled by native Californians as early as 13,500 years ago (Rosenthal et al. 2007:147-164). Human populations during this period were low and probably consisted of small groups moving frequently in order to exploit plant and animal resources. Archaeological deposits associated with this time period were likely affected by periodic episodes of erosion and deposition and have either been destroyed or buried beneath more recent alluvial deposits. This

⁵ Portions of this section were excerpted from Rosenthal et al. 2007.

period is evident in the archaeological record from basally thinned and fluted projectile points discovered at surface locations primarily in the southern portion of the Central Valley.

3.2.1.2 Lower Archaic (8550 – 5550 cal BP)

Following the Paleo-Indian Period, the Lower Archaic is characterized by mostly isolated finds, including stemmed points, chipped stone crescents, and other distinctive flaked stone artifacts commonly found along ancient shores. Few sites dating to this time period have been identified in the Central Valley.

3.2.1.3 Middle Archaic (5550 – 550 cal BP)

During the Middle Archaic, the climate became warmer and drier. Archaeological sites suggest a more sedentary lifestyle, as indicated by refined and specialized tool assemblages, a wide range of non-utilitarian artifacts, and abundant trade objects (Moratto 1984). In addition, plant and animal remains were identified in Middle Archaic archaeological sites, indicative of year-round occupation. Exchange of commodities (e.g., obsidian, shell beads and ornaments, and other perishable items) was widespread. Evidence indicates there were two distinct settlement-subsistence adaptations operating in central California beginning in the Middle Archaic, one in the foothills and one centering on the valley floor.

3.2.1.4 Upper Archaic (550 cal BP – A.D. 1100)

The beginning of the Upper Archaic Period corresponds roughly with the onset of Late Holocene environmental conditions, marked by an abrupt turn to cooler, wetter, and more stable climate. This period is better represented and understood than previous time periods. Development of new technologies appear, including new types of bone tools and implements, and widespread manufactured goods such as Haliotis (abalone) ornaments and ceremonial blades. Polished and ground stone plummets are common in regions surrounding rivers and marshlands of the delta and southern San Joaquin Valley.

3.2.1.5 Emergent Period (cal A.D. 1000 – Historic-Era)

The stability of the climate established in the Upper Archaic prevailed in the Emergent Period with the exception of several flood and drought events. The archaeological record of this period is the most substantial and comprehensive for any period, and the assemblages and adaptations represented are the most diverse.

The distinctive cultural pattern of the Emergent Period is marked by the appearance of small, arrow-sized projectile points over the dart and atlatl. Increased variation in burial types and furnishings suggest more complex social developments. Other characteristics of the Emergent Period include increasingly varied subsistence practices, a greater distribution of raw obsidian cobbles (as opposed to central biface manufacturing facilities), and a decentralization in the production of shell beads.

3.2.2 Ethnographic Context

The CEQA study area is in the ethnographic boundaries of the Northern Valley Yokuts, Plains Miwok, and Valley Nisenan, (south to north, respectively). The Northern Valley Yokuts territory

extended from near where the San Joaquin River makes a big bend northward to a line midway between the Calaveras and Mokelumne rivers (Wallace 1978:462). Villages were typically located along primary water sources, subsisting on hunting waterfowl, fishing, and harvesting acorns, tule root, and seeds (Wallace 1978:464). The principal settlements were built atop low mounds, on or near the banks of large watercourses, for protection against spring floods (Schenck and Dawson 1929:308,404). Each tribe had a headman, and populations averaged around 300 people. Houses were round or oval, with a conically shaped pole frame sunk into the ground and covered with tule mats.

The Plains Miwok, one of five separate Eastern Miwok linguistic and cultural groups, inhabited the lower reaches of the Mokelumne and Cosumnes rivers and both banks of the Sacramento River from Rio Vista to Freeport (Levy 1978:398). The Plains Miwok, part of the Utian language family, were a number of separate and politically independent nations that happened to share a common language and cultural background. The foremost political unit was the tribelet; in each tribelet were several less-permanently inhabited settlements and a larger number of seasonally occupied camps for hunting, fishing, and gathering (Levy 1978:398).

The Nisenan territory extended east from the Sacramento River to the drainages of the Yuba, Bear, and American rivers (Wilson and Towne 1978: 387). The term Nisenan, sometimes referred to as the Southern Maidu, were the southern linguistic group of the Maidu tribe, a Penutian linguistic family. Valley villages were built on low, natural rises along streams and rivers or on gentle slopes with a southern exposure. Hunting, gathering, and fishing were year-round activities for the Valley Nisenan. Each village varied in size from a few houses covered in grass and tule mats to 50 houses, with upwards of 500 people (Wilson and Towne 1978:388).

The Northern Valley Yokuts, Plains Miwok, and Valley Nisenan all suffered great population decline and cultural breakdown with the introduction of Spanish settlers and the establishment of the mission system. The populations of all three cultural groups were nearly decimated due to European-borne diseases and harsh living conditions. Today, descendants of these groups are active in maintaining their traditions and advocating for Native American issues.

3.2.3 Regional History

The historic era in California began with Spanish colonization and is often divided into three distinctive chronological and historic periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, Spain transferred its lands to the newly established country of Mexico. The Mexican Period was also a time when large parcels of land, known as ranchos, were granted to trusted Mexican citizens, many of whom were Americans who had converted to Catholicism and married the children of Mexican nationals, or had otherwise become Mexican citizens to promote settlement in California, and encourage agricultural and ranching enterprises.

More than 800 rancho grants were bestowed during the Mexican Period throughout California. Three ranchos are in the CEQA study area. *Rancho Campo De Los Franceses* (granted 1844, patented 1861) is near the south end of the project area at present-day Stockton in San Joaquin County. *Rancho New Helvetia* (granted 1841, patented 1866) is near the north end of the project area in present-day Sacramento, south of the American River and east of the Sacramento River. *Rancho del Paso* (granted 1844, patented 1858) is also near the north end of the project area in

present-day Sacramento on the north side of the American River (Cowan 1956; Kyle et al. 2002: 302-303). There are no extant built environment features from the Spanish or Mission Period or the Mexican or Rancho Period in the project area (Cowan 1956; SJRRC 2017). The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in California during the late nineteenth and early twentieth centuries were characterized by agricultural ventures, ranching, mining, and settlement.

3.2.3.1 Railroads

The proposed project's rail improvements would be along the existing UPRR, formerly the Western Pacific Railroad (WPRR). At the start of the American Period, development and new settlement in California were concentrated north of the San Joaquin Valley as a result of the Gold Rush, which began in 1848. Settlement increased in the San Joaquin Valley when the Transcontinental Railroad was constructed through the area in 1869. The railroad provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento.

3.2.3.2 Western Pacific Railroad

The Western Pacific Railway was incorporated in 1903 (in California) and was the last of eight transcontinental railroads to be built. The railroad offered the first serious competition to the SPRR in northern California.⁶ Construction began in 1906 of a northerly route from Salt Lake City, Utah, to the San Francisco Bay, crossing the Sierra Nevada via Beckwourth Pass and the Feather River Canyon. The route through the nearly impassable terrain of the Feather River Canyon included a one percent grade through the Sierra Nevada, a remarkable engineering achievement. By routing its line to a terminus in Oakland, California, the WPRR broke the SPRR monopoly on the Oakland waterfront, gaining access to San Francisco Bay. Freight service to Oakland began December 1, 1909, and passenger service on August 10, 1910 (Robertson 1998). Despite its initial success, the WPRR was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. The WPRR had inadequate connections to points of origin for shipping—being constructed through sparsely populated mountain and desert regions, and without feeder branch lines—which handicapped the company, and the company was burdened by construction costs (Krase 1999:5; McKee 1998:4).

After the reorganization of the company, freight and passenger business for the WPRR increased with the opening of the San Francisco Panama Pacific Exposition in 1915 and with the growth of the California economy during World War I. Between 1916 and 1929, the company expanded with the construction and acquisition of more than a dozen branch and short railroad lines, including the Sacramento Northern Railway (P-34-000747 and P-34-005125), which stimulated its growth in the transportation of industrial freight, agricultural freight, and passengers. Whereas the Central Pacific Railroad (CPRR) was built largely as a military and strategic railroad to connect the Pacific Coast territory to the United States during and after the Civil War, the WPRR was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. However, the WPRR faltered with the economic conditions of the Great Depression and the

⁶ This Western Pacific Railway, reorganized in 1916 as WPRR, has no relation to the earlier, short-lived Western Pacific Railroad that was acquired by the Central Pacific Railroad (CPRR) in 1867.

company was once again facing bankruptcy before it was jumpstarted by the rail business brought about by World War II.

World War II stimulated railroad business nationwide. Railroad lines were used to transport service men and women, military equipment, and heavy industrial freight across the country. In the boom time of the postwar years, the company's prospects improved. During this period, the WPRR modernized its engines from steam to diesel locomotives and implemented high-speed passenger service across the country (Kaptain and Shantry 2005). The 1950s and 1960s were the height of the WPRR's *California Zephyr* passenger train, which provided luxury options such as reserved berths, a buffet lounge, a cocktail bar, and a dining car. The company survived a buy-out threat by the SPRR in the 1960s, and in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate in other railroads joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980 and in 1982 the WPRR merged with the UPRR. After the merger rails and associated hardware were changed to support heavier equipment.

A number of segments of the former Western Pacific Railroad in Sacramento County have been previously determined not eligible for listing in the NRHP. While the WPRR appears eligible for listing in the NRHP/CRHR under Criterion A/1 for its important contribution to California's transportation history, recorded segments of the railroad lack integrity to convey its significance.

3.2.3.3 Sacramento County

Sacramento's significance as a major California city originated with Captain John Sutter, who persuaded Governor Juan Alvarado to grant him permission to establish a frontier outpost in northern California in 1841. Sutter, a Swiss-German immigrant, had sailed up the Sacramento River in August 1839 and first camped on the south bank of the American River in the vicinity of present-day B Street between 28th and 29th streets in the city of Sacramento. Sutter subsequently moved the settlement slightly to the south between present-day I and J streets. In 1841, he was granted his roughly 1,000-square-mile "New Helvetia" rancho on which he constructed an adobe fort and trading post. On this land, Sutter embarked on a number of endeavors to support his new community, including growing and milling wheat, grazing cattle and horses, and establishing a launch to ship materials and people between the fort and San Francisco, among other pursuits. Sutter's fort became an important stop over for travelers and immigrants on their way to Oregon or entering California from the east over the Sierra Nevada. It was at Sutter's Mill, near present day Coloma, that John Marshall discovered gold in early 1848. Soon afterwards the famous Gold Rush began and the region became quickly populated with prospectors, entrepreneurs, and others seeking easy fortunes (Kyle et al. 2002:302-303).

The Gold Rush boom of the late 1840s and 1850s transformed the Sacramento into a transportation and exportation hub of commerce for the Sierra Nevada Mother Lode. As the city developed, it soon became a gateway of communication and transportation services that included the Pony Express, the Central Overland Mail and Stage Line, and the transcontinental railroad. As it stands today, downtown Sacramento contains more buildings constructed during the Gold Rush than any other major west coast city (Kyle et al. 2002: 301-320). These buildings represent a variety of businesses including retail, municipal, publication, and service sectors.

The city was laid out by Sutter's son, John A. Sutter, Jr. and Captain William A. Warner in December 1848, and the first log buildings were constructed by January 1849. The fledgling town had 100 buildings by June and the first elections were held in August. Fueled by the wave of those hoping to find riches in the gold fields, Sacramento's population quickly grew to 2,000 residents, with another 5000 regularly moving through the community. The rapidly growing city became incorporated in 1850 (Kyle et al. 2002:307).

Sacramento's developmental history was consistently altered by a series of devastating fires and floods. The fires led to the construction of sturdier buildings made of brick and iron rather than the wood frame covered in cloth, as well as log structures. As a result, brick production became one of the city's more important industries, many of which were also exported to San Francisco and other northern towns. In addition to fires, at least five major floods inundated the city from 1850 to 1862, causing major destruction. In order to defend the growing city from future catastrophes as a result of encroaching waters, a series of levees was constructed; this system of levees is still in place today (Snell 1964).

Recognizing the need for higher ground, a massive effort to raise the streets of downtown Sacramento an additional 10 feet was started in 1853, but took over a decade to complete. This attempt at a defense to flooding was primarily accomplished after the devastating flood of 1862. Ultimately, the area involved included a broad swath from Front Street east to just past 11th Street, and from I Street south to L street (Tremaine and Farris 2009:55, Figure 57, Figure 65). During this endeavor, buildings were left in place and fill was brought in to raise the street level, which resulted in the creation of hollow sidewalks below the new city streets. These hollow sidewalks are still in place today.

Despite early hardships, Sacramento was appointed as the state capital in 1854. The city prospered and grew accordingly, and with that came an evolving infrastructure (e.g., sewers) and streetscape. Bare dirt gave way to streets constructed of gravel, cobblestone, and wood block, until they were eventually covered when the street level was raised (Tremaine and Farris 2009:46-47). Redwood sidewalk remnants discovered by Tremaine and Farris (2009:45) also reflect these earlier street manifestations.

The development of inner city transportation also demonstrated the urban growth of the city. Horse drawn trolleys, run on street rails, began in the 1860s (Bunse 2008:14). These were replaced with an electrified rail system in 1895. A map from 1926 (in Tremaine and Farris 2009:Figure 56) shows the electrified trolley system running along 3rd, 7th, and 8th streets, on K Street, and on Capitol Mall, all just to the southwest of the terminus of the current system at North 7th Street and Richards Boulevard.

Agriculture and Flood Control in the Sacramento County Region

Agriculture and ranching were the primary industries in the present-day Sacramento County region during the historic period. Regional ranching originated in the early 1840s on the *Rancho New Helvetia*, which spanned from Marysville in the north to Sacramento along the Sacramento and American rivers. The Gold Rush precipitated further growth in agriculture and ranching, as ranchers and farmers realized handsome returns from supplying food and other goods to miners. However, frequent floods plagued the residents of the region and posed a considerable threat to the viability of agricultural interests and further settlement (AECOM 2010).

Initial efforts at flood control were usually uncoordinated, consisting of small levees and drains constructed by individual landowners. These features proved insufficient to protect cultivated land, and much of the Sacramento River basin flooded regularly. In 1861, the California legislature created the State Board of Swampland Commissioners to reclaim swamp and overflow lands. Lack of cooperation among the landowners in the districts led to chronic financial crises. When the legislature terminated the State Board of Swampland Commissioners in 1866, responsibility for swamp and overflow land fell to the individual counties. Many counties offered incentives to landowners for reclaiming agriculturally unproductive land. If a landowner could certify that he had spent at least \$2 per acre in reclamation, the county would refund the purchase price of the property to the owner. Speculators took advantage of this program and a period of opportunistic and often-irrational levee building followed (AECOM 2010).

In the early part of the twentieth century, the state legislature established the State of California Reclamation Board (now the Central Valley Flood Protection Board) to exercise jurisdiction over reclamation districts and levee plans. In 1917, the state approved and began implementation of the Sacramento River Flood Control Project (SRFCP). The ambitious project included the construction of levees, weirs, and bypasses along the Sacramento River to channel floodwaters away from population centers. Under the SRFCP, new reclamation districts were created, including Reclamation District (RD) 1000, consisting of approximately 55,000 acres in the Natomas Basin. RD 1000 was largely controlled by the Natomas Company, which had access to more money than any individual landowner. The Natomas Company was formed in 1851 in Sacramento County to supply water for placer mining and irrigation. In the years following its founding, the company continued to expand its water supply business and began dredging for gold. The Natomas Company became involved in land reclamation partially to rebut criticism that farmland was being destroyed by the company's gold-dredging activities (AECOM 2010).

Twentieth Century Sacramento

The citizens of Sacramento embraced modernity and growth at the turn of the twentieth century and had the economic backing to expand and improve their city. Flood control, a robust agricultural growing and shipping hub, and investment in public transportation allowed Sacramento to develop and grow.

The city expanded its boundaries for the first time in 1911 when the Oak Park neighborhood was annexed. Subsequent land annexations to the east and south of the main city core were built out by residential developers to create the desirable neighborhoods of Land Park, Curtis Park, and East Sacramento. Houses, parks, and schools were built in these new neighborhoods and trolley lines were expanded to bring these new suburbanites into the city center.

After surviving the Great Depression, Sacramento was bolstered during World War II through employment at nearby McClellan Air Base, Sacramento Army Depot, and Mather Field, as well as government jobs. Industrial and educational jobs opened up in post-War years with companies like Firestone Tires and Campbell Soup opening plants, as well as the establishment of Sacramento State College in 1947.

North Sacramento Area Development

The area that would become North Sacramento, which is largely bounded by the Sacramento city limits on the north along Ascot Avenue the American River on the south, Natomas East Main

Drainage Canal on the west, and Auburn Boulevard, the UPRR, and McClellan Business Park on the east. North Sacramento incorporated as city in 1924, but merged with the city of Sacramento in 1964. The area was originally part of *Rancho del Paso* land grant, which was patented to Eliab Grimes and John Sinclair in 1841. After California was annexed into the United States, Grimes and Sinclair lost the grant to Samuel Norris, who successfully filed a claim for the grant to the Public Lands Commission in 1852. Following a lengthy legal battle, Norris became indebted to his attorneys and was forced to sell the land to them in 1862. One of his attorneys, James Ben Ali Haggin, operated a well-known horse-breeding ranch on the land until 1905 when he moved his operation to Kentucky. The history of the Haggin period lives on in the community through the names of the Hagginwood neighborhood and Ben Ali Way (Williams 1956:5).

In 1910, the ownership of the rancho was transferred to O.A. Robertson, a capitalist from Minnesota who organized the Sacramento Valley Colonization Company to develop suburbs in the Sacramento vicinity (Williams 1957:2). That same year, Robertson sold about 4,000 acres of his land to the North Sacramento Land Company, which began an intense advertising campaign to promote a new suburb known as North Sacramento (Burg 2008; Williams 1957:2). Initially, development was slow due to frequent flooding and dangerous rail crossings between downtown Sacramento and North Sacramento. The rail crossings were improved following the acquisition of the local interurban Northern Electric Railway by the Sacramento Northern Railroad in 1914 (Schmid 1937). The railroad lines that passed through North Sacramento—the WPRR, the Sacramento Northern Railroad, and the SPRR (now operated as UPRR)—were important in the development of the area. Improved passenger rail allowed residents of North Sacramento to easily commute across the American River to Sacramento for work, and the WPRR and UPRR allowed industrial production to flourish in the area.

During World War I and through the 1920s, the Sacramento area continued to grow (Avella 2008:16). A robust military presence was established in Sacramento in the 1930s, providing thousands of jobs with the founding of Mather Field, McClellan Field, and the Army Signal Depot. Canning also was a major industry in the Sacramento area in the early twentieth century. Fruit and vegetables from the Sacramento Valley were processed in canning plants in Sacramento and transported across the nation. In 1924, six major canning plants existed in the city, including California Packing Corporation's two large Del Monte plants, Libby, and McNeill (Avella 2008:15).

From the World War II era to the early 1960s, the population of North Sacramento increased dramatically, mostly due to employment opportunities offered by the railroad, increased activity at the McClellan Air Force Base, and construction of new housing. By 1963, North Sacramento's population had increased to 16,000 and in 1964, after a contested election, North Sacramento was annexed into the city of Sacramento (North Sacramento Chamber of Commerce 2014).

3.2.3.4 San Joaquin County

The Delta region was first visited in historic times by Spanish explorers, including Pedro Fages and Juan Bautista de Anza in the 1770s. Exploration of the interior by Spanish continued into the 1800s, including Gabriel Moraga's expedition of the region that became San Joaquin County in 1808. The first Euro-American settlement of the Stockton area was located at French Camp, where a group of Hudson's Bay Company fur trappers established a camp in 1832, but then left the region a dozen years later (Costello and Marvin 1999:10). Subsequent Euro-American settlement of the project vicinity began in 1844, with the 48,747-acre Mexican land grant *Rancho*

Campo de Los Franceses given to Guillermo (William) Gulnac by Governor Manuel Micheltorena (Beck and Haase 1974:28). Gulnac's attempts to settle the rancho failed, and he later sold the land to his former business partner, German immigrant Charles M. Weber, in 1845 (Gudde 1998:375). A year later, Weber induced a number of settlers to locate to *Rancho Campo de Los Franceses*, when the Mexican-American War broke out. Weber, cast aside his Californio ties and became a captain in the United States Cavalry. Captain Weber moved to *Rancho Campo de Los Franceses* in 1847, and laid out the town of Tuleburg in 1849. Weber later changed the town's name to Stockton after Commodore Robert F. Stockton, who had given Weber his commission in 1846 (Gudde 1998:375; Kyle et al. 2002:371). The grant for *Rancho Campo de Los Franceses* was confirmed by the Public Land Commission in 1855; and, in 1861 the final confirmation of the land grant was received.

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

The properties recorded for the Lodi Station and Lodi Station South Alternative are in the vicinity of the former railroad stop of Kingdon. The WPRR alignment was platted through the area between 1905 and 1906, but the line was not completed until 1910. WPRR purchased this parcel, which extended along the railroad from DeVries Road to Harney Lane, when the line opened for freight and passenger traffic in 1910 (San Joaquin County Assessor 1905, 1906, 1909, 1911; *San Francisco Chronicle* 1910 Aug 23a-c). When the station opened in 1910, it included a depot and two other small buildings (*San Francisco Call* 1910 Aug 12; San Joaquin County Recorder 1913 Mar 10). The station at this railroad siding was originally called West Lodi, but after the name confused a number of railway passengers who wanted to get to Lodi proper, a name change was proposed. Locals wished to christen the station Treadway, in honor of an early pioneer and large landholder William Treadway; however, ultimately WPRR changed it to Kingdon in 1912 after Kingdon Gould, grandson of railroad magnate Jay Gould and a member of the board of directors of the WPRR (Gudde 1998:194; *San Francisco Call* 1910 Aug 12; *Railway Employee's Magazine* 1912 Jan: 3; *San Francisco Call* 1911 Nov 1).

The station was thereafter called Kingdon, sometimes Kingdon Station, and at the time of construction the station was surrounded by vineyards and almond orchards and was active in shipping the tail-end of Lodi's boom watermelon crop (*San Francisco Call* 1910 Aug 12; Kennedy 2013). In 1927, a nine-mile-long track extension connecting Kingdon to the Delta shipping hub of Terminous was constructed. The end of the line was at the junction of the Mokelumne River and Little Potato Slough. In addition to the line, WPRR also constructed warehouses, packinghouses, spur lines, wharves and docks in Terminous which were leased to growers. Before the railroad line, locals who were growing celery, asparagus, potatoes, onions, beets, and carrots in nutrient-rich, recently reclaimed Delta lands shipped their crops out of the area using barges (WPRR 1927; *Oakland Tribune* 1927 Jul 15; Weitze 1983).

By the end of the 1930s, personal and market use of railroads decreased with the increasing popularity of automobiles and trucking lines. As a result, service at Kingdon was discontinued in

1949 and it appears that around this time, or sometime before, the railroad related buildings were demolished, and two residences were constructed on the parcel. The only reminder of the former Kingdon station is 2.25-mile long West Kingdon Road which runs between DeVries Road on the east and terminates at the west end at Thornton Road along Interstate 5 (I-5). WPRR service to Terminous ended in the 1960s, and by the late 1960s most of the track along the nine-mile extension was removed, but the alignment can still be seen in aerial photography (California Public Utilities Commission 1949: 600; Weitze 1983; UCSB 1957; USGS 1968a, b).

San Joaquin County remains a leader in the state's agricultural output but has experienced "out-migration" from the San Francisco Bay area due to relatively low land prices. The transportation infrastructure of railroads, highways, and the Port of Stockton have served, and will continue to serve the growing population of commuter communities and employment centers (San Joaquin County 2016).

Stockton

Captain Weber recognized early that Stockton, at the head of navigation on the San Joaquin River, would become an important supply center to the thousands of miners who flocked to the Sierra Nevada gold fields during the California Gold Rush of 1849 (Tinkham 1923). With the opening of the southern mines, Stockton grew rapidly in importance and size, and soon became a flourishing trade center (Marschner 2000). Commerce expanded to include freighting and staging activities along with the cattle and agriculture industries. In 1849, the population of Stockton was 1,000 increasing to 5,000 a year later; the town then became incorporated and was chosen as the county seat (Costello and Marvin 1999:12; Kyle et al. 2002).

Beginning in 1850, Stockton served as a river landing with paddle steamers such as the *Delta King* and *Delta Queen* navigating the San Joaquin River until 1938. Stockton quickly developed into a transportation hub thanks to mining. Building materials, machinery, food, clothing, and tools were shipped to the mines from San Francisco by way of Stockton. Due to the demand for goods, freight and warehouse businesses increased, with other associated industries following suit. Stage lines and freight services radiated outwards from the head of the Stockton Channel toward the mining regions (Marvin and Brejla 2008). This development continued through the years despite the waning productivity from the mines, and in 1933, Stockton opened the first inland seaport in California 75 nautical miles east of San Francisco's Golden Gate Bridge, with the establishment of Stockton's Deep Water Channel.

4. Identification of Historical Resources

To identify historical resources, AECOM conducted records searches and literature reviews, sent letters and consulted with potential interested parties, and conducted surveys of the CEQA study area. These efforts are described below.

4.1 Records Search

A record search of the Sacramento County CEQA study area (Appendix B) was conducted by staff at the NCIC of the California Historical Resources Information System (CHRIS), California State University, Sacramento, on September 13, 2019 (NCIC File No. SAC-19-181). Staff at the CCIC, California State University, Stanislaus, conducted a record search of the San Joaquin County project area (Appendix A) on September 10, 2019 (CCIC File No. 11183L). Additional searches of variations of the project area occurred prior at both the NCIC and CCIC on the following dates: October 4, 2017 (NCIC File No. SAC-17-153), October 6, 2017 (CCIC File No. 10464L), August 13, 2018 (NCIC File No. SAC-18-144), and August 27, 2018 (CCIC File No. 10821L). The NCIC and CCIC, affiliates of the California OHP, are the official state repository of cultural resources records and studies for Sacramento and San Joaquin counties, respectively. Site records and previous studies were accessed for the APE and a 0.5-mile radius on the *Rio Linda, Sacramento East, Florin, Bruceville, Thornton, and Lodi North and Lodi South, California*, USGS (1967, 1968a, 1968b, 1975, 1978, 1980) 7.5-minute topographic quadrangles.

In order to establish construction dates of, and document alterations to, built environment resources in the CEQA study area, AECOM consulted county assessor record databases, reviewed historic and current USGS topographic maps (USGS 1910a, 1910b, 1910c, 1911), and historic and modern aerial photography. Additional sources were consulted in establishing historic contexts and property-specific histories including newspaper research, historic county assessor maps, research at the California State Library in Sacramento, and other online library resources. The following references also were reviewed:

- NRHP
- CRHR
- Historic Property Data File for Sacramento and San Joaquin Counties (OHP April 2012, March 2014)
- *California State Historical Landmarks* (OHP 1996)
- *California Inventory of Historic Resources* (California Department of Parks and Recreation [DPR] 1976)
- *California Points of Historical Interest* (OHP 1992)
- *Five Views: An Ethnic Historic Site Survey for California* (OHP 1988)
- *California Place Names* (Gudde 1998)
- *Historic Spots in California* (Kyle et al. 2002)
- *Historical Atlas of California* (Beck and Haase 1974)

The records search identified over 100 previously conducted studies in portions of the CEQA study area, covering approximately 40 percent of the area. The record searches identified 18 previously recorded cultural resources within the CEQA study area, but one is no longer extant (Table 3). No prehistoric archaeological resources have been previously identified in or adjacent to the study area. The nearest prehistoric archaeological resource to the study area is P-39-000193/CA-SJO-57, in San Joaquin County near the proposed Thornton Siding Upgrade/Extension, outside the project footprint and the UPRR ROW.

Aerial photography of the CEQA study area depict the Union House Creek (also known as Beacon Creek), north of the Elk Grove Station, as originally channelized to the north of the existing railroad trestle bridge over the creek (UCSB 1952, 1961)(Plate 1). The area was modified after 1961 to its current configuration, and the area east of the existing bridge was also modified to create the existing channel (UCSB 1961, 1971) (see Plates 1 and 2). Over the years, the proposed station area was used as pastureland and for agriculture, both north and south of what is now Cosumnes Boulevard, with large swaths of land also used for utility ROW (a utility pole is approximately 80 feet east of the current Laguna Creek railroad bridge) and ranch roads (UCSB 1981). Manholes, pipelines, excavation debris piles are all visible in the area south of Union House Creek (UCSB 1971) (Plate 2). Similarly, the existing railroad bridge over Arcade Creek is constructed on a levee that appears to be modified in the early 1970s, likely prior to the replacement of the bridge that preceded the existing bridge (UCSB).

The records searches at CCIC and NCIC and OHP directory identified the 17 extant resources in the study area. This included eight segments and one trestle of the former WPRR (recorded under Map ID 01 [Sacramento County] and Map ID 10 [San Joaquin County]); one bridge of the former WPRR (Map ID 02); one segment of the American River Flood Control District Levee (Map ID 04); one segment of the former Sacramento Northern Railroad (Map ID 05); one segment of the former SPRR (Map ID 08); one segment of the Morrison Creek and Union House Creek Levee (Map ID 09); one former communications line (Map ID 11); and one canal segment (Map ID 12). One vehicular bridge over a canal was also identified in the records search at CCIC, but was demolished in 2009.

Additionally, AECOM conducted an inventory and evaluation on a single property in June 2017 as part of initial project development. A memorandum was prepared for the 5.82-acre industrial property at 2175 Acoma Street in Sacramento that included two Quonset huts constructed in 1946, a warehouse constructed in 1961, and an office building constructed in 1975 (Map ID 07). AECOM concluded that the Quonset huts and the warehouse did not appear to meet the criteria for listing in the NRHP, CRHR, or the SRHCR or were historical resources for the purposes of the CEQA.

None of the 17 extant resources appear to be eligible for listing in the NRHP or the CRHR and therefore are not considered historical resources for the purposes of CEQA. A summary of these resources is provided in Table 3.



Plate 1. Aerial photograph of Elk Grove Station location and Union House Creek (red arrow showing railroad bridge over creek; blue arrow showing channelized creek [UCSB 1961]).



Plate 2. Aerial of Elk Grove Station location and Union House Creek (red arrow showing railroad bridge over creek; blue arrow showing new channelized creek [UCSB 1971]).

4.1.1 Previously Recorded Historic-Age Built Environment Resources

4.1.1.1 Previously Recorded and Evaluated Historic-age Built Environment Resources (6, 6Z)

P-34-000491; UPRR/WPRR; at Del Paso Siding Upgrade and Extension; Map ID 01

In 2005, Neal Kaptain and Kate Shantray of LSA Associates, Inc. recorded an approximately 3,600-foot long segment of the former WPRR, now UPRR, that is in the proposed Del Paso Siding, just north of the proposed Old North Sacramento Station. Kaptrain and Shantray evaluated the segment for eligibility in the NRHP and concluded that the segment of the railroad is potentially significant at the state level for the NRHP under Criterion A as contributing element to the WPRR, but the segment lacks sufficient integrity to convey its significance (Kaptain and Shantray 2005)

P-34-000491; UPRR/WPRR; at Elk Grove Siding Variant; Map ID 01

In 2002, David S. Byrd of Jones and Stokes recorded a small segment of rails and a five-span bridge of the former WPRR, now UPRR, that overlaps with the north end of the proposed Elk Grove Siding Variant, just north of the proposed North Elk Grove Station (including all access and platform variants). Byrd evaluated the segment for eligibility in the NRHP and determined that the segment of the railroad is not eligible for listing under any criteria because it lacks integrity to its period of significance (1909-1957) (Byrd 2002).

In 2002, Toni Webb and Amanda Blosser of JRP Historical Consulting Services recorded an approximately 3,200-foot segment of rails, including two railroad trestles bridge of the former WPRR, now UPRR, which overlaps with the north end of the proposed Elk Grove Siding Variant, just north of the proposed North Elk Grove Station (including all access and platform variants). Webb and Blosser concluded that the WPRR appears to be significant under Criterion A, the segment lacks integrity to its period of significance (Webb and Blosser 2002).

4.1.1.2 Previously Recorded, but Unevaluated Historic-age Built Environment Resources (7R)

P-34-000491; UPRR/WPRR; at the Natomas/Sacramento Airport Station; Map ID 01

In 1994, M. Hale of Dames and Moore recorded an approximately 1.5-mile segment of the former WPRR, now UPRR that is partially in the footprint of the proposed Natomas/Sacramento Airport Station. Hale did not evaluate the segment but noted that a section of the railroad line to the south, near Arden Way, was previously recorded by Derr and Boghosian in 1993 (Hale 1994).

P-34-000491; UPRR/WPRR; at Del Paso Siding; Map ID 01

In 1993, Eleanor H. Derr and Paula Boghosian of Cultural Resources Unlimited recorded an approximately 30-mile segment of the former WPRR, now UPRR, that is in the proposed Del Paso Siding Upgrade/Extension. Derr and Boghosian did not evaluate the segment (Derr and Boghosian 1993a).

P-34-00491; UPRR/WPRR; at Curve Reconstruction; Map ID 01

In 2006, Richard Deis of EDAW, Inc., recorded a small segment of the former WPRR, now UPRR, that overlaps with the Curve Reconstruction. Deis did not evaluate the segment (Deis 2006).

P-39-000098; UPRR/WPRR; at Lodi Station and Lodi Station South Alternative; Map ID 10

In 2003, B. Larson and E. Johnson of JRP Historical Consulting Services (JRP) recorded a 200-foot segment of the former WPRR, now UPRR, that is in the footprint of the proposed Lodi Station. Larson and Bryan did not evaluate the segment but noted that “the integrity of this resource has been compromised through replacement of its track, ballast, ties, and other engineering features following Union Pacific’s 1983 acquisition of Western Pacific” (Larson and Johnson 2003).

In 2015, T. Spillane and D. Alexander from SWCA Environmental Consultants (SWCA) recorded a 3-mile segment of the former WPRR, now UPRR that is partially located within the northern periphery of the footprint of the proposed Lodi Station, as an update to JRP’s 2003 recordation. The segment was not evaluated, but reiterated JRP’s integrity observation that “the integrity of this resource has been compromised through replacement of its track, ballast, ties, and other engineering features following Union Pacific’s 1983 acquisition of Western Pacific” (Larson and Johnson 2003 via Spillane and Alexander 2015a).

In 2015, Ian Patrick of Patrick GIS Group, Inc. recorded a 1.23-mile segment of the former WPRR, now UPRR that is in the footprint of the proposed Lodi Station South Alternative. Patrick did not evaluate the segment but noted that rails were well maintained (Patrick 2015).

These segments of railroad and railroad trestles, recorded under primary numbers P-34-00491 and P-39-000098, are just a few of the many segments of the former WPRR that have been recorded and updated in numerous counties, including Sacramento and San Joaquin. The railroad was completed in 1909 and served as the United States’ third transcontinental railroad, it was purchased by UPRR in 1980 and upgraded in subsequent years. While the railroad as a whole appears eligible for listing in the NRHP/CRHR under Criterion A/1 for its important contribution to California’s transportation history, the recorded segments of the railroad lack the integrity necessary to convey its historical significance and none have been determined eligible for listing in the NRHP/CRHR. In light of these previous recordations and evaluations, the upgraded rails and plates, all of the segments appear ineligible for listing in the NRHP/CRHR or local designation, and thus would not qualify as historic properties or historical resources.

P-34-000508; American River Flood Control District Levees; at Old North Sacramento Station; Map ID 04

In 1995, S. Flint and D. Bradley of Dames and Moore recorded approximately 11.5-miles of American River Flood Control District Levees in which the western terminus of the recorded levee segment appears to just cross over the western boundary of the footprint of the proposed Old North Sacramento Station. Flint and Bradley did not evaluate the levee (Flint and Bradley 1995).

JRP recorded and evaluated two sections of the levee in 2001. The evaluation stated that while the levees are an important part of flood control for the city of Sacramento, the levee was built initially built in 1955 and have been “regularly maintained and strengthened after flood events.

Because of these alterations and maintenance, they do not have integrity to their period of significance” and are not eligible for listing in the NRHP (Herbert and Blosser 2001). Because the segment of the levee near the western boundary of the footprint of the proposed Old North Sacramento Station shares the same history and maintenance as these other sections, it can be assumed that this segment would also not be eligible for listing in the NRHP due to integrity, and thus would not qualify as a historic property or historical resource.

P-34-000746; Sacramento Northern Railway; at Old North Sacramento Station; Map ID 05

Between 1992 and 1993, Eleanor Derr and Paula Boghosian of Cultural Resources Unlimited recorded a segment of the former Sacramento Northern Railroad (SNR) alignment that passes through the footprint of the proposed Old North Sacramento Station. Derr did not evaluate the segment but noted that the railroad tracks were removed and replaced with a paved bike path (Derr and Boghosian 1993b).

Another section of the former SNR alignment that has been turned into a bike path was recorded and evaluated in 2002 as part of a Federal Highway Administration project (Reference No. FHWA0202425C) and received SHPO concurrence that the resource was not eligible for the NRHP (6Y) (OHP 2012).

Because this other SNR alignment shares the same loss of integrity of the segment in the footprint of the proposed Old North Sacramento Station, it would also appear ineligible for listing in the NRHP, and thus would not qualify as a historic property or historical resource.

P-39-005226; Communication Line along Western Pacific Railway; at Lodi Siding Track Variant 1; Map ID 11

In 2014, Randy Balorian from Applied EarthWorks, Inc. recorded a 3,100-foot segment of a telegraph or telephone communication line, which parallels the alignment of the former WPRR, now UPRR, in the footprint of the proposed Lodi Siding Variants. An estimated construction date was not provided, and the form lacked a discussion of integrity as well as an evaluation (Balorian 2014). Fieldwork and research did not indicate that this communications line is historically significant for the NRHP or the CRHR under any criteria.

P-39-005242; Unnamed Canal; at Lodi Siding; Map ID 12

In 2015, T. Spillane and D. Alexander from SWCA recorded a 2,360-foot segment of an unnamed canal, which travels under the alignment of the former WPRR, now UPRR, in the footprint of the proposed Lodi Siding Variants. An estimated construction date of ca. 1910-1939 was given, but the form lacked a discussion of integrity as well as an evaluation (Spillane and Alexander 2015b). Fieldwork and research do not indicate that this canal is historically significant for the NRHP or the CRHR under any criteria. The canal was a later addition into an older, established canal system. Furthermore, the construction of additional track in the existing UPRR ROW that passes over the segment of this unnamed canal would not cause an adverse effect to the canal or its route.

4.1.1.3 Previously Recorded and Reevaluated Historic-age Built Environment Resources

P-34-00064;7 Arcade Creek Bridge; at Del Paso Siding Upgrade/Extension; Map ID 03

Arcade Creek Bridge (in the footprint of the proposed Del Paso Siding Upgrade/Extension) is an approximately 93-foot long railroad bridge that carries rail traffic over Arcade Creek. David S. Napoli recorded the bridge in 2001 for *Bridge Evaluation Report, Ueda Parkway Project, Sacramento County, California* (Napoli 2001). When Napoli recorded the bridge, he estimated the construction date on the DPR form as ca. 1970, but as ca. 1975 in his report. Because the bridge was less than 50 years old at the time of recordation, he stated it was not old enough to have historical significance and that it was ineligible for the NRHP and the CRHR. The form and the accompanying report were submitted to OHP and railroad bridge was assigned an individual Primary Number (P-34-000647) by California OHP, rather than the same Primary Number assigned to the former WPRR (P-34-000491). Additionally, the bridge was erroneously entered into the Directory of Properties in the Historic Property Data File for Sacramento County with a Status Code of 6Y (Determined ineligible for NR by consensus through Section 106 process—Not evaluated for CR or Local Listing). This railroad bridge is a common and ubiquitous piece of railroad infrastructure that replaced an older bridge at this location and lacks integrity necessary to convey its historical significance as part of the former WPRR. Fieldwork and research did not indicate that this railroad bridge is historically significant for the NRHP or the CRHR under any criteria.

4.1.1.4 Previously Recorded Historic-age Built Environment Resources for this Project

2175 Acoma Street, Sacramento; at Old North Sacramento Station; Map ID 07

AECOM staff conducted an inventory and evaluation of the 5.82-acre industrial property at 2175 Acoma Street in Sacramento in June 2017 as part of initial project development. The property is in the footprint for the proposed Old North Sacramento Station. A memorandum was prepared to determine the eligibility of the property, which included two Quonset huts constructed in 1946, a warehouse constructed in 1961, and an office building constructed in 1975 (Map ID 07). AECOM staff concluded that the Quonset huts and the warehouse did not appear to meet the criteria for listing in the NRHP, CRHR, or the SRHCR.

Table 3 Summary Historic Status for Previously Identified Buildings, Structures, and Objects in the CEQA Study Area

Map ID #	Primary Number	Common Name / Historic Name	Year Built	CHR Status Code*	Recorded by (Date)	Proposed Project Element
01	P-34-000491	UPRR/WPRR	None provided	6Y (WPRR); 7R (recorded segment)	Hale (1994)	Natomas/Sacramento Airport Station
01	P-34-000491	UPRR/WPRR	1906-1909	6Y (WPRR); 7R (recorded segment)	Derr and Boghosian (1993a)	Old North Sacramento Station; Del Paso Siding
01	P-34-000491	UPRR/WPRR	1906-1909	6Y (WPRR); 6 (NRHP evaluation)	Kaptain and Shantry (2005)	Old North Sacramento Station; Del Paso Siding
01	P-34-000491	UPRR/WPRR	1909	6Y (WPRR); 6 (NRHP evaluation)	Byrd (2002)	Elk Grove Station (including all access and platform variants); New Elk Grove Siding Variants
01	P-34-000491	UPRR/WPRR	1909	6Y (WPRR); 6Z (recorded segment)	Webb and Blosser (2002)	Elk Grove Station (including all access and platform variants); New Elk Grove Siding Variants
01	P-34-000491	UPRR/WPRR	1909	6Y (WPRR); 7R (recorded segment)	Deis (2006)	Curve Reconstruction
01	P-34-000491	UPRR and Trestles	1908-1910; Upgraded ca. 1990	6Y (WPRR); 6Z (recorded trestle)	Webb and Blosser (2002)	Elk Grove Station (including all access and platform variants)
03	P-34-000647	UPRR/Arcade Creek Bridge	Ca. 1970	6Y; 6Z (AECOM 2017)	Napoli (2001)	Old North Sacramento Station
04	P-34-000508	American River Flood Control District Levees	Ca. 1955	6 (NRHP evaluation only)	Blosser and Walters (2002)	Old North Sacramento Station
05	P-34-000746	Sacramento Northern Railway	Ca. 1907	7R	Derr and Boghosian (1993b)	Old North Sacramento Station
07	None	2175 Acoma Street, Sacramento	1946-1975	6Z (AECOM 2017)	AECOM (2017)	Old North Sacramento Station
n/a	P-34-001436	West El Camino Bridge over Natomas Canal	1945; Demolished	6Y	Hope (2002)	Old North Sacramento Station

Map ID #	Primary Number	Common Name / Historic Name	Year Built	CHR Status Code*	Recorded by (Date)	Proposed Project Element
08	P-34-000455	Southern Pacific Railroad	Ca. 1903; removed in 1980s	6Z	Maniery (2009) and Baker (2013),	Midtown Sacramento Station
09	P-34-001363	Morrison Creek Levee and Union House Creek Levee	1937-1953; 1961	6Z	Webb and Blosser (2002); Bowens (2005); Arrington and Hayes (2014)	Elk Grove Station (including all access and platform variants)
10	P-39-000098	UPRR/WPRR	1905-1909	7R	Larson and Johnson (2003)	Lodi Station
10	P-39-000098	UPRR/WPRR	1905-1909	7R	Patrick (2015)	Lodi Station South Alternative
11	P-39-005226	Communication Line along Western Pacific Railway	None provided	7R	Baloian (2014)	New Lodi Siding Variants
12	P-39-005242	Unnamed Canal	Ca. 1910-1939	7R	Spillane and Alexander (2015b)	New Lodi Siding Variants

*California Historical Resource (CHR) Status Code assigned/maintained by the California OHP.

6Y = Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing.

6Z = Found ineligible for NR, CR or Local designation through survey evaluation.

7R = Identified in Reconnaissance Level Survey; Not evaluated.

5. Native American Consultation

On October 31, 2017, AECOM on behalf of SJRRC sent a letter describing the project and maps depicting the project area to the NAHC in Sacramento asking NAHC to review their Sacred Lands File (SLF) for any Native American cultural resources that might be affected by the proposed project. Also requested were the names of Native Americans who might have information or concerns about the project area. The NAHC replied that a review of the SLF indicated Native American “sacred sites were identified in the project areas provided” and to contact the Lone Band of Miwok Indians (IBMI) and the United Auburn Indian Community (UAIC) directly for more information.

On November 30, 2017, SJRRC sent letters to the 13 individuals provided by NAHC, including the Lone Band of Miwok Indians and the UAIC. Tiger Polk of the California Valley Miwok Tribe telephoned AECOM on December 6, 2017, and stated they were not aware of any “cultural impacts” in the area of the project. He requested that if cultural items were identified during construction, the California Valley Miwok Tribe be contacted so that the items can be removed and repatriated. Two tribes (the UAIC [on January 18, 2018] and the Shingle Springs Band of Miwok Indians(SSBMI) [on December 28, 2017]) requested formal consultation with SJRRC on the proposed project under AB 52. In January 2018, both UAIC and SSBMI were contacted by SJRRC acknowledging their requests for consultation and to inform them of a project delay due to issues with the Lodi and Elk Grove stations. SJRRC would make contact after the issues were resolved and schedule individual meetings at that time.

In March 2018, as requested and on behalf of SJRRC, AECOM shared the records search findings with the UAIC and the SSBMI tribes. Neither tribe responded after receipt of project materials.

On August 15, 2018, AECOM on behalf of SJRRC contacted the IBMI in order to gain more knowledge on Sacred Lands in the project area. A follow-up call by AECOM on August 21, 2018, resulted in a new contact for the IBMI Cultural Committee Chair, Elizabeth Lydell. An email to Ms. Lydell from AECOM resulted in a telephone call on September 7, 2018, from Jereme Dutschke, IBMI Cultural Committee member, requesting more information. AECOM shared project information in October and November 2018, of the entire project area as well as a specific area in Lodi that was surveyed for the project, but has since been dropped. On December 6, 2018, AECOM sent an email to IBMI asking for more information related to the sacred lands identified by the NAHC in the project area. On January 24, 2019, IBMI responded to AECOM via email, concerned about construction near P-39-000193/CA-SJO-57 (which is located near the proposed Thornton Siding Upgrade/Extension, but still outside project activities), as well as P-39-000192/CA-SJO-56, P-39-000194/CA-SJO-58 (also within the proposed Thornton Siding Upgrade/Extension, but well outside project activities), and P-34-000217/CA-SAC-190 (within the Track Curve Reconstruction south of Desmond Road, but well outside project activities). AECOM acknowledged receipt of the email from IBMI, and replied that it would be forwarded to SJRRC, and that when more information about the project was available, it would be forwarded to IBMI.

On September 9, 2019, AECOM sent a letter describing the revised project and maps depicting the project area to the NAHC asking to review their SLF for any Native American cultural

resources that might be affected by the proposed project. NAHC replied that a review of the SLF was negative for the updated project area.

On September 25, 2019, AECOM sent a copy of the Notice of Preparation of an EIR to all 10 individuals listed on NAHC's updated 2019 list of Native Americans. AECOM, on behalf of SJRRC, sent specific letters to the three tribes that had originally made contact, two of which had requested formal consultation during the early iteration of the project, asking if they were still interested in consulting on the updated project. SJRRC was contacted by UAIC and SSBMI for continued consultation; no other responses were received.

In November 2019, UAIC requested additional project mapping data, which AECOM provided on November 11, 2019. UAIC then requested a meeting to discuss the tribe's concerns related to project impacts to archaeological resources, protection measures, and tribal monitoring. On January 20, 2020, AECOM followed up in an email to UAIC to schedule a meeting regarding the project; UAIC did not reply. On February 6, 2020, AECOM sent another email to UAIC to notify them of a change in the project area in the Natomas/Sacramento Airport area and to request a conference call or meeting to discuss the overall project. UAIC replied asking for project materials and GIS shapefiles again. AECOM replied they had already been sent the previous November, AECOM sent the requested materials on November 25, 2020. After no response from UAIC, AECOM contacted them again via email on March 12, 2020, to discuss any concerns after reviewing the project materials. UAIC responded that the North Elk Grove Station/New Elk Grove Siding area highly sensitive, with known burials in the vicinity; a senior level tribal monitor would need to be present for ground disturbing activities. AECOM replied that UAIC misunderstood that the project area was only the Elk Grove area, but a much longer area from Stockton to Sacramento, and that the surveys had already been completed, with the document nearly complete and ready for public review. UAIC apologized for the delay in their response to the project and requested a copy of the EIR in order to make appropriate recommendations and mitigation measures. Consultation between SJRRC and the UAIC is ongoing.

On November 7, 2019, the Shingle Springs Band of Miwok Indians requested formal consultation with SJRRC. On February 10, 2020, SJRRC met with Kara Perry, Site Protection Manager, and James Sarmento, Executive Director of Cultural Resources, along with project staff from AECOM to discuss the tribe's concerns related to project impacts to archaeological resources, protection measures, and tribal monitoring. The tribe requested pre-construction cultural sensitivity training and an invitation to monitor ground-disturbing construction activities. In addition, the tribe suggested installation of interpretive outreach materials, such as educational panels or displays at the station locations regarding the Native American presence of the area. Mitigation measures were incorporated to address the tribe's concerns. Consultation between SJRRC and the Shingle Springs Band of Miwok Indians is ongoing. All Native American consultation efforts are documented in Appendix C.

6. Interested Parties Consultation

AECOM sent project notification letters and project location mapping to eight local historic preservation organizations, archives, and city planning departments on September 12, 2018, requesting information regarding cultural resources that may be located in the project areas. The following entities received the letter:

- Preservation Sacramento
- Center for Sacramento History
- City of Sacramento, Carson Anderson, Preservation Director
- Elk Grove Historical Society
- City of Elk Grove Historic Preservation Committee
- Sacramento County Historical Society
- San Joaquin County Historical Society and Museum
- City of Stockton Cultural Heritage Board

AECOM received an email response from William Burg at Preservation Sacramento on September 24, 2018, requesting higher resolution maps for the North Sacramento layout, Midtown Sacramento Station, and City College Station. Architectural Historian Chandra Miller sent enhanced mapping for the requested project locations via email the following day. AECOM did not receive any additional responses. All interested party consultation efforts are documented in Appendix D.

7. Field Survey and Results

All archaeological and built environment surveys were conducted by individuals who meet the Secretary of the Interior's Professional Qualification Standards for Archaeology and/or Architectural History and History. AECOM conducted built environment and archaeological surveys on multiple field days in late October and early November 2017; July, August, September, and October of 2018; and November and December 2019.

All accessible portions of the CEQA study area were surveyed with transects spaced less than 5 meters apart. Visibility ranged from good to poor (less than 20 percent) depending on the vegetation. Areas within the UPRR ROW were generally good, while overgrown pastureland, agricultural crops, or vineyards growing in the station locations marred visibility.

In addition to previous use of the land as mentioned above, areas that were developed or had some sort of previous ground disturbance included: Lodi Station Variants (agriculture and vineyard); Elk Grove Station Variants (agriculture, creek/levee modification, road development/modification, flood control/storm drain/sewer infrastructure); City College Station (railroad infrastructure); Midtown Station (railroad infrastructure); Old North Sacramento (railroad infrastructure, road/trail modification; levee modification); Natomas/Sacramento Airport Station (industrial infrastructure).

7.1 Archaeological Resources

No archaeological resources were identified during the field surveys.

7.2 Historic-age Built Environment Resources

A total of 23 built environment resources were recorded during field surveys and were reported on 16 DPR 523 forms. As discussed above, the records searches at CCIC and NCIC and OHP directory, as well as a previous recordation by AECOM in the initial stages of the project identified 17 extant resources in the CEQA study area. This included eight segments and one trestle of the former WPRR (recorded under Map ID 01 [Sacramento County] and Map ID 10 [San Joaquin County]); one bridge of the former WPRR (Map ID 02); one segment of the American River Flood Control District Levee (Map ID 04); one segment of the former Sacramento Northern Railroad (Map ID 05); one industrial property (Map D 07); one segment of the former SPRR (Map ID 08); one segment of the Morrison Creek and Union House Creek Levee (Map ID 09); one former communications line (Map ID 11); and one canal segment (Map ID 12) (Table 3). None of these resources are eligible or appear to be eligible for listing in the NRHP or the CRHR and therefore are not considered historical resources for the purposes of CEQA. These resources, along with the newly recorded resources are discussed below.

Built in 1945, the El Camino Bridge over Natomas Canal (P-34-001436), was in the CEQA study area, but was demolished in 2009 and is therefore not further discussed.

Six historic-age built environment resources were identified during the field surveys (Table 4; Appendix E). These resources include rural agricultural properties, an industrial site, a segment of telegraph poles, and a segment of a former electric railway line are discussed below.

7.2.1 Newly Recorded Historic-Age Built Environment Resources

Segment of Telegraph poles; at Natomas/Sacramento Airport Station; Map ID 02

The resource is an approximately 1.5-mile segment of telegraph poles, 833 feet (0.15 miles) are in the corridor proposed for improvements for the Natomas/Sacramento Airport Station. The segment is on the east side of the UPRR (formerly WPRR) tracks in the UPRR ROW north of West Elkhorn Boulevard. The construction date of the telegraph line was not determined, but they were most likely constructed in the early twentieth century. AECOM staff concluded that the segment of telegraph poles did not appear to meet the criteria for listing in the NRHP or the CRHR.

7.2.1.1 Swanston Branch—Northern Electric Railway / Sacramento Northern Railway; at Old North Sacramento Station; Map ID 06

This segment of the Sacramento Northern Railway has never been formerly recorded, but has been assigned a Primary Number by the OHP (P-34-005125). It is the remnants of the Swanston Branch line that split from the main Northern Electric Railway (P-34-00746) just northeast of its intersection with the Western Pacific Railroad (P-34-000491) before turning east and paralleling Arden Way (formerly Bassettlaw Avenue). The Swanston Branch line was constructed in 1914 (completed in 1915) and connected the city of Sacramento to the town of North Sacramento (North Sacramento Chamber of Commerce 2014), terminating at Swanston and Son meat packing plant near the Southern Pacific Railroad (Technical Publishing Company 1915:95); only the railroad grade remains—no rails or ties are present—and is currently used for a paved bicycle path called the Sacramento Northern Bikeway Trail. Construction of the Arden Way-Garden Highway Connector appears to have destroyed the railroad grade east of this location. AECOM staff concluded that the Swanston Branch Line does not meet any of the criteria for the NRHP or CRHR, nor does it retain its historic integrity.

3434 Highway 12, Lodi; at Lodi Station; Map ID 13

This 37.65-acre horse ranch property spans two parcels and is adjacent to the footprint of the proposed Lodi Station. Aerial photography indicated the presence of nine buildings (including four residences), 10 small horse shelters, and two corrals dating from 1910-1918 through 2008. AECOM staff concluded that the property did not appear to meet the criteria for listing in the NRHP or the CRHR.

14250 North DeVries Road, Lodi; at Lodi Station South Alternative; Map ID 14

This 141.3-acre dairy property is in the footprint of the proposed Lodi Station South Alternative. The property consists of a cluster of 11 buildings and structures, including a residence, barns, and shelters dating from the 1930s through 2015. AECOM staff concluded that the property did not appear to meet the criteria for listing in the NRHP or the CRHR.

13712 North DeVries Road, Lodi; at Lodi Station South Alternative; Map ID 15

This triangular 5.9-acre parcel is adjacent to the footprint of the proposed Lodi Station South Alternative and contains a 1,521-square foot ranch-style residence built in 1961 and a detached outbuilding. AECOM staff concluded that the property did not appear to meet the criteria for listing in the NRHP or the CRHR.

2851 West Harney Lane, Lodi; at Lodi Station South Alternative; Map ID 16

This 2.5-acre fertilizer storage and sales facility is adjacent to the footprint of the proposed Lodi Station South Alternative and fronts the UPRR (formerly the WPRR) and a railroad siding. The parcel contains four buildings: two warehouses, a combination warehouse and office, a flammables storage shed, and numerous storage silos and tanks dating from 1964-1967 and 1967 through 1993. AECOM staff concluded that the property did not appear to meet the criteria for listing in the NRHP or the CRHR.

Table 4 Summary Historic Status for Buildings, Structures, and Objects in the CEQA Study Area Recorded and Evaluated by AECOM for the Proposed Project

Map ID #	Address	Common Name/Historic Name	Year Built	CHR Status Code*	Proposed Project Element
02	North of West Elkhorn Boulevard, Rio Linda	Telegraph poles	Early 20 th C.	6Z	Natomas Maintenance and Layover Facility
06	Sacramento	Swanston Branch—Northern Electric Railway / Sacramento Northern Railway (P-34-005125)	1915	6Z	Old North Sacramento Station
13	3434 Highway 12, Lodi	West 12 Ranch	1910-1918 through 2008	6Z	Lodi Station
14	14250 North DeVries Road, Lodi	Woods Dairy	Ca. late 1930s-2015	6Z	Lodi Station South Alternative
15	13712 North DeVries Road, Lodi	none	1961	6Z	Lodi Station South Alternative
16	2851 West Harney Lane, Lodi	Simplot Grower Solutions	1964-1967; 1967-1993	6Z	Lodi Station South Alternative

*California Historical Resource (CHR) Status Code assigned/maintained by the California OHP.
 6Z = Found ineligible for NR, CR or Local designation through survey evaluation.

8. Study Findings

8.1 Findings and Conclusions

The background research identified that all station locations have been developed or used for pastureland, agricultural land, vineyards, or railroad (or other) infrastructure at some time over the years. Aerial photography and survey efforts identified ground disturbance from flood control efforts, manholes, and water system piping in the area of Elk Grove Station and vicinity. Likewise, the Old North Sacramento Station location is a maze of old sidings that used to service local warehouses and ditches. The land surrounding the Lodi Station Variants have been used for agriculture for many decades and are currently used as agricultural land and vineyards.

The project design has only been completed to 15 percent. The deepest ground disturbance would be the tunnels at the Lodi Station Variants and Old Sacramento North stations at 12 and 5 feet below grade, respectively, with new siding and track reconstruction maxing out at 2 feet below grade. New bridges at Arcade Creek, Union House Creek, and Laguna Creek would be constructed in previously disturbed areas adjacent to the current bridges.

The literature review, records searches, and field survey identified 23 historic-age resources (17 previously recorded and six newly recorded, reported on 16 DPR 523 forms [see Appendix B and Appendix E]) and no prehistoric archaeological sites in the CEQA study area.

Based on consultation with the SSBMI and UAIC, the tribes have areas of concern where ground disturbance is greater. SSBMI requested pre-construction cultural sensitivity training, as well as an invitation to monitor ground-disturbing construction activities after review of a more complete design of the proposed project. UAIC has not reviewed the entire project footprint, but pointed out the Elk Grove Station and vicinity, as one of the culturally sensitive areas. At the very least, the UAIC would require a senior level tribal monitor for ground disturbing activities. Consultation with both tribes is ongoing.

All of the historic-age resources identified in the architectural CEQA study area date to the twentieth century; most do not appear to be associated with any significant events or individuals important in the history of their respective locals in Sacramento or San Joaquin counties, or California. The former WPRR, now the UPRR (Recorded as Map ID 01 in Sacramento County and Map 10 in San Joaquin County), has been found eligible for listing in the NRHP and CRHR under Criterion A/1 for its important contribution to California's transportation history by previous researchers, but the segments lacked the integrity necessary to convey its historical significance. After review of the previous recordations and current field checks and research, the present evaluation concludes that portions of WPRR rail line, bridge trestles, and bridges located recorded for this project do not appear to meet the criteria for listing in the NRHP, CRHR, or local registers, nor do they appear to be historical resources for the purposes of CEQA. In conclusion, no historic properties (NRHP) or historical resources (CRHR) were identified in the architectural CEQA study area for the proposed project.

As noted above, the background research, survey, and consultation, no historical, unique archaeological, or tribal cultural resources will be impacted as a result of the proposed project.

However, it is recommended that a review of the proposed project with the aforementioned tribes prior to final design is complete to discuss areas of concerns and request tribal monitoring of ground disturbing project construction activities.

8.2 Unanticipated Discovery and/or Changes in the Project

If previously unidentified cultural resources are unearthed during project activities, work would be halted in the area until a qualified archaeologist could assess the significance of the find. An additional archaeological survey would be needed if the project limits are extended beyond the present survey limits. If human remains are encountered during project activities, all work in that area would halt and the Sacramento or San Joaquin County Coroner would be contacted, pursuant to California PRC Sections 5097.94, 5097.98, and 5097.99. If the coroner determines that the remains are not subject to his or her authority and if the coroner recognizes the remains to be Native American, or has reason to believe that they are Native American, they will contact the NAHC by telephone within 24 hours.

8.3 Statement of Limitations

This report has been prepared based on certain key assumptions made by AECOM that substantially affect the conclusions and recommendations of this report. These assumptions, although thought to be reasonable and appropriate, may not prove to be true in the future. The conclusions and recommendations of AECOM are conditioned on these assumptions.

The Cultural Resources Inventory and Evaluation was performed based on information provided by the NCIC and CCIC of the CHRIS in September 2019, by the NAHC in September 2019, and consultation with Native American tribes in February 2020, as well as from direct observation of site conditions and other information that generally is applicable from October 2017 through November 2019, and the conclusions; therefore, recommendations herein are applicable only to that timeframe.

Information obtained from these sources in this timeframe is assumed to be correct and complete. AECOM will not assume any liability for findings or lack of findings based on misrepresentation of information presented to the AECOM cultural resources team or for items not visible, made available, accessible, or present at the site at the time of the project area survey.

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Appendix A

Project Figures

Appendix B

Records Search Results

CONFIDENTIAL

This page was removed to prevent locational data regarding cultural resources from being published.

2175 Acoma Street, Sacramento
AECOM (2017)

Memorandum

Date: June 21, 2017

To: Michael Kay and Daniel Hartman, P.E.

From: Jeremy Hollins and Kirsten Johnson, AECOM Architectural Historians; Jennifer Redmond, AECOM
Archaeologist

Subject: ACEforward Sacramento Extension North Sacramento (Del Paso) Station– 2175 Acoma Street
Determination of Eligibility

INTRODUCTION

AECOM staff conducted investigations to determine the eligibility of the extant buildings and structures within the footprint of the proposed North Sacramento (Del Paso) Station for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and the Sacramento Register of Historic and Cultural Resources (SRHCR). The station would potentially be developed as part of the proposed ACEforward Sacramento Extension. The proposed station footprint is within Sacramento County Assessor's parcel 275-0111-006 at 2175 Acoma Street in Sacramento, Sacramento County, California (see attached Project Vicinity Map). The 5.82-acre parcel includes two Quonset huts constructed in 1946, a Warehouse constructed in 1961, and an Office Building constructed in 1975. The Quonset huts and the Warehouse are both within the proposed station footprint and the Office Building is immediately adjacent (see attached Project Site Map).

AECOM staff concluded that the Quonset huts and the Warehouse do not appear to meet the criteria for listing in the NRHP, CRHR, or SRHCR or to be historical resources for the purposes of the California Environmental Quality Act (CEQA). Because the Office Building is less than 45 years old and does not possess exceptional significance based on preliminary research, the NRHP, CRHR, and SRHCR eligibility of the Office Building were not further evaluated. Research did not identify any exceptionally significant historical associations with the Office Building.

RESEARCH METHODOLOGIES

In order to better understand the history of the property at 2175 Acoma Street, AECOM staff conducted research at several historical repositories both online and in person. The research provided insight into the historic contexts and themes of the area, and specific information concerning the property.

In June 2017, AECOM staff visited the Sacramento Room at the Sacramento Central Library and the Center for Sacramento History. AECOM staff also consulted numerous online resources including the archives of *The Sacramento Bee* through the Sacramento Public Library, the Sacramento County Assessor Parcel Viewer, National Environmental Title Research (NETR) Online, the U.S. Geological Survey's Historical Topographic Map Explorer, Newspapers.com, and the Online Archive of California.

On June 8, 2017, AECOM staff performed a reconnaissance architectural survey of the property at 2175 Acoma Street. The Quonset huts and the Warehouse are set back on the property and were largely obscured from the public right-of-way by trucks, construction equipment, and modular buildings that are situated closer to Acoma Street. Overview photographs of the property and the setting were taken.

HISTORIC CONTEXT

North Sacramento

The area that would become North Sacramento was part of *Rancho del Paso* during the Mexican period of California's history. The land grant was patented in 1841 to Eliab Grimes and John Sinclair, who raised cattle and wheat on the land. Following California's annexation to the United States, Grimes and Sinclair lost the grant to

Samuel Norris, who successfully filed a claim for the grant to the Public Lands Commission in 1852 (Williams 1956:5). Following a lengthy legal battle that found in favor of Norris, Norris was deeply in debt to his lawyers James Ben Ali Haggin and Lloyd Tevis, who purchased the land from Norris in 1862 (Williams 1956:5). Haggin operated a well-known horse-breeding ranch on the land until 1905 when he moved his operation to Kentucky. The history of the Haggin period lives on the community through the names of the Hagginwood neighborhood and Ben Ali Way.

In 1910, ownership of the rancho transferred to O.A. Robertson, a capitalist from Minnesota (Williams 1957:2). Robertson operated the Sacramento Valley Colonization Company, which was organized to develop suburbs around Sacramento. In the same year, Robertson sold a portion of his land to the North Sacramento Land Company, which began an intense advertising campaign of a suburb they named “North Sacramento” (Burg 2008; Williams 1957:2). Initially development was slow due to frequent flooding and dangerous rail crossings between downtown Sacramento and North Sacramento (Schmid 1937). The rail crossings were improved following the acquisition of the local interurban Northern Electric Railway by the Sacramento Northern Railroad in 1914 (Schmid 1937). The two railroad lines that passed through North Sacramento – the Western Pacific Railroad (WPRR) and the Sacramento Northern Railroad – were important in the development of the area. Improved passenger rail allowed residents of North Sacramento to easily commute across the American River to Sacramento for work and the WPRR allowed industrial production to flourish in the area.

One of the earliest industries in the North Sacramento area was the locomotive manufacturer, Globe Iron Works, which was established in 1895 and renamed Liberty Iron Works in 1910s. During World War I, Liberty Iron Works won a \$18 million government contract to produce the “Jenny” airplane (Burg 2008). The contract, which was featured in numerous advertisements by the North Sacramento Land Company, attracted real estate developers to the area and played a key role in the development and growth of the North Sacramento area (SAMCC 2002). North Sacramento did indeed grow in the next decade and incorporated in 1924 (Schmid 1937).

During World War I and through the 1920s, the Sacramento area as a whole grew as “industrial and service labor jobs created steady income for Sacramentans” (Avella 2008:16). A robust military presence was established in Sacramento in the 1930s, providing thousands of jobs with the founding of three military installations, including Mather Field, McClellan Field, and the Army Signal Depot. The Army Signal Depot, located across the American River from North Sacramento, was an important supplier that used rail for transport (Avella 2008:16). Canning also was a major industry in the Sacramento area in the early twentieth century. Fruit and vegetables from the Sacramento Valley were processed in canning plants in Sacramento and transported across the nation (Avella 2008:15). In 1924, six major canning plants existed in the city, including California Packing Corporation’s two large Del Monte plants and Libby, McNeill, and Libby (Avella 2008:15). Growth lagged in Sacramento during the Great Depression until the 1940s, when World War II military spending boosted the economy of the Sacramento area.

North Sacramento’s heyday was the period between the 1920s and the 1940s. Del Paso Boulevard, the main thoroughfare and the route of U.S. 40 between Sacramento and the Sierra Nevada, was prosperous and had a variety of businesses catering to locals and tourists passing through. In 1947, however, a new freeway (State Route 160, or the North Sacramento Freeway) bypassed Del Paso Boulevard and North Sacramento, marking a decline in the neighborhood as development began to move further from downtown and to newer suburbs (STAlnc. 1992:235; Young 1950). In 1964, North Sacramento ceased to be its own city when it was annexed into Sacramento following a contentious city council vote (Ehrenreich-Risner 2010:7).

Parcel Specific History

The earliest topographic map depicting the parcel at 2175 Acoma Street is the 1911 *Brighton, Calif.* 15-minute U.S. Geological Survey quadrangle (U.S. Geological Survey 1911). The parcel is shown as undeveloped, with the “Northern Electric R.R.” and “W.P.R.R.” passing to the west. A road in the alignment of modern-day Del Paso Boulevard is also mapped. The next topographic map to depict the parcel is the 1949 *Sacramento East, Calif.* 7.5-minute quadrangle (U.S. Geological Survey 1949). By this time, significant growth had occurred in North Sacramento and streets were platted in their modern alignments. Modern-day Acoma Street was depicted and the

subject parcel was shown as developed with a single long, narrow building – presumably the Quonset huts – adjacent to a spur of the WPRR Railroad and parallel to the railroad mainline.

The first buildings constructed on the parcel were the Quonset huts, which were built for the Del Paso Canning Company. Construction began on April 15, 1946 and consisted of “two units, one 40x280 [feet] to be used as a warehouse and for the storage of fruit and the other 60x240 [feet] which will house the actual canning equipment” (*North Sacramento Journal* 1946). Based on the description of the construction work in the newspaper at the time, it is unclear whether these Quonset huts were new construction or repurposed from nearby military activities. A December 1946 *Sacramento Bee* ad for Quonset hut-builders Sutter Supply Company featured a Quonset hut similar in design to those on the subject parcel, but it is unknown if Sutter constructed the Acoma Street buildings (*Sacramento Bee* 1946a).

The Del Paso Canning Company was started by James R. Pullen and Harold von der Leitch, two executives of Lodi’s Foster & Wood Canning Company, to take advantage of a bumper crop of peaches in the Sacramento area in 1946 (*North Sacramento Journal* 1946). Construction of the facility began in April 1946 and they were in operation by the end of July in the same year. They anticipated hiring 500 to 600 employees and processing 5,000 tons of peaches that season (*Sacramento Bee* 1946b). A 1947 aerial photograph depicts the two Quonset huts aligned with the railroad track and a small building to the east that may be attached to the eastern hut (NETR Online).

The Del Paso Canning Company was only in operation for a short time. By 1948, their processing license was revoked by the California State Department of Agriculture for “failing to pay growers for peaches and tomatoes received under contract in 1947” (*Sacramento Bee* 1948a). By June 1948, the company was bankrupt and the plant was being advertised as an “ideal site for any number of industries, since a railroad spur track runs nearby” (*Sacramento Bee* 1948b).

The buildings appear to have been unoccupied until 1951 when the Continental Chemical Company purchased the property. The address at this time was 225 Almond Street and an ad in the *Sacramento Bee* (1952) indicated that the company sold swimming pool chemicals. Thomas E. Hill founded the Continental Chemical Company in 1943 at 4th and T streets in Sacramento and moved once within the city before moving to Almond/Acoma Street in North Sacramento to accommodate a larger output and more employees (*Sacramento Bee* 1963a, 1963b). By 1955, the address for the business was 225 Acoma Street (Oldham 1955).

A 1957 aerial shows that the small building east of the Quonset huts had been expanded and a number of smaller buildings/sheds are present elsewhere on the parcel (NETR Online). A 1961 permit in the records of the City of North Sacramento Department of Public Works on file at the Center for Sacramento History included a building permit for a 60- by 192-foot steel span and wood warehouse with corrugated iron siding (Warehouse). This building is visible on the 1964 aerial, south of the Quonset huts and the storage area on the parcel, along El Monte Street (NETR Online).

By 1963, the property had been assigned its current address of 2175 Acoma Street. That year, the facility had 45 employees and had expanded to sell liquid chlorine as well as cleaning compounds and sanitizers (*Sacramento Bee* 1963b). Continental Chemical Co. was sold in 1964 to Universal Chemical Company, Inc., of Cincinnati, Ohio (*Sacramento Bee* 1964). Continental retained its identity through the sale and also kept its branch offices in Oakland, San Francisco, and San José. It appears that the 65 employees at the Sacramento plant remained on the job following the acquisition (*Sacramento Bee* 1964).

Two industrial accidents occurred in 1973 at the Continental Chemical Co. property involving chlorine gas leaks. On February 7, eight employees were hospitalized after a pipe ruptured, sending chlorine gas into the plant. No one was killed (Fourkas 1973:A3). On September 11, a hose carrying a chlorine mixture from a railroad car into the plant ruptured, but no one was seriously injured (*Sacramento Bee* 1973). During this time period, Continental Chemical Co. had 50 employees and supplied the chlorine to purify all drinking water within 100 miles of Sacramento (*Sacramento Bee* 1973).

Continental Chemical Co. appears to have continued to operate at the Acoma Street property through the 1970s and into the 1990s (California Regional Water Quality Board 2009). The Office Building fronting Acoma Street was

constructed in 1975 based on the *Sacramento East, Calif.* 7.5-minute topographic quadrangles and the Sacramento County Assessor's records, possibly for the use of Continental Chemical Co. (U.S. Geological Survey 1967, 1975). Continental Chemical Co. owned the property until 2002 when it was sold to AAA Crane Inc. (Sacramento County Recorder, Book 20020329, Page 3036). The property is currently being used by a traffic control company.

Quonset Huts

As the U.S. prepared to enter World War II in 1940 and 1941, the U.S. Navy saw a need for quickly deployable, temporary structures that could be used for housing, storage, headquarters, and other purposes. During World War I, the British Army had developed prefabricated, semi-cylindrical huts constructed of corrugated steel sheets placed atop arched steel framing, known as "Nissen huts," which were named for Major Peter Norman Nissen of the Corps of Royal Engineers who had developed the plans for the structures. The U.S. Navy hired the architectural firm of George A. Fuller and Company of Chicago and New York City to design a hut to American specifications. George A. Fuller and Company was the first American architectural firm to deal exclusively with the construction aspects of the building, providing similar services as a modern-day general contractor. The company constructed the Chicago Opera House, the Rookery Building, and the Rand McNally Building in Chicago and the Flatiron Building, Pennsylvania Station, and the Plaza Hotel in New York City. Stan-Steel, a subsidiary of the Great Lakes Steel Corporation of Detroit, Michigan, was retained to fabricate the structures (City of Los Angeles 2015; Thomas 2003).

The U.S. Navy tasked George A. Fuller and Company and Stan-Steel with the creation of a hurricane-resistant, prefabricated building that could be quickly assembled by untrained men, shipped in small containers, and used for a variety of purposes. The huts were also to be arch shaped for strength and deflection of shell fragments. The Navy gave the firms a 60-day deadline to develop the huts. Engineer Peter Dejongh, architect Otto Brandenberger, and group of engineers and metalworkers from the two firms converged on the Navy yards at Quonset Point, Rhode Island to begin work. The Navy originally referred to the American huts as the Stan-Steel Arch Rib Hut, but Stan-Steel began to refer to the structures as Quonset huts, using the name of the place where the huts were developed to differentiate them from other prefabricated buildings that the firm produced (City of Los Angeles 2015; Thomas 2003).

During World War II, the U.S. Navy produced three primary versions of the Quonset hut including the T-Rib Quonset, the Quonset Redesign, and the Stran-Steel Quonset. The T-Rib Quonset was produced in two sizes (16 by 36 feet and 16 by 20 feet) and featured a T-shaped steel and iron arch. Corrugated steel sheets were laid across arched steel and iron frames in a continuous arch so that the walls and roof the hut became a single structural member. By the end of 1941, about 8,200 T-Rib Quonset huts had been manufactured and installed. However, the structures were heavy and difficult to pack, and the continuous arch limited floor space in the interior of the huts (City of Los Angeles 2015:4). The second version of the Quonset hut, known as the Quonset Redesign hut, featured a segmental arch and four-foot-high vertical sidewalls, which provided more interior floor space. The segmental arch could be assembled faster and with fewer fasteners. Lighter framing was used, which made the huts easier to ship and less expensive to produce. The Quonset Redesign huts also came in two sizes – 16 by 36 feet and 24 by 60 feet. The third redesign of the Quonset hut was completed to comply with the Navy's request to decrease the weight and size of the structures for shipping overseas. The Stran-Steel Quonset featured lighter-weight materials such as half-inch plywood floors instead of one-inch tongue-and-groove and lighter-gauge corrugated galvanized siding. Only the panel of siding installed along the ridgeline was factory curved; the rest of the hut was sided horizontally so that the corrugated galvanized siding panels could be shipped flat. The Stran-Steel Quonset returned to the original continuous-arch design, but because these new Quonsets were larger (20 by 48 feet and 20 by 56 feet) there was no loss in floor space (City of Los Angeles 2015:4; Thomas 2003:9).

An estimated 150,000 to 170,000 Quonset huts were produced for the U.S. military during World War II. In addition to those produced by George A. Fuller and Company and Stran-Steel for the military, other versions of the Quonset were developed and manufactured by other contractors beginning in 1941. Those contractors recognized a market for the structures outside of the military and for Quonsets-style huts designed for specific needs and climates. Stran-Steel also manufactured larger versions during World War II that measured 40 by 100 feet known as utility buildings or "elephant huts," as well multiple utility buildings that could be expanded in both width and

length. Arched roof segments were joined together with low, sloping valley gutters. Expansions could be made in 61'-6" increments in width and 100-foot increments in length. The "elephant huts" and multiple utility buildings were typically assembled directly on gravel or concrete slabs (City of Los Angeles 2015; quonsethuts.org 2017; Rogers nd).

After World War II, the U.S. military sold surplus Quonset huts to the public for approximately \$1,000 each and Stran-Steel and other private manufacturers continued to produce new Quonset huts in limited numbers. A housing shortage following the war led to the use of military salvage and newly manufactured huts for Quonset hut subdivisions in suburban areas outside major cities, and Quonset huts also were used for commercial, light industrial and agricultural uses. Post-war college enrollments soared as a result of the G.I. Bill and many government surplus Quonset huts were purchased by colleges and universities (City of Los Angeles 2015:4; Rogers nd; Thomas 2003:9). By the mid-1950s, Stran-Steel manufactured five models identified by their width in feet, including Quonsets 20, 24, 36, 40, and Multiple. The length of the structures could be extended depending on the number of arch-rib supports purchased. Quonsets 20 and 24 could be extended in 12-foot increments and Quonsets 36 and 40 and the Quonset Multiple could be extended in 20-foot increments (Thomas 2003).

ARCHITECTURAL DESCRIPTION

The property at 2175 Acoma Street is on an irregularly-shaped, 5.82-acre parcel located in a light industrial area in North Sacramento. The railroad alignment is adjacent to the parcel to the west. The parcel includes two Quonset huts constructed in 1946, a Warehouse constructed in 1961, and an Office Building constructed in 1975. The parcel is currently occupied by a traffic control safety company, Trench & Traffic Supply, and in addition to the Quonset huts, Warehouse, and Office Building, the parcel also includes modern modular buildings and serves as a storage yard for the company's equipment, including large traffic control and trench shoring equipment and construction dumpsters.

The two Quonset huts are on the west side of the parcel. The Quonset huts are rectangular in plan and are oriented on a northeast-southwest axis parallel to the railroad tracks. Both Quonset huts are modified examples of the third and last Quonset hut type developed and produced by George A. Fuller and Company and Stran-Steel, which were known as Stan-Steel Quonsets, with metal rib, continuous arch, half cylinder framing; factory-curved galvanized corrugated metal panels along the ridgeline; and flat corrugated metal panel siding on the remainder of the buildings (see attached Photographs 1 and 2). Both Quonsets likely have poured concrete slab foundations. The short ends of the Quonset huts face north and south, with the front elevations on the south. Both Quonset huts have metal brackets (three on the western hut and five on the eastern hut) that support steel pipes that run between the buildings and are routed through the metal siding panels into the interior of the Quonset huts. One bracket on the eastern Quonset hut also appears to support a conduit that supplies electricity to a pole-mounted yard light.

The western Quonset hut was constructed in 1946 as the warehouse and fruit storage for the Del Paso Canning Company. This Quonset hut has a single arch or vault and is approximately 40 feet wide and 280 feet long. It is an example of either a military surplus expanded "elephant hut" or a manufactured Stan-Steel Quonset 40 with fourteen, 20-foot arch-rib support units (Thomas 2003). If the Quonset was not military surplus, it may have been purchased from the Sutter Supply Company, which was a local distributor of Quonsets manufactured by the Great Lakes Steel Corporation, of which Stan-Steel was a subsidiary (*Sacramento Bee* 1948c). Both the north and south elevations feature louvered vents near the apex of the arch and vehicle-bay openings with roll-up corrugated metal doors. The front elevation has two, 6-light, steel-frame industrial windows on each side of the vehicle-bay opening and a modern stem light attached to the roof near the arch apex. The north or rear elevation is not visible from the public right-of-way, but aerial photographs indicate there may be at least one window on the east side of the vehicle bay opening. Most of the east elevation is immediately adjacent to the eastern Quonset hut, with the exception of a segment approximately 40 feet long on the north end. That segment has two second story shed dormer window openings – one has been infilled with metal sheeting and the other appears to have a two-light aluminum sliding window. The segment also has three divided light, steel-frame industrial windows on the first level. One is a paired window and the other two are single windows. The west elevation faces the railroad

alignment and is not visible from the public right-of-way, but aerial photographs suggest there are five window or door openings on this elevation.

The eastern Quonset hut was constructed in 1946 to house the canning equipment of the Del Paso Canning Company. This Quonset hut has a double arch or vault and is approximately 60 feet wide and 240 feet long. This Quonset is an example of either an expanded military multiple utility building or a Stan-Steel Quonset Multiple with twelve, 20-foot arch-rib support units (Thomas 2003). If this Quonset hut was not military surplus, it also may have been purchased by the Sutter Supply Company, which was a local distributor of Quonsets manufactured by the Great Lakes Steel Corporation, of which Stan-Steel was a subsidiary (*Sacramento Bee* 1948c). Both the north and south elevations feature louvered vents near the apex of the arch. The south or front elevation features two over-sized, vehicle-bay openings with corrugated metal roll-up doors and two, 6-light, steel-frame industrial windows adjacent to the vehicle-bay openings. The fenestration pattern on the rear (north) elevation mirrors the front (south) elevation, but both window openings have been covered with corrugated metal and the vehicle-bay opening in the eastern arch has been infilled with corrugated metal and a single-entry person door. The vehicle-bay opening in the western arch has a corrugated metal roll-up door but appears to have been shorted so that the top of the opening is flush with the top of the covered window opening. The west elevation of this Quonset is immediately adjacent to the east elevation of the adjacent Quonset hut. A modern modular building, the 1975 office building, and other objects on the parcel conceal much of this elevation from view from the public right-of-way. Aerial photographs suggest there is one entrance opening on the east elevation as well as a small attached one-story building. Historic aerial photographs suggest that one portion of the building was constructed at the same time as the Quonset hut in 1946 and the other between 1947 and 1957. Each portion of the building has a shed roof. The building is only partially visible from the public right-of-way, but probably is constructed of wood framing with either metal or plywood siding. The building is attached to the east elevation of the Quonset hut by a lean-to.

The Warehouse is approximately 200 feet south of the Quonset huts along the southern boundary of the parcel. It is bounded by the railroad to the west and an abandoned segment of the El Monte Road alignment to the south (see attached Photograph 3). According to the records of the City of North Sacramento Department of Public Works, the Continental Chemical Company constructed the rectangular, 60-by-192-foot building in 1961. The steel span and wood framed warehouse is clad with corrugated iron siding and has a side gable metal roof. The building faces north toward the Quonset huts and the interior spaces of the parcel. The front of the building is not visible from the public right-of-way, but appears to have three vehicle bays with roll-up doors and two single-entry person doors. There are no door or window openings or other significant features on the rear (south) elevation. The east elevation has two, 1-story wood frame and corrugated metal lean-to additions with shed roofs. The larger addition is off-set from the northeast corner of the building with the slope of the roof facing north and is the same height as the main portion of the building (see attached Photograph 4). It has a loading dock-style sliding door that faces east and a modern stem light and security cameras are mounted near the roof line. The other, smaller lean-to addition is near the southeast corner of the building and the slope of its roof faces east. The addition is accessed by a single-entry door that appears to be constructed of metal. Historic aerial photographs indicate that both additions were constructed between 1966 and 1993.

The Office Building is about 100 feet east of the Quonset huts, adjacent to Acoma Street along the eastern boundary of the parcel (see attached Photographs 5 and 6). Sacramento County Assessor's records and City of Sacramento building permits indicate the building was constructed in 1975 by the Continental Chemical Company. The architect was Newby & Isaacson and the general contractor was Heckes & Hurst. The two-story building has a rectangular-shaped plan. The roof is flat with a parapet and is built up. The first story is recessed below the slightly overhanging second story. The first story is constructed of painted slump blocks and the exterior walls on the second story are concrete panels. The front entrance is centered on the east elevation of the building and includes a glass and bronze anodized steel storefront with two single-entry doors with transoms bordered by walls faced with stone veneer. The windows are narrow, bronze anodized steel-framed fixed windows with a longer upper light above a smaller spandrel panel.

EVALUATION

The parcel at 2175 Acoma Street includes two Quonset huts constructed in 1946, a Warehouse constructed in 1961, and an Office Building constructed in 1975. The Del Paso Canning Company constructed or moved the Quonset huts to the parcel to serve as a canning facility and a warehouse/fruit storage facility. Executives of Lodi's Foster & Wood Canning Company established the Del Paso Canning Company to take advantage of the 1946 bumper crop of peaches in the Sacramento area. The company located the facility adjacent to the railroad tracks in an industrial area of North Sacramento, a suburb of Sacramento established in the 1910s that grew in response to industrial and military development in the area. The Del Paso Canning Company was short lived and bankrupt by 1948. The Quonset huts and the parcel remained vacant until the early 1950s when the property was purchased as the third location of the Continental Chemical Company, which produced chemicals for swimming pools. The Continental Chemical Company constructed the Warehouse in 1961 and the Office Building in 1975.

NRHP and CRHR Evaluation

Because the Quonset huts and the Warehouse are 71 years old and 56 years old, respectively, and more than 45 years old, they were evaluated to determine their eligibility for listing in the NRHP and CRHR. Neither the Quonset huts nor the Warehouse appear to meet the criteria for listing in the NRHP or CRHR and do not appear to be historical resources for the purposes of the California Environmental Quality Act (CEQA). The evaluation of eligibility is detailed below.

The Office Building was constructed in 1975 and is 42 years old. Because the building is less than 45 years old, it does not meet the historic-period threshold. In addition historical research did not identify any exceptionally significant historical associations with the building. Therefore, the NRHP and CRHR eligibility of the Office Building were not further evaluated.

NRHP Criterion A / CRHR Criterion 1

Under NRHP Criterion A or CRHR Criterion 1, the Quonset huts and the Warehouse have no significant associations with important historic events. The buildings are associated with post-World War II industrial development in North Sacramento. The Quonset huts were constructed or relocated to the parcel at 2175 Acoma Street by the Del Paso Canning Company because of the property's proximity to the railroad, the existing labor force in the Sacramento metropolitan area, and most importantly, the bumper crop of peaches in the Sacramento area that instigated the founding of the canning company. The Del Paso Canning Company only existed for about two years and may have always planned to be temporary in nature, as exhibited by the use of Quonset huts for their facilities, which were developed as portable, temporary structures by the U.S. Navy during World War II. The corrugated metal 1961 Warehouse building was constructed by the Continental Chemical Company, which purchased the property in the early 1950s. Neither the short-lived Del Paso Canning Company or the subsequent Continental Chemical Company played a distinct or important role in the history or development of the North Sacramento area and the buildings are not eligible under NRHP Criterion A or CRHR Criterion 1.

NRHP Criterion B / CRHR Criterion 2

Under NRHP Criterion B or CRHR Criterion 2, the Quonset huts and the Warehouse have no significant associations with the lives of persons important to history. The Del Paso Canning Company was founded by James R. Pullen and Harold von der Leitch, two executives of Lodi's Foster & Wood Canning Company. However, the Del Paso Canning Company was only in business for two years and closed after their processing license was revoked. In the early 1950s, the parcel became the third location of the Continental Chemical Company, which was initially founded by Thomas E. Hill in 1943 at 4th and T Streets in Sacramento. It is unlikely that the properties represent a prominent achievement for either the founders of the Del Paso Canning Company or the Continental Chemical Company, none of whom appear to have made a significant contribution to history.

NRHP Criterion C / CRHR Criterion 3

Under NRHP Criterion C or CRHR Criterion 3, the Quonset huts and the Warehouse are not significant because they are not important examples of a type, period, or method of construction. Both Quonset huts are examples of Stan-Steel type Quonset huts, the third and last type developed by George A. Fuller and Company and Stan-Steel for the U.S. Navy. Military contractors produced tens of thousands of these prefabricated metal buildings during World War II and thousands were sold to civilians as surplus following the war for domestic, commercial, and industrial use. New Quonset huts also continued to be produced by manufacturers for private sale after the war. The western Quonset hut has a single arch and is either an example of an expanded U.S. military surplus “elephant hut” or a post-war manufactured Stan-Steel Quonset 40. The eastern Quonset hut has a double arch and is either an expanded military surplus multiple utility building or a Stan-Steel Quonset Multiple. The Quonset huts are common examples of vernacular, standardized utilitarian architecture and are not important examples of this type. The Warehouse Building is a wood framed and corrugated metal utilitarian building that also is an example of a common type of prefabricated building constructed for commercial and industrial purposes. Therefore, neither the Quonset huts nor the Warehouse are eligible for the NRHP under Criterion C or CRHR Criterion 3.

NRHP Criterion D / CRHR Criterion 4

Under NRHP Criterion D or CRHR Criterion 4, the Quonset huts and Warehouse are not significant as a source (or likely source) of important information regarding history. The buildings do not appear to have any likelihood of yielding important information about historic construction materials or technologies.

SRHCR Evaluation

The Quonset huts and Warehouse building are within the City of Sacramento and were also evaluated for listing in the SRHCR. SRHCR Criterion 1 is similar to NRHP Criterion A and CRHR Criterion 1. As stated above, neither the Quonset huts nor the Warehouse appear to be eligible under NRHP Criterion A or CRHR Criterion 1 and therefore also do not appear to be eligible under SRHCR Criterion 1.

SRHCR Criterion 2 is similar to NRHP Criterion B and CRHR Criterion 2, but specifically the resource must be associated with the lives of persons significant in the city’s past. Research did not identify any important associations with persons important to the history of Sacramento and the Quonset huts and Warehouse are not eligible under SRHCR Criterion 2.

SRHCR Criterion 3, 4, and 5 are similar to NRHP Criterion C and CRHR Criterion 3. SRHCR Criterion 3 indicates that a property must embody the distinctive characteristics of a type, period, or method of construction; Criterion 4 indicates that a property represents the work of an important creative individual or master; and Criterion 5 indicates that a property possesses high artistic value. The discussion above indicates that the Quonset huts and Warehouse building are not eligible under NRHP Criterion C or CRHR Criterion 3. Therefore, the properties are not eligible under SRHCR Criteria 3, 4, or 5.

SRHCR Criterion 6 is similar to NRHP Criterion D and CRHR Criterion 4. The properties have not yielded and are unlikely to yield important information about the prehistory or history of the city, region, state, or nation.

Integrity Analysis

Besides meeting one of the NRHP and CRHR criteria, a property must also retain a significant amount of its historic integrity to be considered eligible for listing in a registry. Historic integrity is made up of seven aspects: location, design, setting, materials, workmanship, feeling, and association.

Location is the place where the historic property was constructed or the place where the historic event took place. The location of the 1961 Warehouse has remained the same and it has not been moved from construction. It was not determined whether the Quonset huts were surplus military structures that were moved from another

location or manufactured huts newly constructed on the parcel. However, Quonset huts were designed to be temporary, portable structures, and the relocation of these structures does not compromise integrity of location. Therefore, integrity of location remains intact.

Design is the combination of elements that create form, plan, space, and style of a property. Both the Quonset huts and the Warehouse building continue to reflect their historical functions as light industrial warehouse buildings. The Quonset huts retain their character-defining features, including their half-cylindrical shape, rectangular plan, corrugated metal siding, oversized doors, and divided-light, steel-frame industrial windows. However, the design of the Quonset huts has been slightly compromised by alterations to the door and window openings and the addition of exterior lighting and shed attachments. The Warehouse building also retains its original character-defining features, including wood-frame and corrugated metal construction, vehicle-bay doors, and corrugated metal gabled roof. Two lean-to additions on the east side of the building may or may not have been constructed in the historic period. Overall, the Quonset huts and the Warehouse retain much of their integrity of design.

Setting is the physical environment of a historic property. The setting of the property has not changed significantly since the buildings were constructed in 1946 and 1961. The railroad alignment remains to the west of the property and the surrounding area remains primarily industrial. The integrity of the property's setting remains intact.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, the Quonset huts and the Warehouse building retain most of their character-defining features and have not been substantially altered since construction. Overall, the buildings retain much of their integrity of materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. As stated above, the Quonset huts and the Warehouse building do not appear to have been substantially altered since construction and they retain much of their integrity of workmanship, however, the workmanship is not distinguished and is unremarkable.

Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. The present state of the Quonset huts and the Warehouse building convey the property's character and historic integrity of feeling as post-World War II industrial buildings. The overall integrity of the property's feeling remains intact.

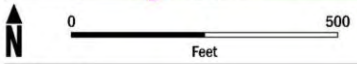
Association is the direct link between an important historic event or person and a historic property. The Quonset huts and the Warehouse building are representative of post-World War II industrial development in North Sacramento. The buildings continue to convey these historic themes and they retain integrity of association.

CONCLUSION

In conclusion, although the Quonset huts and the Warehouse building retain the majority of their integrity, the properties do not meet any of the NRHP, CRHR, or SRHCR criteria. Therefore, based on the site investigations and historic research conducted to date, the Quonset huts and Warehouse building do not appear to be eligible for listing in the NRHP, CRHR, or SRHCR and are not historical resources for the purposes of CEQA.

PROJECT VICINITY MAP

DRAFT

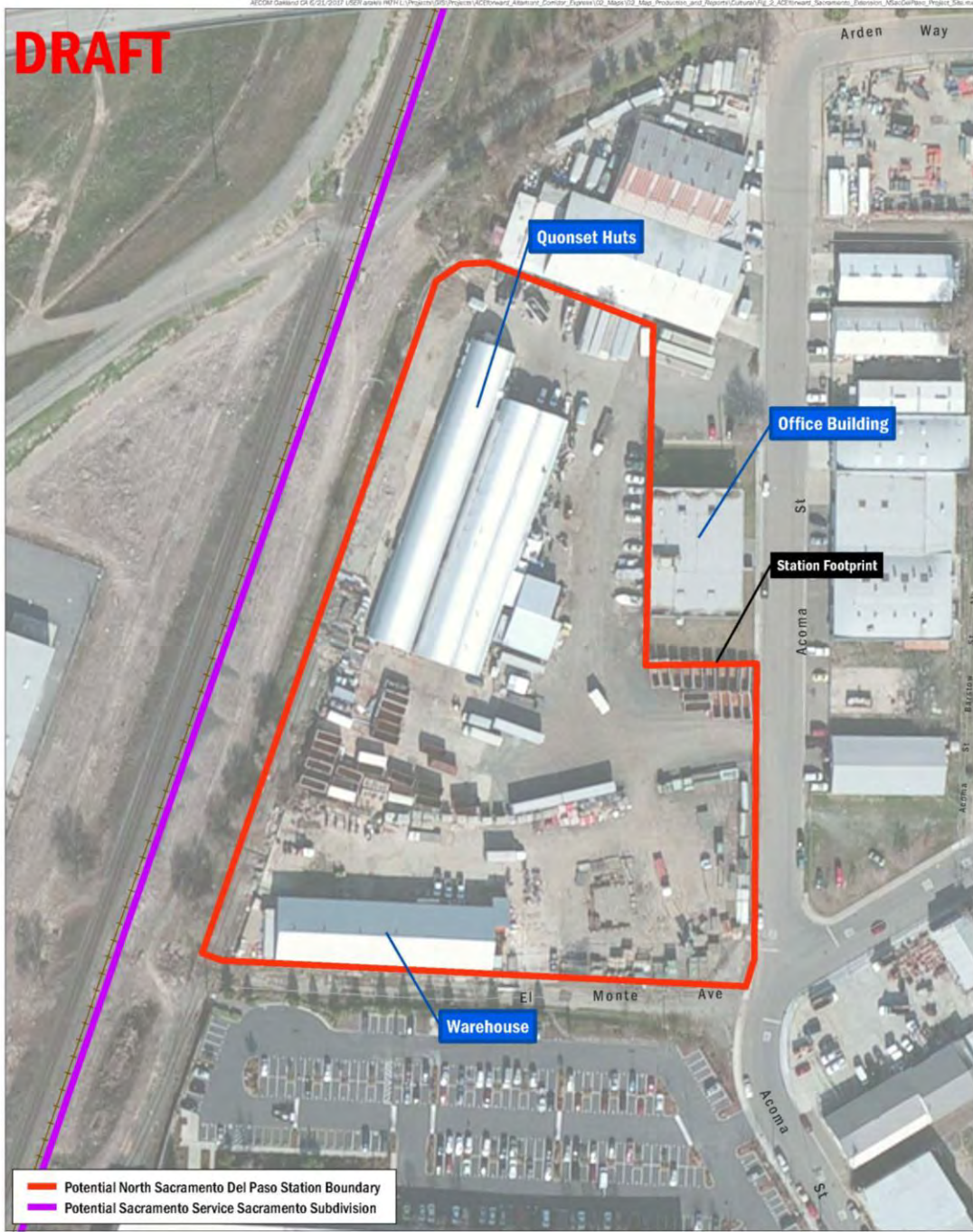


Data Source: ESRI, 2017 (Basemap); AECOM, 2017; San Joaquin and Capital Corridor Rail Alignments; California Department of Transportation, 2013.

AECOM
ACEforward

ACEforward
Stockton to Sacramento Rail Extension
North Sacramento (Del Paso) Station Project Vicinity

PROJECT SITE MAP



AECOM
ACEforward

ACEforward
Stockton to Sacramento Rail Extension
North Sacramento (Del Paso) Station Project Site

PHOTOGRAPHS



Photograph 1. Front (South) and Portion of East Elevations of the Quonset Huts (view northwest)



Photograph 2. East and Rear (North) Elevations of Quonset Huts (view west)



Photograph 3. South and East Elevations of Warehouse (view west)



Photograph 4. Lean-To Addition on Northeast Corner of Warehouse (view north)



Photograph 5. Office Building (view northwest)



Photograph 6. Office Building (view southwest)

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Appendix C

Native American Consultation

Appendix D

Interested Parties Consultation

September 12, 2018

San Joaquin County Historical Society and Museum
PO Box 30
Lodi, CA 95241-0030
Phone: (209) 331-2055
Email: info@sanjoaquinhistory.org

RE: Cultural Resources for the ACE Valley Rail: Sacramento Extension Project

To Whom It May Concern:

The San Joaquin Regional Rail Commission (SJRRRC) is proposing to expand passenger rail service from north of Stockton to the Greater Sacramento area of Natomas, California, using the existing Union Pacific Railroad tracks (see attached map). This Altamont Corridor Express (ACE) Valley Rail: Sacramento Extension Project includes track work and the construction of up to five new passenger stations. SJRRRC is the lead agency responsible for California Environmental Quality Act (CEQA) compliance on this project.

AECOM has been retained to prepare a historical resource technical study for the project including conducting a survey of known and potential historical resources in the project study area including historic architectural resources (buildings, structures, objects, and districts) as part of project compliance with CEQA.

This letter is being sent to your organization because you may have pertinent information on historical resources within or near the project area. If you or your organization has any information, questions, or concerns regarding historical resources within or near the project area that could be affected by this project, please contact AECOM Architectural Historian Chandra Miller at (916) 414-5813 or via e-mail at chandra.miller@aecom.com. Please note this is not a request for research, just for information. Your comments and concerns are important to us. We look forward to hearing from you in the near future. We would appreciate your response within 30 days of your receipt of this letter. Thank you.

Yours sincerely,



Chandra Miller, MA
AECOM Architectural Historian

Enclosure: ACE Valley Rail: Sacramento Extension Project study area map (1 sheet)

List of proposed recipients:

Sacramento Area / Elk Grove / Sacramento County

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Center for Sacramento History
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City of Sacramento
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Elk Grove Historical Society
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Elk Grove, CA 95624
Phone: (916) 685-8115
Email: eghs@elkgrovehistoricalsociety.com

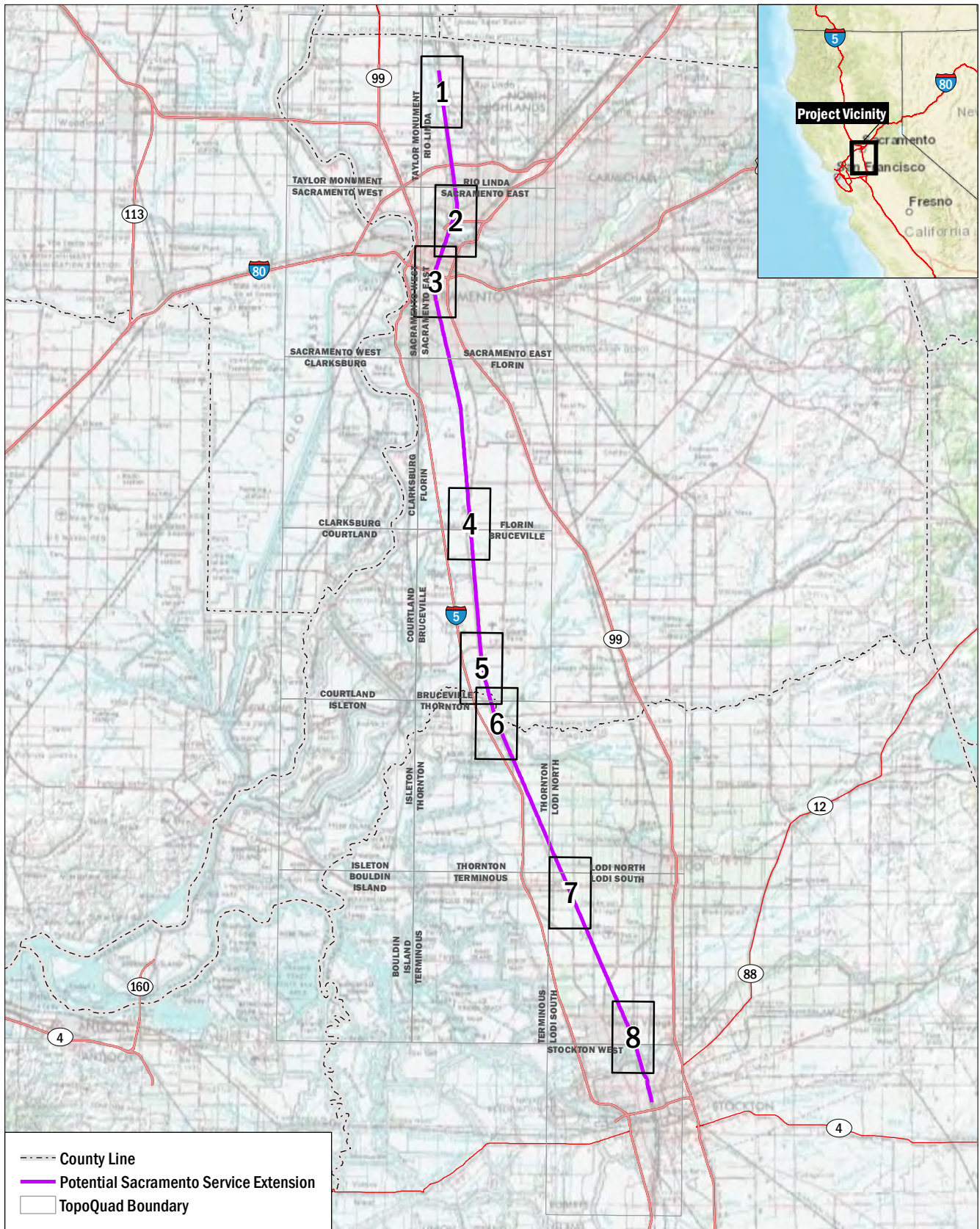
City of Elk Grove Historic Preservation Committee
c/o Antonio Ablog
8401 Laguna Palms Way
Elk Grove, CA 95758
Phone: (916) 627-3335
Email: aablog@elkgrovecity.org

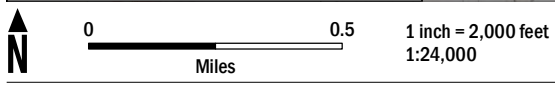
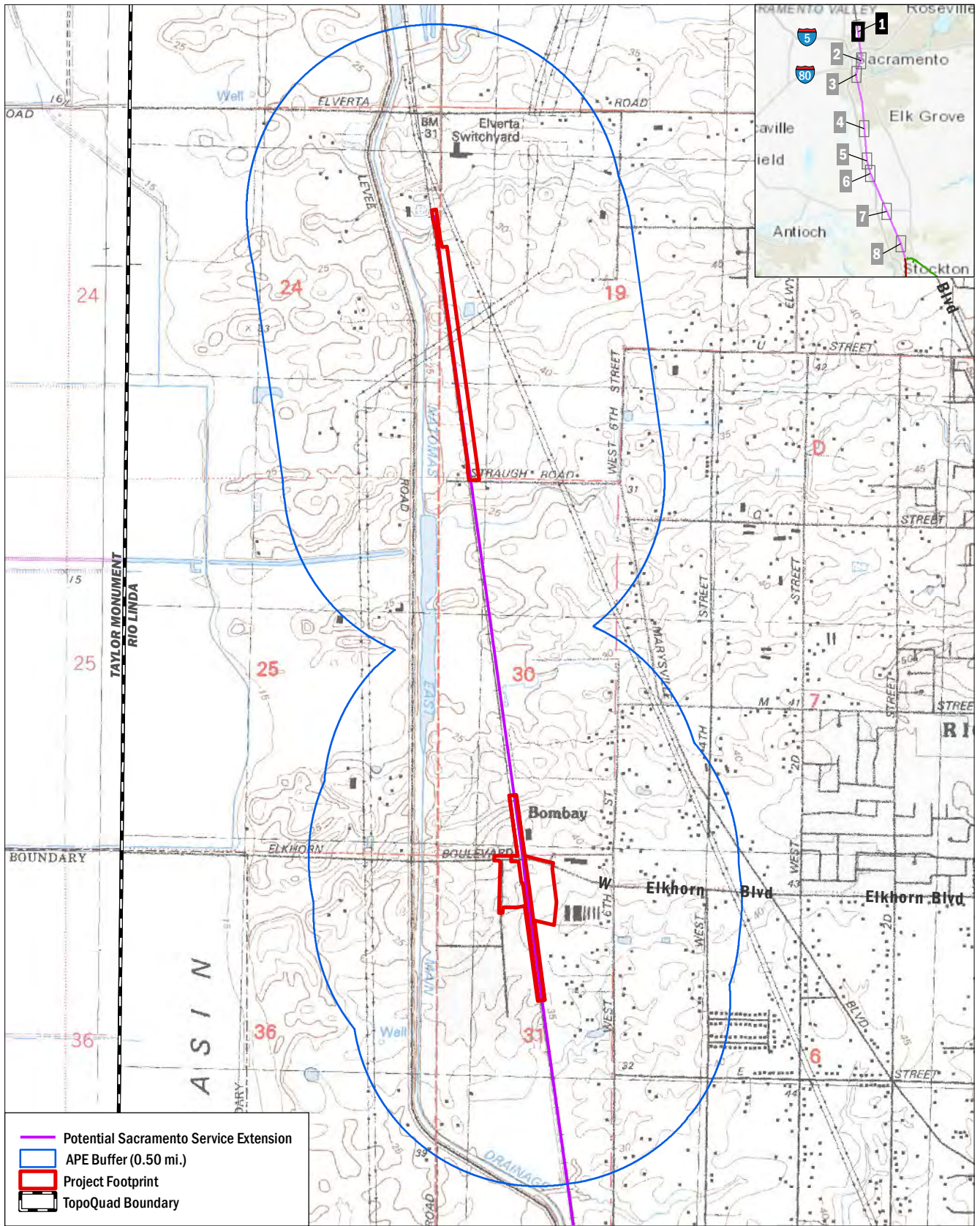
Sacramento County Historical Society
PO Box 160065
Sacramento, CA 95816-0065
Phone: (916) 572-9858
Email: None available online

San Joaquin County / Lodi / Stockton

San Joaquin County Historical Society and Museum
PO Box 30
Lodi, CA 95241-0030
Phone: (209) 331-2055
Email: info@sanjoaquinhistory.org

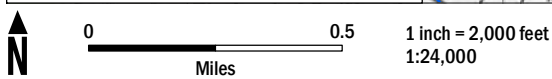
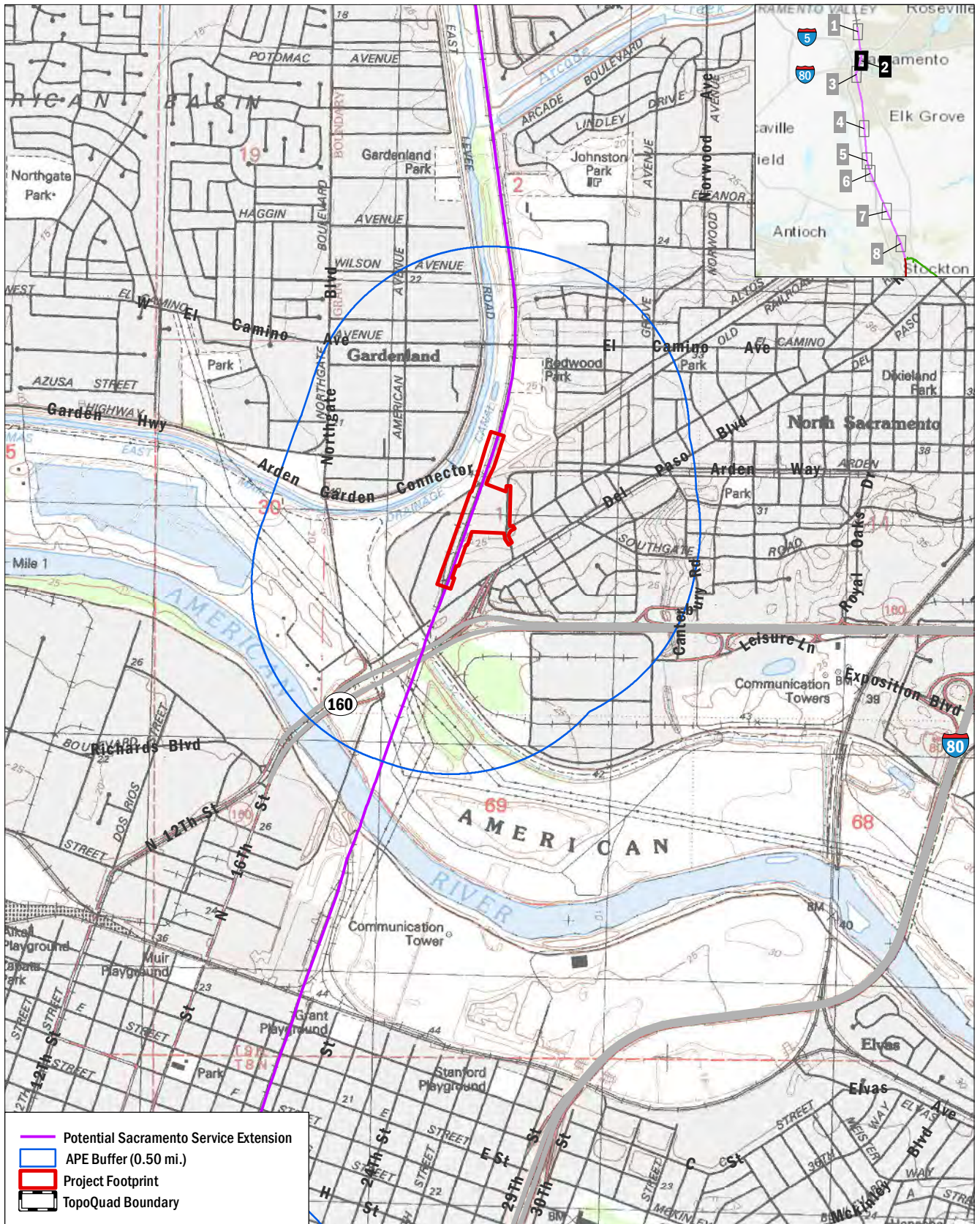
City of Stockton Cultural Heritage Board
c/o Community Development Department
425 North El Dorado Street
Stockton, CA 95202-1997
Phone: (209) 937-8444
Email: None available online



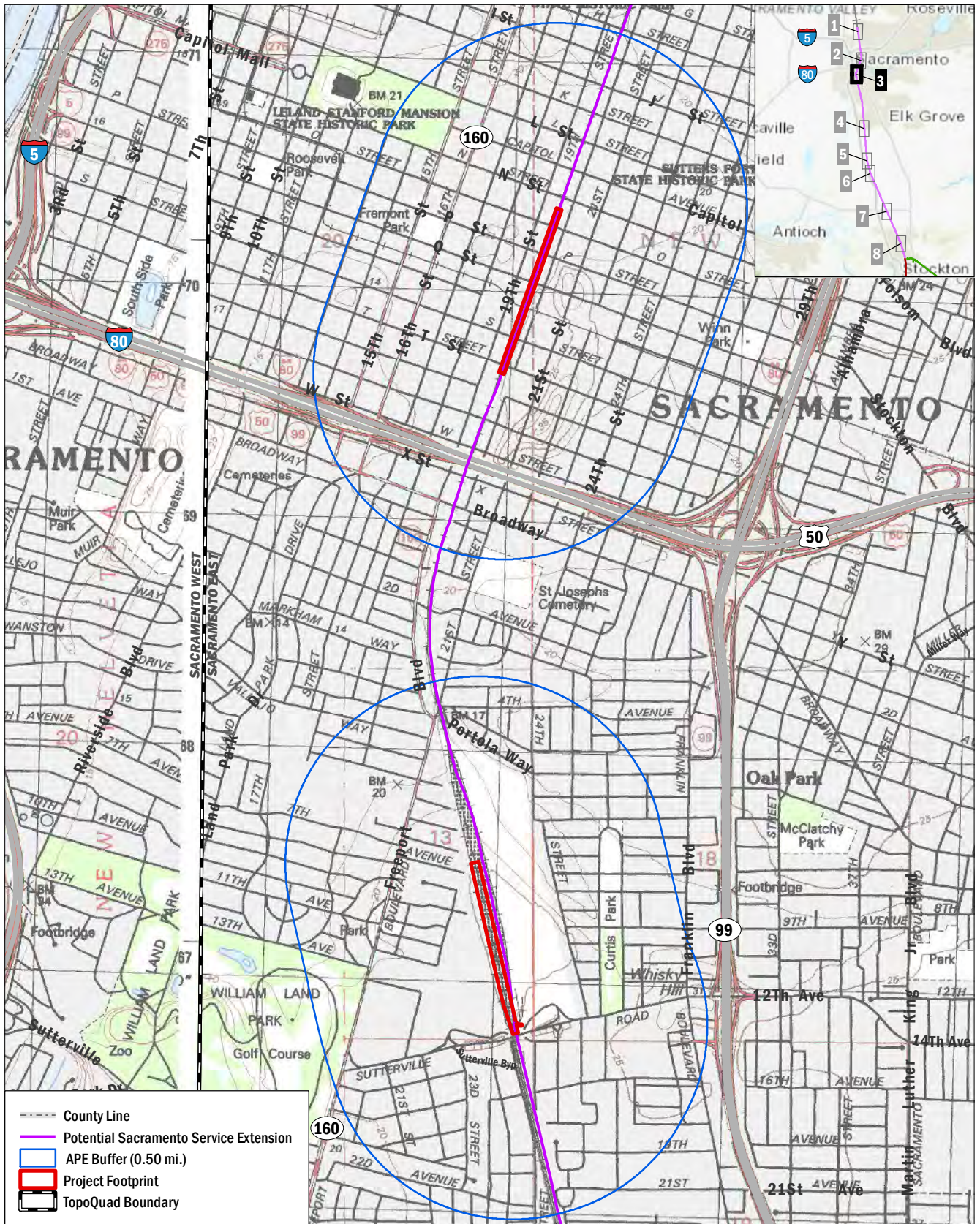


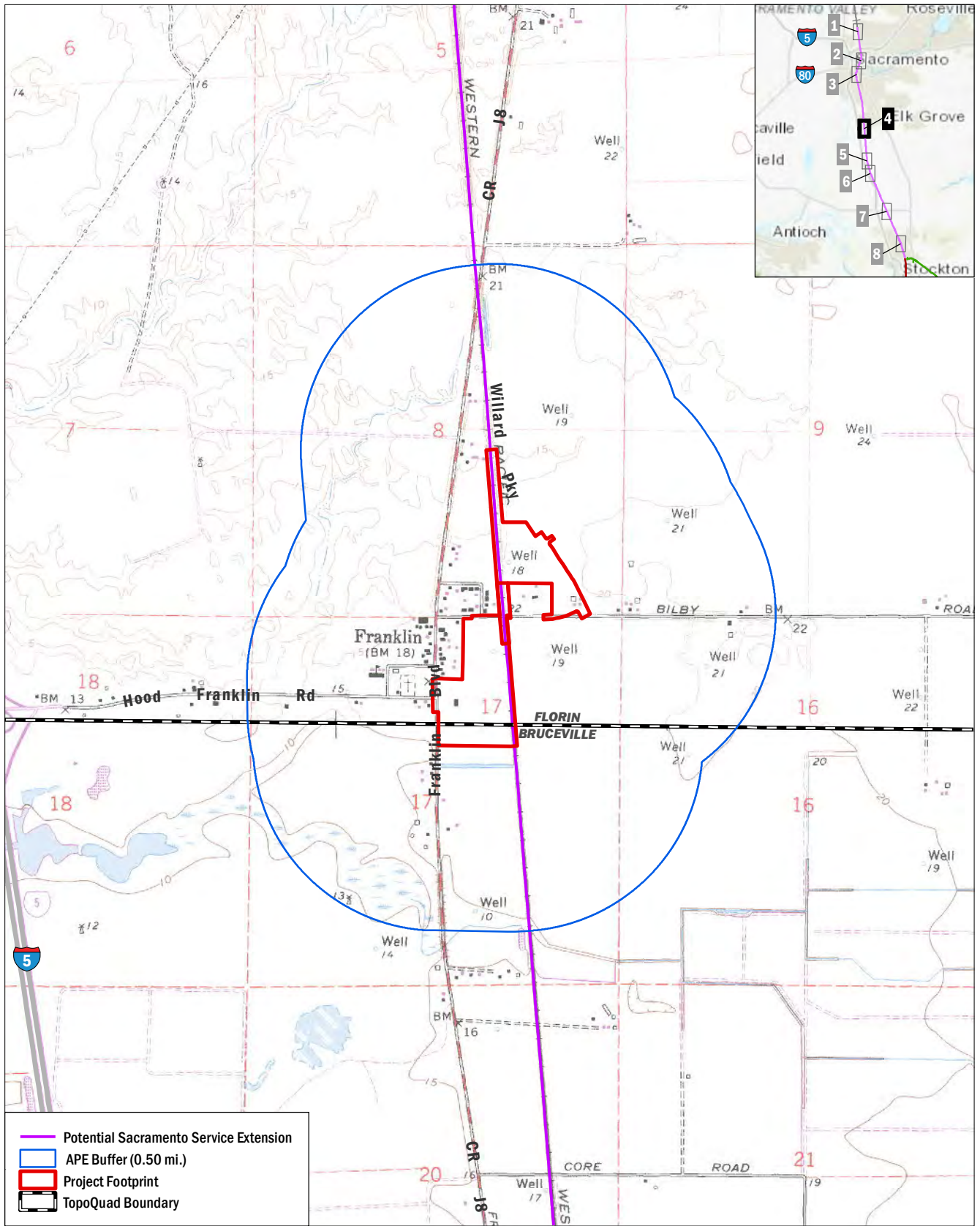
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Data: AECOM, 2017; CDoT, 2017

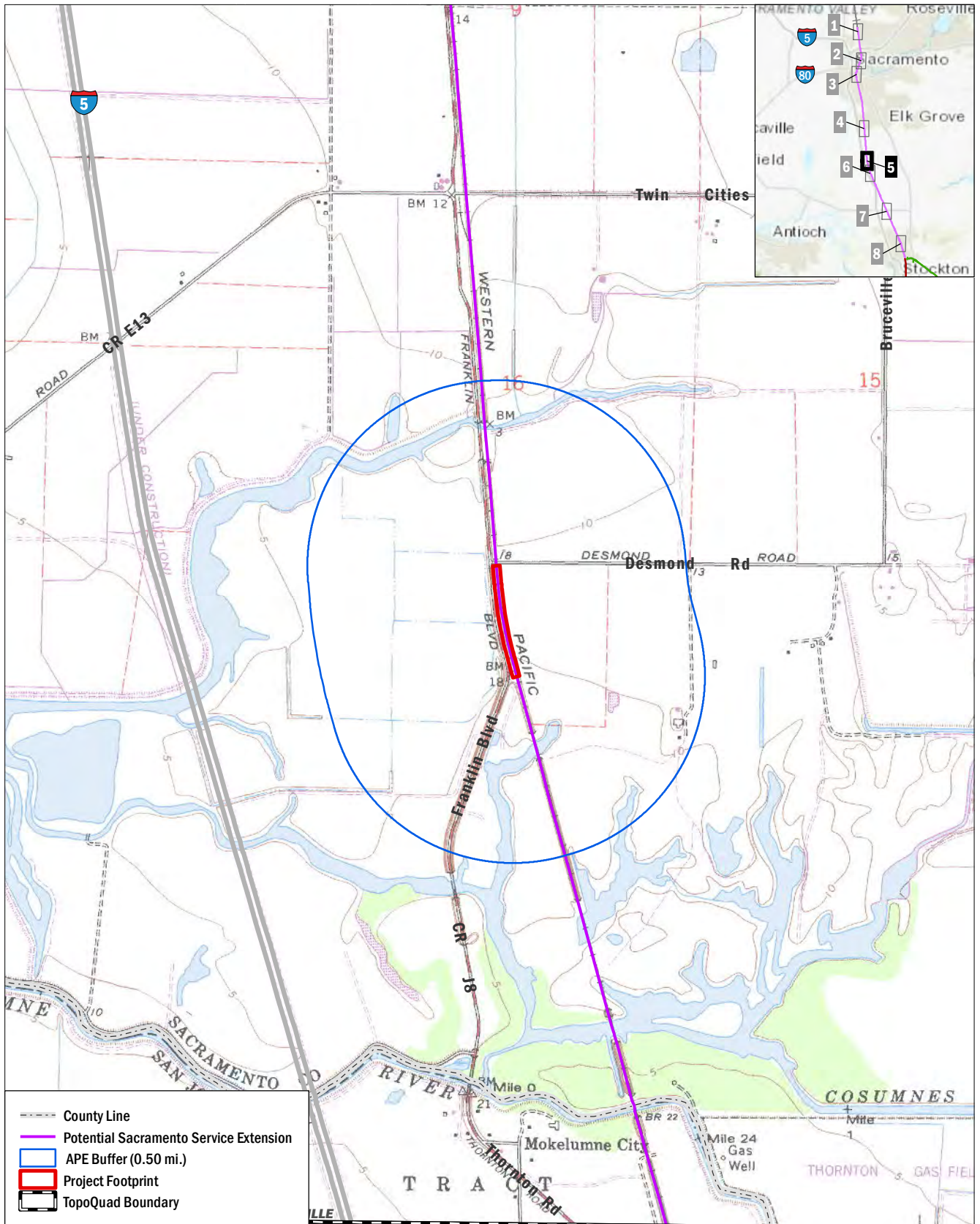
FIGURE X



Imagery: ESRI, USGS,
National Geographic, i-Cubed, 2013 (24k TopoQuad);
Data: AECOM, 2017; CDoT, 2017

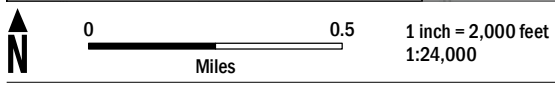
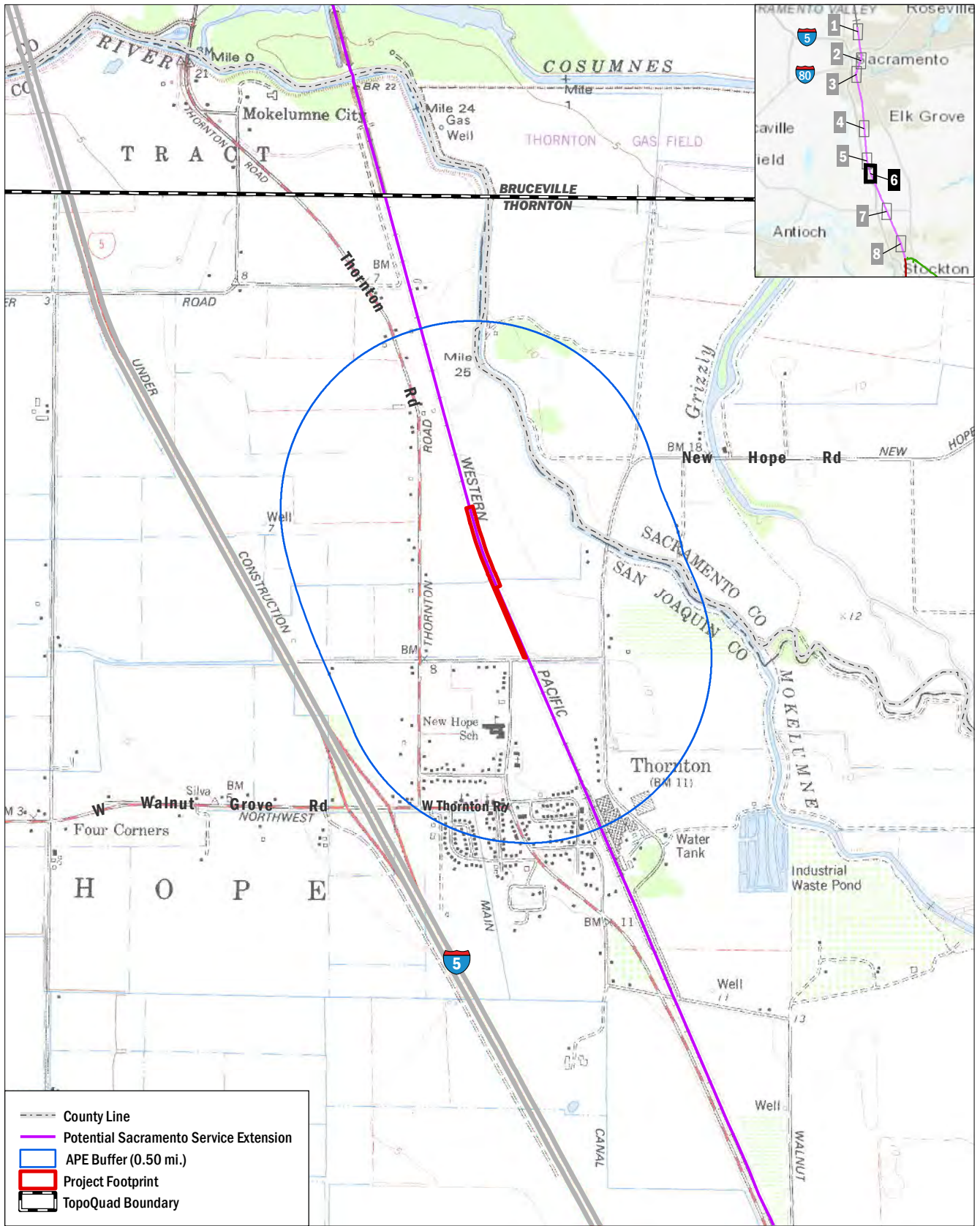




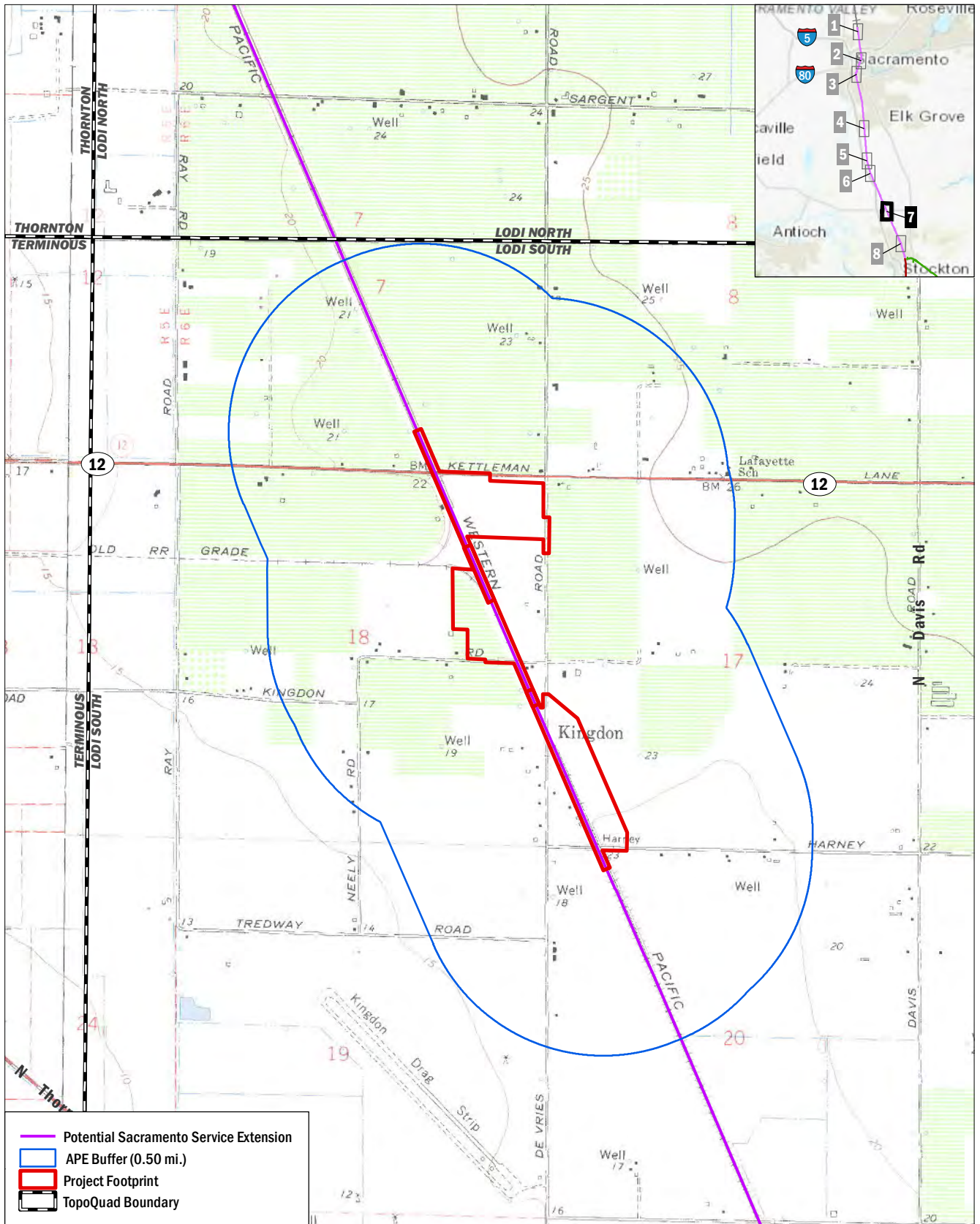


1 inch = 2,000 feet
1:24,000

Imagery: ESRI, USGS,
National Geographic, i-Cubed, 2013 (24k TopoQuad);
Data: AECOM, 2017; CDoT, 2017

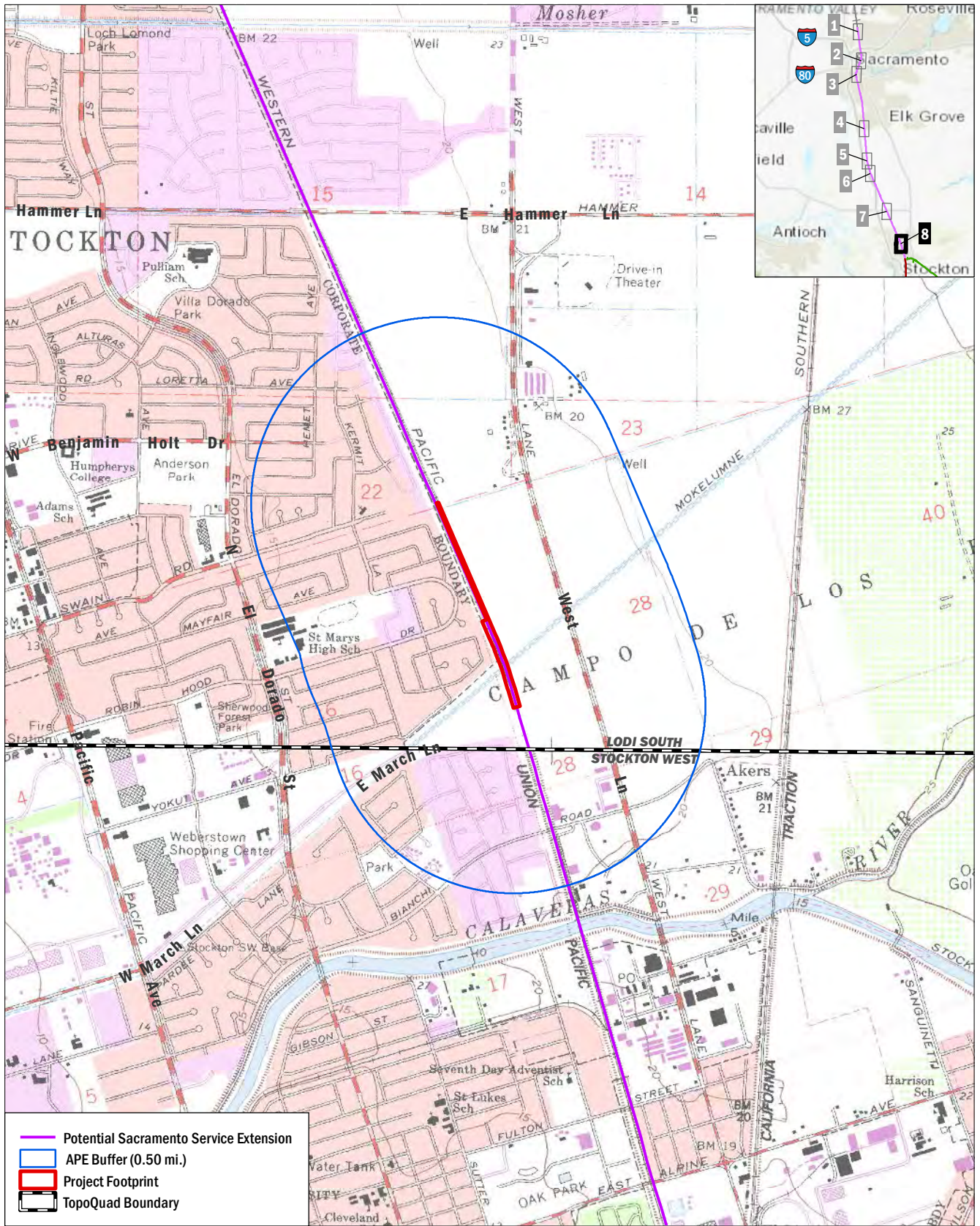


Imagery: ESRI, USGS,
National Geographic, i-Cubed, 2013 (24k TopoQuad);
Data: AECOM, 2017; CDoT, 2017



0 0.5
Miles

1 inch = 2,000 feet
1:24,000



From: [Miller, Chandra](#)
To: [Miller, Heather](#)
Subject: FW: Detailed APE map for ACE Valley Rail: Sacramento Extension Project
Date: Wednesday, October 31, 2018 3:19:00 PM

Chandra Miller, MA
Architectural Historian, Impact Assessment & Permitting, Northern California, Environment
Direct +1-916-414-5813
Cell +1-916-917-9523
chandra.miller@aecom.com

From: Preservation Sacramento [mailto:preservation.sacramento@gmail.com]
Sent: Tuesday, September 25, 2018 2:27 PM
To: Miller, Chandra
Subject: Re: Detailed APE map for ACE Valley Rail: Sacramento Extension Project

Thank you for the prompt response! Will forward any relevant comments.

William Burg

On Tue, Sep 25, 2018 at 2:16 PM, Miller, Chandra <Chandra.Miller@aecom.com> wrote:
Mr. Burg,

Per your request, please see the attached for enhanced views of the North Sacramento, Midtown, and City College sections of the ACE Valley Rail: Sacramento Extension Project. For the Midtown and City College sections proposed improvements are limited to within the existing railroad right of way with some limited at-grade road stripping on 19th Street for pedestrian access at Midtown.

Thank you.

Chandra Miller, MA
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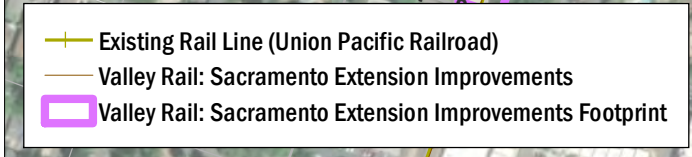
From: Preservation Sacramento [mailto:preservation.sacramento@gmail.com]
Sent: Monday, September 24, 2018 1:35 PM
To: Miller, Chandra
Subject: Detailed APE map for ACE Valley Rail: Sacramento Extension Project

Hello, I received a letter from you on September 12 regarding the above named project which included a map showing potential sites seeking consultation about historic resources within the project area, but the map scale is such that it's difficult to tell the boundaries of the affected areas. Is it possible to get a higher resolution map/maps (or written geographic boundaries) for the sections that include the North Sacramento Layout, Midtown Station, and City College Station portions of the project?

William Burg
Preservation Sacramento



Add Source



Valley Rail: Sacramento Extension Improvements Footprint is Preliminary, Subject to Change



Add Source



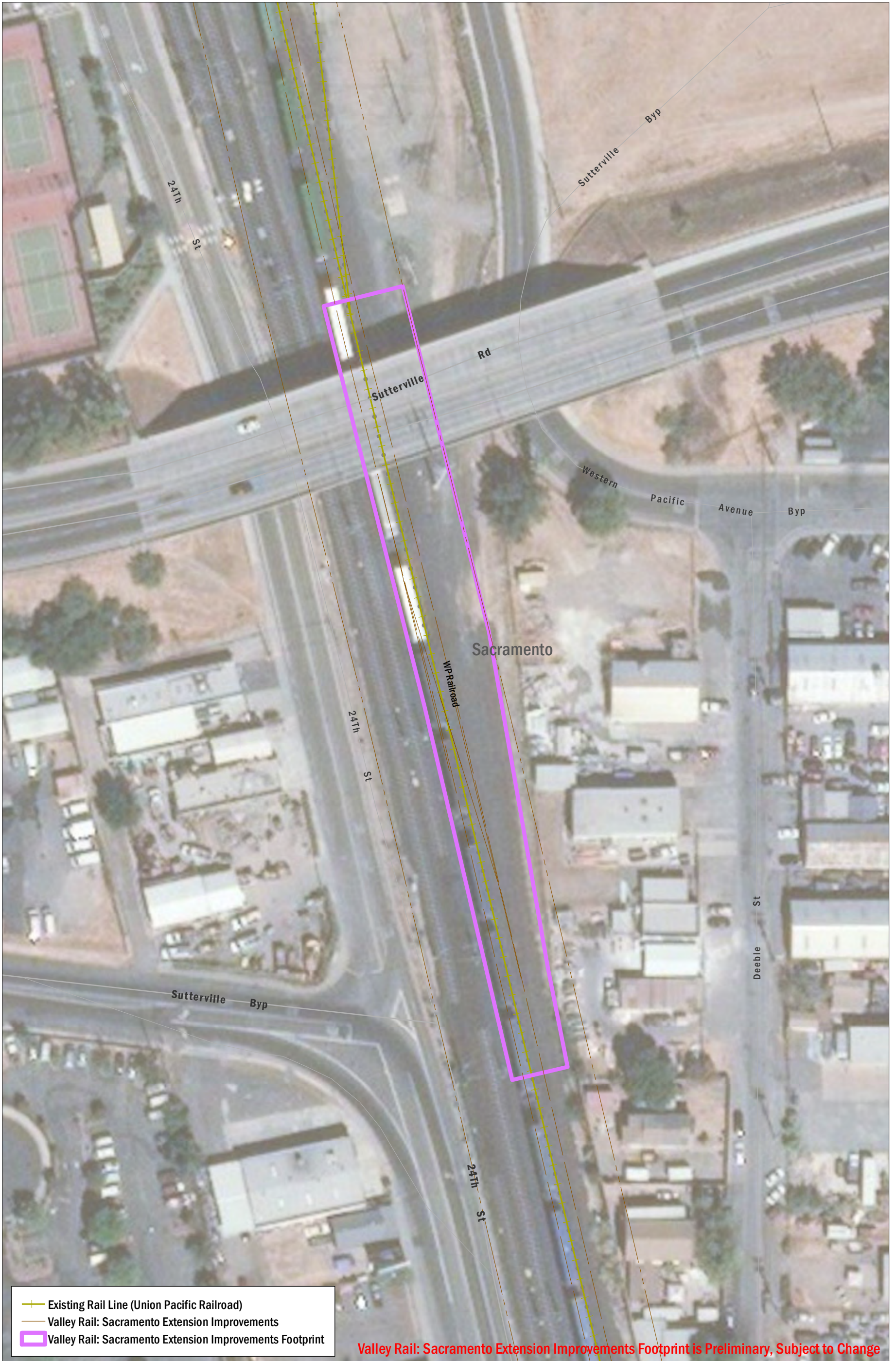
Valley Rail: Sacramento Extension Improvements Footprint is Preliminary, Subject to Change






AECOM
 San Joaquin Regional Rail Commission
 San Joaquin Joint Powers Authority

Valley Rail: Sacramento Extension
 Valley Rail: Sacramento Extension Improvements Footprint
 City College Station (6.42 ac.)

Add Source



Valley Rail: Sacramento Extension Improvements Footprint is Preliminary, Subject to Change

-  Existing Rail Line (Union Pacific Railroad)
-  Valley Rail: Sacramento Extension Improvements
-  Valley Rail: Sacramento Extension Improvements Footprint



Add Source

Appendix E

Newly Identified Resources DPRs

P1. Other Identifier: Union Pacific Railroad (UPRR)

***P2d. UTM: Zone** 10 S

Segment 1, Rio Linda, Sacramento County, CA: 632008mE / 4283999mN to 632429mE / 4281579mN

Segment 2, Sacramento, Sacramento County, CA: 632756mE / 4279606mN to 633224mE / 4273604mN

Segment 3, Sacramento, Sacramento County, CA: 632639mE / 4271774mN to 631978mE / 4269696mN

Segment 4, Sacramento, Sacramento County, CA: 631762mE / 4268062mN to 632841mE / 4263901mN

Segment 5, Elk Grove, Sacramento County, CA: 634204mE / 4258667mN to 634629mE / 4255012mN

Segment 6, Galt, Sacramento County, CA: 636538mE / 4237564mN to 636637mE / 4237085mN

***P3a. Description:** This form records six segments along the former Western Pacific Railroad (WPRR), now the Union Pacific Railroad (UPRR), within the existing railroad right-of-way (ROW) in Sacramento County along the corridor proposed for improvements within the Sacramento Valley Rail Extension study area. Locational data for the six segments are listed in *P2d. (above) from north to south. The railroad was originally constructed in 1909, is still actively running, and has been continually maintained and improved with new ties, ballast, and rails. After its purchase by the UPRR in 1980, the majority of the railroad's rails and associated hardware were changed to support heavier trains (Wee 1995). Previous researchers evaluated segments of the WPRR in Sacramento County and found the railroad eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) under Criterion A/1 for its important contribution to California's transportation history, but the segments lacked the integrity necessary to convey its historical significance (Arrington and Hanes 2014; Shapiro et al 2006; Deis 2006; Toffelmier and Rishel 2005; Webb and Blosser 2002; Byrd 2001; Derr and Bogosian 1993; Kaptain and Shantry 2005). This form will describe/update and evaluate for listing in the NRHP/CRHR portions of railroad, railroad bridges, and railroad trestles located in six segments inspected during the current study. (Continued on following pages)

***P3b. Resource Attributes:** HP11 – Engineering Structure (Railroad)

P5a. Photograph:



Photograph 1. Segment 1 of UPRR, north of W. Elkhorn Boulevard, camera facing southeast, October 27, 2017

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

***P9. Date Recorded:** October and November 2017; September and October 2018 ***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

Segment 1 extends from approximately 2500-feet north of W. Elkhorn Boulevard to approximately 4900 feet south of W. Elkhorn Boulevard (**Photograph 1**). The portion of the segment north of W. Elkhorn Boulevard has a siding on the west side of the UPRR main line that splits off into the neighboring parcel occupied by Wilbur-Ellis Company, an agricultural supply company (**Photograph 2**). The siding within the ROW starts approximately 1,030 feet north of W. Elkhorn Boulevard and then enters the private parcel 350 feet south of this point. The siding first appears on the 1951 *Rio Linda, Calif.* USGS topographic quadrangle; however, the rails have been replaced as they are embossed with a date-stamp of 1983 and the siding is still in use today. Segment 1 of the WPRR was inspected on October 27, 2017 and found to have rails for the main line and the siding that date to 1983, as well as replacement ballast, ties, and hardware.



Photograph 2. Siding on west side of the Segment 1 of UPRR, north of W. Elkhorn Boulevard, camera facing southwest, October 27, 2017

The Segment 2 is approximately 3.8-miles long and extends south from Main Avenue, under the Arden Garden Connector, to just north of the intersection with Del Paso Boulevard (**Photograph 3**). Portions of Segment 2 have been previously recorded twice and have been assigned the same Primary Number by OHP (P-34-000491). Eleanor Derr and Paula Boghosian of Cultural Resources Unlimited recorded all of the rail line that passes through Segment 2 in 1992 and 1993 (Derr and Bogashian 1993) on an archaeological site record and was not evaluated. A section of the railroad just north of the Arden Garden Connector was recorded and evaluated by LSA Associates, Inc. in 2005 (Kaptain and Shantry 2005). Kaptain & Shantry concluded that the approximately 3,600 foot-long segment of the former WPRR railroad alignment was not eligible for listing in the National Register of Historic Places (NRHP) because it lacks integrity.

The portion of the Segment 2 that is located south of the Arden Garden Connector has two sidings that split off from the same point on east side of the UPRR main line (**Photograph 4**). The southernmost siding travels approximately 170-feet in a northeastern direction and stops short of the property line for the private warehouse parcel. These rails are stamped with 1934 and 1935 dates. The second spur line initially travels in a northeastern direction and then parallels the main track for approximately 460-feet before it splits into two tracks and travels approximately 260-feet north before terminating behind a fence, for a total length of approximately 720-feet (**Photograph 5**). These rails are stamped with 1934 and 1935 dates.

The remainder of the Segment 2 of the WPRR was inspected on October 27, 2017 and found to also have rails that date to 1984, 1988, and 2006, as well as replacement ties and plates.



Photograph 3. Segment 2 of UPRR, south of Arden Garden Connector.
American River Flood Control District levee on left, camera facing northwest, October 27, 2017



Photograph 4. Segment 2 of UPRR where two sidings split from the main line.
Main line in background, sidings in middle and foreground, camera facing southwest, October 27, 2017



Photograph 5. Segment 2 of UPRR where two line split from a siding and terminate behind a private fenceline, camera facing north, October 27, 2017

The **Segment 3** is approximately 1.4-miles long and extends from C Street south to T Street in the City of Sacramento. Between C and Q streets, the railroad is a single track, but turns into a double track just south of Q Street (**Photograph 6**). Just north of S Street, two wye tracks split off from the west and east from the main track (**Photograph 7**). The western track first appears on the 1891 *Rio Linda, Calif.* USGS topographic quadrangle; however, the rails have been replaced and are now used by Sacramento Regional Transit (Sac RT) Light Rail. The eastern track was constructed between 1981 and 1984 for Sac RT and travels approximately three and a half blocks east to terminate at the 23rd Street Sac RT 23rd Street Light Rail station. Segment 3 of the WPRR was inspected on October 27, 2017 and September 7, 2018 and found to have rails that date to 1987 and 1988, as well as a number of concrete rail infill panels and modern crossing arms.



Photograph 6. Segment 3 of UPRR where it crosses Q Street, camera facing south, October 27, 2017



Photograph 7. Segment 3 of UPRR just north of S Street, camera facing north, September 7, 2018

The **Segment 4** is approximately 2.65 miles with approximately .84-miles extending north from the Sutterville Road Overpass and extending approximately 1.83-miles south from the overpass. This track segment includes two tracks for Sac RT Light Rail, two tracks for UP, and five layover tracks for UP (**Photograph 8**). The five tracks reduce back down to two tracks just south of the Sutterville Road overpass. The north end of the track segment parallels the former location of the approximately 80-acre WPRR Sacramento Yard, also referred to as the "24th Street Yard," "Sacramento Shops" and "Jeffery Shops." The site was used from 1909-1983 as a repair and switching yard facility. Demolition of the railroad buildings and structures, and the removal of most of the tracks into and at the facility began in 1983 and were completed by 1986. A portion of the service tracks are located at the entrance into the layover yard and are stamped with a 1938 date (**Photograph 9**). Segment 4 of the WPRR was inspected on October 27, 2017 and found to have rails that date to 1927, 1977, 1992, 1993, and 1995 and 1988.



Photograph 8. Segment 4 showing UP tracks on left, SacRT Light Rail tracks on right, pedestrian overpass to the City College SacRT Light Rail at center, camera facing south, October 27, 2017



Photograph 9. Segment 4 showing entrance into layover yard from 10th Avenue, just north of the Sutterville Road overpass, showing abandoned frog tracks, camera facing north, October 27, 2017

The **Segment 5** is approximately 2.3-miles long single track and extends approximately 0.4-miles north of the Consumnes River Boulevard SacRT Light Rail overpass and approximately 1.9-miles south from the overpass in Elk Grove (**Photograph 10**). Portions of rail line located within Segment 5 have been previously recorded twice and have been assigned two Primary Numbers. David S. Byrd of Jones & Stokes recorded an approximately 1,000-foot long section of track that falls within Segment 5 as a segment of the WPRR in 2001 (Byrd 2001). This 1,000-foot long segment also included a steel railroad trestle that carries the rail over the junction of Beacon Creek and Union House Creek (erroneously identified by Byrd as Morrison Creek), located near the north end of Segment 5. Byrd evaluated the segment, including the trestle, and concluded it was not eligible for the NRHP because it lacked integrity to its period of significance. The DPR form was assigned the Primary Number for the WPRR located within Sacramento County (P-34-000491) by OHP. Toni Webb and Amanda Blosser of JRP Historical Consulting Services (JRP) recorded the same steel railroad trestle over Beacon Creek in 2002 as part of an approximately 1.45-mile section of WPRR

tracks located between Meadowview Road and Union House Creek in Elk Grove (**Photograph 11**). This trestle was one of three that were recorded and evaluated by JRP (the other two are outside the Segment 5 footprint) who also concluded that the segment, including the three trestles, were also not eligible for the NRHP because they lacked integrity to their period of significance (Webb and Blosser 2002). The DPR form was assigned the Primary Number P-34-005138 by OHP. The previous forms prepared for portions of rail line located reported rail date stamps from 1968, 1969, 1972, and 1990. Segment 5 of the WPRR was inspected on October 23, 2018 and replaced plates were discarded at the south end of the railroad trestle.



Photograph 10. View of Segment 5 with SacRT Light Rail overpass and Cosumnes River Boulevard overpass in background, camera facing north, October 23, 2018



Photograph 11. Previously recorded railroad trestle in the north end of Segment 5 in foreground, SacRT Light Rail overpass at center, and Consumnes River Boulevard overpass at rear, camera facing west, October 23, 2018

The **Segment 6** is an approximately 1,600-foot long single track located south of Desmond Road and parallel to Franklin Boulevard in Galt (**Photograph 12**). A portion of this segment was recorded by Richard Deis of EDAW, Inc. (now AECOM) in 2006 (Deis 2006a), but was not evaluated. The DPR form was assigned the Primary Number for the WPRR located within Sacramento County (P-34-000491) by OHP. The segment was inspected on November 10, 2017 and found to have rails that date to 2009 and 2013 with a discarded section of rail located on the ballast with a date stamp of 1961.



Photograph 12. South end of Segment 6, camera facing north, November 10, 2017

*B10. **Significance: Theme** Railroad Transportation **Area** Sacramento County
Period of Significance 1909 **Property Type** Railroad and Associated Structures **Applicable Criteria** N/A

Three sections of the former WPRR rail line in the Valley Rail Sacramento Extension Project Study Area in Sacramento County have been evaluated for eligibility in the National Register of Historic Places (NRHP) only, not the California Register of Historical Resources (CRHR), or local registers as potential California Environmental Quality Act (CEQA) historical resources. Each of the rail segments: a section of rail north of the Arden-garden Connector in Segment 2 was recorded and evaluated by LSA Associates, Inc. in 2005 (Kaptain and Shantry 2005); a 1,000-foot long section of track, include a steel railroad trestle, that falls within Segment 5 was recorded and evaluated by David S. Byrd of Jones & Stokes in 2001 (Byrd 2001); the same steel railroad trestle as part of an approximately 1.45-mile section of WPRR tracks located between Meadowview Road and Union House Creek in Elk Grove, also in Segment 5, was recorded and evaluated by Toni Webb and Amanda Blosser of JRP Historical Consulting Services in 2002 (Webb and Blosser 2002), were found to be ineligible for listing in the NRHP because they lacked integrity to their period of significance. Two sections were recorded, but not evaluated: the entire rail alignment through Segment 2 was recorded by Eleanor Derr and Paula Boghosian of Cultural Resources Unlimited in 1993 (Derr and Bogashian 1993) and a point along the rail line in Segment 6 recorded by Richard Deis of EDAW in in 2006 (Deis 2006a).

After review of the previous recordations and current field checks and research, the present evaluation concludes that portions of WPRR rail line, bridge trestles, and bridges located in the six segments recorded on this form do not appear to meet the criteria for listing in the NRHP, CRHR, or local registers, nor do they appear to be historical resources for the purposes of CEQA. The properties have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

(Adapted from Kaptain and Shantry 2005; Krase 1999; McKee 1998)

The Western Pacific Railway was incorporated in 1903 (in California) and was the last of eight transcontinental railroads to be built. The railroad offered the first serious competition to the Southern Pacific Railroad (SPRR) in northern California. [The name Western Pacific Railway, reorganized in 1916 as Western Pacific Railroad (WPRR), and is no relation to the earlier, short-lived WPRR that was acquired by the Central Pacific Railroad (CPRR) in 1867]. Construction began in 1906 of a northerly route from Salt Lake City, Utah, to San Francisco Bay, crossing the Sierra Nevada via Beckworth Pass and the Feather River Canyon. The route through the nearly impassable terrain of the Feather River Canyon included a one percent grade through the Sierra Nevada, a remarkable engineering achievement. By routing its line to a terminus in Oakland, California, the WPRR broke the SPRR monopoly on the Oakland waterfront, gaining access to San Francisco Bay. Freight service to Oakland began December 1, 1909, and passenger service on August 10, 1910 (Robertson 1998). Despite its initial success, the WPRR was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. The WPRR had inadequate connections to points of origin for shipping—being constructed through sparsely populated mountain and desert regions, and without feeder branch lines—which handicapped the company, and the company was burdened by construction costs (Krase 1999:5; McKee 1998:4).

After the reorganization of the company, freight and passenger business for the WPRR increased with the opening of the San Francisco Panama Pacific Exposition in 1915, and with the growth of the California economy during World War I. Between 1916 and 1929, the company expanded with the construction and acquisition of more than a dozen branch and short railroad lines, including the Sacramento Northern Railway (P-34-000747 and P-34-005125), which stimulated its growth in the transportation of industrial freight, agricultural freight, and passengers. Whereas the CPRR was built largely as a military and strategic railroad to connect the Pacific Coast territory to the United States during and after the Civil War, the WPRR was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. However, the WPRR faltered with the economic conditions of the Great Depression and the company was once again facing bankruptcy before it was jumpstarted by the rail business brought about by World War II.

World War II stimulated railroad business nationwide. Rail lines were used to transport servicemen and women, military equipment, and heavy industrial freight across the country. In the boom time of the postwar years, the company's prospects improved. During this period, the WPRR modernized its engines from steam to diesel locomotives, and implemented high-speed passenger service across the country (Kaptain and Shantry 2005). The 1950s and 1960s were the height of the WPRR's *California Zephyr* passenger train, which provided luxury options such as reserved berths, a buffet lounge, a cocktail bar, and a dining car. The company survived a buy-out threat by the SPRR in the 1960s, and in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate in other railroads joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980. Thus, in 1982 the WPRR merged with the UPRR.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the WPRR has a significant association with important historic events. The railroad is significant for its influence on the development of the city of Oakland because the WPRR terminus in that city eliminated the SPRR monopoly on the Oakland waterfront. The railroad also is representative of the last transcontinental railroad to be constructed in the United States. However, the historic integrity of the eight segments within the ACE Sacramento Extension study area that are documented by this form has been compromised through replacement of track, ballast, ties, and other engineering features. Therefore, the eight segments of the WPRR located in Sacramento County in the ACE Sacramento Extension Study Area are not eligible under NRHP Criterion A or CRHR Criterion 1 as individual resources or as contributors to a larger property such as the entire WPRR.

Under NRHP Criterion B or CRHR Criterion 2, the individual railroad segments are not significant for any associations with the lives of persons important to history. The railroad segments do not appear to have been a prominent achievement of a specific individual, such as an engineer or major executive who worked for the railroad. Individuals that worked on the construction of the individual railroad segments in the ACE Sacramento Extension Study Area have not been identified. Numerous people worked to construct the railroad and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad or were associated with the railroad during its period of significance had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resource or as a contributor to a larger historical resource. Therefore, the segments of the WPRR in the Study Area are not eligible under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger property such as entire WPRR.

Under NRHP Criterion C or CRHR Criterion 3, the railroad segments in the ACE Sacramento Extension Study Area are not significant because they are not important examples of a type, period, or method of construction. There is no evidence that unusual materials or engineering solutions were utilized on these segments, which covered flat terrain and presented none of the engineering challenges the WPRR faced on its routes through the Feather River Canyon and Niles Canyon. Also the segments are within an active rail line and their historic integrity has been compromised. Its rails, ties, and ballast have been replaced as part of maintenance and facility upgrades. Therefore, the five segments of the WPRR are not eligible under NRHP Criterion C or CRHR Criterion 3 as individual resources or as contributors to a larger property such as the entire WPRR.

Under NRHP Criterion D or CRHR Criterion 4, the railroad segments are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the eight segments of the WPRR in the ACE Sacramento Extension Study Area are not eligible under NRHP Criterion D or CRHR Criterion 4 as an individual resource or as a contributor to a larger property such as the entire WPRR.

In conclusion, the railroad segments do not meet NRHP or CRHR criteria and are not historical resources for the purposes of CEQA or to be contributors to a larger property such as the entire WPRR.

***B12. References:**

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2014 California Department of Parks and Recreation 523 Forms for CA-SAC-464H & P-34-0491 Update (Segment of the Western Pacific Railroad). Natural Investigations Company, Citrus Heights, CA. Prepared for the *Cultural Resources Inventory for the Sacramento Regional County Sanitation District/Sacramento Water Recycling Project, Sacramento County, CA* for Ascent Environmental, Sacramento, CA. On file as Primary Number P-34-000491 at the North Central Information Center, CSU Sacramento, Sacramento, CA.

Byrd, David S.

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Krase, Elizabeth

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Toffelmier, Cynthia and Audrey Rishel

2005 California Department of Parks and Recreation 523 Forms for Western Pacific Railroad. JRP Historical Consulting, Davis, CA. Prepared for the *Cultural Resource Inventory for the Sacramento River Water Reliability Study, Sacramento and Placer Counties*. On file as Primary Number P-34-000491 at the North Central Information Center, CSU Sacramento, Sacramento, CA.

Webb, Toni and Amanda Blosser

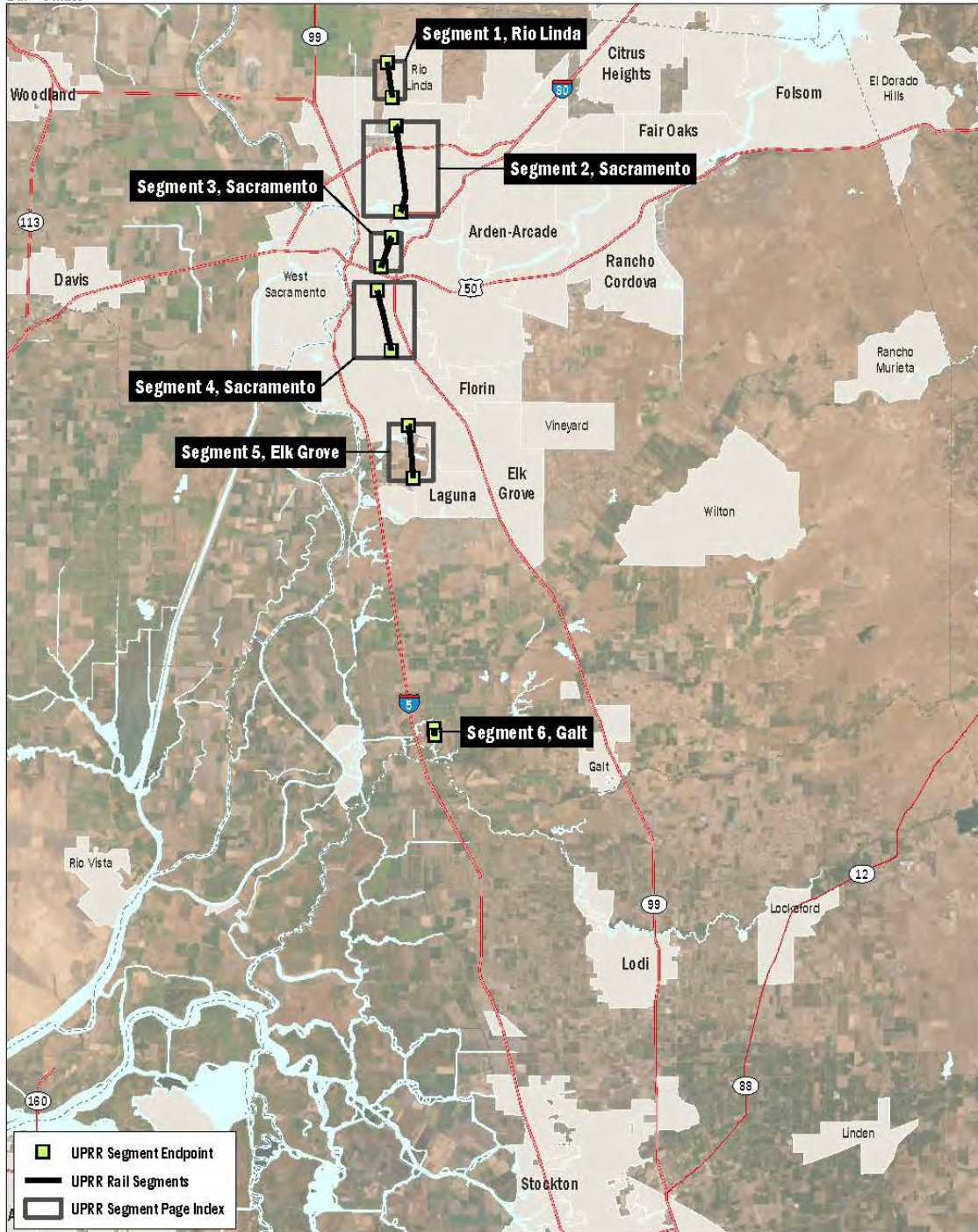
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Wee, Stephen

1995 *Addendum Historic Architectural Survey Report and Historic Evaluation Report: State Route 70 Expressway/Freeway Project in Sutter and Yuba Counties, California, Volume 1 of 2*. JRP Historical Consulting Services, Davis, California.

Location Maps:

1:390,000
1 in = 6 miles



UPRR SEGMENTS - INDEX SHEET



SEGMENT 3, SACRAMENTO



SEGMENT 4, SACRAMENTO



SEGMENT 5, ELK GROVE



SEGMENT 6, GALT

P-34-000491

Derr and Boghosian of Cultural Resources Unlimited (1993)

P-34-491

ARCHAEOLOGICAL SITE RECORD

Other Designations Union Pacific RR

Western Pacific RR _____

Pg. 1 of 8

- 1. County: Sacramento _____
- 2. USGS Quad: Sacramento East _____ (7.5') 1967 (15') _____ Photorevised 1980 _____
- 3. UTM Coord: Zone |10_| |6|3|2|_|_|_| M Easting |4|2|7|3|_|_|_| M Northing(X)
- 4. Township 9N Range 5E; E 1/2 of NW; Center of S 1/2 of Sect 2; Base Mer. MDM (X)
- 5. Map Coord: 0 - 258 _____ S 0 - 125 _____ E (from NW corner of map) 6. Elevation: 5' ()
- 7. Location: East of the Sacramento River, east side of the East Main Drainage Canal, crosses the American River to Sacramento. Extends north along the east side of the flood plain of the Natomas East Main Drainage Canal towards Marysville. _____ ()
- 8. Prehistoric _____ Historic X Protohistoric _____ 9. Site Description A raised berm containing track of currently-used Union Pacific Railroad. Crosses the now-defunct Northern Electric Line which extended to Marysville. The current line also goes to Marysville. _____ ()
- 10. Area approx. 30 mi _____ (length) x 4' 8.5" (standard) _____ (width) 69,711.64 _____ m²
Method of Determination: _____ Map estimates _____ ()
- 11. Depth: N/A _____ cm Method of Determination: _____ ()
- 12. Features: Raised berm with track, crossing signals at bike path _____ ()
- 13. Artifacts: None noted _____ ()
- 14. Non-Artifactual Constituents and Faunal Remains: N/A _____ ()
- 15. Date Recorded: 3/20/92-1/20/93 16. Recorded By: Eleanor H. Derr/ Paula Boghosian ()
- 17. Affiliation and Address: Cultural Resources Unlimited, 2614 Aramon Dr., Rancho Cordova 95670/ Historic Environment Consultants, 5420 Home Court, Carmichael 95608 ()

ARCHAEOLOGICAL SITE RECORD

Other Designations Union Pacific RR
Western Pacific RR. _____

Pg. 2 of 8

- 18. Human Remains: N/A _____ ()
- 19. Site Disturbance: None _____

_____ ()
- 20. Nearest Water (type, distance and direction): N/A _____ ()
- 21. Vegetation Community (site vicinity): Grasslands (disturbed) _____ Plant List ()
- 22. Vegetation (on site): Grasses - on sides of berm _____
_____ ()
- 23. site Soil: Built-up gravelly loam (introduced) _____ ()
- 24. Surrounding Soil: Alamo clay adobe (Aa); Sacramento silty clay loam (SA); _____ (X)
- 25. Geology: Deep sedimentary alluvium _____ ()
- 26. Landform: Riverine drainage plain for western foothills of Sierra Nevadas. ___ (X)
- 27. slope: Essentially level _____ () 28. Exposure: Open _____ ()
- 29. Landowner(s) (and/or tenants) and Address: Union Pacific Railroad Company _____
3400 24th Street, Sacramento 95818; 1000 G Street, Sacramento 95814 _____ ()
- 30. Remarks: Extends from Sacramento to Oroville and Feather River Canyon (original
canyon alignment now changed due to construction of Lake Oroville). _____
_____ ()
- 31. References: U.S.D.A. Soil Survey, Sacramento Area California. Series 1941, No.11
Reclamation District Map, 1921 _____
_____ ()
- 32. Name of Project: Garden Highway-Arden Way Connector EIR/EIS _____
_____ ()
- 33. Type of Investigation: Cultural Resource Inventory/Field Survey _____ ()
- 34. Site Accession Number: N/A _____ Curated At: N/A _____ ()
- 35. Photos: Yes - Color Prints/xeroxes _____ ()

P-34-491

ARCHAEOLOGICAL SITE RECORD

Other Designations Union Pacific RR_

Western Pacific RR _____

Item No.	Continuation
3.	633400 Easting/ 4276060 Northing 633610 / 4274530 633180 / 4273000 632720 / 4271380 632200 / 4269950 631960 / 4269540 630660 / 4270250
4.	Center of N 1/2 of Section 1, SW 1/4 of Section 1; Center of N 1/2 of Section 69, SW 1/4 of Section 69; T 8N, R 4E/5E: unsectioned portion
24.	Columbia fine sandy loam (Ce), Columbia silt loam (Cs)

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY EVALUATION FORM

MAP REFERENCE NO.

County - Route - Postmile

- () LISTED
- () DETERMINED ELIGIBLE
- () APPEARS ELIGIBLE
- () APPEARS INELIGIBLE

IDENTIFICATION

- 1. Common Name: Union Pacific Railroad _____
- 2. Historic Name: Western Pacific Railroad _____
- 3. Street or rural address: N/A _____
 city Sacramento _____ zip 95815/95833 county Sacramento _____
- 4. Parcel number: N/A _____
- 5. Present Owner: Union Pacific Railroad Company, 3500 24th Street/ 1000 G Street _____
 city Sacramento _____ zip 95818/95814 Ownership is: Public () Private (X)
- 6. Present Use: Railroad line _____ Original use: Railroad line _____

DESCRIPTION

- 7a. Architectural Style: N/A
- 7b. Briefly describe the present *PHYSICAL CONDITION* of the site or structure and describe any major alterations from its original condition: Good condition

(Photo Attached)

- 8. Construction date: 1910
 Estimated () Factual (X)
 (Natomas Notes)
- 9. Architect _____
- 10. Builder _____
- 11. Approx. property size (in fact)
 Frontage 30 mi Depth 4'8.5"
 or approx. acreage _____
- 12. Date(s) of enclosed photographs
 March, 1992 _____

13. Condition: Excellent () Good () Fair () Deteriorated () No longer in existence (X)
14. Alterations: Removal of tracks and ties, gravel covered with asphalt. _____
15. Surroundings: (Check more than one if necessary) Open Land (X) Scattered buildings (X) Densely built-up () Residential (X) Industrial (X) Commercial (X) Other: _____
16. Threats to site: None known () Private development () Zoning () Vandalism () Public Works project (X) Other: _____
17. Is the structure: On its original site? (X) Moved? () Unknown? ()
18. Related features: Post from signal arm; sections of track and ties on secondary line along Arden Way.

SIGNIFICANCE

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

The Western Pacific Railroad ran from Oakland through various valley towns to Stockton and Sacramento and on to Marysville and Oroville, from where it traversed the Feather River canyon to Reno and various points east. The route through the Feather River Canyon was constructed in 1909, under the supervision of Arthur W. Keddie. This difficult route was originally considered as early as 1867.

This route was important in bringing transcontinental transportation to the northern Sacramento Valley, as well as transportation to Sacramento and the Bay Area. It also aided in tourism due to the fact that the Feather River canyon was considered a highly scenic route.

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

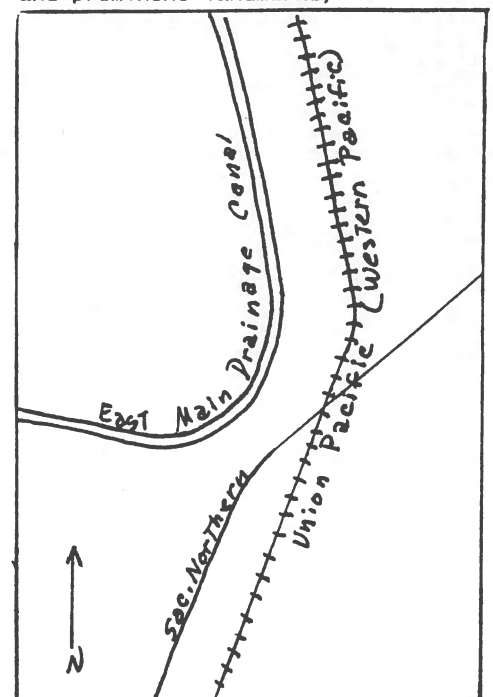
Architecture () Arts & Leisure ()
 Economic/Industrial (X) Exploration/Settlement ()
 Government () Military () Religion ()
 Social/Education ()

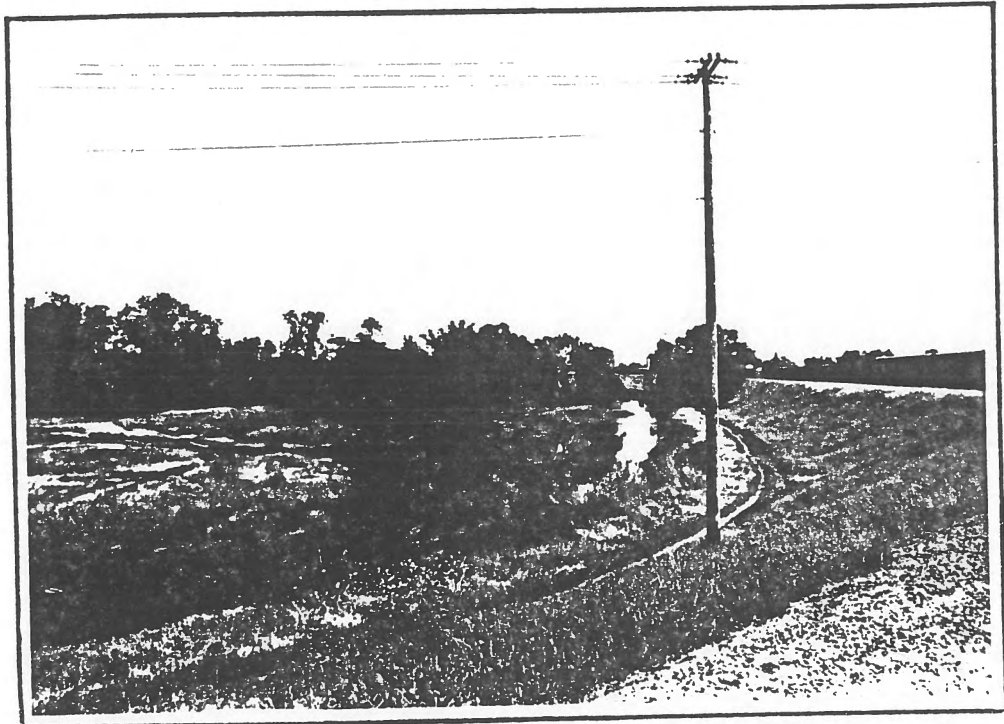
21. Sources (List books, documents, surveys, personal interviews and their dates).

Hoover, M.B, H.E. Rensch and E.G. Rensch
 1966 Historic Spots in California. Stanford University Press

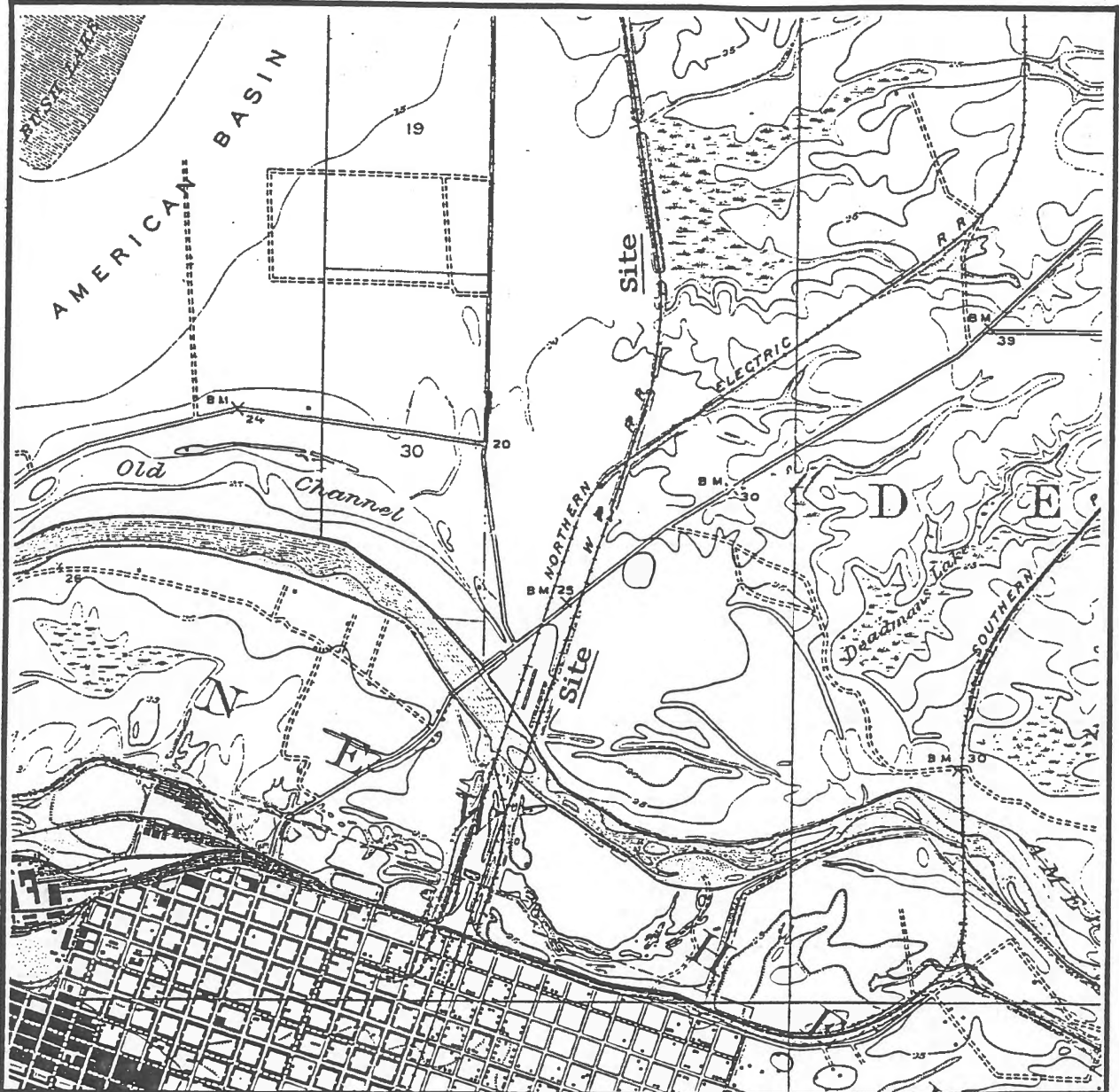
22. Date form prepared: January 1993
 By (name) Eleanor H. Derr
 Organization Cultural Resources Unlimited
 Address: 2614 Aramon Drive
 City: Rancho Cordova, CA 95670
 Phone: (916) 363-8774

Locational sketch map (draw & label site and surrounding streets, roads and prominent landmarks)



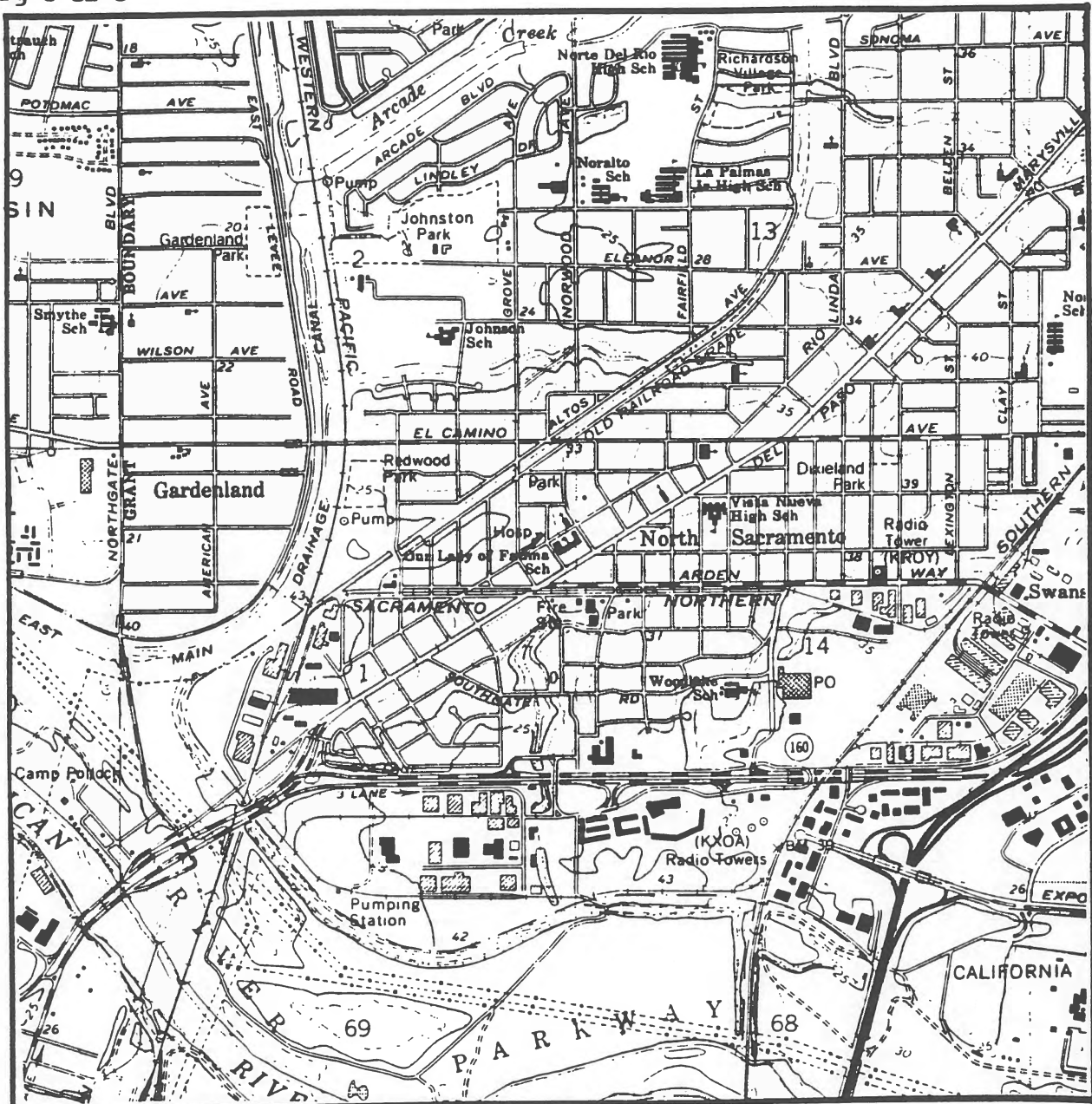


Floodplain with small slough. View to north, SPRR on right.

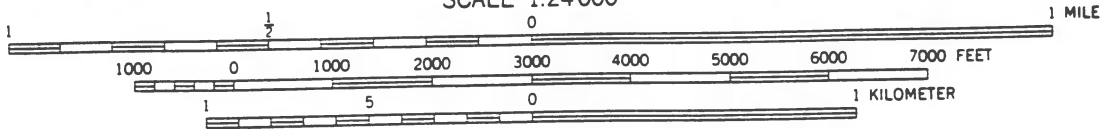


U.S.G.S. Topographic Quadrangle
Brighton 1911





SCALE 1:24 000



CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

★ GN MN
0°58' 17 MILS
17° 302 MILS

SACRAMENTO EAST, CALIF.

SW/4 FAIR OAKS 15' QUADRANGLE
N3830—W12122.5/7.5

1967
PHOTOREVISED 1980
DMA 1761 III SW—SERIES V895

UTM GRID AND 1980 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

P-34-000491
Hale of Dames & Moore (1994)

ARCHAEOLOGICAL SITE RECORD

Other Designations: AMR-1
Union Pacific Railroad/
Western Pacific Railroad

16. **Recorded By:** M. Hale
17. **Affiliation and Address:** Dames & Moore, 60 Declaration Drive, Suite B, Chico, CA, 95926.
18. **Human Remains:** None observed.
19. **Site Disturbances:** Berm has been maintained as the railroad line is still active. The extent of this maintenance is unknown. However, it is likely that much of the line has been reconstructed.
20. **Nearest Water (type, distance, and direction):** Dry Creek, a perennial stream, is crossed by the railroad line within this particular section.
21. **Vegetation Community (site vicinity):** Agricultural and riparian.
22. **Vegetation (in site):** No vegetation except small grasses and forbes upon berm.
23. **Site Soil:** Introduced gravels and clay loam.
24. **Geology:** Alluvial.
25. **Landform:** Constructed berm over alluvial deposits.
26. **Slope:** 0% 27. **Aspect:** open 28. **Exposure:** 99% open
29. **Landowner(s) (and/or tenants) and Address:** Union Pacific Railroad Company, 3400 24th Street, Sacramento, CA. 95818.
30. **Remarks:** A previously recorded section of this berm occurs to the south, in the vicinity of Arden Way in the City of Sacramento (Derr and Boghosian 1993).
31. **References:**
 - Dames & Moore
 - 1994 *Archaeological Inventory Report - Natomas: Cultural Resources Inventory and Evaluation for the American River Watershed Investigation, El Dorado, Placer, Sacramento, and Sutter Counties, California.* Submitted to the U.S. Army Corps of Engineers, Sacramento District, Sacramento.
 - Derr, Eleanor and Paula Boghosian
 - 1993 Site record of the Union Pacific/Western Pacific Railroad. Cultural Resources Unlimited, Sacramento, CA.
32. **Name of Project:** American River Watershed Investigation.

State of California - The Resources Agency
Department of Parks and Recreation

P-34-491

Permanent Trinomial: CA-SAC-464-H

ARCHAEOLOGICAL SITE RECORD

Other Designations: AMR-1
Union Pacific Railroad/
Western Pacific Railroad

Page 3 of 4

Supplement: Yes

- 33. **Type of Investigation:** Archaeological Survey.
- 34. **Site Accession Number:** N/A
- 35. **Photos:** None

P-34-491

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

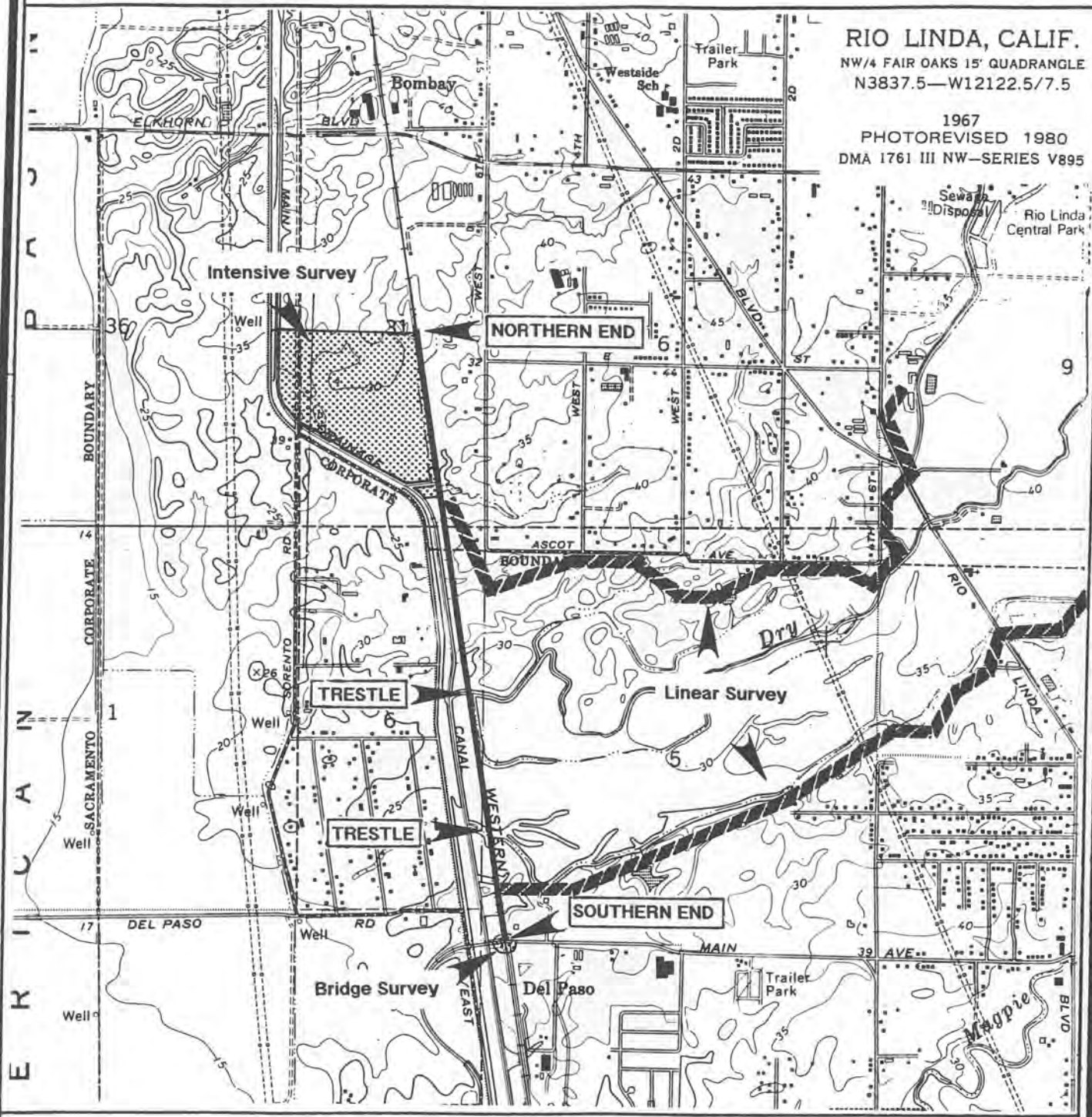
Permanent Trinomial: CA-SAC-464-H
Other Designations: AMR-1
Mo. Yr. 1

ARCHAEOLOGICAL SITE LOCATION MAP

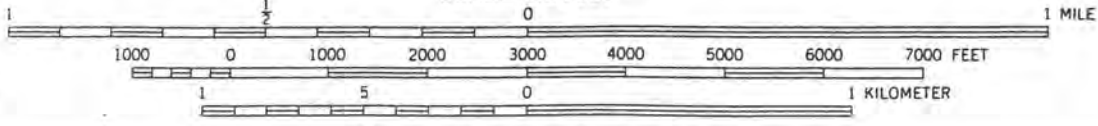
Page 4 of 4

RIO LINDA, CALIF.
NW/4 FAIR OAKS 15' QUADRANGLE
N3837.5—W12122.5/7.5

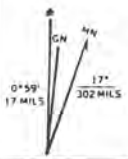
1967
PHOTOREVISED 1980
DMA 1761 III NW—SERIES V895



SCALE 1:24 000



CONTOUR INTERVAL 5 FEET



P-34-000491
Byrd of Jones & Stokes (2002)

PRIMARY RECORD

Primary # P-34-000491

HRI #

Trinomial CA-SAC-000464H

NRHP Status Code 6

Other Listings

Review Code

Reviewer

Date

Page 1 of 5

*Resource Name or #: (Assigned by Recorder) WPRR Segment (MR #24)

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County Sacramento

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

*b. USGS 7.5' Quad Florin, CA Date 1978 T 7N ; R 5E ; 1/4 of 1/4 of Sec 17 ; B.M.

c. Address N/A City Zip N/A

d. UTM: (Give more than one for large and/or linear resources) Zone: 10 ; 634406 mE/ 4257858 mN

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

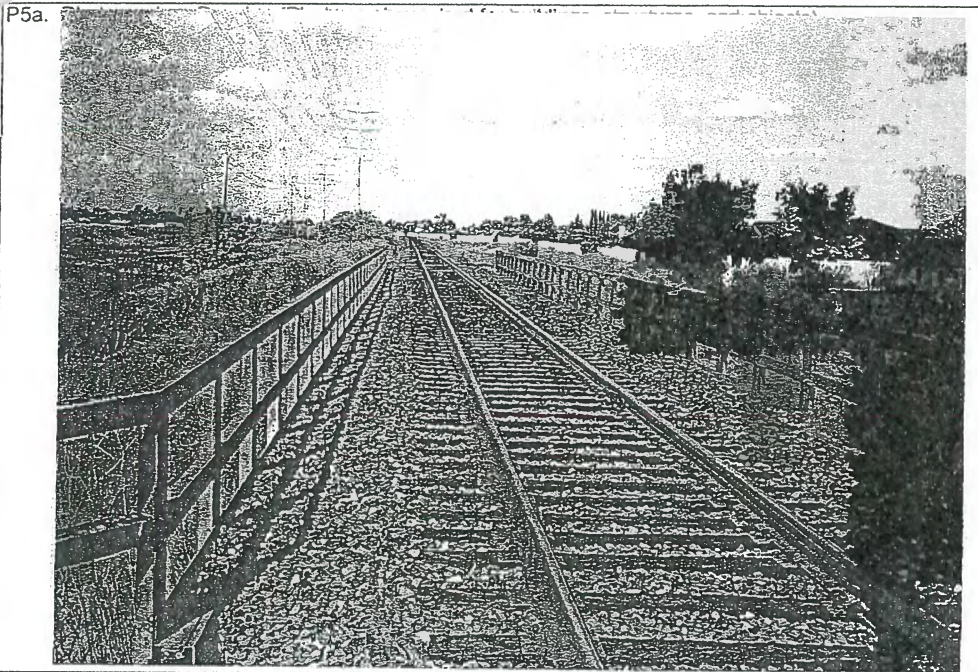
The segment of railroad recorded is located in a developing semi-rural area south of Meadowview road in the City of Sacramento. It is about 1 mile west of Franklin Road and three miles east of Interstate 5.

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

The segment of Western Pacific Railroad line that crosses the study area is typical of a well-maintained rail line. The bed is supported by a well-maintained earthen berm. The sides of the berm are symmetrical and appear "machined" and well groomed. Vegetation is minimal, indicating regular clearing. The ties and track rest on very fresh basalt rock ballast. The ties are uniform and exhibit little wear or weathering. The rails bear date stamps from various years (1968, 1969, and 1972) indicating that they were likely recycled from other portions of the line. A 5-span bridge carries the railroad across Morrison Creek with the segment of track investigated. This bridge has iron bents and cross ties, an iron girder substructure, iron faced concrete abutments, and steel railings. The railroad passes through agricultural fields and flood control reclaimed lands. Immediately northeast of the surveyed section is a recent housing subdivision.

Resource Attributes: (List attributes and codes) HP39 Other

Resources present: Building Structure Object Site District Element of District Other (isolates, etc.)



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

*P6. Date Constructed/Age and

Sources: Historic Prehistoric Both 1909

*P7. Owner and Address: UPRR

*P8. Recorded by: (Name, affiliation, and address) David S. Byrd, Jones & Stokes 2600 V Street Sacramento CA, 95818

*P9. Date Recorded: 10/31/01

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes 2002 Historic Resources Evaluation Report, / sumnes River Boulevard Interchange Project, Sacramento County, CA

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

DPR 523A (1/95)

*Required Information

9989 B

11456

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 5 *NRHP Status Code 6

*Resource Name or # (Assigned by recorder) _____ WPRR Segment (MR #24) _____

1. Historic Name: Western Pacific Railroad

2. Common Name: Union Pacific Railroad

3. Original Use: Railroad B4. Present Use: Railroad

15. Architectural Style: Utilitarian

16. Construction History: (Construction date, alterations, and date of alterations)
Completed in 1909. Various alterations and upgrades over the years.

17. Moved? No Yes Unknown Date: _____ Original Location: _____

18. Related Features:

9a. Architect: Unknown b. Builder: Unknown

310. Significance: Theme: Transportation Area: Sacramento County, California
Period of Significance: 1909-1957 Property Type: Railroad Applicable Criteria: N/A

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

The segment of railroad within the study area is a section of the old Western Pacific main line. The Western Pacific Railroad (WPRR) began when the Western Pacific Railway (WPRy) was incorporated in 1903 to build a line from Salt Lake City across the northern Great Basin, through the Feather River Canyon to Maryville and Sacramento. From Sacramento the line extend south to Stockton then northwest to Oakland and San Francisco. Initial construction took 6 years, with the last spike being driven on the Spanish Creek Trestle near Keddie, California in 1909. In 1916, WPRy was sold and reorganized as the Western Pacific Railroad (WP). Over the next decade, WP bought out several smaller lines in the Central Valley, extending service south of Stockton and north to Chico. In 1926, Arthur Curtis James, who already had large holding in the Great Northern, Northern Pacific, and Burlington railroads, acquired WP and set about merging the line with the Great Northern line in Bieber. The completion of that link in 1931 made WP a major north-south carrier in addition to its already established east-west service. (See Continuation Sheet)

11. Additional Resource Attributes: (List attributes and codes) _____

312. References:
See references cited in Jones & Stokes 2002 *Historic Resources Evaluation Report for the I-5/Cosumnes River Boulevard Interchange Project, Sacramento County, CA*

13. Remarks:

314. Evaluator: David S. Byrd

Date of Evaluation: November 2001

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

— See attached map —

LOCATION MAP

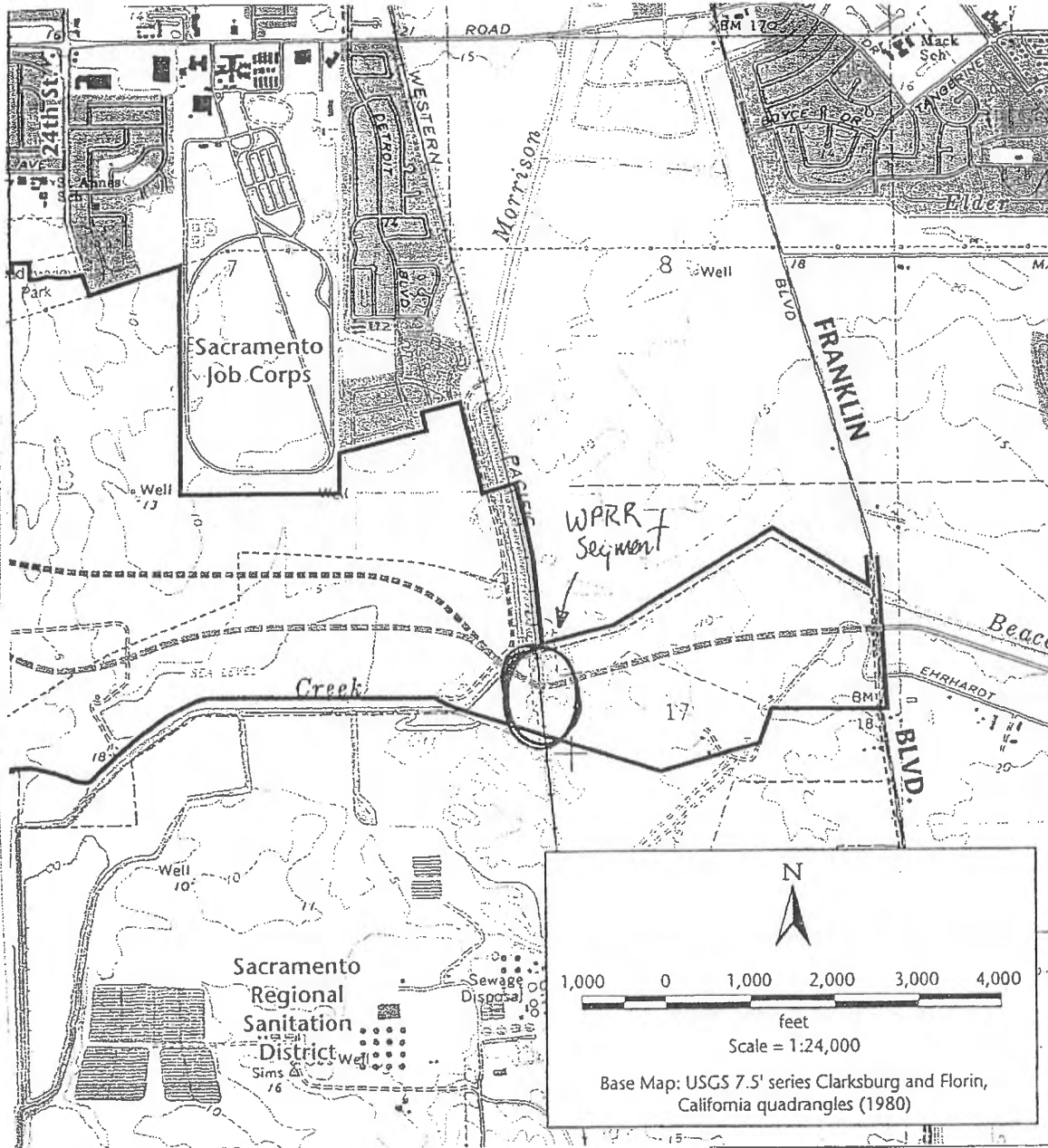
4 of 5

*Resource Name or #: (Assigned by Recorder) WPRR Segment (MR #24)

Name: Florin, USGS topo

*Scale: 1:24

*Date of Map: 1949/1973



CONTINUATION SHEET

Page 5 of 5

*Resource Name or # (Assigned by recorder)

WPRR Segment (MR #24)

Prepared by D.S. Byrd, Jones & Stokes

*Date 10/31/01

Continuation

Update

Significance (Continued)

Three years later, WP reorganized yet again, this time teaming with the Rio Grande and Burlington railroads to operate the *Exposition Flyer* between Chicago and Oakland. In 1949, the three railroads inaugurated their most famous line, the *California Zephyr*, a streamlined, high-speed train also running from Chicago to Oakland that was scheduled to travel the most scenic part of the trip by day and was equipped with "Vista-Domes" so that passengers could better enjoy the view. WP continued operate its section of the *California Zephyr* until 1970. Although WP managed to fend off attempts at acquisition by Southern Pacific Railroad (SPRR) in the early 1960s, Union Pacific Railroad (UPRR) successfully bought out WP in early 1980. Two years later, WP became the Fourth Operating District of UPRR. That designation changed to the Feather River Division of the Western District in 1985 in response to employee requests.

The segment of WPRR does not appear to meet the criteria for listing in the National Register primarily because it lacks integrity to its period of significance. The period of significance for this railroad segment is from 1909 to 1957, or the period of initial construction to an arbitrary date 45 years prior to the date of evaluation. The railroad line does not appear to have an association with a person or persons significant to our past nor does it appear to have embody the characteristics of a type, period, or method of construction, as such it does not appear to meet National Register Criteria 3 or C. An argument for significance under Criterion A might possibly be made because during this period WP operated successfully as a regional-size railroad that opened up markets not available to other larger railroad companies. This is especially important in light of the fact that it operated for this time in the shadow of the giants SPRR, UPRR, and Santa Fe Railroad. It was also during the period of significance that WP, along with Burlington Railroad and the Rio Grande Railroad began running its signature *California Zephyr* service.

However, even though an argument for historical significance might be made under Criterion A, the segment of railroad within the study area does not appear to be eligible for listing because it lacks integrity of design, materials, workmanship, setting, and feeling to its period of significance. Loss of integrity, if sufficiently great, will render a resource not eligible for listing in the National Register irrespective of significance. The segment of WP line that crosses the study area is typical of a well-maintained railroad line. In other words, it does not appear that this section retains any of the engineering features or materials from the period of significance 1909 to 1957. The berm that supports the track is well maintained, with even geometry and indication of machined maintenance. The ties and track rest on fresh basalt rock ballast. The ties are uniform and exhibit little wear or weathering. The rails bear date stamps from various years (the earliest is 1968) indicating that they were recycled from elsewhere. The bridge that carries the railroad across Morrison Creek is of decidedly modern construction. In essence, it its modern railroad track that happens to follow a historic alignment. Furthermore, the sense of time and place is diminished by the intrusion of a large modern housing subdivision. Standing at the recorded point, one does not get the sense of an early twentieth century railroad line. Because it lacks integrity of design, materials, workmanship, setting, and feeling, the segment of WPRR does not appear to meet the criteria for listing in the National Register.

P-34-000491
Webb and Blosser of JRP (2001)

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

Primary # 34 P-1-491
HRI # _____
Trinomial CA-SAC-464-H
NRHP Status Code 6

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

*Resource Name or # (Assigned by recorder) Map Reference # 1

P1. Other Identifier: Union Pacific Railroad and Trestles

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

*a. County Sacramento

*b. USGS 7.5' Quad Florin Date 1968 (photorevised 1980) T _____; R _____; _____ ¼ of Sec _____; _____ B.M.

c. Address _____ City Sacramento Zip _____

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

Meadowview Road south to Union House Creek

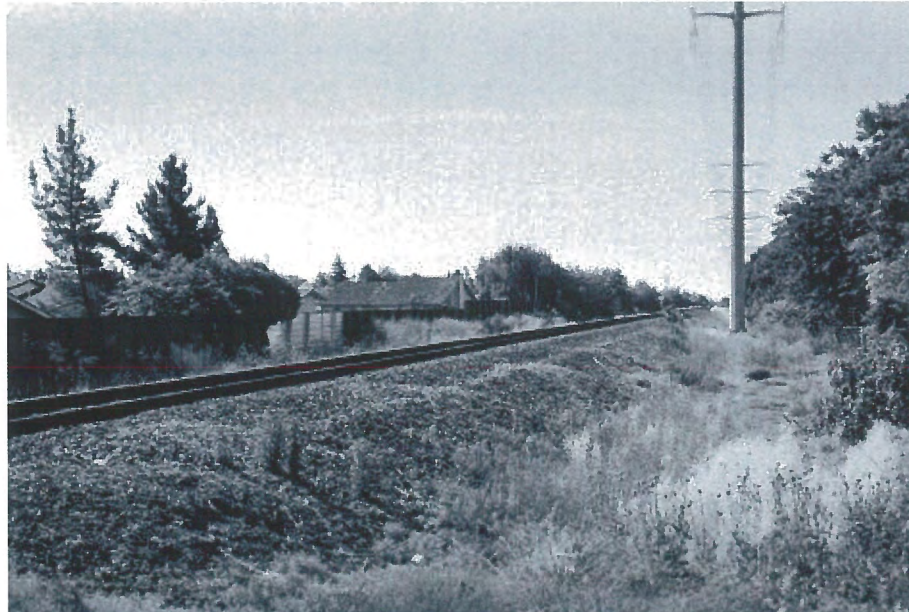
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This site is located at the crossing of Meadowview Road and the Union Pacific Railroad, formerly the Western Pacific Railroad. This segment of the rail line, located in southern Sacramento, is set between residential developments on the north and vacant farmlands to the south. Residential subdivisions in this area date to the 1960s however, development in the vicinity continues today. The single set of welded tracks carries a high speed mainline. The rails, ties and the tieplates date to 1990, as does the sidetrack located on the north of Meadowview Road. Additionally, construction of an additional set of tracks for the first phase of light rail transit was being completed north of Meadowview Road at the time of this survey. Modern crossing arm guards are sited at the intersection of Meadowview Road.

*P3b. Resource Attributes: (List attributes and codes) (AH7) Roads/trails/railroads

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

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



P5b. Description of Photo: (View, date, accession #) Photograph 1, camera facing southeast, May 24, 2002

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
WPRR initially constructed between 1908-1910, however tracks were upgraded circa 1990.

*P7. Owner and Address:
Union Pacific Railroad Company
Sacramento, CA 94523

*P8. Recorded by: (Name, affiliation, address)
Toni Webb & Amanda Blosser
JRP Historical Consulting Services
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: June 2002

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services, "Historical Resources Evaluation Report: South Sacramento Corridor Phase 2 Project, Sacramento County, California"

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

Other (list) _____

DPR 523A (1/95)

6112

*Required Information

B1. Historic Name: Western Pacific Railroad

B2. Common Name:

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

*B5. Architectural Style: n/a

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

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

*B8. Related Features: None

B9. Architect: Unknown b. Builder: Unknown

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

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

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

This segment of the Union Pacific Railroad between Meadowview Road and Union House Creek does not appear to be eligible for inclusion in the National Register of Historic Places. Constructed during the first decade of the 20th century, the former Western Pacific Railroad was the second transcontinental link between California and the rest of the nation. As with its competitors, the Western Pacific Railroad began inauspiciously as a modest effort of a group of investors to build a local railroad, as opposed to a transcontinental railway. After World War I, the line acquired many feeder branches and became an important freighter of California's perishable agricultural crops to eastern markets. Following World War II, the railroad installed its high-speed passenger train, the California Zephyr, which became famous for its deluxe passenger service. In recent decades, the railroad has emerged as a specialist in long-haul shipping of foods, automobiles, and large equipment from Oakland harbor terminal to markets across the country. The rails, roadbed, modern embankment and structures reflect engineering improvements made to support the heavy intermodal traffic essential to the modern operations of the Union Pacific. (See continuation sheet).

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

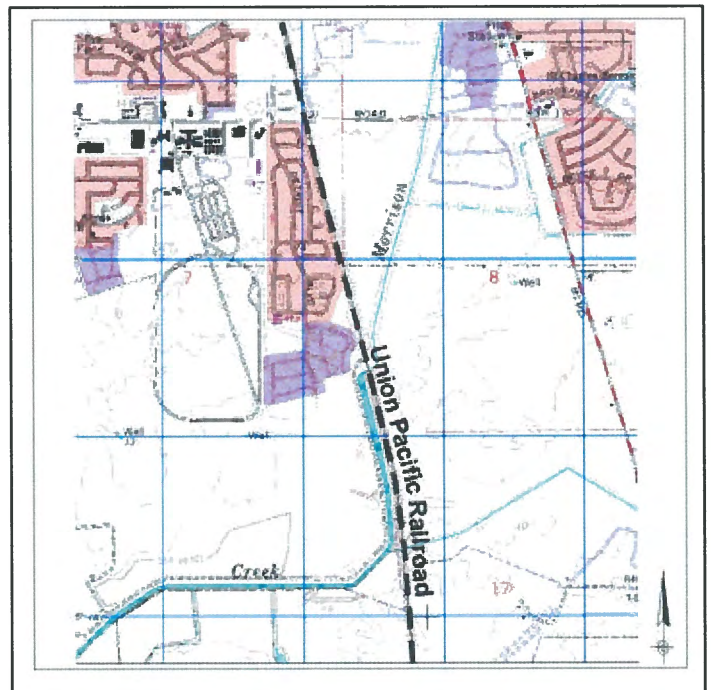
*B12. References: USGS Topographic Maps, *Florin* Quadrangle, 1907, 1953, 1968, 1975, 1980; Historic Maps (California State Library); Historic Aerials (Shields Library at UC Davis); For additional references, see footnotes in text of B10

B13. Remarks: _____

*B14. Evaluator: Toni Webb

*Date of Evaluation: July 2002

(This space reserved for official comments.)



B10. Significance (continued):

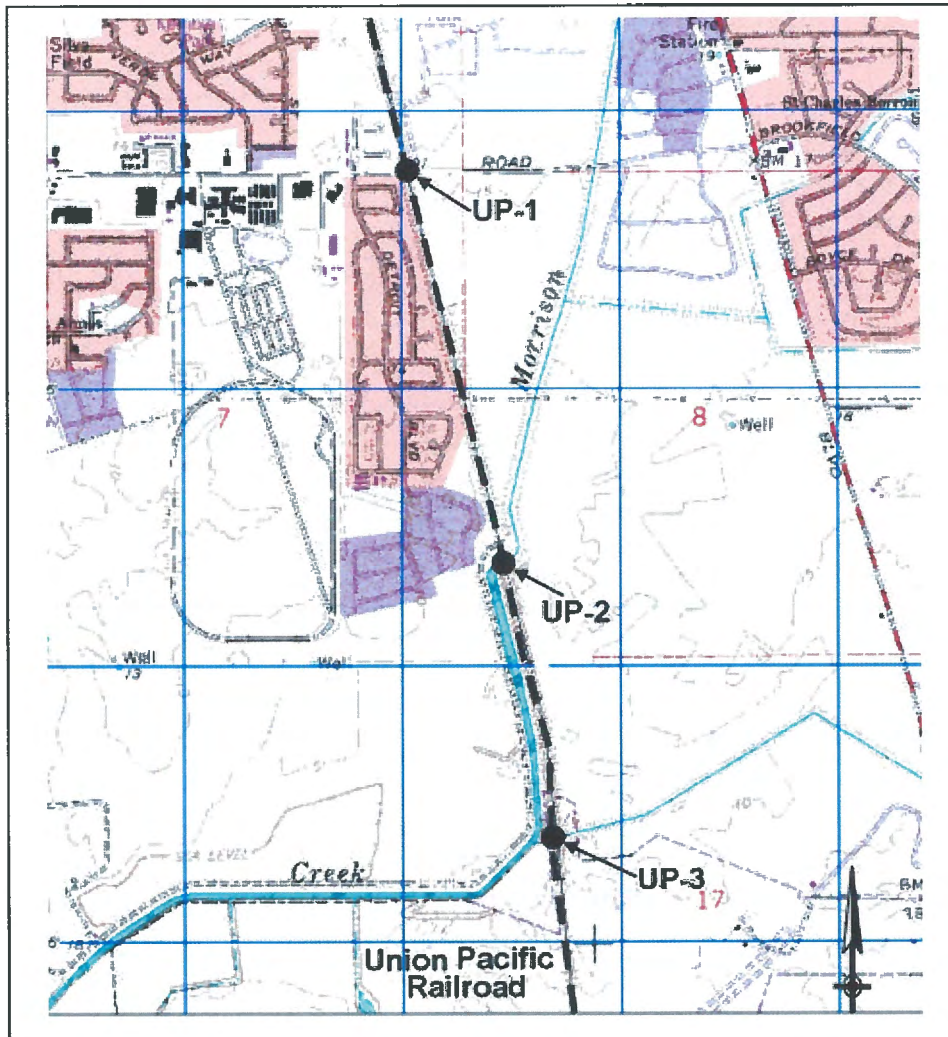
Under Criterion B, the segment of Union Pacific Railroad line and trestles evaluated on this form do not appear to be associated with any historically significant people. While the Western Pacific Railroad may have other important original features associated with it – stations, warehouses, and bridges - that could warrant listing in the National Register, no such features exist within the study area and therefore this segment does not appear to be eligible under Criterion C. The railroad engineering technology used in the construction within the study area is well documented, and therefore, it would not qualify for listing under Criterion D.

Thus, the only potential for historic significance for the Western Pacific Railroad appears to be under Criterion A. As the last transcontinental built in California, it was constructed relatively late in the railroad age. In terms of importance, the other major lines in California (Southern Pacific and the Santa Fe) the Western Pacific line was secondary in its impact on the development of the state. Yet, it did play a key role in the state's system of rail transportation. As such, the Union Pacific Railroad, formerly the Western Pacific, appears to be important under Criterion A. Despite this potential significance, the Western Pacific Railroad has undergone wholesale replacement of track and it does not appear to be eligible for listing in the National Register, owing to its lack of integrity dating to its period of significance. Purchased by Union Pacific in 1983, the line was further upgraded during the mid-1980s and 1990s. It appears that this segment of tracks were replaced in 1990 and, through the course of continual operation and maintenance, its ties, spikes, ballasts and trestles almost certainly have been modified in recent years. Within the segment evaluated on this form, the tracks were replaced in 1990 and the two trestles were likely rebuilt in the second half of this century.¹ As a result of these substantial modifications, this segment of the Union Pacific Railroad no longer retains integrity of design, materials, workmanship and association to that of the original Western Pacific Railroad constructed during the first decade of the 20th century. Furthermore, between the 1950s and 1990s there has been extensive commercial and residential development within the immediate vicinity of the segment, which has consequently severely damaged the integrity of setting and feeling of the rail line.

Furthermore, this railroad segment has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. It does not appear to meet the criteria for listing in California Register of Historical Resources.

¹ Western Pacific Railroad Bridge Construction and Maintenance Logs, 1936 and 1944, MP130.45 and 131.03 (on file at California State Railroad Museum).
DPR 523L (1/95)

Sketch Map



L1. Historic and/or Common Name: Union Pacific (Western Pacific) Railroad

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** UP-1

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

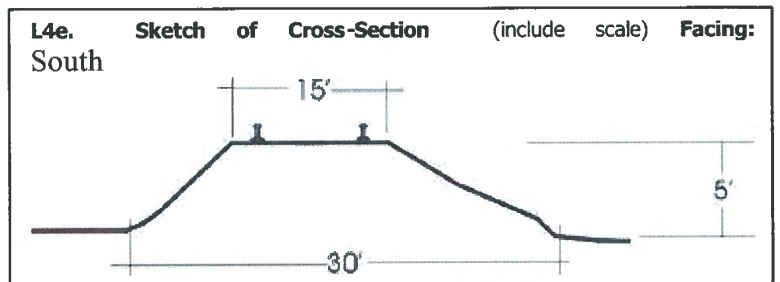
This site is located at the intersection of Meadowview Road and the Union Pacific Railroad west of Highway 99.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The rail line at this point is set on a new concrete bed and is a nearly at-grade with standard rails, ties, and related equipment, including modern crossing guard arms.

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

- a. **Top Width** approx. 15'
- b. **Bottom Width** approx. 30'
- c. **Height or Depth** approx. 5'
- d. **Length of Segment** n/a



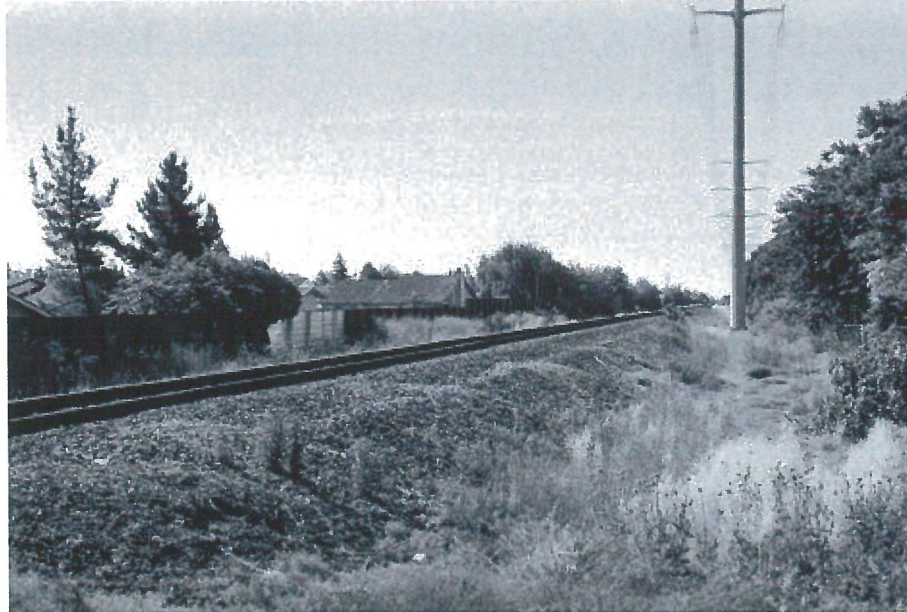
L5. Associated Resources: Crossing arms

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

This railroad segment is surrounded on either side by modern commercial and residential developments. To the northeast is a mobile home park constructed in the 1970s. To the northwest is a residential area consisting of houses constructed mostly between the 1940s and 1990s. To the southeast and southwest are residential developments constructed between the 1960s and 1980s.

L7. Integrity Considerations: Residential subdivisions built in the second half of the 20th century have altered the historic setting. The tracks have undergone continual maintenance and upgrades since Union Pacific purchased the railroad in the 1980s. Additionally, it appears that most if not all of the track elements were upgraded and replaced in about 1990.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing: Photograph 1, camera facing southeast, May 24, 2002

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Toni Webb, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: June 2002

L1. Historic and/or Common Name: Union Pacific (Western Pacific) Railroad

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** UP-2

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

This point is the trestle that spans Morrison Creek south of Meadowview Road.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

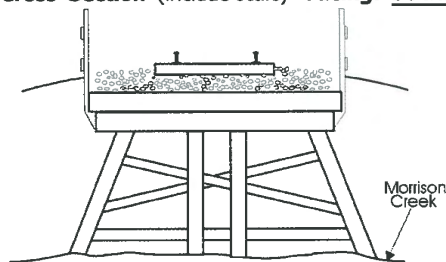
This trestle is a steel stringer structure with a ballast deck supported by steel cap pony truss bents on steel piles with concrete abutments. The trestle is supported by approximately eight bents about 34 feet on center, each with four piles and cross bracing. The structure measures approximately 270 feet long.

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

- a. **Top Width** approx. 16'
- b. **Bottom Width** approx 16'
- c. **Height or Depth** approx. 15' above creek
- d. **Length of Segment** approx. 270'

L5. Associated Resources: None

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



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

This trestle is located in southern Sacramento County and is surrounded on either side by residential subdivisions constructed in the 1960s and 1970s. To the south are vacant agricultural lands.

L7. Integrity Considerations: Residential subdivisions built in the second half of the 20th century have altered the historic setting. As a second-generation structure, this newer steel trestle has undergone continual maintenance and upgrades since Union Pacific purchased the railroad in the 1983. Additionally, it appears that most if not all of the track elements were upgraded and replaced in about 1990.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Camera facing east, May 24, 2002

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) Toni Webb, JRP Historical Consulting Services, 1490 Drew Ave, Suite 110, Davis, CA 95616

L11. Date: June 2002

L1. Historic and/or Common Name: Union Pacific (Western Pacific) Railroad

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** UP-3

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

Located south of Meadowview Road, this point is a trestle that spans Union House Creek (Beacon Creek) just east of the confluence of Morrison Creek, and is set in a rapidly developing residential area of south Sacramento County.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

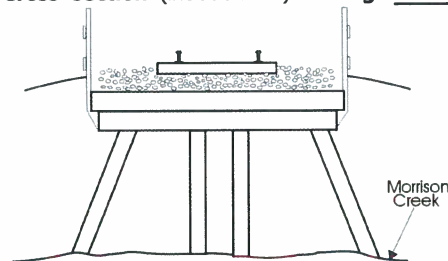
This trestle is a timber stringer structure with a ballast deck supported by cap pony truss bents on timber piles with concrete abutments. The trestle is supported by four bents, each with four piles. The structure measures approximately 150 feet long.

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

- a. **Top Width** approx. 16'
- b. **Bottom Width** approx. 16'
- c. **Height or Depth** approx. 15' above creek
- d. **Length of Segment** approx. 150'

L5. Associated Resources: None

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

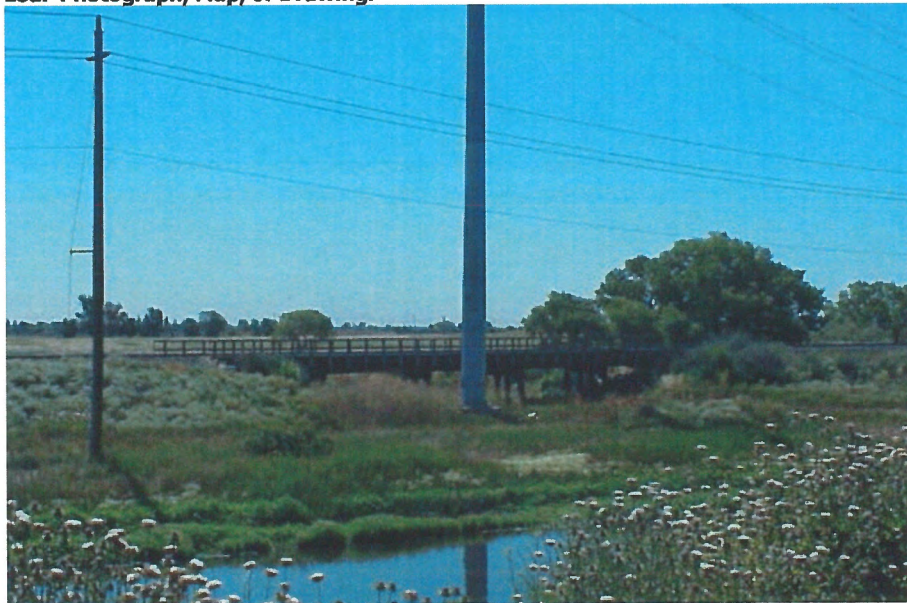


L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This trestle is sited in southern Sacramento over the Union House Creek. It is surrounded on either side by vacant agricultural lands, and a large residential subdivision, constructed in the 1960s and 1970s, is located to the northeast.

L7. Integrity Considerations: Residential subdivisions built in the second half of the 20th century have altered the historic setting. As a second-generation structure, this newer steel trestle has undergone continual maintenance and upgrades since Union Pacific purchased the railroad in the 1983. Additionally, it appears that most if not all of the track elements were upgraded and replaced in about 1990.

L8a. Photograph, Map, or Drawing.



L8b. Description of Photo, Map, or Drawing:
Camera facing east, June 5, 2002

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address) A. Blosser and T. Webb
JRP Historical Consulting Services,
1490 Drew Ave, Suite 110,
Davis, CA 95616

L11. Date: June 2002

P-34-000491
Kaptain and Shantry of LSA Associates (2005)

UPDATE

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

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H
NRHP Status Code

Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 12

Resource Name: Segment of the Western Pacific Railroad

- P1. Other Identifier: Union Pacific Railroad (since 1980)
- P2. Location Not for Publication Unrestricted:
 - a. County: Sacramento
 - b. USGS 7.5' Quad: *Rio Linda* Date: 1992
T 9 North; R 5 East; North 1/2 of Section 1 and South 1/2 of Section 2; Mount Diablo Baseline & Meridian
 - c. Address: n/a City Sacramento Zip n/a
 - d. UTM: NAD 83 Zone 10; 833425 mE / 4274220 mN & 833480mE / 4275520 mN
 - e. Other Locational Data: n/a
- P3a. Description: The evaluated segment of the former Western Pacific Railroad is 3,600 feet long, extending northward from the Arden-Garden Connector overpass on the north side of the American River, in Sacramento, California. The segment comprises a single set of tracks on an approximately 15-foot-high berm on the western border of the American River Flood Control District. Modern crossing arms, signals, and concrete insets exist at the intersection with West El Camino Avenue.
- P3b. Resource Attributes: AH7 railroad
- P4. Resources Present: Structure
- P5a. Photograph:



- P5b. Description of Photo: View of railroad to north, from El Camino Avenue.
- P6. Date Constructed/Age and Source: Historic 1906-1909 Western Pacific Railroad Historical Society
- P7. Owner and Address: Union Pacific Railroad
915 "L" Street
Sacramento, California 95814
- P8. Recorded by: Neal Kaptain & Kate Shanry
LSA Associates, Inc.
157 Park Place
Point Richmond, CA 94801
- P9. Date recorded: August 26, 2005
- P10. Survey Type: Intensive pedestrian.

- P11. Report citation:
Kaptain, Neal, and Judith Marvin
2006 *Historic Property Survey Report for the West El Camino Avenue Over the Natomas East Main Drainage Canal Project.*
LSA Associates, Inc., Point Richmond, California.

Attachments: Location Map Continuation Sheet Building, Structure, and Object Record Linear Feature

DPR 523A (1/95)

MAR 17 2006

6937

- B1. **Historic Name:** Western Pacific Railroad
- B2. **Common Name:** Union Pacific Railroad (current owner)
- B3. **Original Use:** Transportation
- B4. **Present Use:** Transportation
- B5. **Architectural Style:** n/a
- B6. **Construction History:**

The Western Pacific Railroad completed its surveys and acquired the right-of-way for its track between 1903 and 1905. Contractors E.B. and A.L. Stone Company (Stone Company) began grading between Oakland and Oroville in November 1905. Almost the entire length of track between Sacramento and Marysville is on a raised embankment above the flood level. In the floods of 1907 and 1909, embankments were overtopped in many places and portions washed away. The grade through these flood basins was later raised and covered with cobbles for stabilization. The WP Railroad was built in approximately four years and was completed when the last spike was driven near Keddie on November 1, 1909. The Union Pacific Railroad purchased the Western Pacific in 1980, after which time the railroad's rails and associated hardware were changed to support heavier trains (Wee 1995). This conversion indicates an alteration of rail design and materials that took place after the railroad's period of significance.

B7. **Moved?** No

B8. **Related Features:** None.

B9. **a. Architect:** Unknown **b. Builder:** Unknown

B10. **Significance: Theme:** Transportation **Area:** Sacramento County

Period of Significance: 1905-1956 **Property Type:** Railroad **Applicable Criteria:** N/A

The recorded segment of the Western Pacific Railroad is not eligible for listing in the National Register due to lack of integrity. (See continuation sheet #1)

B11. **Additional Resource Attributes:** None

B12. **References:**

Kaptain, Neal, and Judith Marvin

2006 *Historic Property Survey Report for the West El Camino Avenue Over the Natomas East Main Drainage Canal Project.* LSA Associates, Inc., Point Richmond, California.

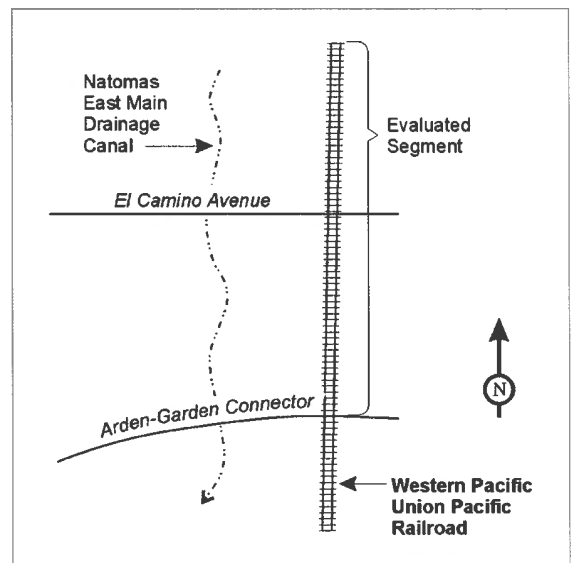
(See continuation sheet #3)

B13. **Remarks:** None

B14. **Evaluator:** Judith Marvin
Neal Kaptain

Date of Evaluation: January 30, 2006

(This space reserved for official comments.)



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

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page 3 of 12

Resource Name: Segment of the Western Pacific Railroad

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

L2a. **Portion Described: Segment:** 3,600 feet (north-to-south)

b. **Location of segment:** UTM: NAD 83 Zone 10; 833425 mE / 4274220 mN & 833480mE / 4275520 mN

L3. **Description:**

The evaluated segment of the former Western Pacific Railroad is 3,600 feet long, extending northward from the Arden-Garden Connector overpass on the north side of the American River, in Sacramento, California. The single set of tracks is on an approximately 15-foot-high berm situated on the western border of the American River Flood Control District.

L4. **Dimensions**

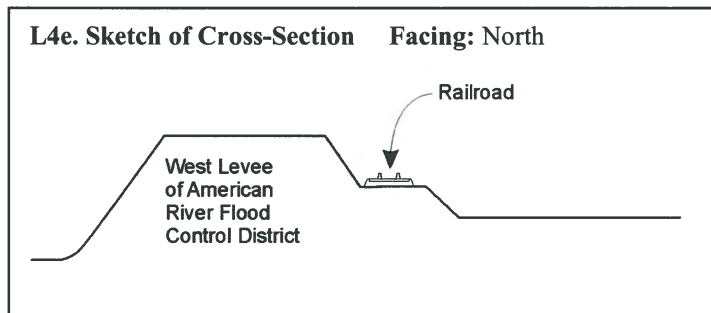
a. **Top Width:** 12 feet

b. **Bottom Width:** 24 feet

c. **Height or Depth:** 15 feet

d. **Length of Segment:** 3,600 feet

L5. **Associated Resources:** None



L6. **Setting:** Residential development is on the east side of the railroad; the West Levee of the American River Flood Control District is on the west side of the railroad.

L7. **Integrity Considerations:** The railroad's integrity is discussed on page 8.

L8a. **Photograph**



L8b. **Description of photo:**
Looking north along the railroad
(levee on left.)

L9. **Remarks:** None

L10. **Form prepared by:**
Neal Kaptain
LSA Associates, Inc.
157 Park Place
Pt. Richmond, California 94801

L11. **Date:** January 30, 2006

DPR 523E (1/95)

B10. Significance (continued)

(adapted from Jones and Stokes, Inc. 2001)

Railroads were vital to California's early economic development because of the expansive territory, limited navigable waters, and California's remoteness from the populous states east of the Great Basin and Rocky Mountains. Two hundred railroads have been constructed and operated since California was inducted into statehood, and more than 4,000 have been chartered. The evaluated segment of the railroad is part of the Western Pacific Railroad's Sacramento Valley Division.

The need for a local railroad started to grow in the mid-1850s, when coal outcroppings were discovered by James O'Brien at Corral Hollow Canyon in the hills of eastern Alameda County. The Eureka Coal Company opened several shallow coal mines on the old Carrell homestead. For years, coal was hauled from the mines to the San Joaquin River by team and wagon, where it was loaded on barges at Mohr's landing. In the 1880s, John and James Treadwell, Alaskan miners, purchased the Corral Hollow coal property. They renamed it the Tesla Mine in honor of Nikola Tesla, the great electrical inventor.

During the early 1890s, the Treadwells and Walter J. Barnett, director and officer of the California Safe Deposit & Trust Company, organized several California investors to create the San Francisco & San Joaquin Coal Company (SF&SJC). Under the management of the SF&SJC, the mineral deposits of Corral Hollow Canyon were exposed by running tunnels deep beneath several hundred feet of sandstone strata. SF&SJC's new mining technique paid off; the company struck rich veins of bright, black coal. The Tesla Mine soon yielded a daily average of 500 tons of rich coal. On April 29, 1895, the SF&SJC formed the subsidiary company Alameda & San Joaquin Railroad to construct a standard-gauge railroad running 36 miles from the Tesla Mine to Stockton. The line was completed on June 10, 1896, along a road bed that closely paralleled the alignment of the present Western Pacific Railroad track, which runs from Carbona to Stockton.

In the 1890s, Walter Barnett and his associates from the California Safe Deposit & Trust Company invested \$730,000 in the construction of the Alameda & San Joaquin Railroad. In about 1900, they began to conceive a plan to extend the railroad west from Carbona to San Francisco, and east across the Sierra Nevada to Salt Lake City. The group hired Arthur Keddie as its engineer; then, between 1902 and 1903, it incorporated three railroads to construct segments of the proposed line through Beckwourth Pass to the eastern state boundary line. The San Francisco Terminal Railway and Ferry Company constructed the railroad segment that ran 145 miles through the city and county of San Francisco and through Alameda County to Carbona. A second company, the Sacramento & Oakland Railway Company, built 100 miles of track in the East Bay, from Oakland through Alameda, Contra Costa, Solano, Yolo, and Sacramento counties. A third company, the Stockton & Beckwourth Pass Railway Company, drew the task of building the railroad from Stockton north through the Sacramento Valley to Oroville, then up the Feather River Canyon and through Beckwourth Pass, a total distance of 290 miles.

At about the same time, the president of the Denver & Rio Grande Railroad, Edward T. Jeffery, and financier George J. Gould began to make secret preliminary surveys and an attempt to acquire the Feather River Canyon rights-of-way. Gould, Jeffery, and Barnett agreed to cooperate, after several conflicts and legal problems, to secure construction of a transcontinental route that would compete with the Santa Fe Railroad and Southern Pacific Railroad lines. Gould and Barnett formed the Western Pacific Railroad and purchased all four of the properties controlled by Barnett and his associates for \$1,250,850 and 210,000 shares of Western Pacific Railroad stock. The Western Pacific Railroad was incorporated March 6, 1903, in California. The board of directors included all of the principals associated with the Alameda & San Joaquin Railroad. The Gould group took control of the company with Edward T. Jeffery as president and Barnett as vice-president and general counsel. In 1907, Barnett resigned and left the company to Jeffery and Gould. On November 30, 1908, the four railroad corporations incorporated by Barnett and his associates were dissolved.

(Continued on page 5.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 2

Primary # **P-34-000491**
HRI #
Trinomial **CA-SAC-464H**

Page 5 of 12

Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain

Date: January 30, 2006

Continuation

(Continued from page 4.)

The Western Pacific Railroad completed its surveys and acquired the right-of-way for its track between 1903 and 1905. Contractors E.B. and A.L. Stone Company (Stone Company) began grading between Oakland and Oroville in November 1905. Grading from Oroville east to Salt Lake City was undertaken by the Utah Construction Company. This company hired George L. Dillman as its chief engineer and Virgil G. Bogue of the Denver & Rio Grande Railroad as its consulting engineer. Local engineers were hired for location and survey work. Bogue was responsible for finding an acceptable route through the Feather River Canyon. The route he chose was on a consistent 1% grade that wove through tunnels and over bridges without ever rising high above the river. Bogue's work was a notable engineering achievement. Bogue was appointed vice-president and chief engineer in 1905 as a reward for his accomplishment.

The Stone Company began the grading work in the valley while Bogue was working in the mountains. The Stone Company split up the line and allotted divisions to division engineers. The divisions were again split into residencies of 5 to 20 miles in length, depending on the difficulty of work involved in building the division. For example, the North Fork Division was uniformly split into 5-mile-long residencies because the work was difficult. In the Sacramento Valley, because construction problems were minimal, residencies were 20 miles long.

The Sacramento Valley Division, between Sacramento and Marysville, contained the significant engineering challenge of constructing adequate embankments and bridge crossings to withstand the floods in the American, Bear, and Yuba River flood basin. Almost the entire length of track between Sacramento and Marysville is on a raised embankment above the flood level. The embankments in many places were overtopped, and portions washed away in the floods of 1907 and 1909. The grade through these flood basins was later raised and covered with cobbles for stabilization.

The Western Pacific Railroad was built in approximately four years and was finally completed when the last spike was driven near Keddie on November 1, 1909. The completed line between Oakland and Salt Lake City comprised 930 miles of track, laid with 85-pound rail 33 feet in length. The ties were 7 inches square in section and 8 feet, 8 inches in length. The ties used to fasten the track were McKee Pattern Flange type and Wolhaupter Flanged and Harriman type. The line contained 41 steel bridges and 43 tunnels totaling 45,494 feet.

The California route went from Oakland to Miles Junction, then turned east, passing through Livermore Valley and ascending through the Altamont Pass. From the pass, the line descended into the San Joaquin Valley south of Tracy, where it joined with the old Alameda & San Joaquin Railroad tracks at Carbona. The track then looped northward to Stockton along the alignment of the existing Alameda & San Joaquin Railroad line and headed up the great Central Valley to Sacramento, Marysville, and Oroville, at the base of the Sierra Nevada. The line then headed 117 miles east through the north fork of the Feather River Canyon at a continuous 1% grade to Beckwourth Pass. The line continued east through Reno, across the desert and the Utah flats to the southern shore of the Great Salt Lake and to Salt Lake City. The completed Western Pacific Railroad was approximately 150 miles longer than the competing Southern Pacific Railroad. Construction was costly because of the precise engineering required and the line's avoidance of the Southern Pacific Railroad right-of-way along many stretches of track (such as that over the Altamont Pass). Nearly half of the Western Pacific Railroad's claimed value was consumed in the construction costs alone.

Western Pacific Railroad officials were disappointed with freight tonnage from the beginning. The new railroad was constructed through sparsely populated mountain and desert regions which were incapable of contributing significant traffic. The Western Pacific Railroad owned no feeder branches (Except for the Alameda & San Joaquin Railroad) and had few industrial customers on its main line. Without branch lines, the Western Pacific Railroad was unable to compete with existing transcontinental railroad facilities. Furthermore, the railroad faced heavy expenses in the construction of repair and maintenance facilities in Sacramento (the Jeffery Shops) and of a transbay steamer to complete its service between Oakland and San Francisco (the *Edward T. Jeffrey*). During the railroad's first decade of operation, revenues fell far short of expenses and the company went into receivership. In June 1916 the company was sold at a foreclosure of \$18 million to the Western Pacific First Mortgage bond holders. The Western Pacific Railroad Corporation was organized later that month by the same group. This new group carried out the reorganization of the bankrupt Western Pacific Railroad company.

(Continued on page 6.)

DPR 523L (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 3

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page 6 of 12

Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain Date: January 30, 2006

☒ Continuation

(Continued from page 5.)

Freight and passenger traffic on the Western Pacific Railroad increased with the opening of the San Francisco Panama Pacific Exposition in 1915 and the growth of the California economy during World War I. Like other railroads, the Western Pacific Railroad was taken over by the U.S. government during World War I. After the war, the railroad was awarded \$9 million by the government for deterioration and damage incurred while the line was under government control. The company used the money to build local network and branch lines. The railroad acquired several existing short lines between 1916 and 1929. Sixteen local rail company tracks and facilities were purchased, including the Sacramento and Northern Railway, purchased in 1927. The purchase of this company stimulated trade with chemical, explosive, steel, oil, and lumber manufacturing facilities on Suisun and San Pablo bays, and with the agricultural giants in the Sacramento Valley.

World War II stimulated railroad business nationwide. The increase in wartime freight and passenger traffic led to the Western Pacific Railroad's emergence from bankruptcy in 1945. Rail lines had been used to transport servicemen, military equipment, and heavy industrial freight across the country. Freight had more than doubled during the first years of the war, and after the war, the railroad's debt was retired and the company was able to embark on a major modernization program. This program included the replacement of steam locomotives with diesel engines and implementation of high-speed passenger service across the country in cooperation with Burlington Northern and the Denver & Rio Grande Railroads. The streamlined *California Zephyr* passenger train, with its dome cars, became the pride of the Western Pacific Railroad line in the 1950s and 1960s. The *California Zephyr* provided rail travelers with new, luxury options: reserved berths; a buffet lounge, a cocktail bar, and a dining car.

During the 1960s, the Western Pacific Railroad's competition made multiple efforts to gain control of the company. The Southern Pacific Railroad bought 10% of Western Pacific Railroad stock in October 1960. Within a period of two months, the Santa Fe Railroad and the Great Northern Railway made similar purchases. The Santa Fe Railroad was confined to entering California through the Mojave Desert and desperately wanted a central route. The Great Northern Railway backed the Santa Fe Railroad, and for a while it appeared that the Western Pacific Railroad would be acquired by the Santa Fe Railroad. In 1965, the Interstate Commerce Commission blocked the merger, and the Western Pacific Railroad remained an independent company. In December of 1971, Western Pacific Industries was incorporated as a holding company for the purpose of becoming the parent company of the Western Pacific Railroad and diversifying into non-railroad enterprises. The following year, the railroad entered into agreements with Union Pacific Railroad and Burlington Northern Railroad to pool facilities and locomotives. In 1976, rumors circulated that the Western Pacific Railroad's holding would be sold. In February 1978, the company's management announced that it had entered into an agreement to sell its assets and resources to Newrail, Incorporated, a new company formed by the management and stockholders of Western Pacific Railroad.

WP and Newrail announced plans to sell out to the Union Pacific Railroad in January 1980. In 1983, the Western Pacific Railroad, Union Pacific Railroad, and Missouri Pacific Railroad merged to form the largest shippers of processed foods, automobiles, and transportation equipment from Northern California. The railroad now handles intermodal traffic of all kinds from its strategic terminal port of Oakland.

Previous Evaluations

In 1993, Eleanor Derr evaluated a segment of the Western Pacific Railroad on the north side of the Arden-Garden Connector—which includes a portion of the segment evaluated here. Derr concluded that the evaluated segment was not eligible for listing in the National Register of Historic Places “due to the fact that it is neither the first nor the largest of the trans-continental railroads linking California with the East Coast” and that the railroad “lacks any special distinction of construction, type, and service within the Sacramento Valley” (1993:13). The Central California Information Center records search results (CCIC No. SAC-95-05) for the current project did not include State Historic Preservation Officer (SHPO) correspondence regarding Derr's evaluation nor was the segment evaluated by Derr listed in the Historic Property Directory (May 2, 2005).

In 1991, Ric Windmiller evaluated a segment of the Western Pacific Railroad situated between the American River and Elkhorn Boulevard, which includes the segment evaluated here. Windmiller concluded that the evaluated segment was not eligible for listing in the National Register of Historic Places due to lack of integrity: “This segment has undergone alterations since its original construction, which include replacement of ties and rails” (Windmiller 2001:11). The Central California Information Center records search results (CCIC No. SAC-95-05) for the current project did not include State (Continued on page 7.)

DPR 523L (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 4

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page 7 of 12

Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain

Date: January 30, 2006

☒ Continuation

(Continued from page 6.)

Previous Evaluations (cont.)

Historic Preservation Officer (SHPO) correspondence regarding Windmiller's evaluation nor was the segment evaluated by Windmiller listed in the Historic Property Directory (May 2, 2005).

Two portions of the Western Pacific Railroad in Yuba County were previously evaluated and found not eligible for listing in the National Register due to lack of integrity (Wee 1995). Wee states that "virtually every recordable feature of the railroad track is less than 50 years old, with the possible exception of the embankment." The California State Historic Preservation Officer (SHPO) concurred that the segment of railroad is not eligible for listing in the National Register (Widell 1995).

An approximately ½-mile segment of the Western Pacific Railroad situated in Yuba County was previously evaluated and found eligible for listing in the National and California registers, under Criterion A/1 "because of its association with California's industrial transportation expansion and the central role it played in the economic development of the Central Valley." The evaluation's authors also state that "The vast majority of the WP Railroad system in California is essentially intact as it was originally constructed..." (Fryman and Schneyder 2001; Jones & Stokes 2001:6). The California State Historic Preservation Officer (SHPO) has concurred that the segment of railroad is eligible for listing in the National Register "as a contributing element to the potentially eligible Western Pacific Railroad Sacramento Valley Division..." (Mellon 2001).

National Register of Historic Places Evaluation

Introduction. The 3,600-foot-long segment of the Western Pacific Railroad on the north side of the Arden-Garden Connector in northern Sacramento was evaluated for eligibility for listing in the National Register of Historic Places (National Register) for the West El Camino Bridge Replacement Project by LSA Associates, Inc., architectural historian Judith Marvin, B.A., and cultural resources manager Neal Kaptain, B.A., in January and February 2006. The evaluated segment of the railroad is potentially significant under Criterion A, for its important contribution to California's transportation history. However, the evaluated segment of railroad lacks the integrity necessary to convey its historical significance and therefore is not eligible for listing in the National Register. The railroad is not significant under criteria B, C, and D.

Period of Significance. The Western Pacific Railroad was built between 1906 and 1909. The railroad's period of significance began in 1909 and ended in 1956—fifty years before this evaluation.

Theme. Transportation.

Criterion A. The evaluated segment of the railroad is potentially significant at the state-wide level under Criterion A as a contributing element to the Western Pacific Railroad. The Western Pacific Railroad has been an integral part of California's transportation system throughout the 1900s and has contributed greatly to the state's economic growth. The segment lacks sufficient integrity, however, to merit National Register listing.

Criterion B. The evaluated segment of the railroad is associated with financier George Jay Gould, (1864-1923), son of railroad tycoon Jay Gould. George Gould was one of the three founders of the Western Pacific Railroad. The other two were: Walter Barnett, of the Alameda & San Joaquin Railroad and Edward T. Jeffery, president of the Denver & Rio Grande Railroad. Gould, although important in the history of the Western Pacific Railroad, is not a significant individual in U.S. or California history. The evaluated segment is not significant under Criterion B.

Criterion C. The evaluated segment of the railroad is not eligible under Criterion C: it does not embody distinguishing design or construction features. The segment's berm, embankment, rails, and crossing equipment are of a type common to railroad construction everywhere and have been extensively modified since its period of significance. Although the segment is situated in a flood zone on the north side of the American River, the engineering needed to surmount this obstacle are not unusual for railroad design and construction.

(Continued on page 8.)

DPR 523L (1/95)

(Continued from page 7.)

National Register Evaluation (cont.)

Criterion D. The evaluated segment of the railroad is not eligible under Criterion D. The segment does possess any information about railroad construction or use that is not readily available in the historic record.

Integrity

Location. The evaluated segment of the railroad is in its original location.

Design. The evaluated segment of the railroad appears to retain partial integrity of design. The segment consists of rails and ties on a raised bed of compacted earth topped with ballast—a common railroad design. The railroad's rails and associated hardware, however, were changed in 1980 to support heavier trains (Wee 1995). The 1980 conversion indicates an alteration of rail design and materials that took place after the railroad's period of significance (1909-1955).

Setting. The setting of the evaluated segment has changed from rural environment to residential development. Most of this change took place within the railroad's period of significance. The adjacent levee was completed by 1955, within the railroad's period of significance. The setting's changes would not reduce the railroad's eligibility.

Materials. The evaluated segment of the railroad does not appear to retain integrity of materials. The Western Pacific Railroad's rails were replaced in 1980 as part of a program to upgrade them to support heavier freight trains (Wee 1995). The 1980 changes reflect a conversion to equipment with modern specifications. Ongoing maintenance and repairs to the railroad have taken place throughout its history resulting in the replacement of the ties, tie plates, rails, switching equipment, and crossing equipment. In order for a property to be eligible for the National Register it "must retain the key...elements dating from the period of its historic significance" (National Park Service 1995:45). The rails, associated hardware, switching equipment and crossing equipment comprise key elements of the railroad. These important components do not date from the railroad's period of significance.

Workmanship. The evaluated segment of the railroad does not appear to retain integrity of workmanship. The key elements of the railroad have been changed from their original design and configuration. The railroad's bed is the only key element of the railroad that appears to retain integrity of workmanship.

Feeling. The evaluated segment of the railroad is modern in appearance and does not convey its historic feeling. Feeling "results from presence of physical features that, taken together, convey the property's historic character" (National Park Service 1995:45).

Association. The railroad retains partial integrity of association. Although the railroad is still used as an important means of transportation, many of its features do not date from its period of significance, therefore reducing the railroad's association with its historic significance.

Eligibility Summary

Despite potential significance under Criterion A, the evaluated segment of the railroad lacks the integrity necessary to convey its historical significance and is not appear to be eligible for listing in the National Register under any criteria. Further, the evaluated segment is not a historical resource under CEQA.

(Continued on page 9.)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 6

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page 9 of 12

Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain

Date: January 30, 2006

Continuation

(Continued from page 8.)

B12. (continued)

References

California Historical Society

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2001 State Historic Preservation Officer letter to Federal Highway Administration, Sacramento, California, regarding the State Route 70/Plumas-Arboga Road intersection, Yuba and Sutter counties, California. On file at Caltrans District 3, Marysville, California.

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1997 *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*. U. S. Department of the Interior, Washington, D.C.

Palmer, Sara

2002 *National Register Eligibility Evaluation; Section of the Northwestern Pacific Railroad, Near Healdsburg, Sonoma County, California*. LSA Associates, Inc., Point Richmond, California.

Wee, Stephen

1995 *Addendum Historic Architectural Survey Report and Historic Evaluation Report; State Route 70 Expressway/Freeway Project in Sutter and Yuba Counties, California, Vol. 1 of 2*. JRP Historical Consulting Services, Davis, California.

Western Pacific Railroad Historical Society

n.d. Fifty Candles for Western Pacific. <<http://www.wprrhs.org/wphistory.html>>

(Continued on page 10.)

DPR 523L (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 7

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page 10 of 12

Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain

Date: January 30, 2006

Continuation

B12. References (continued)

Widell, Cheryl

1995 State Historic Preservation Officer letter to Federal Highway Administration, Sacramento, California, regarding 03-210-376100, State Route 70, Yuba and Sutter counties, California. On file at Caltrans District 3, Marysville, California.

Windmiller, Ric

2001 *Historic Property Survey Report and Finding of Effect, UEDA Parkway Project, Sacramento, Sacramento County, California*. Ric Windmiller, Consulting Archaeologist, Elk Grove, California.

DPR 523L (1/95)

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET 8

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page 11 of 12

Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain

Date: January 30, 2006

☒ Continuation



Railroad from El Camino Avenue. View to south.



Modern crossing equipment at El Camino Avenue. View to northeast.

DPR 523L (1/95)

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

Primary # P-34-000491
HRI #
Trinomial CA-SAC-464H

Page: 12 of 12

*Resource Name: Segment of Western Pacific Railroad

Recorded by: Neal Kaptain

Date: August 26, 2005

Continuation:



P-34-000491
Deis of EDAW (2006)

UPDATE

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

Primary # P-34-491
HRI #
Trinomial CA-SAC-4644
NRHP Status Code

Other Listings
Review Code

Reviewer

Date

Page 1 of 2

*Resource Name or #: Western Pacific Railroad

P1. Other Identifier:

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

*a. County: Sacramento

*b. USGS 7.5' Quad: Date:
Bruceville 1968, photorevised T 5N ; R 5E ; SE 1/4 of SW 1/4 of Sec 16 ; Mount Diablo B.M.
1980 T 5N ; R 5E ; NE 1/4 of NW 1/4 of Sec 21 ; Mount Diablo B.M.

c. Address: City: Zip:

d. UTM: Zone 10S ; 636620 mE/ 4237390 mN NAD 27

e. Other Locational Data: This segment of the Western Pacific Railroad crossing is located immediately east of Franklin Boulevard at the Desmond Road crossing, in southern Sacramento, County.

*P3a. Description: This site is a segment of the Western Pacific Railroad (WP) located in Sacramento Valley, just east and paralleling Franklin Boulevard. The WP (now owned by Union Pacific Railroad) was completed in 1909, however this route may slightly predate the date of completion. The grade in this area is slightly elevated, approximately 3 meters above the existing terrain. The portion of the line documented by this recording consists of seamless rails, creosote treated wood ties, automated crossing arms and concrete crossing within Desmond Road. While this route appears to at least approximate the location of the original Western Pacific roadbed, major improvements to this main line have recently been made, including new ties, rails, and ballast. Although the road bed is in excellent condition, there is no visible evidence of the original construction.

*P3b. Resource Attributes: HP39 Railroad

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

P5b. Description of Photo:
View of railroad crossing,
facing north

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

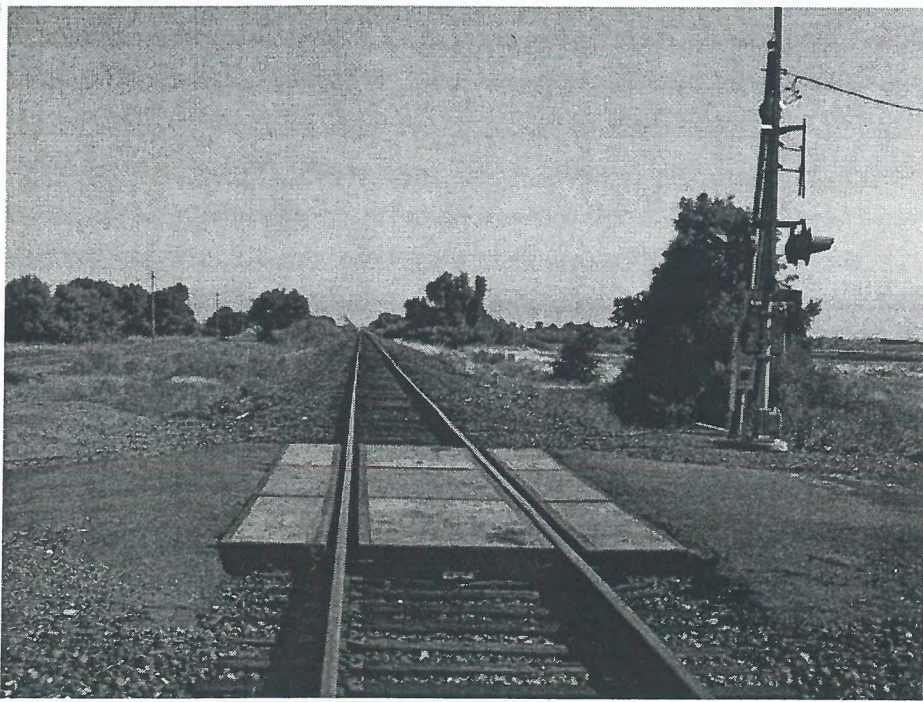
*P7. Owner and Address:
Union Pacific Railroad

*P8. Recorded by:
Richard Deis
EDAW, Inc.
2022 J Street
Sacramento, CA 95814

*P9. Date Recorded:
7-18-06

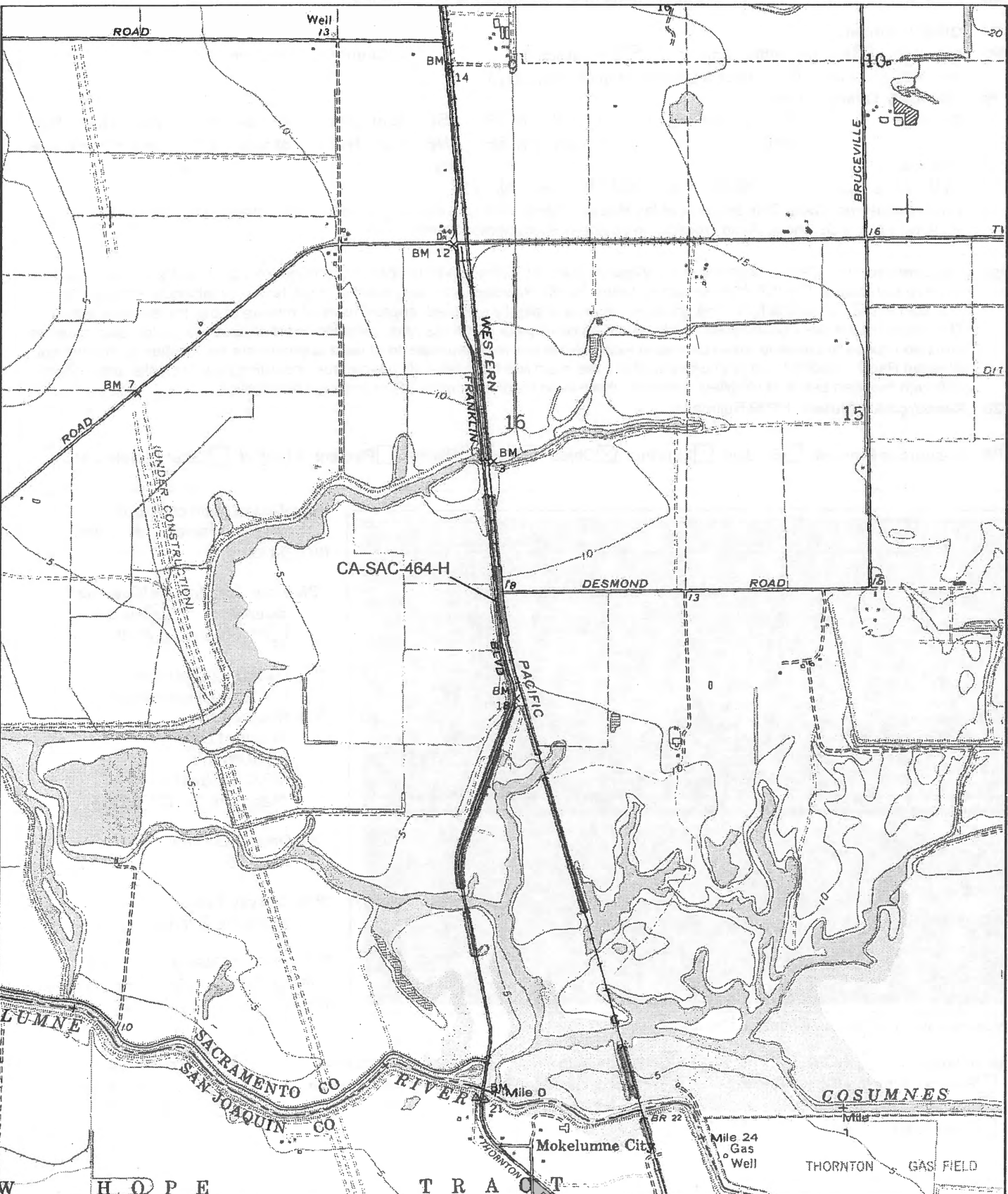
*P10. Survey Type:
Intensive Survey

*P11. Report Citation:
Cultural Resources Inventory Report
Walnut Grove Sewer Project



Sacramento and San Joaquin Counties, California

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



0122

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

Primary#
HRI#
Trinomial
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 5

*Resource Name or #: (Assigned by recorder) Map ID 02

P1. Other Identifier: N/A

***P2. Location:** Not for Publication Unrestricted

***a. County:** Sacramento

***b. USGS 7.5' Quad** Rio Linda **Date** 1992 (1997) **T** 10N; **R** 5E; SW¼ of SW¼ of Sec 30; Mount Diablo B.M.

c. Address N/A **City** Elverta **Zip** 95626

d. UTM: Zone 10S;

North End of Telegraph Poles: 632170mE / 4283210mN

South End of Telegraph Poles: 632210mE / 4282974mN

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

Assessor's Parcel Number (APN): 201-0100-008-0000; Union Pacific Railroad (UPRR) right-of-way, north of West Elkhorn Boulevard

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

The resource is an approximately 1.5-mile long segment of telegraph poles, 833 feet (.15 miles) of which are located within the corridor proposed for improvements for the Natomas / Sacramento Airport Station footprint within the Valley Rail Sacramento Extension Project study area. The segment is on the east side of the UPRR (formerly Western Pacific Railroad [WPRR]) tracks within the railroad right-of-way north of West Elkhorn Boulevard. Based on the placement of poles within and north of the study area, the telegraph poles appear to have been regularly spaced about 130 feet apart. With recorded segment, there are five poles spaced between approximately 130 and 285 feet apart, suggesting that at two original poles may have been removed. Each of the wood poles has one cross arm on each side of the pole (**Photograph 1**). The parallel cross arms are supported by diagonal braces and some of the poles feature glass insulators. Metal foot pegs are imbedded in the sides of the poles to allow climbing for maintenance. The construction date of the telegraph line was not determined, but they were most likely constructed in the early twentieth century.

***P3b. Resource Attributes:** (List attributes and codes) HP39 – Other (telegraph line)

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of south end of telegraph pole segment, camera facing northwest, October 26, 2017 (PHOTO# 1645)

***P6. Date Constructed/Age and Source:**
 Historic Prehistoric Both undetermined;
estimated early twentieth century

***P7. Owner and Address:**
Western Pacific Railroad Co.
1400 Douglas Street, #1640
Omaha, NE 68179

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

***P9. Date Recorded:** October 26, 2017

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020.

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

B1. Historic Name: Western Union Telegraph Line

B2. Common Name: same

B3. Original Use: telegraph line

B4. Present Use: abandoned

*B5. Architectural Style: vernacular utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations) early twentieth century (estimated, based on field observation)

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

*B8. Related Features: N/A

B9a. Architect: Undetermined b. Builder: Undetermined

*B10. Significance: Theme Communication / utilities

Area Sacramento County

Period of Significance N/A

Property Type telegraph poles

Applicable Criteria N/A

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

The segment of telegraph poles does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property has lost integrity through deferred maintenance and the removal of poles and does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

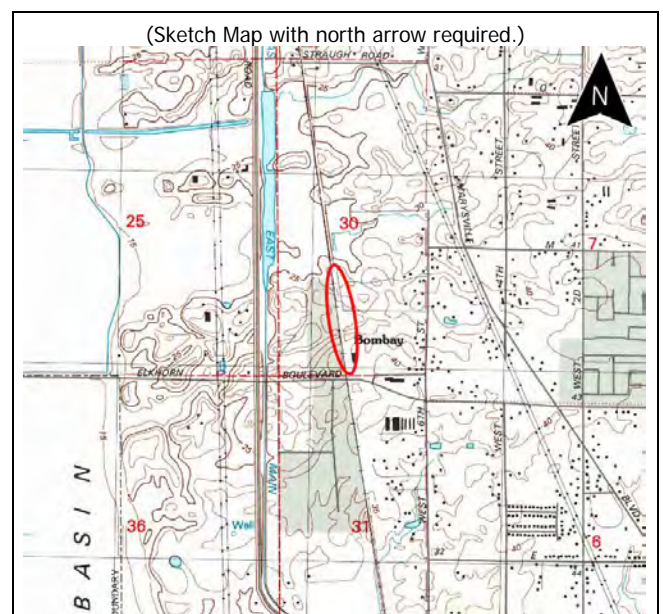
*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

*B14. Evaluator: C. Miller and K. Johnson

*Date of Evaluation: July 2018

(This space reserved for official comments.)



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

Historic Context

The segment of telegraph poles within the ACE Sacramento Extension study area was once part of a larger telegraph line that paralleled the WPRR. The construction of telegraph lines within the railroad rights-of-way was mutually beneficial to both the telegraph company and the railroads. Telegraph companies required the same type of long, linear rights-of-way that railroads did, which connected major towns and cities and smaller communities in between. The railroad also used the telegraph to coordinate arrivals and departures of its trains (Economic History Association 2018).

Western Pacific Railroad¹

The telegraph line in the study area likely was constructed in tandem with or shortly after the construction of the WPRR. The Western Pacific Railway was incorporated in 1903 (in California) and was the last of eight transcontinental railroads to be built. The railroad offered the first serious competition to the Southern Pacific Railroad (SPRR) in northern California. [The name Western Pacific Railway reorganized in 1916 as WPRR, and is no relation to the earlier, short-lived Western Pacific Railroad that was acquired by the Central Pacific Railroad (CPRR) in 1867]. Construction began in 1906 of a northerly route from Salt Lake City, Utah, to San Francisco Bay, crossing the Sierra Nevada via Beckwourth Pass and the Feather River Canyon. The route through the nearly impassable terrain of the Feather River Canyon included a one percent grade through the Sierra Nevada, a remarkable engineering achievement. By routing its line to a terminus in Oakland, California, the WPRR broke the SPRR monopoly on the Oakland waterfront, gaining access to San Francisco Bay. Freight service to Oakland began December 1, 1909, and passenger service on August 10, 1910 (Robertson 1998). Despite its initial success, the WPRR was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. The WPRR had inadequate connections to points of origin for shipping—being constructed through sparsely populated mountain and desert regions, and without feeder branch lines—which handicapped the company, and the company was burdened by construction costs (Krase 1999:5; McKee 1998:4).

After the reorganization of the company, freight and passenger business for the WPRR increased with the opening of the San Francisco Panama Pacific Exposition in 1915, and with the growth of the California economy during World War I. Between 1916 and 1929, the company expanded with the construction and acquisition of more than a dozen branch and short railroad lines, including the Sacramento Northern Railway (P-34-000747 and P-34-005125), which stimulated its growth in the transportation of industrial freight, agricultural freight, and passengers. Whereas the CPRR was built largely as a military and strategic railroad to connect the Pacific Coast territory to the United States during and after the Civil War, the WPRR was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. However, the WPRR faltered with the economic conditions of the Great Depression and the company was once again facing bankruptcy before it was jumpstarted by the rail business brought about by World War II.

World War II stimulated railroad business nationwide. Rail lines were used to transport servicemen and women, military equipment, and heavy industrial freight across the country. In the boom time of the postwar years, the company's prospects improved. During this period, the WPRR modernized its engines from steam to diesel locomotives, and implemented high-speed passenger service across the country (Kaptain and Shantry 2005). The 1950s and 1960s were the height of the WPRR's *California Zephyr* passenger train, which provided luxury options such as reserved berths, a buffet lounge, a cocktail bar, and a dining car. The company survived a buy-out threat by the SPRR in the 1960s, and in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate in other railroads joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980. Thus, in 1982 the WPRR merged with the UPRR.

Western Union

The segment of the telegraph line in the study area likely was owned and operated by the Western Union Telegraph Company (Western Union). Company records indicate that Western Union had contracts with both the WPRR and its predecessor the Western Pacific Railway (Harding and Oswald 1986).

The Magnetic Telegraph Company completed the first commercial telegraph line in the U.S. between Washington, D.C. and New York City in 1846. Because owners of the telegraph patents had not been able to convince the U.S. government of the usefulness of the telegraph, and capitalists were unable to see its commercial value, patent owners sold licenses to individuals resulting in the development of more than 50 telegraph companies in the U.S. by 1851 (Harding and Oswald 1986).

In 1849, Hiram Sibley and Judge Samuel L. Seldon of Rochester, New York, formed the New York State Printing Telegraph Company, but the company was unable to compete with the New York, Albany, and Buffalo Telegraph Company and switched their business model from the

¹ The history of the WPRR was adapted from Kaptain and Shantry 2005; Krase 1999; and McKee 1998)

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Recorded by: C. Miller and K.G. Beck *Date: October 26, 2017

*Resource Name or # (Assigned by recorder) Map ID 02

Continuation Update

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

operation of a new telegraph line to the acquisition of existing lines. Two years later, Sibley and Seldon organized the New York and Mississippi Valley Printing and Telegraph Company. After acquiring additional telegraph companies in the Midwest, the company name was changed to Western Union in 1856 (Harding and Oswald 1986).

In 1860, the U.S. Congress passed the Pacific Telegraph Act, authorizing the Secretary of the Treasury to call for bids to construct a transcontinental line. Many telegraph companies believed a transcontinental line could not be built or maintained and only three companies provided bids for the line. After two bidders dropped out, Western Union was the only bidder remaining and won the contract by default. Sibley organized the Pacific Telegraph Company to build westward from Omaha, Nebraska. Sibley organized the California State Telegraph Company to consolidate smaller local California companies. The California State Telegraph Company then organized the Overland Telegraph Company, which constructed the line east from Carson City, Nevada to link the California lines to Salt Lake City, Utah. The line was completed in the fall of 1861 and the companies formed during its construction eventually merged into Western Union (Harding and Oswald 1986). From 1866 to 1900, Western Union dominated the telegraph industry in the U.S. (Economic History Association 2018).

The telegraph continued to be an important form of communication into the 1920s, but the success of the industry declined during the Great Depression of the 1930s and did not recover. After World War II, the telephone replaced the telegraph as the fastest and easiest form of long distance communication (Economic History Association 2018).

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the segment of telegraph poles does not have significant associations with important historical events. The telegraph poles are associated with communications systems in Sacramento County in the early twentieth century. The telegraph poles are abandoned and because of deferred maintenance have lost some aspects of historic integrity. In addition, the telegraph poles are examples of a common type constructed in the early twentieth century and do not appear to possess sufficient historical significance to be considered eligible for the NRHP under Criterion A or the CRHR under Criterion 1 as an individual resource or as a contributor to a larger property, such as the rest of the associated telegraph line.

Under NRHP Criterion B or CRHR Criterion 2, the segment of telegraph poles does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the telegraph poles and construction of the telegraph line does not appear to be associated with an important individual in local, state, or national history. Therefore, the segment of telegraph poles is not eligible under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger property such as the rest of the associated telegraph line.

Under NRHP Criterion C or CRHR Criterion 3, the segment of telegraph poles is not significant because it is not an important example of a type, period, or method of construction. The wood poles are of a modest and common design and the segment has lost some aspects of historic integrity due to abandonment and deferred maintenance. The telegraph pole segment does not represent significant engineering design, lacks high artistic value, and does not appear to be the master work of an unidentified architect or builder. Therefore, the segment of telegraph poles is not eligible under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger property such as the rest of the associated telegraph line.

Under NRHP Criterion D or CRHR Criterion 4, the segment of telegraph poles is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the segment of telegraph poles is not eligible under NRHP Criterion D or CRHR Criterion 4 as an individual resource or as a contributor to a larger property such as the rest of the associated telegraph line.

In conclusion, the segment of telegraph poles does not meet NRHP or CRHR criteria and it is not a historical resource for the purposes of CEQA. Because the segment of telegraph poles lacks historic integrity and significance, it would not be a contributor to a larger property such as the rest of the associated telegraph line.

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

Economic History Association

2018. *History of the U.S. Telegraph Industry*. Electronic document, <https://eh.net/encyclopedia/history-of-the-u-s-telegraph-industry/>, accessed July 18, 2018.

Harding, Robert, and Alison Oswald

1986 *Guide to the Western Union Telegraph Company Records*. Smithsonian National Museum of American History, Kenneth E. Behring Center, Washington, D.C.

Page 5 of 5

Recorded by: C. Miller and K.G. Beck *Date: October 26, 2017

*Resource Name or # (Assigned by recorder) Map ID 02

Continuation Update

Kaptain, Neal, and Kate Shantry

2005 California Department of Parks and Recreation 523 Forms for CA-SAC-464H (Segment of the Western Pacific Railroad). LSA Associates, Inc., Point Richmond, California.

Krase, Elizabeth

1998 *First Addendum Historic Architecture Survey Report for the Interstate 880/Mission Boulevard Interchange Project in the Cities of Fremont, Alameda County, and Milpitas, Santa Clara County.* Oakland, California: Caltrans District 4.

McKee, Elizabeth

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

Robertson, Donald B.

1998 *Encyclopedia of Western Railroad History, Volume 4: California.* Caxton Press, Caldwell, Idaho.

P5a. Photographs (continued):



Photograph 2. South End of Segment of Telegraph Poles, with West Elkhorn Boulevard railroad crossing in background, camera facing southwest, October 26, 2017

P1. Other Identifier: Union Pacific/Arcade Creek Bridge

***P2e. Other Locational Data:** East of the Natomas East Main Drainage Canal: UTM 10S, 633402mE, 4275700mN

***P3a. Description:** AECOM staff was denied access to the railroad right-of-way to record the Arcade Creek Bridge.

Arcade Creek Bridge is an approximately 93-foot long railroad bridge that carries Union Pacific Railroad [UPRR] (formerly the Western Pacific Railroad) traffic over Arcade Creek. David S. Napoli recorded the bridge in 2001 for "Bridge Evaluation Report, Ueda Parkway Project, Sacramento County, California" (Napoli 2001). When Napoli recorded the bridge, he estimated the replacement bridge's construction date as ca. 1970. Because the bridge was less than 50 years old at the time of recordation, he stated it was not old enough to have historical significance and that it was ineligible for the NRHP and the CRHR. The form and the accompanying report were submitted to OHP and railroad bridge was assigned an individual Primary Number (P-34-000647) by California Office of Historic Preservation (OHP), rather than the same Primary Number assigned to the former WPRR (P-34-000491). Additionally, the bridge was erroneously entered into the Directory of Properties in the Historic Property Data File for Sacramento County with a Status Code of 6Y (Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing).

Review of aerial photography since 2001 does not reveal that any changes have been made to the bridge. This railroad bridge is a common and ubiquitous piece of railroad infrastructure that replaced an older bridge at this location and lacks integrity necessary to convey its historical significance as part of the former Western Pacific Railroad and is not individually historically significant for the NRHP or the CRHR under any criteria.

***P3b. Resource Attributes:** HP11 – Engineering Structure (railroad)

***P8. Recorded by:**

***P9. Date Recorded:**

***P10. Survey Type:** none

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

PRIMARY RECORD

Primary # P-34-647
HRI # _____
Trinomial U / / H
NHRP Status Code 6Z1
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

Resource Name: Union Pacific/Arcade Creek Bridge

Map Reference No. 3

P1. Other Identifier:

P2. Location: **Unrestricted**

a. County: **Sacramento**

b. USGS 7.5' Quad: **Sacramento East, Calif.** Date: 1967, photorev. 1980 T 9 N; R 5 E; SE 1/4 of NW 1/4 of Sec. 2; MDM B. M.

c. Address: **Union Pacific Tracks at Arcade Creek** City **Sacramento** Zip **95833**

d. UTM **10/633516/4275678-500**

e. Other Locational Data

P3a. Description:

This steel and concrete trestle bridge measures about 60 feet long, 12 feet wide, and 15 feet high. Running down the center of the deck are two rails atop closely spaced ties. Rip-rap flanks the rails. At each edge of the deck is a concrete walkway and a railing with narrow steel posts linked by metal rope. Supporting the deck is a concrete girder that extends from one abutment to the other. The girder rests upon two bents. Each has a concrete beam set perpendicular to the girder and supported by three steel posts in the form of I-beams. The outer posts slant outward at the bottom. Diagonal rods brace the posts. The abutments are made of concrete. Beneath the bridge are what appear to be remnants of timber bents used in an earlier structure. The property's boundary is its immediate surroundings.

P3b. Resource Attributes: **HP19—Railroad Bridge**

P4. Resources Present: **Structure**



P5b. Description of Photo:
**South and West Elevations
August 2001**

P6. Date Constructed:
1970 Estimated

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

P8. Recorded by:
**Donald S. Napoli
1614 26th Street
Sacramento, CA 95816**

P9. Date Recorded: **9/12/01**

P10. Survey Type: **Intensive**

P11. Report Citation: Napoli, Donald S. 2001. "Bridge Evaluation Report, Ueda Parkway Project, Sacramento County, California." Prepared for Foothill Associates, Roseville, CA. Copies available from the North Central Information Center, California State University, Sacramento.

Attachments: **Building, Structure, and Object Record; Location Map**
DPR 523A - (1/95)

6452

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

NHRP Status Code 6Z1

Resource Name: Union Pacific/Dry Creek Bridge

- B1. Historic Name: Unknown
- B2. Common Name: None
- B3. Original Use: Bridge
- B4. Present Use: Bridge
- B5. Architectural Style: N/A
- B6. Construction History: Structure appears unaltered
- B7. Moved: No
- B8. Related Features: Arcade Creek
- B9a. Architect: Unknown
- b. Builder: Unknown

B10. Significance: Theme: Transportation Area: Sacramento
Period of Significance: 1839-1951 Property Type: Bridges Applicable Criteria: N/A

This bridge was constructed too recently to have historical significance. Probably put up ca. 1970, it replaced a wood trestle bridge at the same location. The earlier bridge was one link of Western Pacific's line from Oakland to Salt Lake City, which opened to traffic through Sacramento in 1910. Examples of original wood trestle bridges remain in Sacramento County and elsewhere on the Western Pacific (now Union Pacific) line. This bridge uses modern materials and lacks historical associations. It is ineligible for the National Register and the California Register.

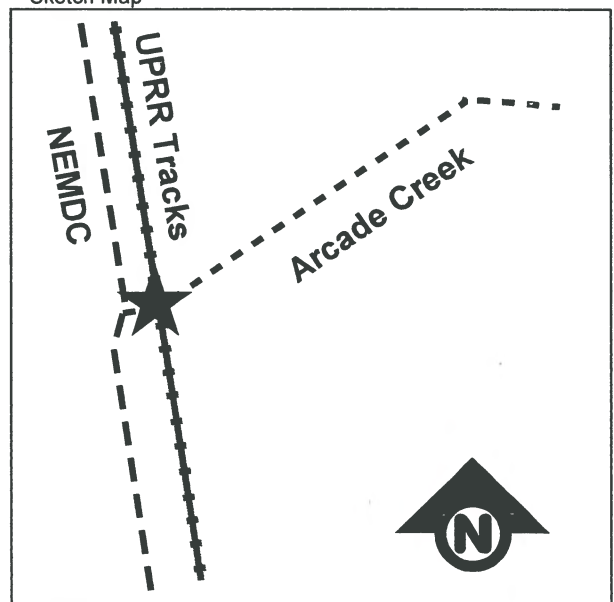
B11. Additional Resource Attributes:
B12. References: R. W. "Dick" Bridges, "Eighty Candles on the Final Cake." *Mileposts*, March 1983, reprinted on the website of the Western Pacific Historical Society <<http://www.wprhs.org/wphistory.html>>.

B13. Remarks:

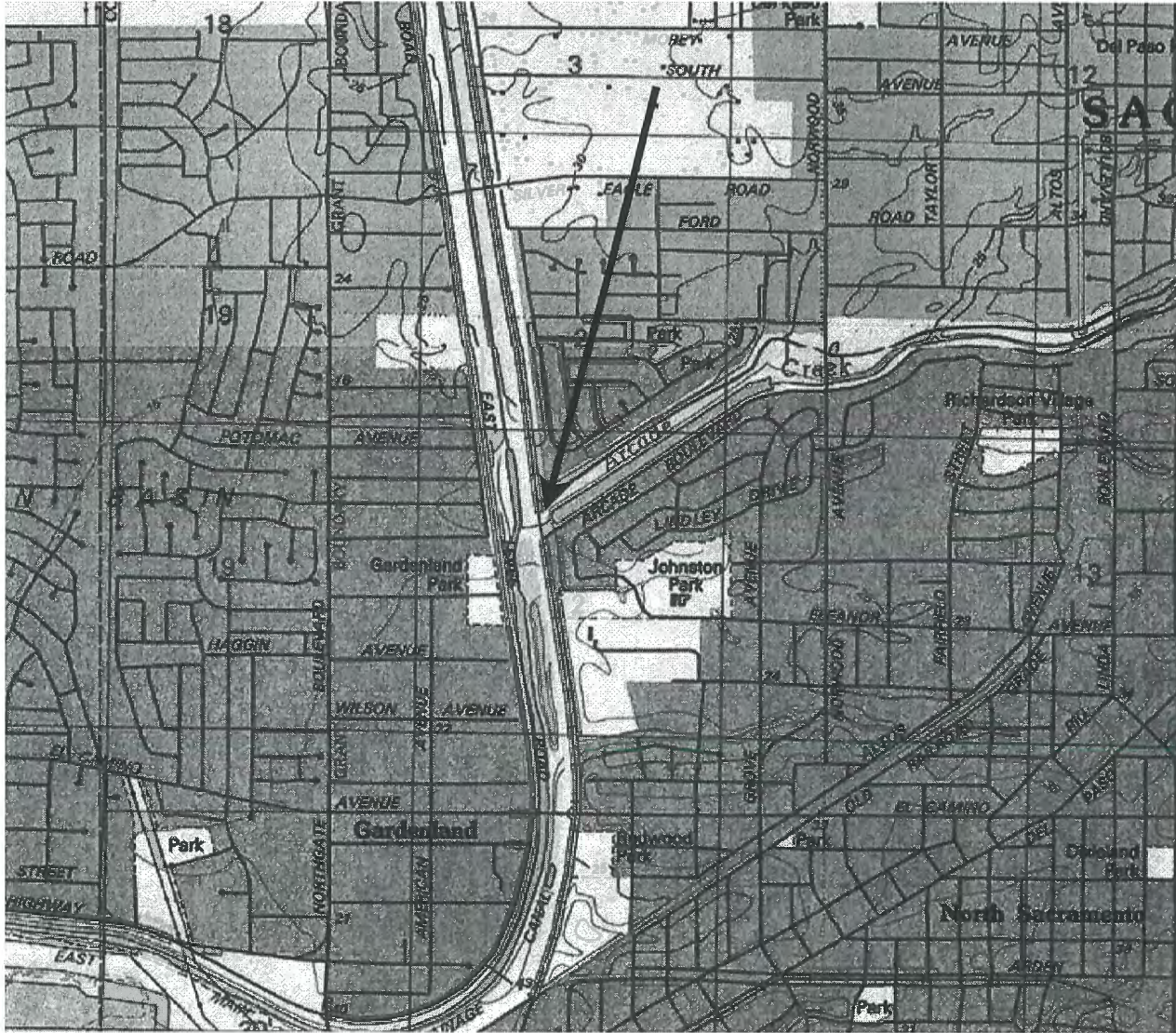
B14. Evaluator: Donald S. Napoli
Date of Evaluation: 09/12/01

(This space reserved for official comments.)

Sketch Map



LOCATION MAP



P1. Other Identifier: West Levee

***P2e. Other Locational Data:** Levee of the Natomas East Main Drainage Canal near the point it goes from east-west to north-south trending just north of the Arden Way-Garden Highway Connector in northern Sacramento; west of the Union Pacific Railroad (formerly the Western Pacific Railroad); UTM 10S, 633457mE, 4274354mN.

***P3a. Description:** This segment of levee along the east side of the Natomas East Main Drainage Canal (P-34-000508), west of the Union Pacific Railroad [UPRR] (formerly the Western Pacific Railroad) was originally recorded in 1995 (Flint and Bradley 1995) as an earthen levee constructed by the U.S. Army Corps of Engineers and completed in 1955 as part of the pre-1944 Sacramento River Flood Control Plan. Segments of the levee have been recorded in subsequent years (Blosser and Walters 2002; Herbert and Blosser 2001). Herbert and Blosser evaluated the levee in 2001 and found that it appeared ineligible for listing in the National Register of Historic Places due to the alterations and continued maintenance throughout the decades since its construction as it no longer retains its integrity of its period of significance. The levees of the American River are now part of the American River Flood Control District's system of levees for flood control in urban Sacramento. The levee segment within the current Valley Rail Sacramento Extension Project study area was revisited on October 27, 2017. The gravel levee is trapezoidal in shape, 20 feet wide at its crown, with a steeper slope on the railroad side versus the canal side (**Photographs 1 and 2**). Levee appears to be maintained, including PVC drainage culverts leading from the Arden Way-Garden Highway Connector.

***P3b. Resource Attributes:** HP11 – Engineering Structure (levee)

P5a. Photograph:



Photograph 1 (Left). UPRR track (left) on east side of levee with the Arden Way-Garden Highway Connector in background, October 27, 2017

Photograph 2 (Right). West side of levee with the Arden Way-Garden Highway Connector in background, October 27, 2017

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

***P9. Date Recorded:** October 27, 2017

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

P-34-000508
Blosser and Walters of JRP (2002)

update

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

Primary # P-34-508
HRI # _____
Trinomial CA-SAC-481-H
NRHP Status Code 7

Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or # (Assigned by recorder) REF 46-H, 47-H

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County Sacramento

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

*b. USGS 7.5' Quad Sacramento East Date 1967 (photorevised 1980) T ___; R ___; ___ 1/4 of Sec ___; _____ B.M.

c. Address _____ City _____ Zip _____

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

See P3a, Description

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

The transmission line corridor crosses the American River Flood Control District flood protection system in two places, designated REF 46-H and 47-H. The levees currently in place in this flood control system were built between 1955 and 1979, and have been regularly maintained and strengthened after major flood events, REF 46-H, is located adjacent to Cal Expo (California State Fairgrounds) on the land side, and has the American River Parkway on the waterside. The levee is approximately 10 feet high with a 20-foot wide crown, and has approximately 1:3 slopes on both water and land sides. The levee is topped by an asphalt and gravel crown patrol road. (See continuation sheet).

*P3b. Resource Attributes: (List attributes and codes) (HP11) Engineering Structure

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

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



P5b. Description of Photo: (View, date, accession #) View of American River Levee, at REF 46-H, looking west, May 23, 2002

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
circa 1955

*P7. Owner and Address:
American River Flood Control District, Sacramento, California

*P8. Recorded by: (Name, affiliation, address)
Amanda Blosser and Andy Walters
JRP Historical Consulting Services
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: May 23, 2002

*P10. Survey Type: Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services, AFC Enron Roseville Energy Facility, Yolo, Sacramento, Placer and Sutter Counties, June 2002

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

7130

Page 2 of 5

*Resource Name or # (Assigned by recorder) REF 46-H, 47-H

*Recorded by Amanda Blosser and Andy Walters

Date May 10, 2002

Continuation Update

P3a. Description (continued):

REF 53-H designates where the Elverta-Hurley transmission line crosses the left and right bank levees of the American River east of California State University Sacramento and east of Howe Avenue. At this point the system consists of large, earthen levees, with uniform dimensions and a generally trapezoidal shape. Both levees have a 1:3 slope on the water side, a 1:2 slope on the land side, and a 20 foot crown. They are approximately 25 feet tall on the water side and 15 feet tall on the land side. On both banks, the water side consists of the American River Parkway, while on the land side are residential neighborhoods.

Page 3 of 5

*Recorded by Amanda Blosser and Andy Walters

*Resource Name or # (Assigned by recorder) REF 46-H, 47-H

Date May 10, 2002

Continuation Update

Photographs:

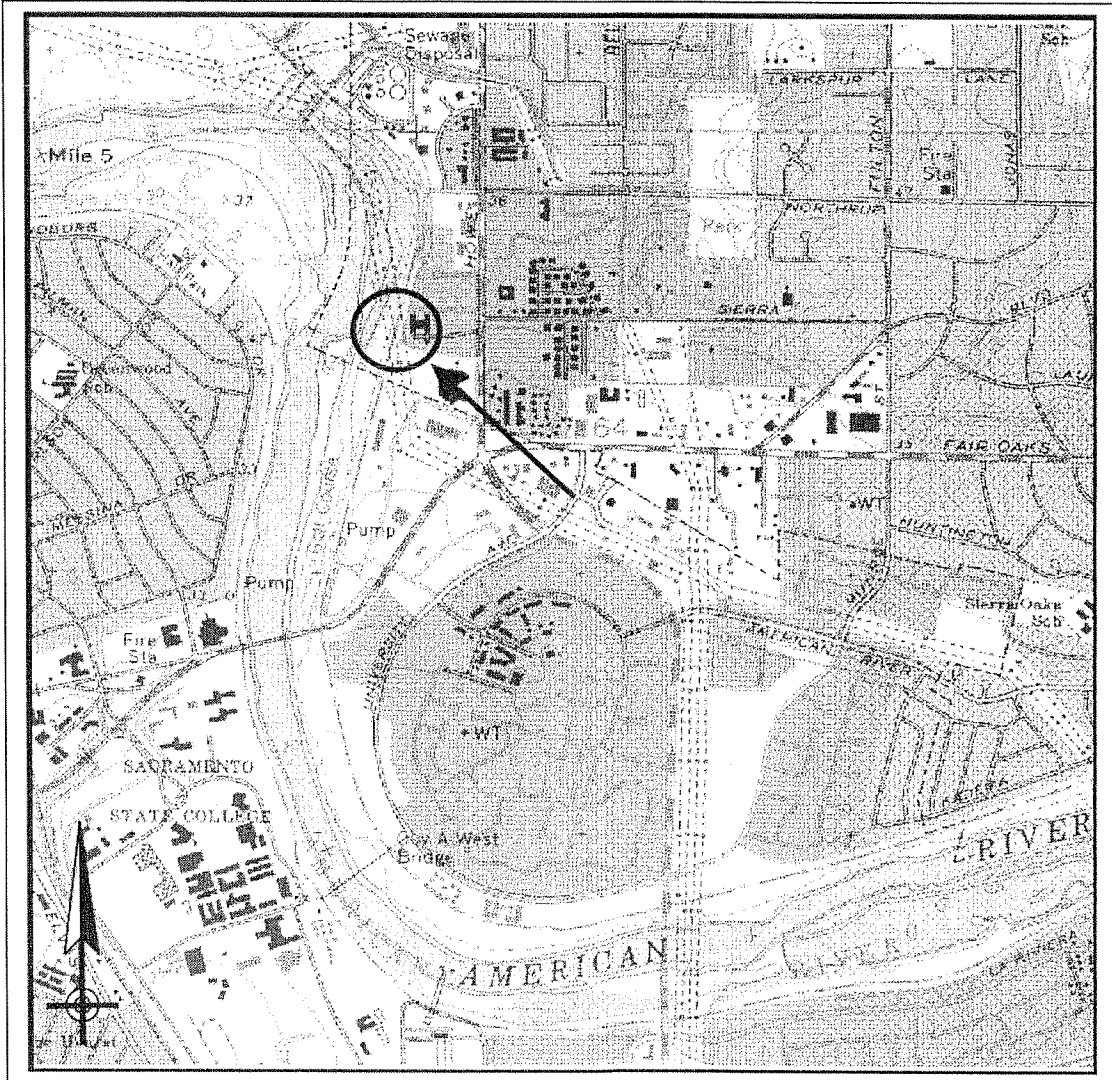


Photograph 2. REF 46-H, right bank levee



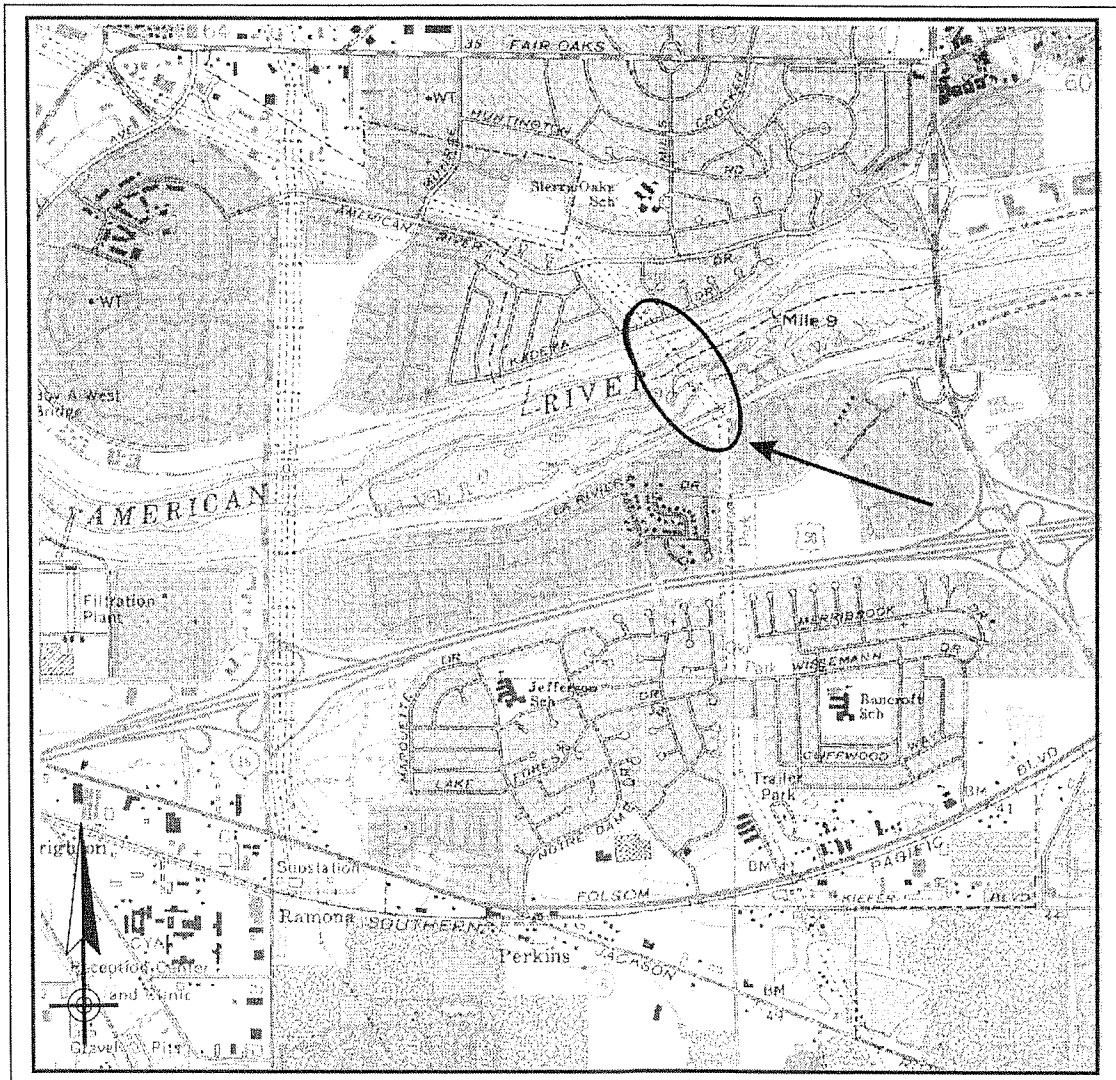
Photograph 3. REF 47-H, left bank levee

Location Map



REF 46-H (Sacramento East Quadrangle)

Location Map



REF 47-H (Sacramento East Quadrangle)

P-34-000508

Flint and Bradley of Dames & Moore (1995)

State of California - The Resources Agency
Department of Parks and Recreation

Permanent Trinomial: CA-SAC-481-H

ARCHAEOLOGICAL SITE RECORD

Other Designations: LAR-17 P-34-508

Page 1 of 6

Supplement: No

1. **County:** Sacramento

2. **USGS Quad:** Sacramento East, California 7.5', 1967
Carmichael, California 7.5', 1967

Photorevised: 1980
Photorevised: 1980

Site appears to extend further to the East

3. **UTM Coordinates:** Zone 10,
West end: 633470 m Easting 4273940 m Northing
Midpoint: 637860 m Easting 4269260 m Northing (Guy A. West Bridge)
East end: 645180 m Easting 4272650 m Northing

4. **Township: 9N Range: 5E**
W 1/2 of Section 1 of the Rancho Del Paso land grant, and
N 1/2 of Section 69 of the Rancho Del Paso land grant, and
N 1/2 of Section 68 of the Rancho Del Paso land grant, and
Section 66 of the Rancho Del Paso land grant, and
SW 1/4 of SW 1/4 of Section 65 of the Rancho Del Paso land grant, and

Township: 8N Range: 5E
W 1/2 of W 1/2 of Section 64 of the Rancho Del Paso land grant, and
NE 1/4 of Section 10, and
N 1/2 of Section 11, and
N 1/2 of Section 12, and
SW 1/4 of Section 60 of the Rancho Del Paso land grant, and

Township: 8N Range: 6E
SE 1/4 of Section 60 of the Rancho Del Paso land grant, and
Sections 59 and 57 of the Rancho Del Paso land grant.

5. **Map Coordinates:** West end: 89 mmS, 119 mmE (from NW corner of Sacramento East Quad.)
Midpoint: 286 mmS, 299 mmE (from NW corner of Sacramento East Quad.)
East end: 151 mmS, 152 mmE (from NW corner of Carmichael Quad.)

6. **Elevation:** 25-50 ft.

7. **Location:** From the intersection of the Garden Highway and Northgate Boulevard, travel south on Northgate 0.5 mile and turn left (northeast) onto Del Paso Boulevard. Proceed on Del Paso for 0.1 mile to the west end of the site levee.

8. **Prehistoric:** **Historic:** X **Protohistoric:**

ARCHAEOLOGICAL SITE RECORD

9. **Site Description:** Site consists of two sections of federal levee constructed by the US Army Corps of Engineers along the northern bank of the American River. The first section extends for approximately 3.5 miles from the Natomas East Main Drainage Canal near the Western Pacific Railroad to Cal Expo. This portion of the levee was included in the pre-1944 Sacramento River Flood Control Plan and was completed in 1955. It is managed by the California Department of Water Resources.

The east half of the levee was constructed as part of the American River Flood Control Plan as part of the Central Valley Flood Control Project. It extends for approximately 8 miles from Cal Expo to the Carmichael Bluffs. Construction for this portion of the levee consisted of upgrading a pre-existing private levee.

10. **Area:** 18,520 m long (11.5 miles/60,720 ft) x 10 m wide (33 ft) = 185,200 sq. m / 2,003,760 sq. ft.
Method of Determination: Measured from topographic maps. Area given as length x width.
11. **Depth:** Unknown **Method of Determination:** N/A
12. **Features:** Earthen levee.
13. **Artifacts:** None noted other than recent debris.
14. **Non-Artifactual Constituents and Faunal Remains:** None noted.
15. **Date Recorded:** 5-5-95
16. **Recorded By:** S. Flint, D, Bradley
17. **Affiliation and Address:** Dames & Moore, 60 Declaration Drive, Suite B, Chico, CA, 95926.
18. **Human Remains:** None observed.
19. **Site Disturbances:** (Condition: Excellent Good X Fair Poor)
20. **Nearest Water (type, distance, and direction):** Perennial American River flows in a westerly direction at various distances south of the levee.
21. **Vegetation Community (site vicinity):** Oak riparian woodland.
22. **Vegetation (in site):** Grasses and other unidentified weeds.
23. **Site Soil:** Imported gravels and soil.
24. **Geology:** Alluvial.
25. **Landform:** Flood plain.
26. **Slope:** 0 ° 27. **Aspect:** Various 28. **Exposure:** 100 % open

ARCHAEOLOGICAL SITE RECORD

Permanent Trinomial: CA-SAC-

P-34-508
Other Designations: LAR-17

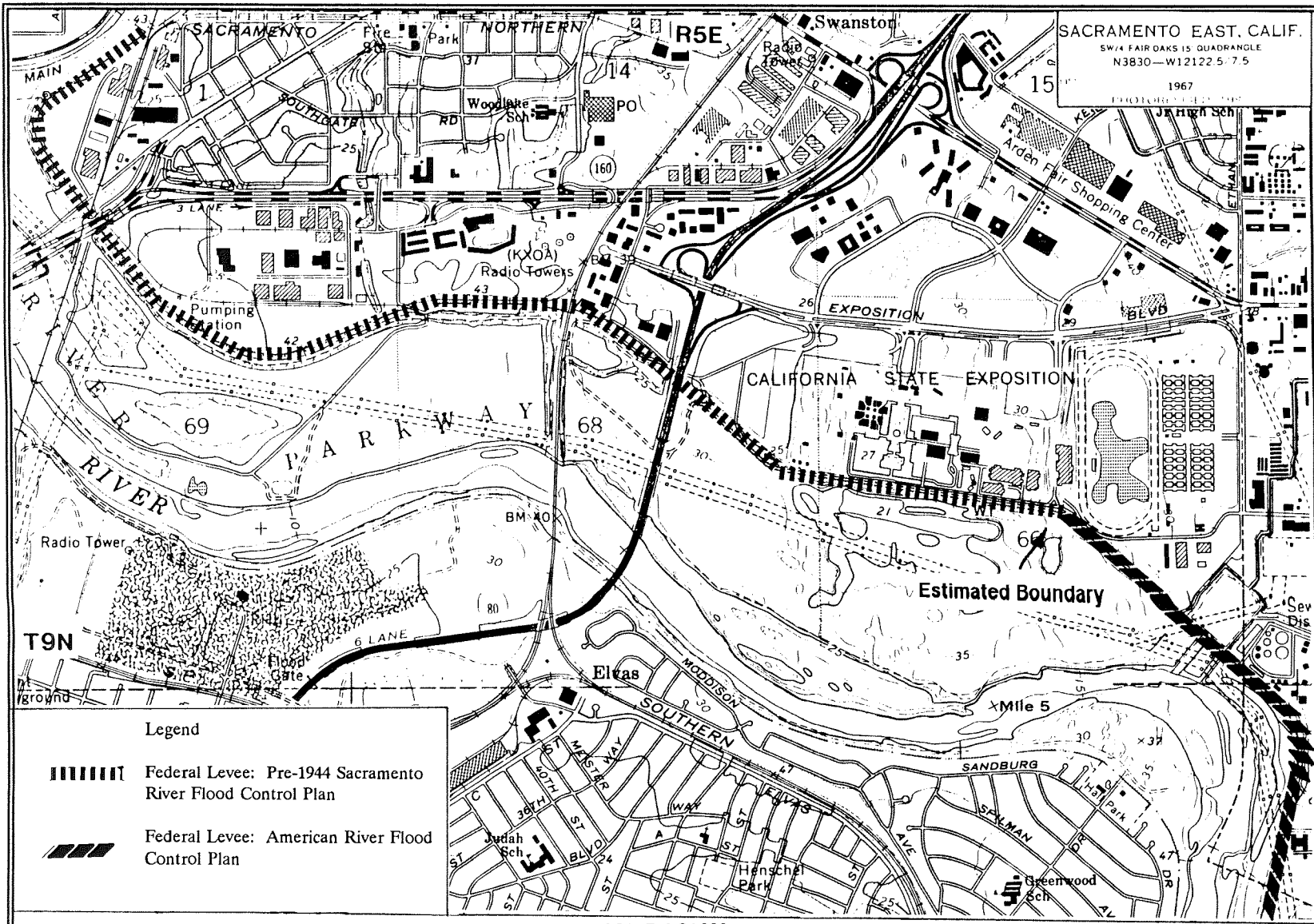
Page 3 of 6

Supplement: No



29. **Landowner(s) (and/or tenants) and Address:** U.S. Army Corps of Engineers, Sacramento District, 1325 J Street, Sacramento, CA.
30. **Remarks:** None.
31. **References:**
Nilsson, Elena, Jerald J. Johnson, Michael S. Kelly, and Sandra Flint
1995 *Archeological Inventory Report - Lower American River Locality, American River Watershed Investigations, Sacramento County, California*. Dames & Moore, Chico. Submitted to U.S. Army Corps of Engineers, Sacramento District.
32. **Name of Project:** Lower American River Locality; American River Watershed Investigation.
33. **Type of Investigation:** Archaeological inventory.
34. **Site Accession Number:** N/A **Curated At:** N/A
35. **Photos:** None taken.

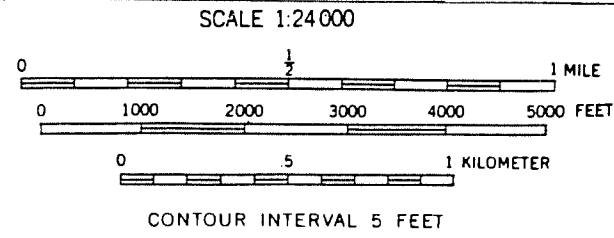
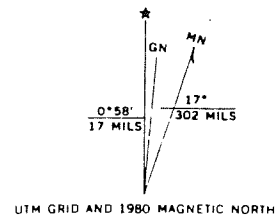
2729

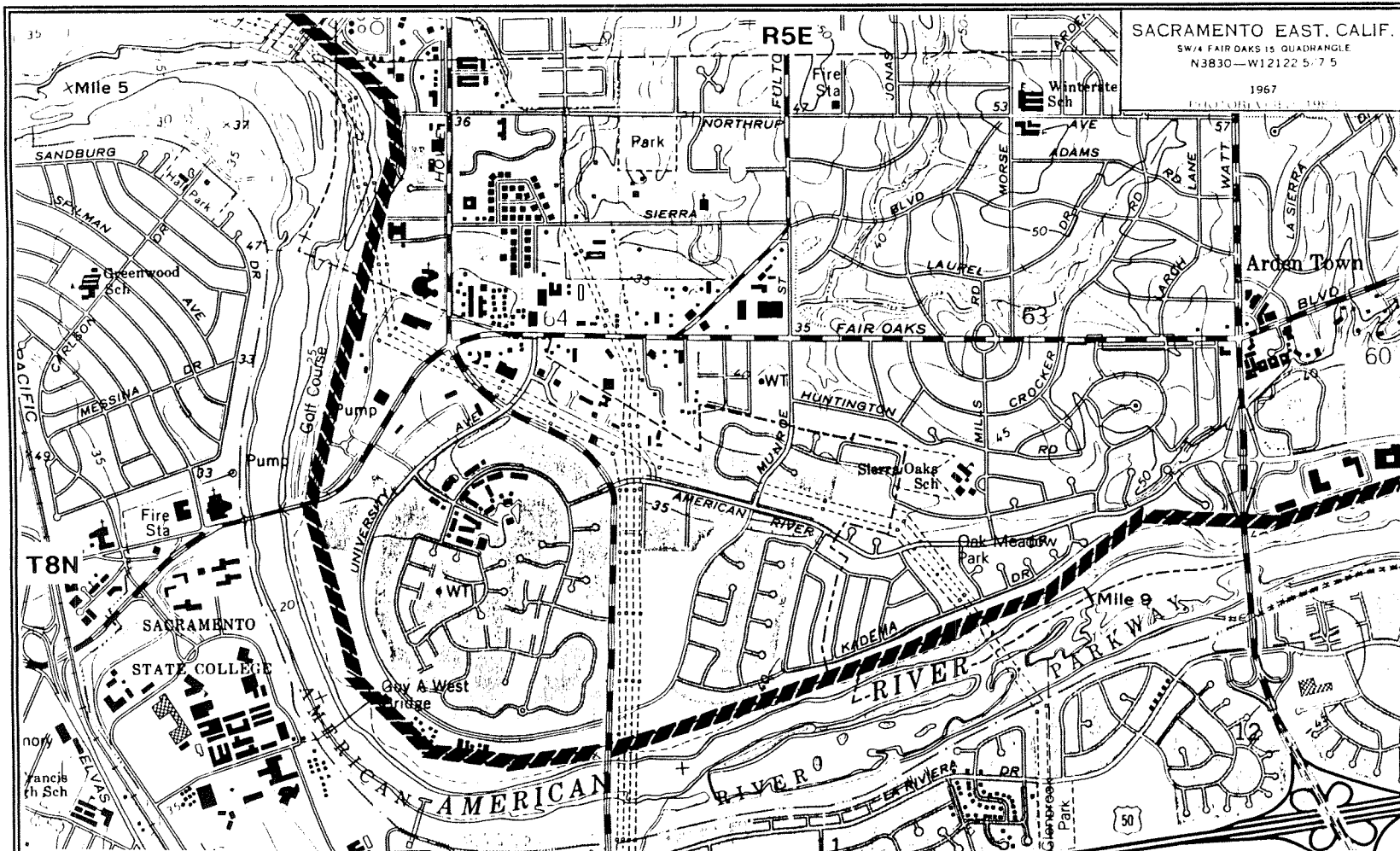
SAC-481 H
 LAR-17 P-34-SD8




SACRAMENTO EAST, CALIF.
 SW 1/4 FAIR OAKS 15 QUADRANGLE
 N3830-W12122.5-7.5
 1967
 PHOTO REPRODUCED

- Legend
-  Federal Levee: Pre-1944 Sacramento River Flood Control Plan
 -  Federal Levee: American River Flood Control Plan

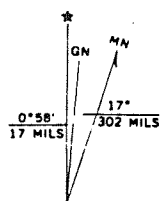




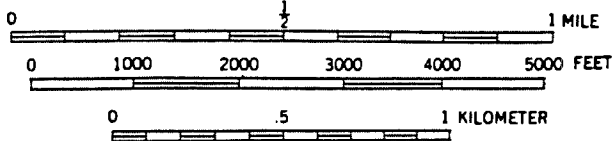
Legend

 Federal Levee: American River Flood Control Plan

SCALE 1:24000



UTM GRID AND 1980 MAGNETIC NORTH

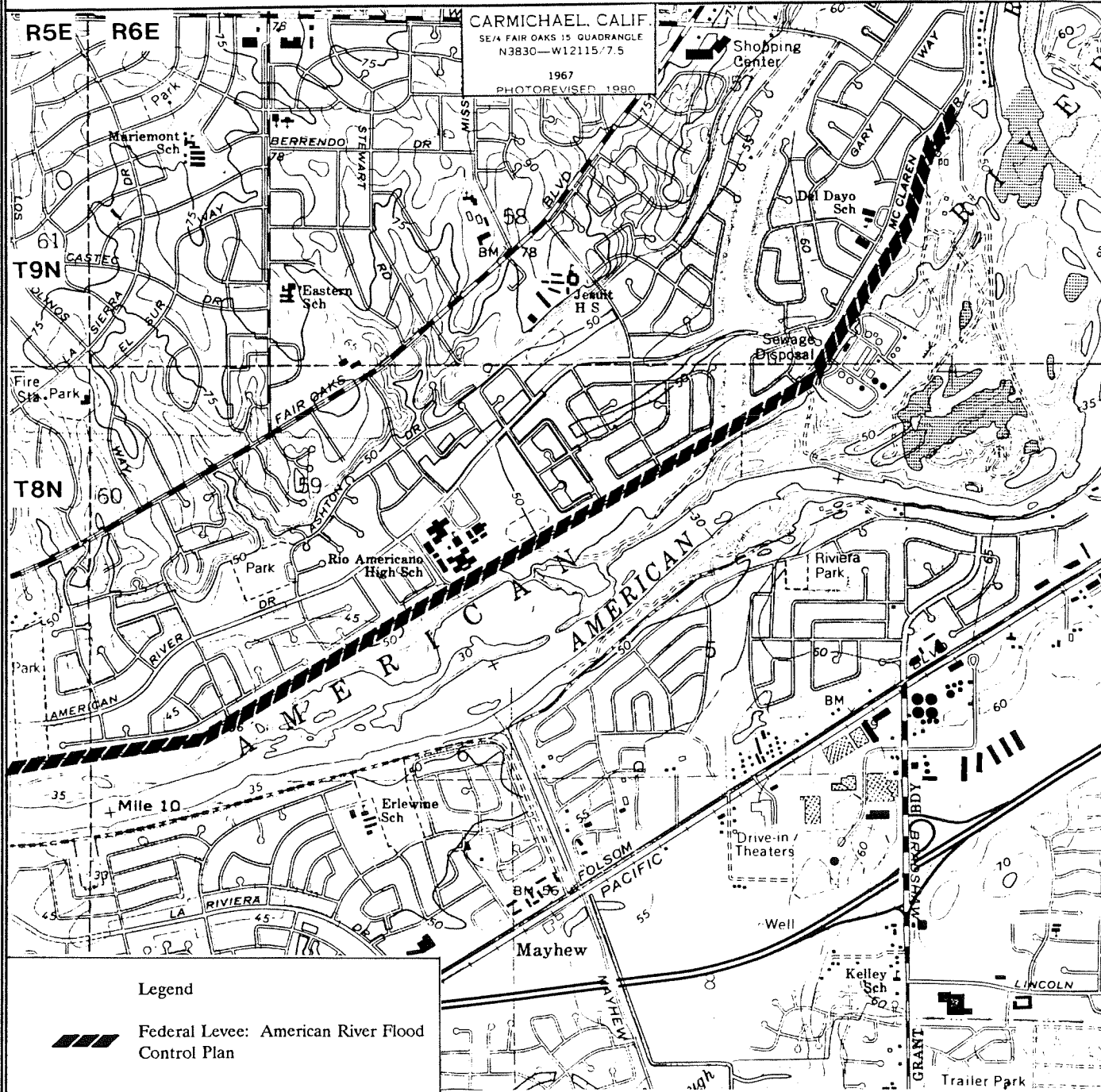


CONTOUR INTERVAL 5 FEET




QUADRANGLE LOCATION

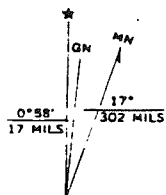
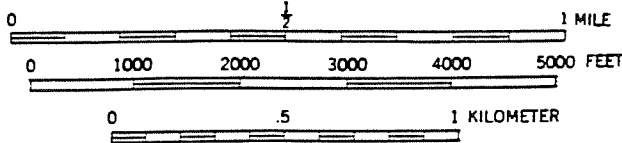
SITE LOCATION MAP



Legend

 Federal Levee: American River Flood Control Plan

SCALE 1:24 000



UTM GRID AND 1980 MAGNETIC NORTH

CONTOUR INTERVAL 5 FEET



QUADRANGLE LOCATION

P-34-000508
Herbert and Blosser of JRP (2001)

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

Primary # p-34-508
HRI # _____
Trinomial SAC-481H
NRHP Status Code 6

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1

*Resource Name or # (Assigned by recorder) WAPA 18-19

update

P1. Other Identifier:

*P2. Location: Not for Publication Unrestricted

*a. County Sacramento

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

*b. USGS 7.5' Quad Sacramento East Date 1967 (photorevised 1980) T ___; R ___; ___ ¼ of Sec ___; _____ B.M.

c. Address _____ City _____ Zip _____

d. UTM: (give more than one for large and/or linear resources) Zone _____; _____ mE/ _____ mN

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

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

WAPA 18 and 19 are part of the American River Flood Control District levee system on the American River. The levee at WAPA 18 is approximately 10 feet high with a 20-foot wide crown, and is located adjacent to Cal Expo (California State Fairgrounds) on the land side, and has the American River Parkway on the waterside. It is topped by an asphalt and gravel crown patrol road. (See continuation sheet).

*P3b. Resource Attributes: (List attributes and codes) (HP11) Engineering Structure

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

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



P5b. Description of Photo: (View, date, accession #) View of American River Levee, at WAPA-18, looking west, December 9, 2001

*P6. Date Constructed/Age and Sources:
 Historic Prehistoric Both
circa 1955

*P7. Owner and Address:
American River Flood Control District, Sacramento, California

*P8. Recorded by: (Name, affiliation, address)
Rand Herbert and Amanda Blosser
JRP Historical Consulting Services
1490 Drew Ave, Suite 110
Davis, CA 95616

*P9. Date Recorded: December 9, 2001

*P10. Survey Type:
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") JRP Historical Consulting Services, "Historic Properties Report, WAPA Transmission Line Corridor," December 2001

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

Page 2

*NRHP Status Code 6
*Resource Name or # (Assigned by recorder) _____

B1. Historic Name: American River Levees

B2. Common Name: American River Levees

B3. Original Use: Flood control B4. Present Use: Flood control

*B5. Architectural Style: None

*B6. Construction History: (Construction date, alteration, and date of alterations) WAPA-18, after 1954; WAPA-19, right bank, pre-1928 (Horst Ranch); WAPA-19 left bank, ca. 1935. All locations enlarged after 1955.

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

*B8. Related Features: None

B9. Architect: US Army Corps of Engineers b. Builder: US Army Corps of Engineers

*B10. Significance: Theme n/a Area n/a
Period of Significance n/a Property Type n/a Applicable Criteria n/a

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

The levees at WAPA-18 and WAPA-19 are currently part of the American River Flood Control District's system of levees for flood control in urban Sacramento. While they form an important part of the flood control system for the City of Sacramento, and portions of them were built more than fifty years ago, they have been substantially altered in the following years. The levees currently in place were built between 1955 and 1979, and have been regularly maintained and strengthened after flood events. Because of these alterations and maintenance, they do not have integrity to their period of significance – the years between their original construction and 1952 (an arbitrary date fifty years ago). They cannot, therefore, be recommended as eligible for listing in the National Register of Historic Places. (see continuation sheet)

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

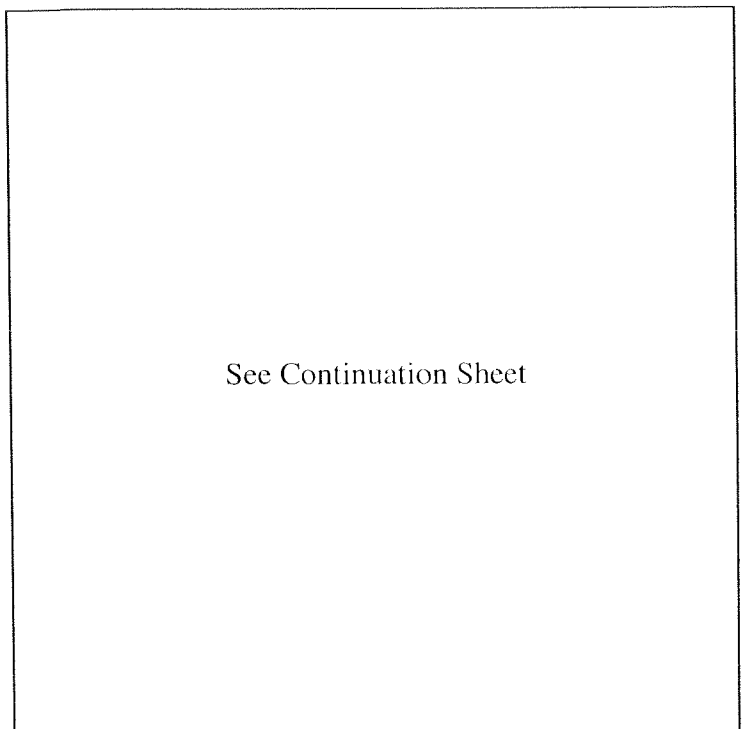
*B12. References: See footnotes in text.

B13. Remarks: _____

*B14. Evaluator: Rand F. Herbert
JRP Historical Consulting Services
1490 Drew Avenue, Suite 110
Davis, CA 95616

*Date of Evaluation: December 2001

(This space reserved for official comments.)



See Continuation Sheet

P3a. Description (continued):

The levees at WAPA 19 consist of the left and right bank levees of the American River east of California State University – Sacramento and east of Howe Avenue. They consist of large, earthen levees, with a generally trapezoidal shape, with a 1:3 slope on the water side and 1:2 slope on the land side. The levees are uniform in dimensions, both with a 20 foot crown, and are approximately 25 feet tall on the water side and 15 feet tall on the land side. On both banks, the water side consists of the American River Parkway, while on the land side are residential neighborhoods.

B10. Significance (continued):

Between 1915 and 1925, on several occasions low lands east of RD 1000 and north of the American River were inundated, and in February 1925 a rise in the American again flooded north of the American into the lower business section of North Sacramento, causing considerable damage. During this flood the Sacramento Weir provided relief by allowing the crest to flow into the Yolo By-Pass.¹ The land in North Sacramento was inundated all the way to the end of the trestle, and homes and businesses were under water. Families in the southwestern section of North Sacramento, (El Monte, Cedar Grove Birch Ave. and Woodlake,) were forced to abandon their homes. Trucks towed stranded autos on Del Paso Blvd. Traffic on H St. was halted. North Sacramento residents quickly became convinced that a levee on the North bank of the American River was necessary. A week after the flood, the *North Sacramento Journal* asked its readers, "Flood Visits: What are We Going to do About It?" Whether by reclamation, private enterprise, public levee construction or by some other method, relief and protection was necessary if North Sacramento's business were to develop and businessmen were to have the outlet for their goods they are entitled to for their investment in locating in the new little city.²

One result was creation of the American River Flood Control District (ARFCD). Development in the areas normally flooded by the American, and concerns that Sacramento itself might be harmed, generated local sentiment for a special district in the latter months of 1926. At the behest of citizens in North Sacramento, itself a newly-incorporated city, the government took steps to form a special district to address the menace, and appointed a committee of local interested citizens to designate the areas to be included and fix boundaries. The committee included Sacramento, North Sacramento, and an arm of 13,900 acres of land running north of the American and east of RD 1000, and eleven miles upriver; in all the district took in 23,235 acres. State Senator J. M. Inman introduced an act creating the ARFCD, which was subsequently passed and approved by Governor C. C. Young on May 28, 1927. Specific portions were amended by the legislature in 1929 and approved May 27, 1929. The first board of trustees, appointed in 1927, were A. E. Goddard, C. R. Jones, G. F. McCormack, A. W. Sweet (president), and G. D. Nelson; A. M. Barton became district engineer.³

¹ Barton, "Report to the Trustees of the American River Flood Control District, 1929, 34. According to Barton, the weir had been used in four floods before 1929: in 1922, 1925, 1927 and 1928; see p. 49.

² *North Sacramento Journal*, February 10, 1925.) *Sacramento Bee*, February 7, 1925.) *North Sacramento Journal*, February 13, 1925.

³ Barton, Report to the Trustees, 59-60; see also Ch. 498, Stats. 1929; Department of Public Works, Division of Water Resources, Financial and General Data Pertaining to Irrigation, Reclamation and Other Public Districts in California. Prepared by Harmon S. Bonte for the California Irrigation and Reclamation Financing and Refinancing Commission, 1930. (DPW, DWR Bulletin No. 37). Sacramento: SPO, 1931, p. 244). Barton was also chief engineer of the State Reclamation Board. A. W. Sweet was the mayor of North Sacramento (see *Sacramento Bee*, March 27, 1928.

Less than a year later the district experienced a widespread and damaging flood, particularly in low-lying areas like North Sacramento along the right bank of the American River. The unfortunate event had a fortunate side, because the district was in the midst of considering alternative flood control plans, and could use it as a case study, an opportunity to test assumptions regarding floods caused by the American River. District Engineer Barton noted that the newly assembled engineering staff was "in a position to make an exhaustive study of the features of the high water which invaded North Sacramento and adjacent territory in March, 1928. An aerial survey of the area made before the high water had receded supplemented this study and added greatly to its value."⁴

Barton described the flood of March, 1928:

During the morning of the 25th the American overflowed its banks, the 12th Street highway was flooded, and panic seized the inhabitants of the North Sacramento area. By noon, the H Street bridge was surrounded by water and all routes to the north from Sacramento were closed to traffic. During the afternoon and evening the situation became critical. The water had reached the first floors of many houses in North Sacramento and hastily organized rescue parties became engaged in moving families and household effects by boats to high ground. One man was carried away by the current and drowned; many were marooned in hazardous places and the calls for assistance redoubled.⁵

The gates of the Sacramento Weir were opened, but unlike the case in 1925, this did not stop the river's rise. The American reached its greatest height in the early morning of the 26th, when it began to recede. Most of the area was drained by the 29th, except in those places where depressions or obstructions delayed return flows to the river. The river's rise flooded about 13,000 acres, and breached small local levees on both sides of the river in the Meister District and those that protected the Haggin Bottom Land Company's holdings on the right bank of the river west of what is now California State University - Sacramento. Levees on the American surrounding RD 1 were nearly overtopped during the flood. Had these levees failed the Sacramento garbage / waste plant would have been flooded, sending polluted water into the city's water filtration plant. "Six hundred and eighty dwellings and seventy-three places of business were surrounded by flood waters," wrote Barton, and many that were not directly harmed suffered "intangible damages."⁶

The US Geological Survey, California Debris Commission, and State Division of Engineering and Irrigation observations made during the flood provided a wealth of data for flood control planners. Information from river gages indicated that the flood had a crest of 182,000 to 184,000 cfs; ARFCD adopted the higher figure for their flood control designs. The district gathered information on more than fifty high water marks on buildings and landmarks in order to compare flood magnitudes. (Barton included a list of these marks, by street address, in his report as Appendix A) Also during the flood the district took or gathered aerial photographs, usually oblique and from relatively low altitudes, of flooding in North Sacramento.⁷

⁴ Barton, Report to the Trustees, 60-61.

⁵ Barton, Report to the Trustees, 35.

⁶ Barton, Report to the Trustees, 36-37, 45-46. It is worth remembering that Barton was promoting a flood control program, and so often stated damages forcefully, adding such categories as adverse publicity. He mentioned, but did not try to calculate, the adverse impact caused by interruption of transportation links.

⁷ Barton, Report to the Trustees, see Plates 1-4, 7, photograph fp. 61.

Barton proposed two alternative plans for the trustees' consideration in 1929. The first envisioned a 2,400 foot channel with levees large enough to provide protection during a maximum flood flow of 180,000 second feet, with sufficient freeboard to pass a crest of short duration of 240,000 cfs. Under this plan levees would be constructed on the south side of Linda (Dry) Creek, along the NEMD to Arcade Creek; Arcade Creek would be confined within levees located to the north of the natural channel. These levees would provide drainage for the largest of the creeks in the northern portion of the district. The levee paralleling the NEMD -- the district's proposed "West Levee" -- would be built on the west side to the Western Pacific RR grade and protect areas adjacent and to the east, while controlling discharge into the channel between it and the east levee of RD 1000. Another levee would then run from the mouth of Arcade Creek down the NEMD to protect North Sacramento, then swing east to protect the area now in Cal Expo. The Haggin Bottom Levee would be left in position and maintained to give some protection to the lands north of the river within the flood plan during flows of moderate height. Levees on the south side of the American would run west from high ground near Mayhew, along the riverbank to connect with the existing levees protecting the city of Sacramento. The 2400' plan used, basically, a flood by-pass system, except in this case the by-pass was provided by enlarging the river channel. The plan assumed that there would be no aid from a water storage/flood control dam near Folsom.⁸

The second plan envisioned construction of levees to control a channel 1,000 feet wide, sufficient to handle a regulated maximum flow of 100,000 cfs. This plan was predicated on a flood control dam near Folsom with at least 175,000 acre feet of storage. The major change required in design for a 1,000 foot channel was construction of levees on the north side of the American, basically replacing and/or expanding the Haggin Bottom Levee, connecting it to the levee protecting North Sacramento and running it to high ground near Fair Oaks. Under this system another 3,000 acres might be protected from flood. Barton described the area as the "most valuable in the District," owing to its fertility and location near Sacramento. "It is commonly conceded that growth in all parts of the District will be greatly accelerated by reclamation; a particularly rapid residential and industrial development may properly be expected between the H Street and 12th Street bridges, if the provision of control by storage makes it possible to place the north levee of the flood channel in the indicated position [i.e., along the north bank of the river]." Eventually, Barton urged, levees might be constructed running northward from the north levee on the American, thus providing further protection as the value of development in the area grew.⁹

While the ARFCD's plans focused on the problems caused by the American River, it recognized that local drainage conditions might also cause problems. Barton informed the trustees that no account of local runoff had been taken in the design of the NEMD. He stated, "it is believed that local runoff in any considerable amount will very rarely coincide with the arrival of a flood discharge in the full project quantity and that the storage capacity of the waterway along the east levee of Reclamation District No. 1000 is such that flow in it will be toward the north during the passing of a crest. In any event, the input from local drainage is of small moment. If the maximum should occur during a sustained flow of 180,000 second feet, the resulting rise in the flood channel would be negligible." He noted that there were really two problems with local drainage -- that caused by large streams like Arcade and Linda creeks, and that resulting from flows in the smaller areas within the district. Creeks like Arcade and Linda were too large to be handled by pumping plants, which was the planned method for dealing with the little drainages within the northern part of the district. The larger creeks would have to be leveed. Barton devoted a section of his report to the benefits that would accrue from protection of the area from floods. He advised that North Sacramento had developed rapidly between 1918 and 1928, but that the flood caused a drop

⁸ Barton, Report to the Trustees, 61-71, 108, 110-111, Plates 18-20.

⁹ Barton, Report to the Trustees, Chapter V., "Channel for Controlled Flow," 85-92.

in property values, reflected in lower assessed valuations in 1929. There will be some growth in property values, he believed, as memories of the flood faded, "but unless that flood menace is definitely removed, North Sacramento will never assume its proper place." The area south of the American and east of the city had also undergone some development between 1915 and 1928, but it had stayed within the city levee. "There is every reason to believe," asserted Barton, "that it will continue if the flood menace is abated and that the property around the H Street Road and beyond Brighton will become a thickly settled district. Industrial development, already underway south of the American and east of the Sacramento River to the Meister District, could also be expected to continue."¹⁰

Barton believed that the 1,000 foot plan was best suited for the district, because it protected a greater area, minimized land dedicated to use as flood channel, and could be constructed for less. However, he acknowledged that it could only use employed should the district successfully conclude negotiations with the state and/or private or public bodies that might build a storage dam near Folsom. Given that fact, "the proposal of a 1,000 foot channel must be considered as contingent upon affairs largely beyond the control of the District." Barton's recommendation for a 1,000 foot channel was seconded by consulting engineers B.A. Etcheverry and F.C. Herrmann, for largely the same reasons.¹¹ "On June 4, 1931, the district trustees adopted a plan based upon a 2400-foot channel which was approved by the Reclamation Board on June 9, 1931. The cost of the project, exclusive of the acquisition of flowage rights, is estimated at \$663,000." By 1931 the state had advanced \$62,500 for the use of the district, "of which amount \$42,500 as of June 10, 1931, constitutes a lien against the lands of the district." The money advanced had to be returned to the state. The district proposed a bond election to be held soon thereafter, and anticipated aid from the federal government in the amount of \$134,000, with state aid of \$175,000. "Upon the flood control theory, the acquisition of flowage easements is proposed at state expense."¹²

The last of the reclamation and/or special districts within the area established during this time was Reclamation District No. 2077, "formed June 12, 1929, under the general reclamation district laws, the petition and order being filed and numbered on June 12, 1929." "Prior to organization a small levee had been constructed along the bank of the American River locally known as the 'Haggin Bottom Levee.' Later this dike was substantially increased as to height and cross-section. Several breaks occurred in this levee, however, during the 1928 high water period." The little district stretched up the right bank of the American River from the eastern border of the ARFCD to Carmichael, encompassing 1,541 acres.¹³

During the period 1940 - 1950 there were several floods and other events that focused attention on the Sacramento River Flood Control Project. On March 3, 1941 the Corps issued a map that indicated those levees considered "completed levees" of the "Sacramento River Within Existing Flood Control Project." These included the lower one-third of the RD 1000 NEMD levee, a levee on the south side of the American extending to near Mayhew, and a levee protecting the north, west, and south side of North Sacramento from Arcade Creek, the NEMD, and the American River, respectively. The west side levee along the Sacramento in RD 1000 was also shown as completed. The map legend provided for a dotted line for those levees "to be brought to Project Grade and Section." The remainder of the east side levee (on the NEMD) and the levee eventually extended up the right

¹⁰ Barton, Report to the Trustees, 72, 103-107, 139-141

¹¹ Barton, Report to the Trustees, 149-154, and Appendix C: B.A. Etcheverry and F.C. Herrmann to Board of Trustees, American River Flood Control District, December 17, 1929.

¹² Bonte, *Financial and General Data Pertaining to Irrigation*, 244.

¹³ Bonte, *Financial and General Data Pertaining to Irrigation*, 226-227.

bank of the American were not indicated in any fashion. By 1944, however, the Sacramento Flood Control Project was regarded 90% complete.¹⁴

Up to the 1950s efforts made to protect the area in question were left largely to local districts. However, if the Corps built levees up to project standards, they would be added to the project levees of the Sacramento River Flood Control Project. The Corps would issue contracts for levee construction or enlargement, or for other repairs or amendments. Once the work was completed, the Corps would formally notify the Reclamation Board that those levees were part of the project and under the supervision of the board for operation and maintenance.

As noted above, the right bank levee on the American River (i.e., on the north side of the river) had an existing levee before 1951. In that year, however, the Corps issued a contract to J. R. Reeves for emergency levee repairs and bank protection for the area above the H Street bridge. This was finished on February 19, 1951. Six years later the Corps contracted with Teichert and Son, Incorporated, to complete levee construction and bank protection work on the right bank of the American within the project. This contract ran from May 15, 1957 to November 7, 1958.¹⁵

Between April 11 and December 3, 1955, Elmer G. Wendt received and completed a contract from the US Army Corps of Engineers for the enlargement and/or construction of levees around North Sacramento and Rio Linda. This contract brought the existing levees up to project specifications, and allowed for construction of additional levees to the same standard. The levees in question extended from: near the southwest corner of Howe and Arden along the right bank of the American River to the Western Pacific, then north along the NEMD to Arcade Creek, then east along the left bank of Arcade Creek to 16th Street; west along the right bank of Arcade Creek to its junction with the NEMD, then north along the east side of the NEMD to Dry (Linda) Creek, then east along the left bank of Dry Creek to the Sacramento-Northern RR. The project also called for the diversion of Magpie Creek through a channel into Dry Creek. Most of the levees existed before Wendt began work, the only new levees being along Dry Creek and along the right bank of Arcade Creek, effectively leveeing off the area between Arcade and Dry creeks. Wendt completed this work on December 3, 1955, just 17 days before the great flood of 1955.¹⁶

As noted earlier, local interests (and the ARFCD) constructed the levee running down the left bank of the American from Mayhews to the Sacramento River, and then downstream on the Sacramento to the Tower Bridge. The Corps contracted to bring the levees up to project standard between 1962 and 1979. The first contract issued to Bernardo & Bernardo Construction Company, called for levee rehabilitation for the entire stretch from Mayhews to the Tower Bridge. Bernardo & Bernardo completed this work between April 26 and June 15, 1962. Teichert & Son, Inc., was awarded a contract for bank protection. Teichert completed the work between August 18 and December, 1965. Two later contracts provided for bank work. One, issued to Eugene Luhr and Company between June 14 and August 7, 1969, provided for stone bank protection at Site Mile 4.8. The other, issued to

¹⁴ US House of Representatives, House Doc. 205, 77th Cong., 1st sess., "Public No. 738, 1936. Interim Survey, Flood Control Sacramento and San Joaquin River Valleys, California. Sacramento River Within Existing Flood Control Project." Prepared by the Board of Engineers for Rivers and Harbors, Washington D.C., March 3, 1941. This map also showed areas flooded during the December 11-14, 1937 flood; the Arcade Creek - NEMD area was not indicated as having been inundated; Kelley, *Battling the Inland Sea*, 475.)

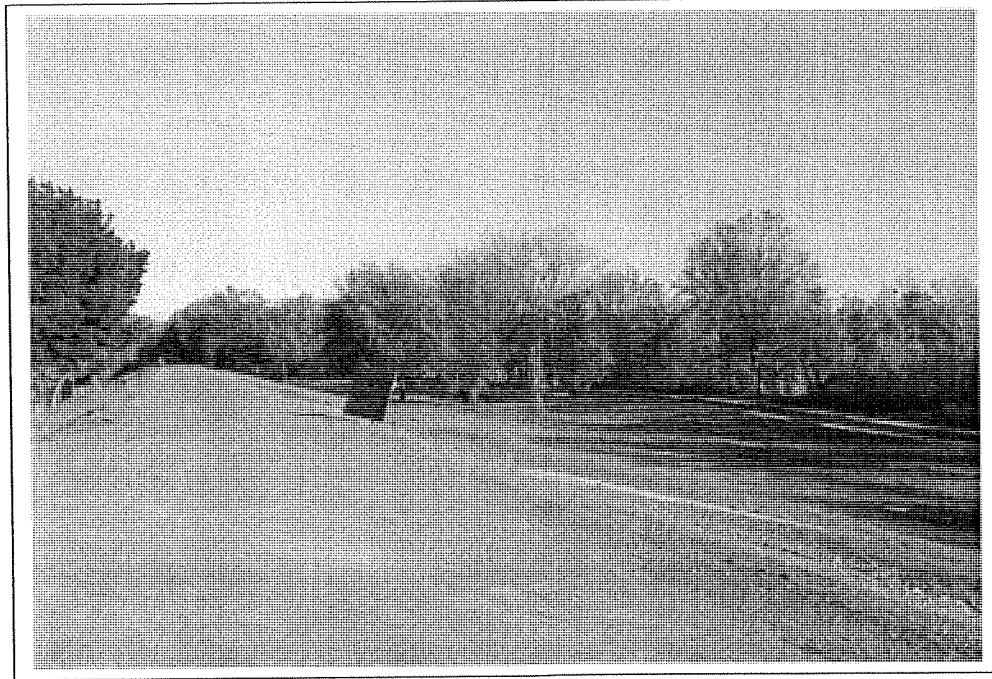
¹⁵ US Army Corps of Engineers, Sacramento District. "Operation and Maintenance Manual for American River - Part No. 1 Levee Construction from Carmichael Bluffs Downstream 8.3 Miles." November 1959.

¹⁶ US Army Corps of Engineers, Sacramento District, "Operation and Maintenance Manual, Sacramento River Flood Control Project, Unit No. 118, Part No. 2, North Levee of American River, East Levee of Natomas Canal, Both Levees of Arcade Creek, South Levee of Linda [Dry] Creek and Magpie Creek Diversion Channel." October 1959.

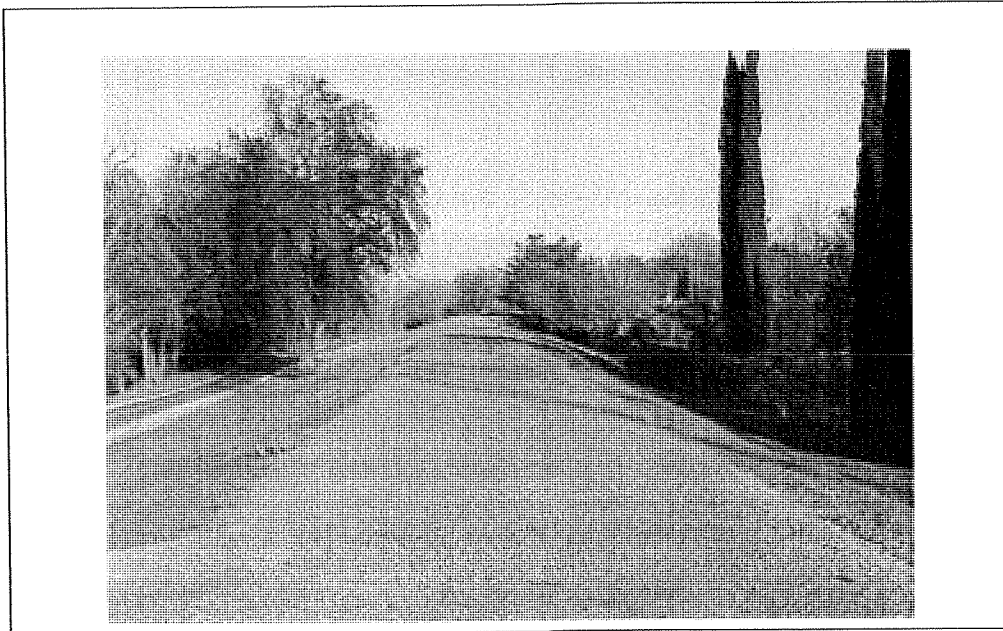
James Ferry & Son in 1979, called for "bank sloping, stone protection and selective clearing" on the Sacramento River at Site Mile 60.1. Ferry completed this work on July 6, 1979.¹⁷

¹⁷ Corps of Engineers, Sacramento District. Supplement to Standard Operation and Maintenance Manual Sacramento River Flood Control Project, Unit No. 118- art 1 East Levee of Sacramento River to Tower Bridge and South Levee of American River From Mayhews Downstream to Sacramento River. August 1955. Section 1.04, p.2.

Photographs:



Photograph 2. WAPA 19, right bank levee



Photograph 3. WAPA 19, left bank levee

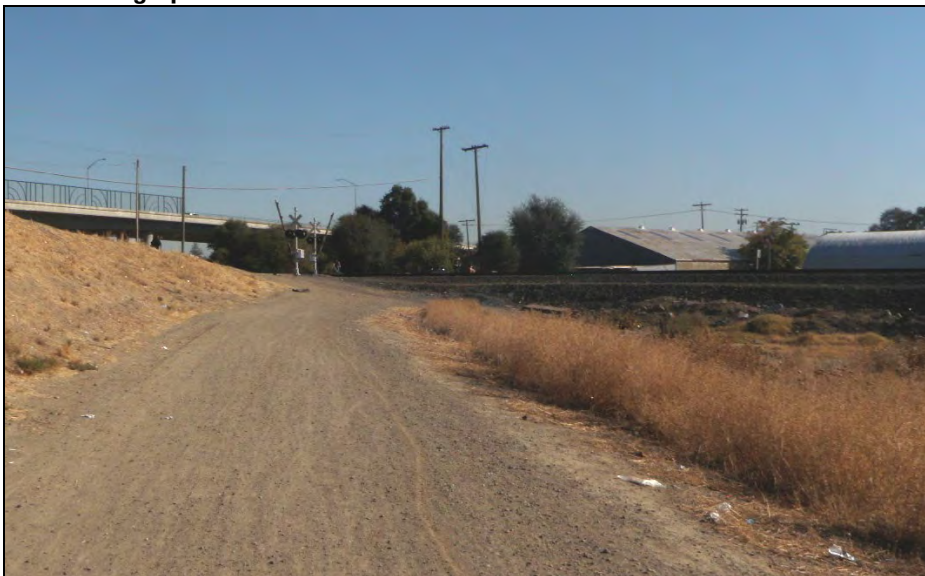
P1. Other Identifier: Northern Electric Railroad (as depicted on the 1911 *Brighton, Calif.* U.S.G.S topographic quadrangle)

***P2e. Other Locational Data:** No longer extant segment of the abandoned Sacramento Northern Railroad at its crossing with the Union Pacific Railroad, at the northern extent of Railroad Drive, east of the Natomas East Main Drainage Canal: UTM 10S, 633402mE, 4274125mN.

***P3a. Description:** This segment of the Sacramento Northern Railway (P-34-000746) was previously recorded in 1993 (Derr and Boghosian) as "a raised berm extending along the east side of the flood plain adjacent to the southern end of the Natomas East Main Drainage Canal. [The] berm crosses the existing [Union Pacific Railroad (UPRR)] track." A signal post on the east side of the tracks, just north of the crossing with UPRR, was also recorded at the time. The rails and ties for the railroad were removed and the berm and signal post were the only remaining elements of the railroad; the berm had been paved for use as a bike path. Various segments of the Sacramento Northern Railway have been recorded in subsequent years (Baxter 2010; Derr 1995; Gerry 1994; Schmidt and Compas 2002; Windmiller and Osanna 1997). The location of the Sacramento Northern Railway crossing the UPRR right-of-way within the current Valley Rail Sacramento Extension Project study area was revisited on October 26, 2017. The survey team was unable to relocate the berm or signal post of the abandoned railroad. It appears as though the berm of the railroad has been destroyed, and the bike path moved to the top of the levee, as part of the on-going maintenance of the levee for the Natomas East End Main Drainage Canal and/or the UPRR (Photograph 1).

***P3b. Resource Attributes:** HP11 – Engineering Structure (railroad)

P5a. Photograph:



Photograph 1. Area of the previously recorded, but no longer extant, abandoned segment of the Sacramento Northern Railway in Sacramento. Camera facing northeast with UPRR track (center-right) and Arden Way-Garden Highway Connector (left) in background, October 26, 2017

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

***P9. Date Recorded:** October 26, 2017

***P10. Survey Type:** Reconnaissance

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

Trinomial CA- - - - - Supp.

ARCHAEOLOGICAL SITE RECORD

Other Designations Sacramento Northern RR

Pg. 1 of 15

- 1. County: Sacramento _____
- 2. USGS Quad: Sacramento East _____ (7.5') 1967__ (15') _____ Photorevised 1980__
- 3. UTM Coord: Zone |10_| |6|3|2|_|_|_| m Easting |4|2|7|3|_|_|_| m Northing(X)
- 4. Township _9N Range _5E; _W 1/2 of NE 1/4 of 13; SW 1/4 of Sect 13 Base Mer. MDM (X)
- 5. Map Coord: __0__-__176__mS __80__-__194__mE (from NW corner of map) 6. Elevation: __5'__ ()
- 7. Location: East of the Sacramento River, east side of the East Main Drainage Canal, crosses the American River to Sacramento. Extended from Sacramento to Marysville.

- 8. Prehistoric _____ Historic Protohistoric _____ 9. Site Description A raised berm extending along the east side of the flood plain adjacent to the southern end of the Natomas East Main Drainage Canal. Berm crosses the existing S.P.R.R.(W.P.R.R.) track and an additional branch line extends eastward along Arden Way to Beaumont St. ()

10. Area __122 miles total__m(length)x 4'8.5" (standard)__m(width) 99,236.69 _____ m²
 Method of Determination: Reference quotes _____ ()

11. Depth: N/A _____ cm Method of Determination: _____ ()

12. Features: Signal arm post on east side of tracks just north of crossing with _____ Union Pacific (Western Pacific) track. Some track remains of subsidiary (X)

13. Artifacts: None noted _____

 _____ ()

14. Non-Artifactual Constituents and Faunal Remains: N/A _____
 _____ ()

15. Date Recorded: 3/20/92-1/20/93 16. Recorded By: Eleanor H. Derr/ Paula Boghosian ()

17. Affiliation and Address: Cultural Resources Unlimited, 2614 Aramon Dr., Rancho Cordova 95670/ Historic Environment Consultants, 5420 Home Ct., Carmichael 95608 ()

4465, 4466

See Continuation Sheet (X)

ARCHAEOLOGICAL SITE RECORD

Other Designations Sacramento Northern RR

Pg. 2 of 15

- 18. Human Remains: N/A _____ ()
- 19. Site Disturbance: Track and ties removed, berm is apparently all that remains, at least in this area. Berm top has been paved for bikeway. _____ ()
- 20. Nearest Water (type, distance and direction): N/A _____ ()
- 21. Vegetation Community (site vicinity): Grasslands (disturbed) _____ Plant List ()
- 22. Vegetation (on site): Grasses alongside bike path _____ ()
- 23. Site Soil: Lt. red-brown slightly gravelly sandy loam over yellow-brown subsoil. ()
- 24. Surrounding Soil: Alamo clay adobe (Aa); Sacramento silty clay loam (SA); _____ (X)
- 25. Geology: Deep sedimentary alluvium _____ ()
- 26. Landform: Originally flat land of Sacramento Valley, adjacent to American River ()
- 27. Slope: Essentially level _____ () 28. Exposure: Open _____ ()
- 29. Landowner(s) (and/or tenants) and Address: Sacramento County Parks _____
4040 Bradshaw Road, Sacramento 95826 _____ ()
- 30. Remarks: Bicycle path extends to American River Parkway, to the southeast of the current project. _____ ()
- 31. References: Swett, Ira L., with V. Sappers, T. Bold, H. Demoro, A. Laflin
Sacramento Northern. Interurbans Special #26, Interurban Press, Glendale 1962, reprinted 1971, 1981. _____
- 32. Name of Project: Garden Highway-Arden Way Connector EIR/EIS _____ ()
- 33. Type of Investigation: Cultural Resource Inventory/Field Survey _____ ()
- 34. Site Accession Number: N/A _____ Curated At: N/A _____ ()
- 35. Photos: Yes - Color Prints/xeroxes _____ ()

ARCHAEOLOGICAL SITE RECORD

Other Designations Sacramento Northern RR

Pg. 3 of 15

Item No.	Continuation
3.	632560 Easting/ 4271780 Northing 633100 / 4273200 633300 / 4273780 633600 / 4274000 (alternative line branch) 634960 / 4274960 635200 / 4275400 635220 / 4276080
4.	NE 1/4 of Section 1, SW 1/4 of Section 1; E 1/2 of NW of Section 69, central of SW of Section 69 (Section designation is irregular on this quad)
12.	line along Arden Way west of Del Paso Blvd.
24.	Columbia fine sandy loam (Ce), Columbia silt loam (Cs)

CALIFORNIA DEPARTMENT OF TRANSPORTATION
ARCHITECTURAL INVENTORY EVALUATION FORM

MAP REFERENCE NO.

County - Route - Postmile

- LISTED DETERMINED ELIGIBLE
- APPEARS ELIGIBLE APPEARS INELIGIBLE

IDENTIFICATION

1. **Common Name:** Sacramento Northern Railway berm, now a bikeway _____
2. **Historic Name:** Sacramento Northern Railway _____
3. **Street or rural address:** N/A _____
 city Sacramento _____ zip 95815/95833 county Sacramento _____
4. **Parcel number:** N/A _____
5. **Present Owner:** County of Sacramento (Parks and Recreation--American River Parkway)
 city Sacramento _____ zip 95826 _____ Ownership is: Public (X) Private ()
6. **Present Use:** Bike Path _____ **Original use:** Railroad line _____

DESCRIPTION

7a. **Architectural Style:** N/A

7b. Briefly describe the present *PHYSICAL CONDITION* of the site or structure and describe any major alterations from its original condition: Railroad completely removed, only the berm and a signal arm post remain in this location. Berm has been paved on top and provides a bike path extending to the American River Parkway on the south.

(Photo Attached)

8. **Construction date:** 1907
 Estimated (X) Factual ()
9. **Architect** N/A _____
10. **Builder** Unknown _____
11. **Approx. property size (in fact)**
 Frontage N/A ___ Depth N/A ___
 or approx. acreage linear ___
12. **Date(s) of enclosed photographs**
 March, 1992 _____

- 13. Condition: Excellent Good Fair Deteriorated No longer in existence
- 14. Alterations: Removal of tracks and ties, gravel covered with asphalt. Berm in place.
- 15. Surroundings: (Check more than one if necessary) Open Land Scattered buildings Densely built-up Residential Industrial Commercial Other: _____
- 16. Threats to site: None known Private development Zoning Vandalism Public Works project Other: _____
- 17. Is the structure: On its original site? Moved? Unknown?
- 18. Related features: Post from signal arm; sections of track and ties on secondary line along Arden Way.

SIGNIFICANCE

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

This line began as the Northern Electric Railroad Co. in 1905 in Oroville. The first line ran from Chico to Oroville (24.8 mi), opening on 4/25/1906. By 12/1/06 service was extended to Marysville. In 1907 construction began from Marysville to Sacramento, reaching Sacramento on 7/20/07 and with service starting on 9/1/07.

A subsidiary electric line was also constructed down the center of Arden Way from Traction Avenue on the west past the Del Paso Blvd. intersection as far as Beaumont St. This line connected the North Sacramento business district to downtown Sacramento and with Marysville and Chico on the north and the Bay Area to the southwest.

In 1921 the railroad became the Sacramento Northern Railway Company.

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

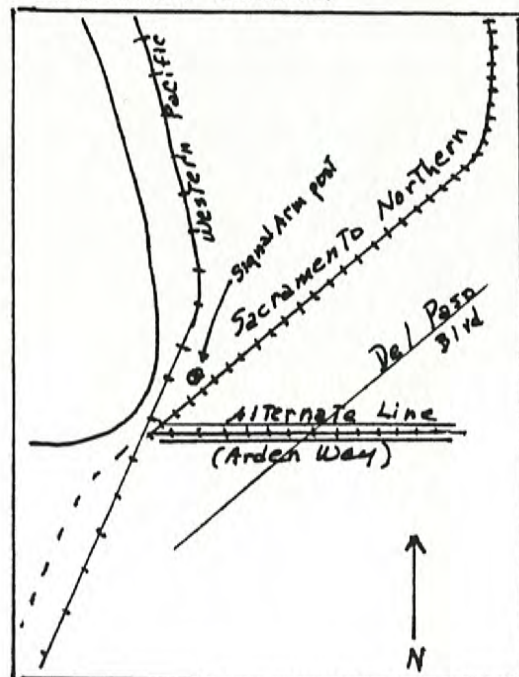
- Architecture Arts & Leisure
- Economic/Industrial Exploration/Settlement
- Government Military Religion
- Social/Education

21. Sources (List books, documents, surveys, personal interviews and their dates).

Swett, Ira L., with V. Sappers, T. Bold, H. Demoro, A. Laflin
1981 Sacramento Northern. Interurbans Special #26, Interurban Press, Glendale 1962, reprinted 1971, 1981.

22. Date form prepared: January 1993
By (name) Eleanor H. Derr
Organization Cultural Resources Unlimited
Address: 2614 Aramon Drive
City: Rancho Cordova, CA 95670
Phone: (916) 363-8774

Locational sketch map (draw & label site and surrounding streets, roads and prominent landmarks)



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

Permanent Trinomial: _____ Mo. | Yr.

FEATURE RECORD

Other Designations: CRU-92-Sac-I-1

Page 6 of 15.

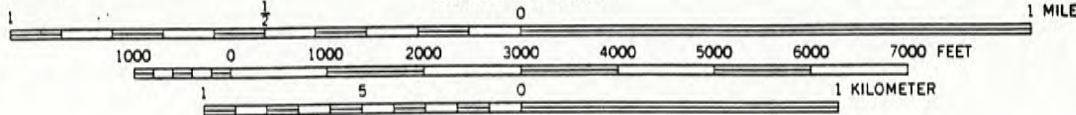
Type of Feature: Signal arm post for Sacramento Northern Railroad

1. County: Sacramento
2. USGS Quad: Sacramento East (7.5') 1967 (15') Photorevised 1980
3. UTM Coord: Zone | 1 | 0 | ; | 6 | 3 | 3 | 5 | 2 | 0 | m Easting; | 4 | 2 | 7 | 4 | 0 | 0 | 0 | m Northing ()
4. Township 9N Range 5E; 1/4 of 1/4 of 1/4 of 1/4 of Sect unsectioned Base Mer. MDM ()
5. Map Coord: 86.0 ms 122 ms E (from NW corner of map) 6. Elevation: 43 ()
7. Location: North of Arden Way at Acoma, on north side of bicycle trail on berm which was original line of Sacramento Northern Railroad right-of-way, just east of intersection with existing Southern Pacific line (formerly Western Pacific). ()
8. Artifact Description: Steel pole which formerly contained signal arms for Sacramento Northern Railway (Sacramento-Marysville line).
9. Collected: No 10. Curated at: _____
- Nearest Water
11. (type, distance and direction): N/A (500' east of Natomas East Main Drainage Canal) ()
12. Vegetation Community: Grassland, now introduced grasses
13. Landform: Man-made berm () 14. Geology: Alluvial river basin ()
15. Exposure: Open () 16. Slope: Flat ()
17. Landowner(s) (and/or tenants) and Address: Southern Pacific ()
18. Remarks: The only remaining artifact from the Sacramento Northern observed in this area apart from fragments of track and ties on cross streets of Arden Way. ()
19. References: Swett, Ira L. et al 1981, Sacramento Northern. Interurbans Special 26, Interurban Press, Glendale 1962, reprinted 1971, 1981. ()
20. Name of Project: Cultural Resources Survey for the Arden-Garden Interconnector Project, City of Sacramento, California. Historic Environment Consultants, 1992.
21. Photos: Yes, 1 colored print 22. Date Recorded: 3/20/92
23. Recorded By: Eleanor H. Derr Affiliation and Address: Cultural Resources Unlimited, 2614 Aramon Drive, Rancho Cordova, California 95670. See Continuation Sheet (X)

Pg 7 of 15



SCALE 1:24 000



CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



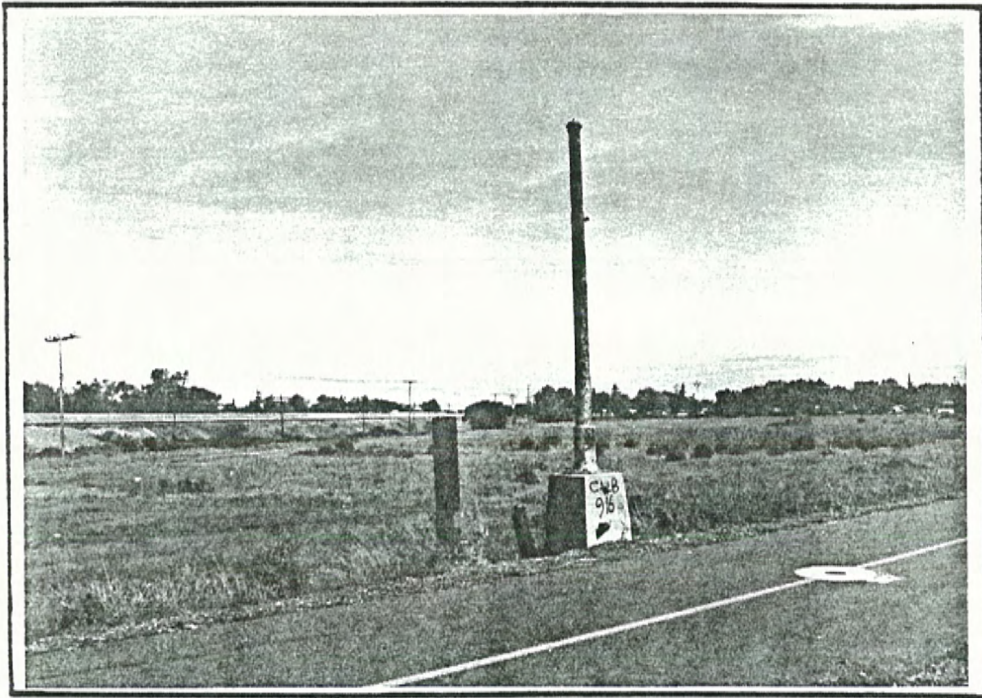
UTM GRID AND 1980 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

SACRAMENTO EAST, CALIF.

SW/4. FAIR OAKS 15' QUADRANGLE
N3830—W12122.5/7.5

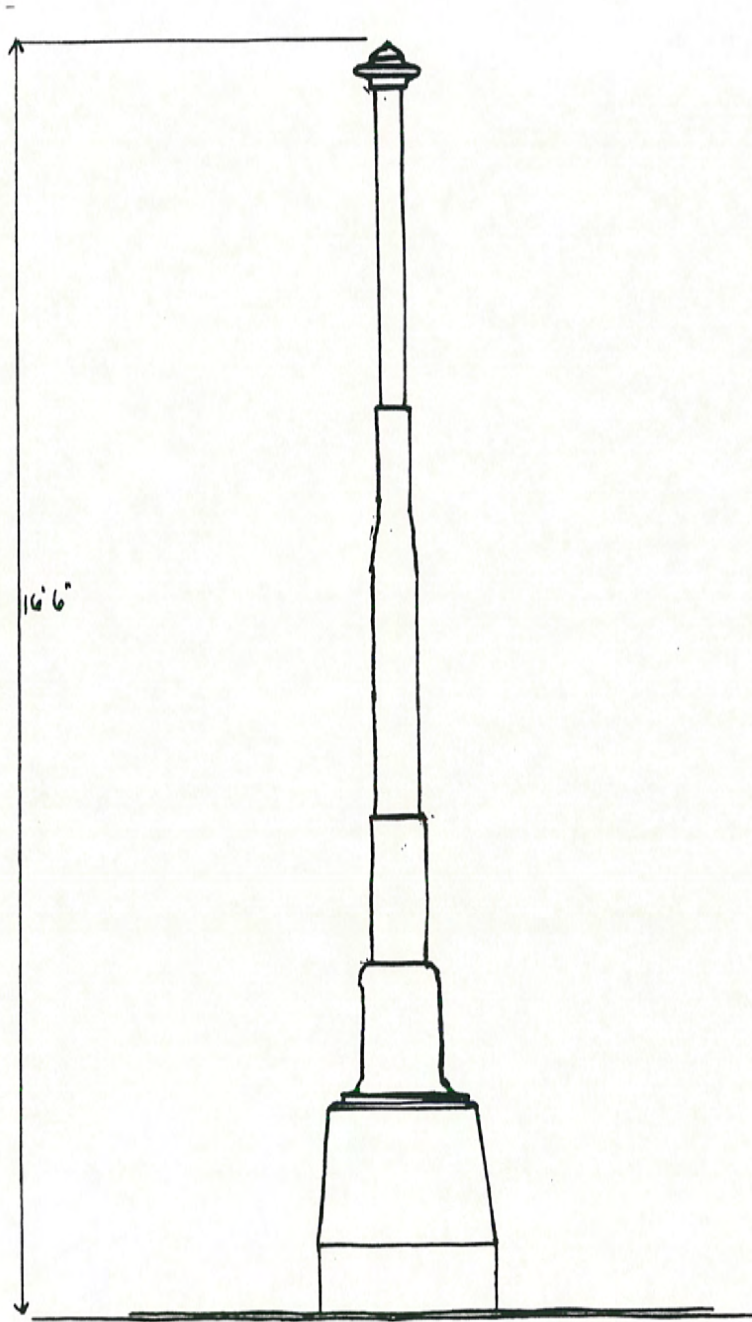
1967

PHOTOREVISED 1980
DMA 1761 III SW—SERIES V895



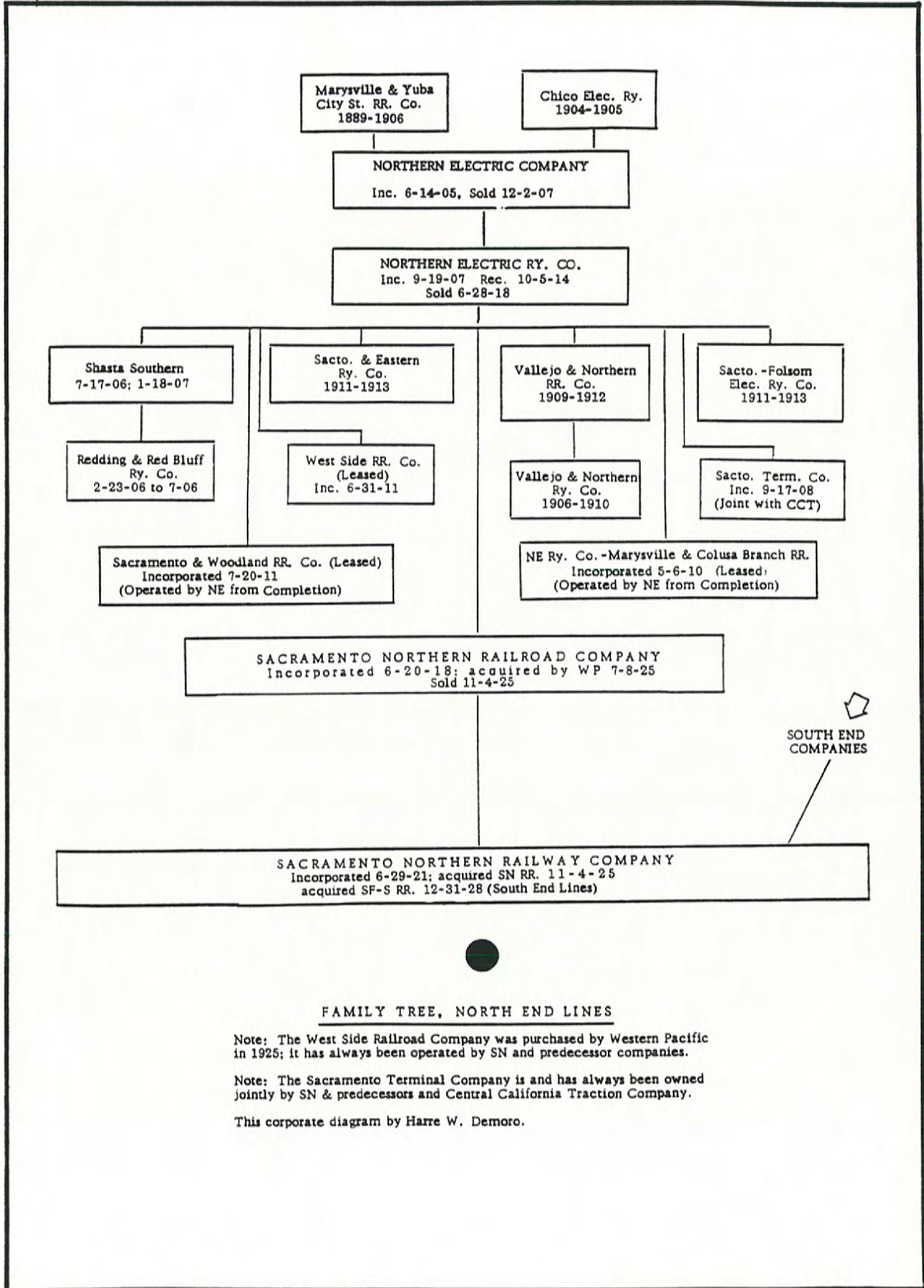
Signal Post at Sacramento Northern Railway right-of-way
(currently bicycle trail). View to North.

Pg. 9 of 15



Scale: 3/8" = 1'

Sacramento Northern Railroad

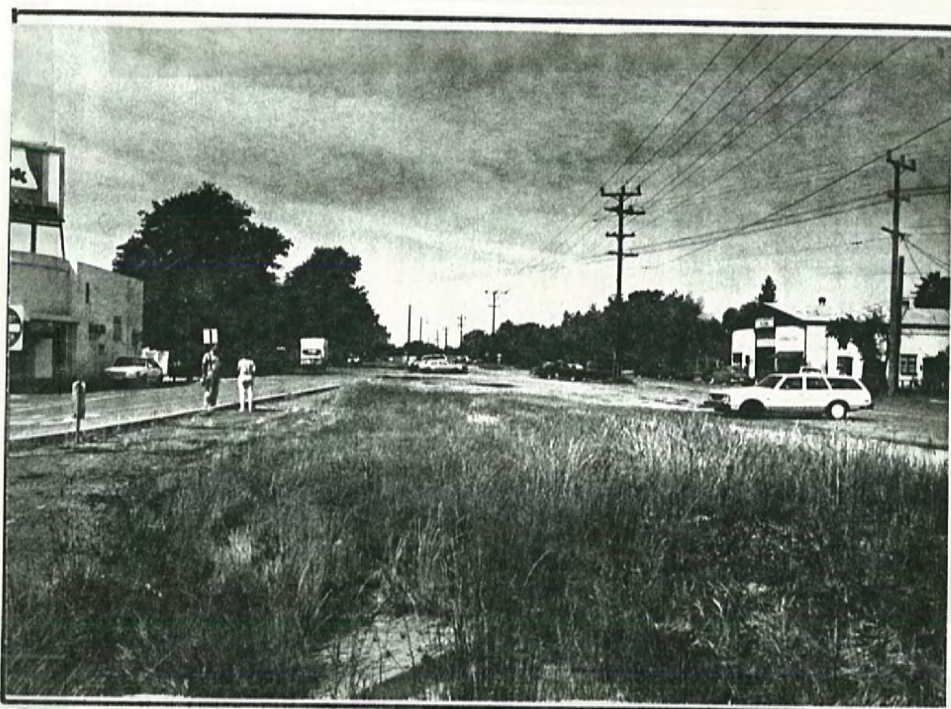


FAMILY TREE, NORTH END LINES

Note: The West Side Railroad Company was purchased by Western Pacific in 1925; it has always been operated by SN and predecessor companies.

Note: The Sacramento Terminal Company is and has always been owned jointly by SN & predecessors and Central California Traction Company.

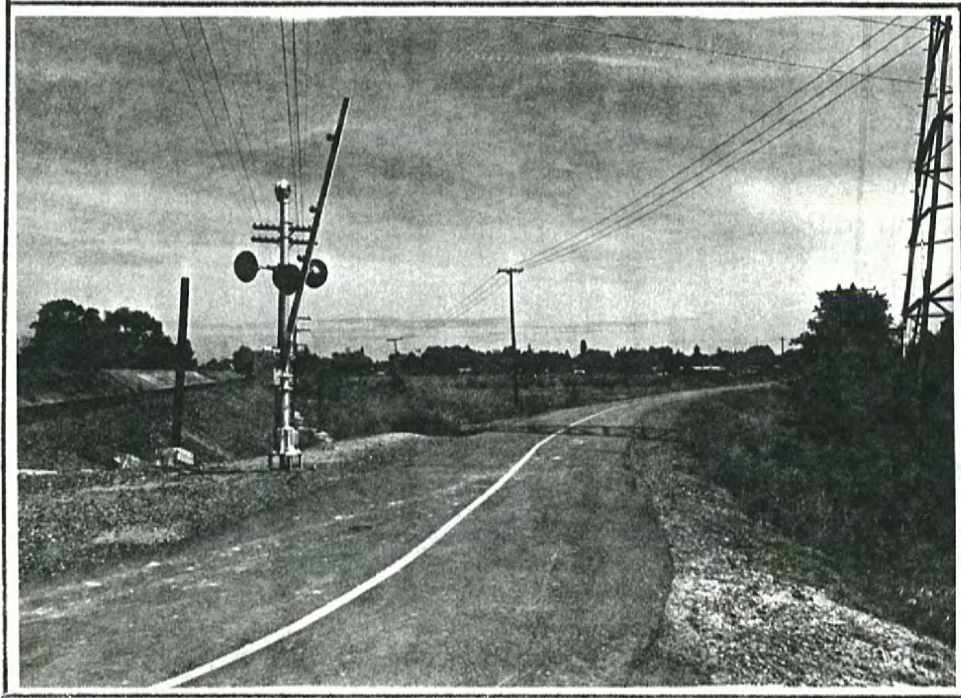
This corporate diagram by Harre W. Demoro.



Abandoned right-of-way of Sacramento Northern RR on Arden.



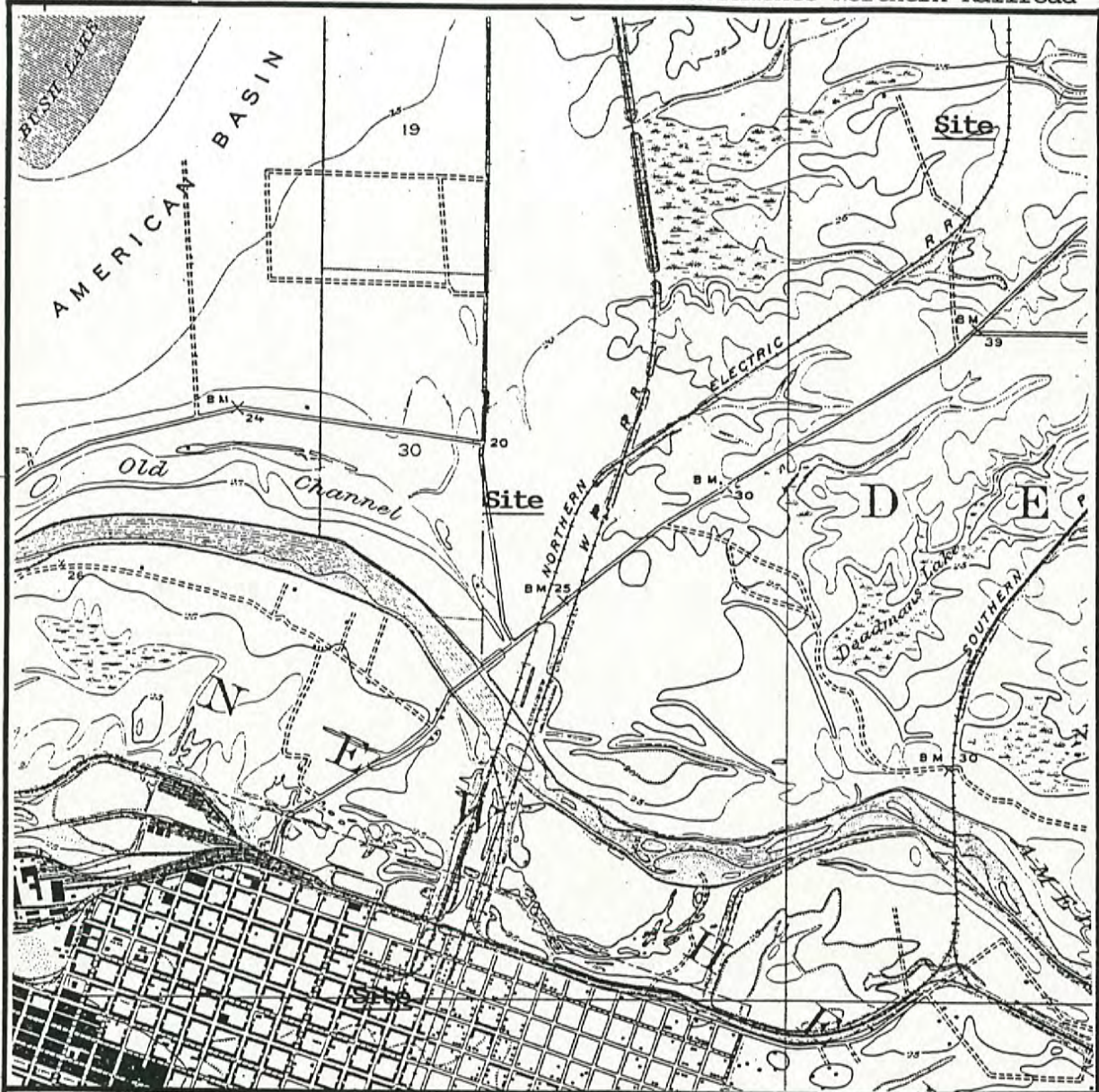
Historic tracks in place at intersection, Arden/El Monte.



Bicycle path at intersection of Union Pacific R.R.

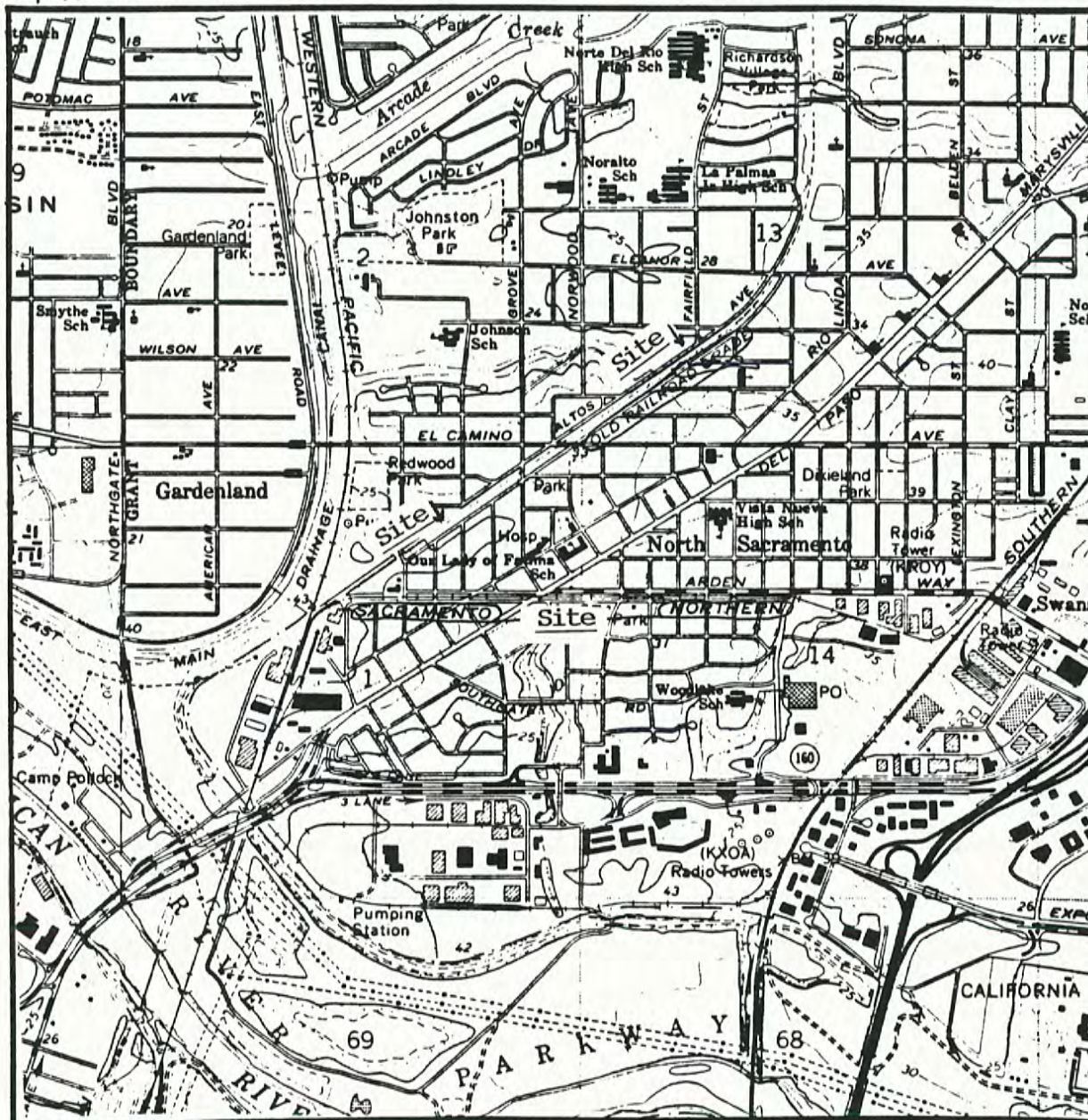


Canal floodplain from bicycle path, View to southwest.

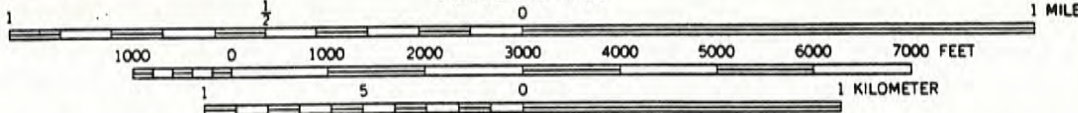


U.S.G.S. Topographic Quadrangle
Brighton 1911

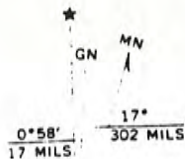




SCALE 1:24 000



CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929



SACRAMENTO EAST, CALIF.
SW/4 FAIR OAKS 15' QUADRANGLE
N3830—W12122.5/7.5

1967
PHOTOREVISED 1980
DMA 1761 III SW—SERIES V895

UTM GRID AND 1980 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET

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

Primary# 34-005215
HRI#
Trinomial
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 6

* Resource Name or #: (Assigned by recorder) Map ID 06

P1. Other Identifier: Swanston Branch Line – Northern Electric Railway / Sacramento Northern Railway

***P2. Location:** Not for Publication Unrestricted

***a. County** Sacramento

***b. USGS 7.5' Quad** Sacramento East, Calif. **Date** 1997 T 9N; R 5E; Western 1/2 of Sec 1; Mount Diablo B.M.

c. Address _____ **City** _____ **Zip** _____

d. UTM: Zone 10S, 633418 mE/ 4274133 mN

e. Other Locational Data: Western edge of resource is located on the bicycle path (the Sacramento Northern Bikeway Trail) east of its intersection with the Union Pacific Railroad (UPRR, formerly the Western Pacific Railroad), approximately 300 feet west of the northern extent of Acoma Street.

***P3a. Description:** This segment of the Sacramento Northern Railway (P-34-005125) has never been formerly recorded, but has been assigned a Primary Number by the Office of Historic Preservation (OHP). It is the remnants of the Swanston Branch line that split from the main Northern Electric Railway (P-34-00746) just northeast of its intersection with the Western Pacific Railroad (P-34-000491) before turning east and paralleling Arden Way (formerly Bassettlaw Avenue). The Swanston Branch line was constructed in 1914 (completed in 1915) and connected the City of Sacramento to the Town of North Sacramento (North Sacramento Chamber of Commerce 2017), terminating at Swanston & Son meat packing plant near the Southern Pacific Railroad (Technical Publishing Company 1915:95). The western extent of the branch line is adjacent to the UPRR (formerly the Western Pacific Railroad) right-of-way within the current Valley Rail Sacramento Extension Project study area, which was revisited on October 27, 2017. At this location, only the railroad grade remains—no rails or ties are present—and the grade is currently used for a paved bicycle path called the Sacramento Northern Bikeway Trail. It appears as though the railroad grade has been destroyed east of this location by the construction of the Arden Way-Garden Highway Connector.

***P3b. Resource Attributes:** HP11 – Engineering Structure (railroad)

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

***P5b. Description of Photo:** Western extent of the Swanston Branch Line of the Sacramento Northern Railway, currently being used as a bicycle path; camera facing northeast, October 27, 2017.

***P6. Date Constructed/Age and Source:** Historic
1915 (Technical Publishing Company 1915)

***P7. Owner and Address:** Unknown

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

***P9. Date Recorded:** October 27, 2017

***P10. Survey Type:** Intensive

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



***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

Page 2 of 6

*Resource Name or # (Assigned by recorder) Map ID 05

Recorded by: K.G. Beck & C. Miller *Date: October 27, 2017

Continuation Update

B1. Historic Name: Swanston Branch Line - Northern Electric Railway / Sacramento Northern Railway

B2. Common Name: N/A

B3. Original Use: Railroad

B4. Present Use: Bicycle Path – Sacramento Northern Bikeway Trail

*B5. Architectural Style: N/A

*B6. Construction History: This remnant segment of the Sacramento Northern Railway was constructed in 1914-1915 by the Northern Electric Railway / Sacramento Northern Railway (Technical Publishing Company 1915). The Swanston Branch Line was ceased in 1933 when the railroad suffered from a decline in passenger traffic. The Western Pacific Railroad sold its holdings to the Union Pacific Railroad in 1983. The rails were removed sometime between 1985 and 1990 (Schmidt & Compas 2002); the bed has been repurposed as a paved bikeway ever since.

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

*B8. Related Features: N/A

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Railroad Transportation Area Sacramento Valley/County
Period of Significance N/A Property Type Railroad berm Applicable Criteria N/A

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

This resource does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). It is not an historic property under Section 106 of the National Historic Preservation Act nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). This resource has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), and Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

B11. Additional Resource Attributes: N/A

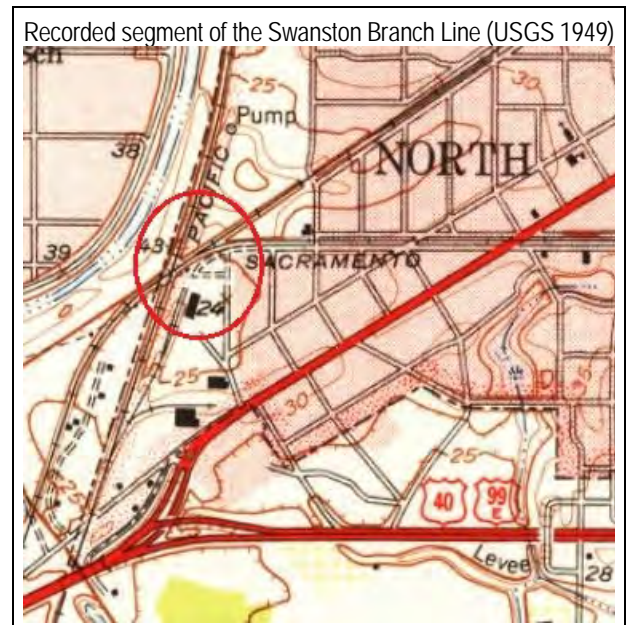
*B12. References: SEE CONTINUATION SHEET

B13. Remarks: N/A

*B14. Evaluator: K. G. Beck

*Date of Evaluation: December 5, 2017

(This space reserved for official comments.)



CONTINUATION SHEET

Primary# 34-005215

HRI #

Trinomial

NRHP Status Code 6Z

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Recorded by: K.G. Beck & C. Miller *Date: October 27, 2017

*Resource Name or # (Assigned by recorder) Map ID 05

Continuation Update

*B10. Significance (continued):

Historic Context

The Sacramento Northern Railway was an electrified interurban railroad that extended from Oakland to Chico, via Sacramento. It was originally comprised of two separate companies: the Oakland, Antioch, and Eastern Railway and the Northern Electric Railway. The Oakland & Antioch Railway was organized and incorporated in 1909, with the line extending from Oakland to Walnut Creek by 1911. That same year, it was incorporated as the Oakland, Antioch & Eastern Railway to build the line to Sacramento, which was completed in 1913. The Chico Electric Railway connected Chico with Sacramento and was only in operation from 1904-1905 before it was purchased by the Northern Electric Railway in 1907. In 1914 after seven years in operation, the Northern Electric Railway entered into receivership, but not before beginning construction on its first venture into suburban service with the Swanston Branch line (Feather River Rail Society 2017; Robertson 1998:193).

The Swanston Branch line traversed the Town of North Sacramento, following the main line from the City of Sacramento over the American River to a point between the Globe Station (near the Globe Iron Works) and the North Sacramento Station, and turned eastward running parallel to Bassettlaw Avenue (now Arden Way) across the heart of North Sacramento to the Swanston meat packing house, just short of the Southern Pacific Railroad main line between Sacramento and Roseville (Technical Publishing Company 1915:95)(Figures 1 and 2). The Swanston Branch line was completed as part of the Sacramento Northern Railroad, which eventually acquired the failing Northern Electric Railway in 1918 (Robertson 1998:193). In the 1920s, the Oakland, Antioch, and Eastern Railway was renamed the San Francisco-Sacramento Railroad Company (1920), the Sacramento Northern Railroad was sold to the newly-incorporated Sacramento Northern Railway (1925), and the San Francisco-Sacramento Railroad Company sold to the Sacramento Northern Railway (1928). The Sacramento Northern Railway was formed by the Western Pacific Railroad, which operated it as a separate entity to encompass its growing collection of interurban railroad holdings (Feather River Rail Society 2017; Robertson 1998:193). At its height, the Sacramento Northern Railway operated 183 miles of track.

The Swanston Branch was once projected to extend to Folsom, but passenger service to Swanston was an early casualty of the Great Depression and the train service's competition with the increasingly-popular automobile. The line had suffered from a reduction in passenger traffic, and when the North Sacramento Land Company (the developer of the area) had sold most of its lots by 1933 and withdrew the subsidy for the train service, both the Elverta (Sacramento Northern's other venture into suburban service) and Swanston lines ended (Feather River Rail Society 2017). Passenger traffic throughout the company continued to dwindle and passenger service for the Sacramento Northern Railway ended for good in the early 1940s, when it became freight only (Robertson 1998:1995; Western Railway Museum 2017). Freight service continued through World War II, with reports of heavy usage (Feather River Rail Society 2017). By the mid-1940s, electric service switched to diesel, with the final electric line (Sacramento to Marysville) converting to diesel in 1965 (Robertson 1998:195). The Sacramento Northern Railway operated as a minor freight subsidiary of the Western Pacific Railroad until 1983, when Western Pacific's holdings were acquired by Union Pacific Railroad. At that time, the Sacramento Northern name ceased to exist and over the years, the track has been abandoned and removed (American-Rails.com 2017). In 1995, the City of Sacramento formed the City and County Bicycle Advisory Committee (SacBAC) by an ordinance and was established to provide advisory recommendations on implantation of bikeway facilities (City of Sacramento 2017). SacBAC has repurposed the bed of the abandoned Sacramento to Marysville line of the Sacramento Northern Railway as a 10.1-mile paved path as part of the Sacramento Northern Bike Trail, from downtown Sacramento to the farming community of Elverta. Based on historic aerial photographs of the area, the rails were removed sometime between 1978 and 1993 (NETR 1993; UCSB 1978).

CONTINUATION SHEET

Primary# 34-005215

HRI #

Trinomial

NRHP Status Code 6Z

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Recorded by: K.G. Beck & C. Miller *Date: October 27, 2017

*Resource Name or # (Assigned by recorder) Map ID 05

Continuation Update

(North Sacramento Chamber of Commerce 2017). However, even before the branch line was in place, U.S. Route 40 brought automobile traffic into North Sacramento and the community relied heavily on the businesses that sprouted up along resource or as a contributor to a larger historical resource (such as the entire Sacramento Northern Railway, P-34-000746).

Under NRHP Criterion B, CRHR Criterion 2, or SRHCR Criterion ii, the Swanston Branch Line is not significant for any associations with the lives of persons important to history. The branch line does not appear to have been a prominent achievement of a specific individual, such as an engineer or major executive who worked for the railroad. Individuals that worked on the construction of the railroad segment have not been identified. Many individuals work to construct a railroad segment, and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the branch line or were associated with the railroad during its period of significance had short associations with the it and would not illustrate any type of achievements significant to the past as an individual resources or as a contributor to a larger historical resource (such as the entire Sacramento Northern Railroad, P-34-000746).

Under NRHP Criterion C, CRHR Criterion 3, or SRHCR Criterion iii, the Swanston Branch Line is not significant because it is not an important example of a type, period, or method of construction. The branch line does not possess any unique or notable design characteristics or distinctive engineering that would merit listing in the NRHP or CRHR. There is no master architect or builder associated with railroad; therefore, it is not significant as the work of a master (SRHCR Criterion iv), and there is no evidence that the line represents the work of an important creative individual or master (SRHCR Criterion v).

Under NRHP Criterion D, CRHR Criterion 4, or SRHCR Criterion vi, the Swanston Branch Line is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Integrity

The NRHP recognizes a property's integrity through seven aspects or qualities: Location, Design, Setting, Materials, Workmanship, Feeling, and Association. In order to be listed in the SRCHR, an eligible property must also have integrity of location, design, setting, materials, workmanship and association. Of these seven aspects, the Swanston Branch Line only retains its location. The location of the Swanston Branch Line has remained the same since its construction in 1914-1915. However, the remaining aspects of the property's integrity are no longer intact and therefore, the Swanston Branch Line lacks the integrity necessary to convey its historical significance.

In conclusion, the Swanston Branch Line does not meet any of the criteria for the NRHP, CRHR, or SRCHR nor does it retain its historic integrity.

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*Resource Name or # (Assigned by recorder) Map ID 06

Recorded by: K.G. Beck & C. Miller *Date: October 27, 2017

Continuation Update

***B12. References:**

American-Rails.com

2017. Sacramento Northern Railway Map, 1939. Available online: <https://www.american-rails.com/sacramento.html>. Accessed November 27, 2017.

City of Sacramento

2017. City and County Bicycle Advisory Committee. Available online: <https://www.cityofsacramento.org>. Accessed December 4, 2017.

Feather River Rail Society

2017. Suburban Service to Elverta and Swanston. Available online: <http://www.wplives.org/sn/scoot.html>. Accessed November 27, 2017.

Nationwide Environmental Title Research (NETR)

1993. Historic Aerial of North Sacramento, California. Available online: <https://historicaerials.com/>. Accessed November 27, 2017.

North Sacramento Chamber of Commerce

2017. History of North Sacramento. Available online: <http://www.northsacchamber.org/history/>. Accessed November 27, 2017.

Robertson, Donald B.

1998. Encyclopedia of Western Railroad History, Volume IV: California. Caxton Printers, Ltd., Caldwell, Idaho.

Schmidt, M., and L. Compas

2002. Department of Parks and Recreation 523 Series Forms: P-34-000746/CA-SAC-571H. PAR Environmental Services, Inc., Sacramento, CA.

Shell Oil

1956. Street Map of Sacramento. H.M. Gousha Company, Chicago, Illinois. Available online: <https://www.davidrumsey.com>. Accessed November 27, 2017.

Technical Publishing Company

1915. *Journal of Electricity, Power and Gas*. Volume 34, p.95. Pacific Coast Electric Transmission Association, University of Minnesota. Available online: <https://books.google.com/books?id=cetBAQAAMAAJ>. Accessed November 27, 2017.

University of California, Santa Barbara (UCSB)

1978. Flight CAS 8121, Frame 244. Available online: http://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed October 23, 2017.

U.S. Geological Society (USGS)

1949. *Sacramento East, Calif.* 1:24000 Topographic Quadrangle Map. Reston, VA. Available online: <http://historicalmaps.arcgis.com/usgs/>. Accessed November 27, 2017.

Western Railway Museum

2017. Sacramento Northern Railway. Available online: <http://www.wrm.org>. Accessed December 4, 2017.

Page 1 of 1

*Resource Name or #: (Assigned by recorder) Map ID 08
 Continuation Update

P1. Other Identifier: 19th to 20th Street and UPRR ROW segment

***P2d. UTM:** (Give more than one for large and/or linear resources) **Zone** 10 S; 632101 mE / 4269910 mN

***P3a. Description:** Segments of the former Southern Pacific R Street railroad line were previously recorded in the City of Sacramento between 13th and 16th streets and 16th to 18th streets in 2013 and 2009, respectively (Par Environmental Services, Inc. 2013; Par Environmental Services, Inc. 2009). The location of the R Street railroad in the Union Pacific Railroad (UPRR) right-of-way (ROW) within the current study area for the project cited in P11, located between 19th and 20th streets, was inaccessible on October 27, 2017 due to ongoing maintenance and construction work at this part of the line. Survey of this area from the public road ROW along 20th Street on November 7, 2017 revealed that the R Street railroad line appears no longer extant. Further research performed for this resource confirmed that the alignment within the UPRR ROW was removed for the construction of the Sacramento Regional Transit Light Rail overcrossing structure within the R Street alignment in the 1980s and is no longer extant in the study area (**Photographs 1 and 2**).

***P3b. Resource Attributes:** HP11 – Engineering Structure (Railroad)

P5a. Photograph:



Photograph 1. Former R Street railroad alignment at 20th Street, camera facing west, November 7, 2017 (left)

Photograph 2. Former R Street railroad alignment at 20th Street, camera facing east, November 7, 2017 (right)

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

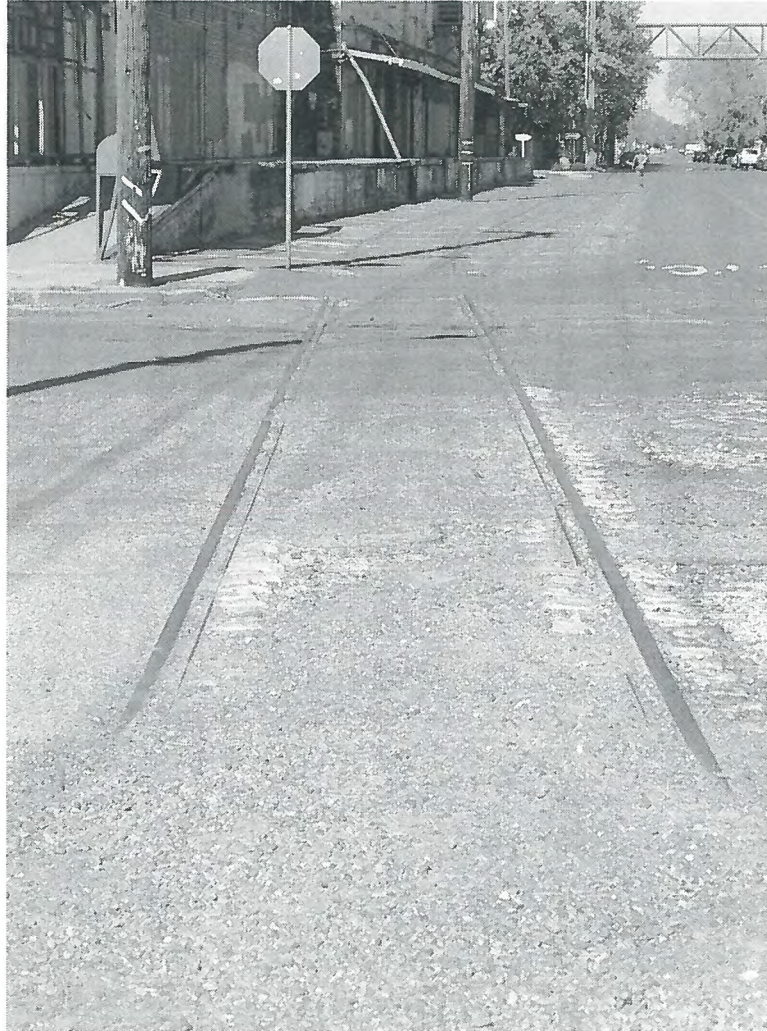
***P9. Date Recorded:** November 7, 2017

***P10. Survey Type:** Intensive

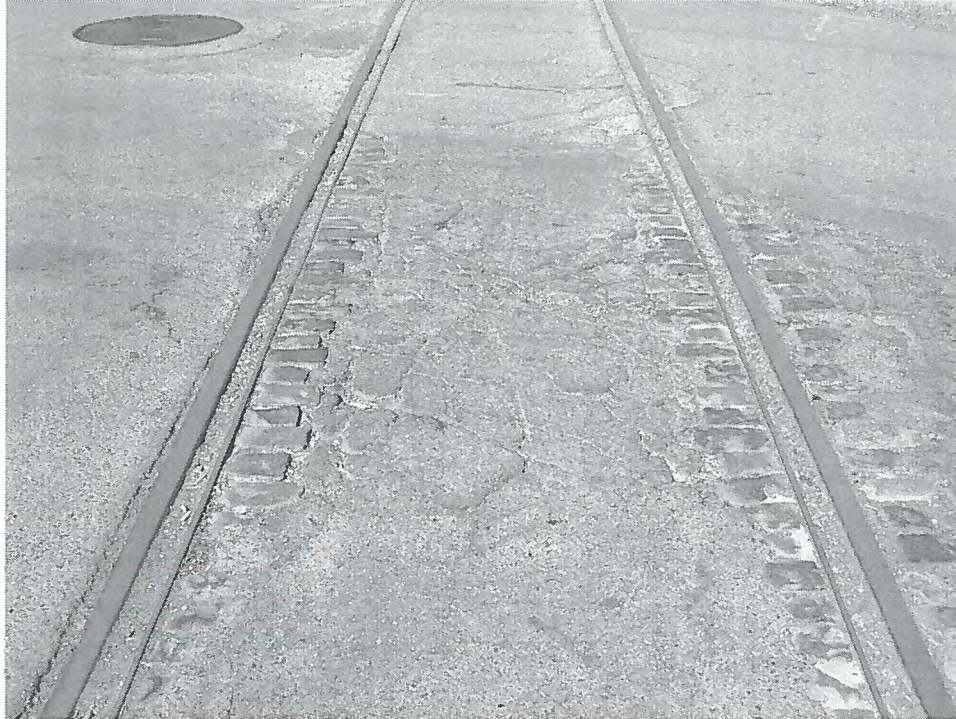
***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

P-34-000455
Maniery of PAR Environmental Services (2009)

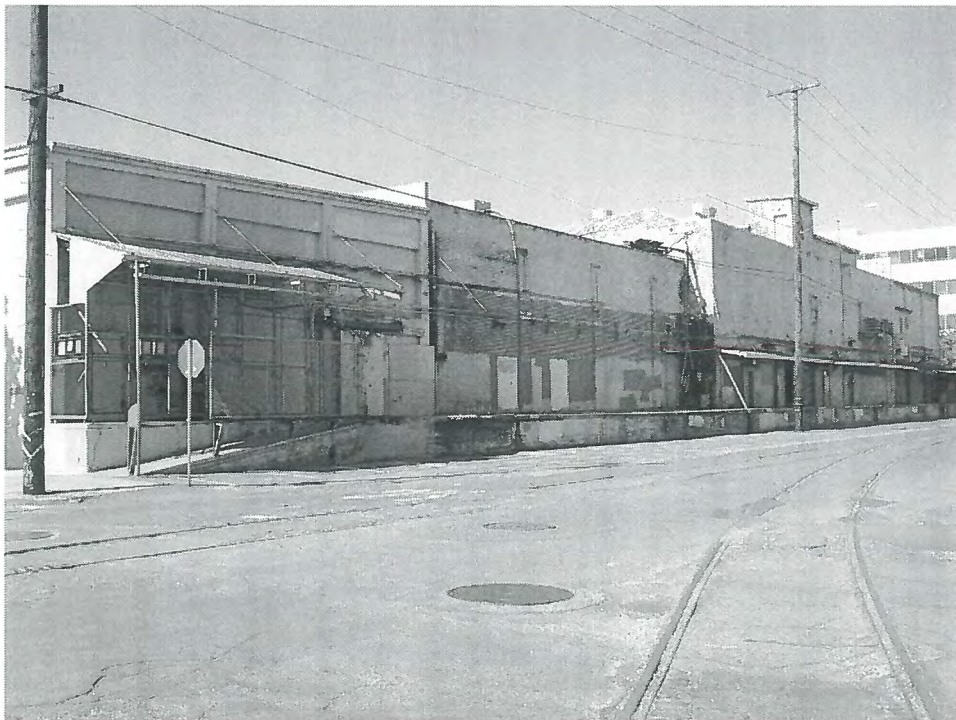
P5b. Description of Photo (continued):



Overview of Crystal Ice Storage Facility siding track, facing west (note cobbles). April 5, 2009. Accession #: 08-8007-DIG 2-3



Overview of cobbles along mainline track at the 17th and R street intersection, view facing west.
April 5, 2009. Accession #: 08-8007-DIG2-11

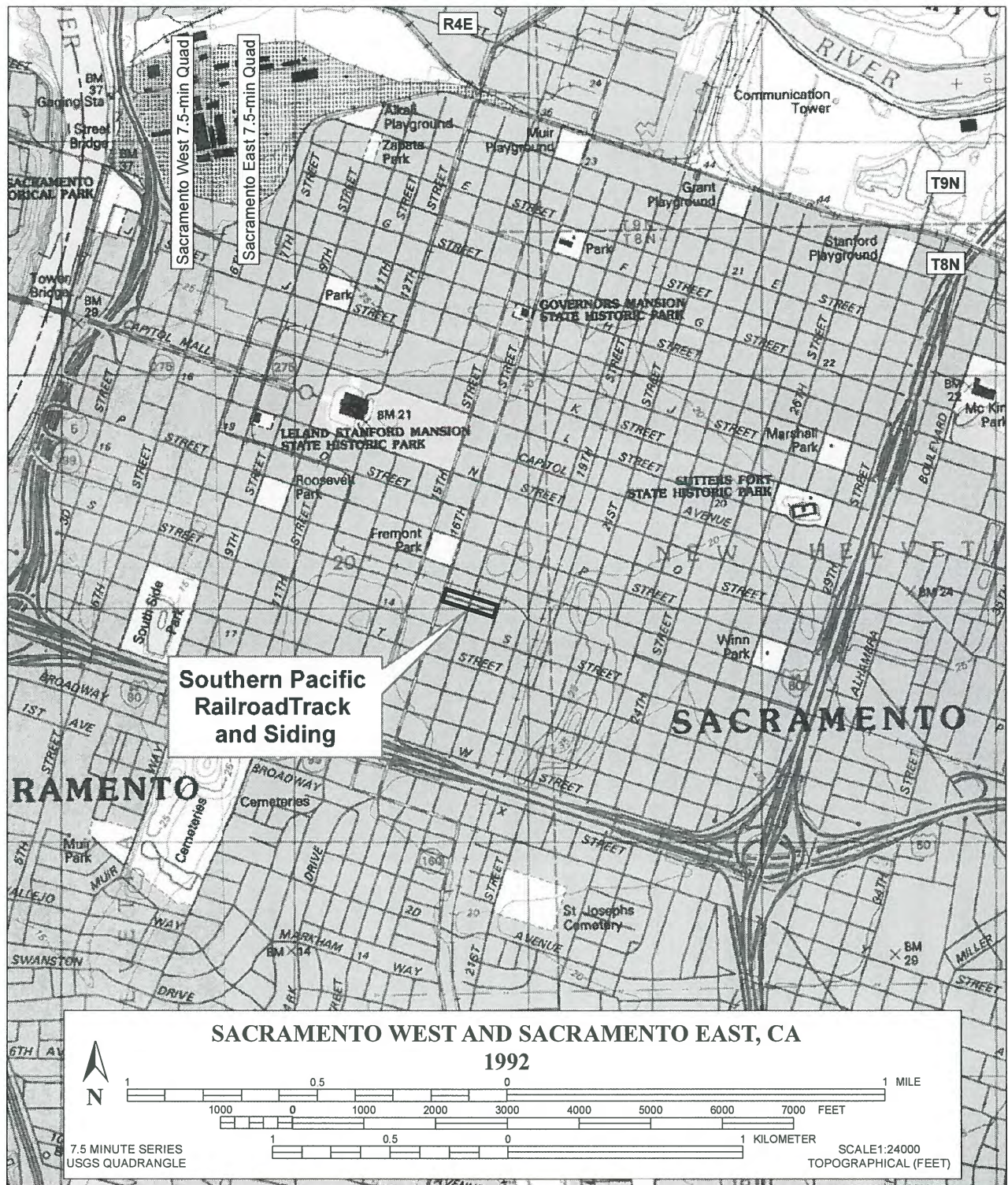


Overview of mainline track and siding tract trending toward Orchard Supply Company Warehouse, view facing southwest.
April 5, 2009. Accession #: 08-8007-DIG2-27



Overview of siding track (foreground) and mainline tract (obscured by gravel) along R Street from 17th Street to 18th Street, view facing northeast.
April 5, 2009. Accession #: 08-8007-DIG1-124

LOCATION MAP



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

Primary # 8-34-435
HRI# CA-SAC-428H

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*NRHP Status Code
*Resource Name or #: (Assigned by recorder)

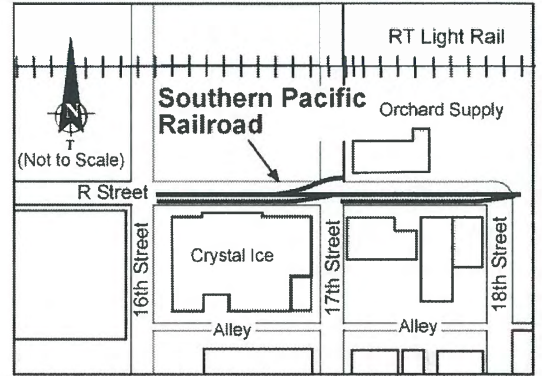
6Z
Southern Pacific R Street Railroad

B13. Remarks: N/A

(Sketch Map with north arrow required.)

*B14. Evaluator: Mary L. Maniery, M.A.

PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95816
Date of Evaluation: _____



(This space reserved for official comments.)

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

Primary # 57 P-34-455
HRI#
Trinomial CA-SAC-4286

Page 9 of 10

*Resource Name or #: (Assigned by recorder)

Southern Pacific R Street Railroad, 16th to 18th streets, Sacramento

L1. Historic and/or Common Name: Track and Siding

L2a. Portion Described: Entire Resource Segment Point Observation Designation: _____

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

R Street between 16th and 18th streets, Sacramento, Sacramento County, California 95814.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate)

The resource consists of two parallel sets of standard gauge railroad tracks constructed by the Southern Pacific Railroad circa 1903-1904 and retired from service circa 1980s. The mainline track extends from the east side of the intersection at R and 16th streets to the east side of the intersection at R and 17th streets. These tracks are part of a larger system of tracks that ran down the center of R Street from the Sacramento waterfront on Front Street to Alhambra Boulevard. Segments of this line have been removed (between 14th and 15th streets), some segments have been paved, and others remain visible. A siding track is located approximately 20 feet south of the mainline. The siding abuts the Crystal Ice and Cold Storage facility loading dock.

Between 16th and 17th streets, almost the entire rail section is visible and devoid of asphalt covering. At the intersection of R and 16th streets, an area of 40 feet consists of the merging of siding track that once serviced Palm Iron Works into the mainline track. The mainline track then extends down the center of R Street approximately 240 feet from the merge of the Palm Iron Works siding track. At the west side of the intersection of R and 17th streets, the mainline splits. One arm continues in the middle of the street through the intersection. The other arm extends northward approximately 120 feet. The north trending arm is the siding track that was used to serve the Orchard Supply Company warehouse. The majority of the rail on R Street between 17th Street and 18th Street has been removed or covered with gravel.

Siding track in front of the Crystal Ice and Cold Storage Facility parallels the mainline track, beginning at the east side of the intersection of R and 16th streets. The west end of siding track is capped by a metal bumper, used to prevent railroad cars from sliding off the tracks. The siding track extends approximately 400 feet eastward along the north side of the Crystal Ice and Cold Storage facility. The siding track joins with the mainline approximately 60 feet east of the R and 17th streets intersection.

Granite cobbles abut the mainline and siding rails on both the inside and outside at the R and 17th streets intersection. Historically these cobbles were used to support and protect the rail from cross traffic at the intersections.

Other rail features that exist on R Street between 16th and 18th streets are switching boxes. The first box (Feature 1) is located on R Street between 16th and 17th streets. The box is 70 feet east of the start of the mainline track at the R and 16th street intersection. The switching box is approximately 3.5 feet long and 2 feet wide, and is located on the south side of the mainline rails. The second box (Feature 2) is located on R Street between 17th and 18th streets.

L4a. Dimensions: (In feet for historic features and Meters for prehistoric features)

L4e. Sketch of Cross-Section (Include scale)

Facing:

Track

See attached sketch map

a. Top Width: 5' 2 1/4" outside measure,
5' inside measure

b. Bottom Width: 9"

c. Height or Depth: 5' 2 1/4" outside measure
5' inside measure

d. Length of Segment: 400 linear feet

Siding:

a. Top Width: 5' 2 1/4" outside measure
5' inside measure

b. Bottom Width: 5' 2 1/4" outside measure
5' inside measure

c. Height or Depth: 9"

d. Length of Segment: 400 linear feet

P-34-000455
Baker of PAR Environmental Services (2013)

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

Primary # P-34-000455

HRI#

Trinomial

CA-SAC-4284

NRHP Status Code

6Z

Other Listings

Review Code

Reviewer

Date

Page 1 of 10 *Resource Name or #: (Assigned by recorder) 4 (SPRR R Street Track and Siding, 13th to 16th streets)

P1. Other Identifier: Southern Pacific R Street Railroad, 13th to 16th streets, Sacramento

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

*b. USGS 7.5' Quad Sacramento East, CA Date 1992 T 8N R 4E of Sec. 20; MDM

c. Address R Street, 13th to 16th streets City Sacramento Zip 95814

d. UTM: (Give more than one for large and/or linear resources) Zone 1 ; 631394 mE/ 4270410 mN NAD 83
0

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

This segment of track is located on R Street between 13th and 16th streets in the City of Sacramento. The given UTM is the track location at the center of the 14th Street and R Street intersection. From this point the track extends 340 feet to the west and 349 feet to the east.

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

This segment of the Southern Pacific R Street Railroad track is the mainline between 13th and 15th streets and consists of a fragmented section of track and a single short length of siding. There are plates associated with train operations on R Street east of 14th Street. The rest of the track and any spurs, including those between 15th and 16th streets, have been removed. Granite cobbles line each side of the tracks at the intersection of 14th and R streets. The tracks have two remaining features. See DPR 523E Linear Feature form for additional detail on features.

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

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

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



P5b. Description of Photo: (View, date, accession #) West from 15th along R Street, 8-1-2013, #310

*P6. Date Constructed/Age and

Sources: Historic
 Prehistoric Both
Main Track 1903

*P7. Owner and Address:

City of Sacramento
915 I Street
Sacramento, CA 95814

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

PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95816

*P9. Date Recorded: 8-1-2013

*P10. Survey Type: (Describe)

Cultural Resources Inventory

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

Baker, C. 2014 Historical Resources Evaluation Report. R Street Phase III Improvement Project, 13th to 16th Streets, City of Sacramento, California. PAR Environmental Services, Inc., Sacramento, California.

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

DPR 523A (1/95)

*Required Information

11585

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

Primary #
HRI#
Trinomial

P-34-455
CA-SAC-428H

Page 2 of 10 *Resource Name or #: (Assigned by recorder) 4 (SPRR R Street Track and Siding, 13th to 16th streets)
*Recorded by: PAR Environmental Services, Inc. *Date 8-2-2012 Continuation Update

P5a. Photos: (Continued)



View West down R Street from 15th Street, 8-1-2013, DIG#306



View West down R Street from 14th Street, 8-1-2013, DIG#317

Page 3 of 10 *Resource Name or #: (Assigned by recorder) 4 (SPRR R Street Track and Siding, 13th to 16th streets)
*Recorded by: PAR Environmental Services, Inc. *Date 8-2-2012 Continuation Update



View East down R Street from 14th Street, 8-1-2013, DIG#318



Detail of Granite Cobble lining tracks, View West down R Street from 14th Street, 8-1-2013, DIG#321

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

Primary # P-34-000455
HRI#
Trinomial CA-SAE-428H

Page 4 of 10 *Resource Name or #: (Assigned by recorder) 4 (SPRR R Street Track and Siding, 13th to 16th streets)
*Recorded by: PAR Environmental Services, Inc. *Date 8-2-2012 Continuation Update



Main Track and Siding, View East down R Street from 13th Street, 8-1-2013, DIG#326



View Northeast down R Street from 13th Street, 8-1-2013, DIG#327

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

Primary # P-34-000455
HRI# _____
Trinomial SAC-4284

Page 5 of 10 *Resource Name or #: (Assigned by recorder) 4 (SPRR R Street Track and Siding, 13th to 16th streets)
*Recorded by: PAR Environmental Services, Inc. *Date 8-2-2012 Continuation Update



Siding feature, east of 14th/R Street intersection, View east, 5-15-14, IMG#498

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

Primary # 2-34 P-34-455
 HRI# _____
 Trinomial AC-428H

Page 7 of 10 *Resource Name or #: (Assigned by recorder) 4 (SPRR R Street Track and Siding, 13th to 16th streets)

L1. Historic and/or Common Name: Track and Siding

L2a. Portion Described: Entire Resource Segment Point Observation Designation: _____

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

R Street between 13th and 16th streets, Sacramento, Sacramento County, California 95814.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate)

This resource consists of a short segment of two parallel sets of standard gauge railroad tracks constructed by the Southern Pacific Railroad circa 1903-1904 and retired from service circa 1980s. These tracks were part of a larger system of tracks that ran down the center of R Street from the Sacramento waterfront on Front Street to Alhambra Boulevard. The track has been removed between 15th and 16th streets, some segments have been paved over and others remain visible. Granite curbstones abutted the mainline on both the inside and outside of the R and 14th streets intersection, although many of these have been removed. These curbstones were used to support and protect the rail from cross traffic at the intersections. The only other remaining feature is a set of two metal boxes located on either side of the track east of the 14th and R Street intersection. These measure 17.5 inches long by 1 foot 1 inch wide. They likely served as a portion of the switching system visible on a 1915 Sacramento City Sanborn Fire Insurance Map. The siding track at this location has either been completely removed or covered by the modern road surface.

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

L4c. Sketch of Cross-Section (Include scale)

Facing: _____

a. Top Width 4' 8 1/2"

b. Bottom Width 4' 8 1/2"

c. Height or Depth Filled with asphalt

d. Length of Segment 690'

See attached photograph

L5. Associated Resources:

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

The R Street corridor was a heavily developed industrial area that includes a number of industrial warehouses, loading docks and freight entrances that reflect the important role that the corridor played in the freight and wholesale supply business of the city from the turn of the twentieth century to the 1950s. R Street lacks the formal street demarcation, curbing and uniform sidewalks that characterize much of the rest of downtown Sacramento's commercial and urban residential area. Setbacks are varied with informal parking areas directly abutting the building facades. Street surfacing is a mix of asphalt, dirt, and concrete pads.

L7. Integrity Considerations:

The remaining track and siding within the APE retain integrity of location, but little else. They are on the same alignment and route as originally constructed, and reflect a standard rail design. The use of granite curbstones that remain at one intersection add very modestly to the integrity of design and materials. The setting is increasingly less industrial in feel and is no longer consistent with historic photographs taking during the period of significance. The route no longer retains the feel and association of a transportation and freight route. Lacking integrity, this segment of railroad does not appear eligible for listing in the National Register of Historic Places.

L8a. Photograph, Map or Drawing



DPR 523E (1/95)

L8b. Description of Photo, Map or Drawing (View, scale, etc.)
West from 15th along R Street,
8-1-2013, #310

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)
C. Baker
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95811

L11. Date 8-1-2013

P1. Other Identifier: Union Pacific Railroad (UPRR)

***P2d. UTM: Zone** 10 S

Segment 1, Thornton, San Joaquin County, CA: 637480mE / 4234286mN to 638684mE / 4231302mN

Segment 2, Lodi, San Joaquin County, CA: 642426mE / 4223554mN to 644728mE / 4218257mN

Segment 3, Stockton, San Joaquin County, CA: 647791mE / 4211643mN to 6497295mE / 4207396mN

***P3a. Description:** This form records various segments of the former Western Pacific Railroad (WPRR), now the Union Pacific Railroad (UPRR), within the existing railroad right-of-way (ROW) along an approximately 51-mile corridor proposed for improvements within the Valley Rail Sacramento Extension Project study area. Segments were updated or recorded between the cities of Rio Linda and Stockton; three of which are within San Joaquin County. The San Joaquin County segments are listed in *P2d. (above) from north to south, with UTMs for each segment's end points. The railroad was originally constructed in 1909, is still actively running, and has been continually maintained and improved with new ties, ballast, and rails. After its purchase by the UPRR in 1982, the majority of the railroad's rails and associated hardware were changed to support heavier trains (Wee 1995). Previous researchers evaluated segments of the WPRR in San Joaquin County and found the railroad to appear eligible for listing in the National Register of Historic Places (NRHP) and California Register of Historical Resources (CRHR) under Criterion A/1 for its important contribution to California's transportation history, but the segments lacked the integrity necessary to convey its historical significance (Hibma 2008; Byrd 2002; Jenson 2004; Lawson 2008; Longfellow 2006; Larson and Johnson 2003; Egberman 2001). This form will describe/update and evaluate for listing in the NRHP/CRHR the previously and newly recorded rail sections inspected during the current study.

The **Segment 1** is an approximately 2-mile long single track and extends between Barber Road on the north end to West Kile Road on the south end, located in the community of Thornton (**Photograph 1**). (Continued on following pages)

***P3b. Resource Attributes:** HP11 – Engineering Structure (Railroad); HP20 – Canal/Aqueduct (Culverts)

P5a. Photograph:



Photograph 1. Segment 1 of WPRR at North New Hope Road, camera facing northwest, November 8, 2017

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

***P9. Date Recorded:** November 2017 and October 2018

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

The Segment 1 was inspected on November 8, 2017, and was found to have rails dating to 2013, as well as replacement ballast, ties, and hardware. The New Hope Road crossing has modern crossing arms and concrete infill road panels. One culvert is associated with this segment, which is a four-foot diameter corrugated metal pipe embedded in board-formed concrete (Photograph 2). In addition, a concrete slab that may have been a concrete side wall was observed just south of the trackway.



Photograph 2. Culvert under Segment 1 of WPRR, camera facing northwest, November 8, 2017



Photograph 3. North end of Segment 2 with West Turner Road crossing in background, camera facing northwest, October 9, 2018

The Segment 2 is an approximately 3.45-mile-long single track that extends between West Turner Road on the north end, through W. Kettleman Lane (Highway 12), to approximately 280-feet south of West Harney Lane on the south end (**Photograph 3**). Three portions of railroad in Segment 2 have been previously recorded and have been assigned the same Primary Number by California Office of Historic Preservation (OHP) (P-39-000098). In 2015 T. Spillane and D. Alexander of SWCA Environmental Consultants recorded a segment of rail that extends from W. Kettleman Lane (Highway 12) for three miles to the north, past the northern boundary of the Lodi Station footprint (Spillane and Alexander 2015). This segment was also not evaluated. B. Larson and E. Johnson of JRP Historical Consulting Services (JRP), recorded a 200-foot long segment in Segment 2, located at the intersection of W. Kettleman Lane (Highway 12) in 2003. Larson and Bryan did not evaluate the segment, but noted that “the integrity of this resource has been compromised through replacement of its track, ballast, ties, and other engineering features following Union Pacific’s 1983 acquisition of Western Pacific” (Larson and Johnson 2003). The third segment of rail that was recorded occurred in 2015 by Ian Patrick of Patrick GIS Group, Inc. who recorded a 1.23-mile long segment, including the 330 feet south of West Harney Lane. Patrick did not evaluate the segment, but noted that rails were well maintained (Patrick 2015).

Segment 2 was inspected on November 9, 2017. Near the segment’s intersection with W. Kettleman Lane (Highway 12) the rails date to 2006 and replacement ballast, ties, and hardware were observed (**Photograph 4**). The W. Kettleman Road crossing has wood crossing arms and concrete infill road panels. North of the intersection with West Harney Lane, there is a siding adjacent to a parcel occupied by Simplot (**Photograph 5**). The siding first appears on the 1942 *Lodi, Calif.* USGS topographic quadrangle; however the rails have been replaced as the nails were embossed with date stamps of 1954, 1962, 1997, and 2012. On the west side of the trackway along the siding, there is a box vault covered with wood planks and plywood sheets (At the West Harney Lane crossing, the crossing arms have been replaced and there are concrete infill road panels. The ballast in this area has been maintained. On the south end of the segment the plates date to 2013, with rails dating to 1968 dumped along the line. The south end of the segment, wide ballast associated with a former spur line located on the southeast side of the existing trackway was observed.



Photograph 4. Segment 2 of WPRR at intersection with W. Kettleman Lane (Highway 12), camera facing northwest, November 9, 2017



Photograph 5. Segment 2 of WPRR at Simplot Siding, camera facing northwest, November 9, 2017

Segment 3 is approximately 3.3-miles long that extends from 900-feet south from Bear Creek on the north end to approximately 220-feet north of March Lane in Stockton (**Photograph 6**). The segment was inspected on November 9, 2017. Swain Road is a paved four-lane road with a shoulder and the railroad crossing has modern crossing arms and concrete infill road panels. The rails date to 1960 and 1979 and the ties and ballast have been replaced. This segment is in an urban setting and highly disturbed soil and modern trash were observed in the vicinity of the rail line; heavy vegetation was observed near the south end of the segment. Post-World War II residential developments are located along much of the segment; a light industrial and a senior living facility are located at the south end. A utility line consisting of wooden poles of various heights with cross arms and black and clear insulators was observed along the segment. Several of the poles appear to have been replaced.



Photograph 6. Segment 3 of WPRR, north of E. March Lane, showing telegraph lines, camera facing northwest, November 9, 2017

*B10. **Significance: Theme** Railroad Transportation **Area** San Joaquin County
Period of Significance 1909 **Property Type** Railroad and Associated Structures **Applicable Criteria** N/A

None of the previously recorded segments of the former WPRR rail line in the Valley Rail Sacramento Extension Project study area in San Joaquin County recorded on this form included formal evaluations of the rail lines for the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or local registers as potential California Environmental Quality Act (CEQA) historical resources. After review of the previous recordations and current field checks and research, the present evaluation concludes that the segments of the WPRR within the Valley Rail Sacramento Extension Project study area do not appear to meet the criteria for listing in the NRHP, CRHR, or local registers, nor do they appear to be historical resources for the purposes of CEQA. The properties have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

(Adapted from Kaptain and Shantry 2005; Krase 1999; McKee 1998)

The Western Pacific Railway was incorporated in 1903 (in California) and was the last of eight transcontinental railroads to be built. The railroad offered the first serious competition to the Southern Pacific Railroad (SPRR) in northern California. [This Western Pacific Railway, reorganized in 1916 as WPRR, has no relation to the earlier, short-lived Western Pacific Railroad that was acquired by the Central Pacific Railroad (CPRR) in 1867]. Construction began in 1906 of a northerly route from Salt Lake City, Utah, to the San Francisco Bay, crossing the Sierra Nevada via Beckwourth Pass and the Feather River Canyon. The route through the nearly impassable terrain of the Feather River Canyon included a one percent grade through the Sierra Nevada, a remarkable engineering achievement. By routing its line to a terminus in Oakland, California, the WPRR broke the SPRR monopoly on the Oakland waterfront, gaining access to San Francisco Bay. Freight service to Oakland began December 1, 1909, and passenger service on August 10, 1910 (Robertson 1998). Despite its initial success, the WPRR was forced into receivership in 1915 and reorganized as the Western Pacific Railroad Corporation in 1916. The WPRR had inadequate connections to points of origin for shipping—being constructed through sparsely populated mountain and desert regions, and without feeder branch lines—which handicapped the company, and the company was burdened by construction costs (Krase 1999:5; McKee 1998:4).

After the reorganization of the company, freight and passenger business for the WPRR increased with the opening of the San Francisco Panama Pacific Exposition in 1915 and with the growth of the California economy during World War I. Between 1916 and 1929, the company expanded with the construction and acquisition of more than a dozen branch and short railroad lines, including the Sacramento Northern Railway (P-34-000747 and P-34-005125), which stimulated its growth in the transportation of industrial freight, agricultural freight, and passengers. Whereas the CPRR was built largely as a military and strategic railroad to connect the Pacific Coast territory to the United States during and after the Civil War, the WPRR was designed with freight capacity in mind, at a time when the agricultural industry was flourishing in California. However, the WPRR faltered with the economic conditions of the Great Depression and the company was once again facing bankruptcy before it was jumpstarted by the rail business brought about by World War II.

World War II stimulated railroad business nationwide. Rail lines were used to transport servicemen and women, military equipment, and heavy industrial freight across the country. In the boom time of the postwar years, the company's prospects improved. During this period, the WPRR modernized its engines from steam to diesel locomotives, and implemented high-speed passenger service across the country (Kaptain and Shantry 2005). The 1950s and 1960s were the height of the WPRR's *California Zephyr* passenger train, which provided luxury options such as reserved berths, a buffet lounge, a cocktail bar, and a dining car. The company survived a buy-out threat by the SPRR in the 1960s, and in 1970, became a subsidiary to Western Pacific Industries in a phase of aggressive equipment modernization. However, this proved inadequate to the fundamental problems of being a carrier required to participate in other railroads joint rates to the same points served by single-line carriers given economic advantage by the Staggers Act of 1980. Thus, in 1982 the WPRR merged with the UPRR.

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, the WPRR has a significant association with important historic events. The railroad is significant for its influence on the development of the city of Oakland because the WPRR terminus in that city eliminated the SPRR monopoly on the Oakland waterfront. The railroad also is representative of the last transcontinental railroad to be constructed in the United States. However, the historic integrity of the five segments within the ACE Sacramento Extension study area that are documented by this form has been compromised through replacement of track, ballast, ties, and other engineering features. Therefore, the five segments of the WPRR located in San Joaquin County in the ACE Sacramento Extension Study Area are not eligible under NRHP Criterion A or CRHR Criterion 1 as individual resources or as contributors to a larger property such as the entire WPRR.

Under NRHP Criterion B or CRHR Criterion 2, the individual railroad segments are not significant for any associations with the lives of persons

important to history. The railroad segments do not appear to have been a prominent achievement of a specific individual, such as an engineer or major executive who worked for the railroad. Individuals that worked on the construction of the individual railroad segments in the ACE Sacramento Extension Study Area have not been identified. Numerous people worked to construct the railroad and properties of this type generally lack the ability to illustrate an individual's contribution to history. Individuals that constructed the railroad or were associated with the railroad during its period of significance had short associations with the railroad and would not illustrate any type of achievements significant to the past as an individual resource or as a contributor to a larger historical resource. Therefore, the segments of the WPRR in the Study Area are not eligible under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger property such as entire WPRR.

Under NRHP Criterion C or CRHR Criterion 3, the railroad segments in the ACE Sacramento Extension Study Area are not significant because they are not important examples of a type, period, or method of construction. There is no evidence that unusual materials or engineering solutions were utilized on these segments, which covered flat terrain and presented none of the engineering challenges the WPRR faced on its routes through the Feather River Canyon and Niles Canyon. Also the segments are within an active rail line and their historic integrity has been compromised. Its rails, ties, and ballast have been replaced as part of maintenance and facility upgrades. Therefore, the five segments of the WPRR are not eligible under NRHP Criterion C or CRHR Criterion 3 as individual resources or as contributors to a larger property such as the entire WPRR.

Under NRHP Criterion D or CRHR Criterion 4, the railroad segments are not significant as a source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies. Therefore, the five segments of the WPRR in the ACE Sacramento Extension Study Area are not eligible under NRHP Criterion D or CRHR Criterion 4 as an individual resource or as a contributor to a larger property such as the entire WPRR.

In conclusion, the railroad segments do not meet NRHP or CRHR criteria and are not historical resources for the purposes of CEQA or to be contributors to a larger property such as the entire WPRR.

***B12. References:**

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2002 California Department of Parks and Recreation 523 Forms for WPRR Segment. Jones & Stokes, Sacramento, CA. Prepared for *A Historic Resources Evaluation Report, I-5/French Camp Road Interchange and Sperry Road Extension Project, San Joaquin County, California*. On file as Primary Number P-39-000098 at the Central California Information Center, CSU Stanislaus, Turlock, CA.

Egherman, R.

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2004 California Department of Parks and Recreation 523 Forms for Union Pacific Railroad. Genesis Society, Yuba City, CA. Prepared for *Archaeology Inventory Survey, Proposed Alpine Packing Annexation and Development Project, c. 1,100 Acres Adjacent to Eightmile Road, Lower Sacramento Road, and West Lane, San Joaquin County, California*. On file as Primary Number P-39-000098 at the Central California Information Center, CSU Stanislaus, Turlock, CA.

Kaptain, Neal, Christian Gerike, and Benjamin Matzen

2007 *A Cultural and Paleontological Resources Study for the Tidewater Crossing Project, Stockton, San Joaquin County, California*. LSA Associates, Port Richmond, CA.

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1999 *First Addendum Historic Architecture Survey Report for the Interstate 880/Mission Boulevard Interchange Project in the Cities of Fremont, Alameda County, and Milpitas, Santa Clara County.* Oakland, California: Caltrans District 4.

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Lawson, Natalie

2008 California Department of Parks and Recreation 523 Forms for Segment of the Western Pacific Railroad. CH2M Hill, Santa Ana, CA. Prepared for *Lodi Energy Center Project (LEC); Cultural Resources Assessment.* On file as Primary Number P-39-000098 at the Central California Information Center, CSU Stanislaus, Turlock, CA.

Longfellow, Joy

2006 California Department of Parks and Recreation 523 Forms for Sharpe Army Depot Field Annex Railroad Spur. LSA Associates, Inc., Point Richmond, CA. Prepared for *A Cultural and Paleontological Resources Study for the Tidewater Crossing Project, Stockton, San Joaquin County, California.* On file as Primary Number P-39-000098 at the Central California Information Center, CSU Stanislaus, Turlock, CA.

Martin, Thomas, et al.

2009 California Department of Parks and Recreation 523 Update Forms for Western Pacific Railroad. Garcia and Associates (GANDA). On file as Primary Number P-39-000098 at the Central California Information Center, CSU Stanislaus, Turlock, CA.

McKee, Elizabeth

1998 State of California Department of Parks and Recreation Forms 523 for Western Pacific Railroad. Oakland, CA: Caltrans District 4.

Robertson, Donald B.

1998 *Encyclopedia of Western Railroad History, Volume 4: California.* Caxton Press, Caldwell, Idaho.

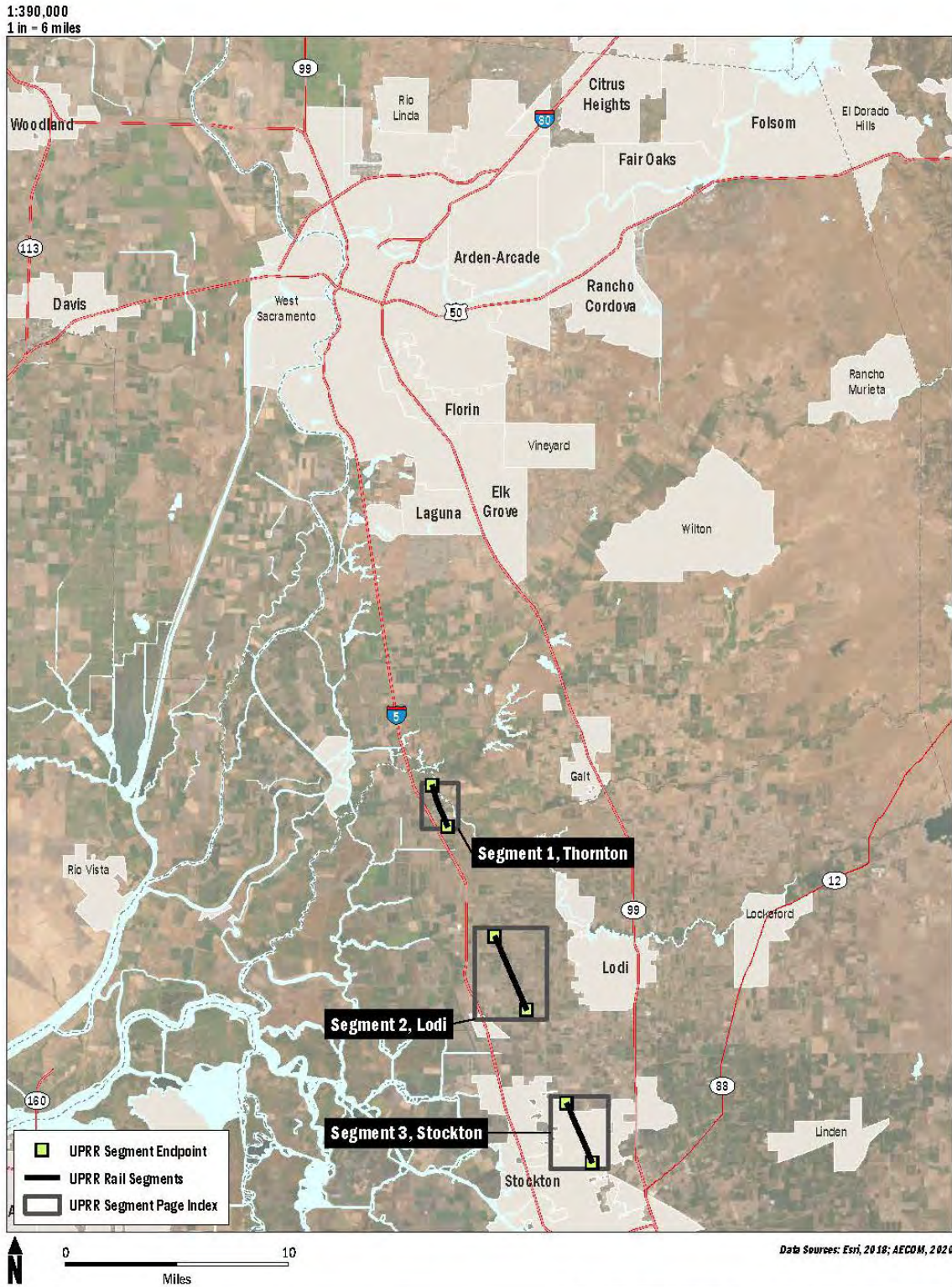
Spillane, T., and D. Alexander

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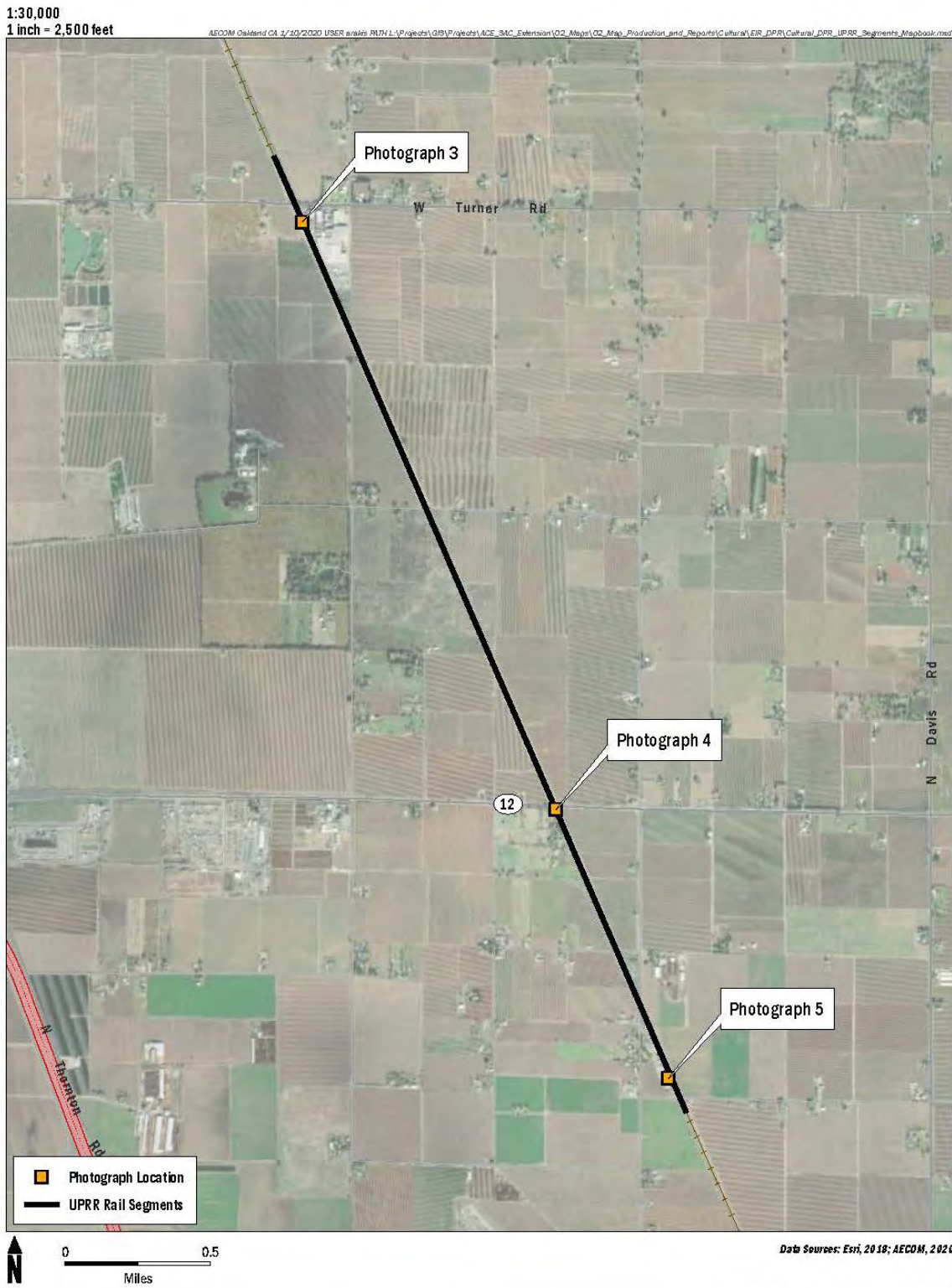
Location Maps:



UPRR SEGMENTS - INDEX SHEET



SEGMENT 1, THORNTON



SEGMENT 2, LODI

1:24,000
1 inch = 2,000 feet

AECOM_Gaillard_CJ_2/20/2020_USER_savits_RTH_L:\Projects\GIS\Projects\ACE_SAC_Extension\02_Maps\02_Map_Production_and_Reports\Cultural\EIR_DPR\Cultural_DPR_UPRR_Segments_Arqsbook.mxd



Data Sources: Esri, 2018; AECOM, 2020

SEGMENT 3, STOCKTON

P-39-000098
Larson and Johnson of JRP (2002)

new segment

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

PRIMARY RECORD

Primary # P-39-000098
HRI # _____
Trinomial CA-SJO-000292H
NRHP Status Code 7
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*Resource Name or #: Western Pacific Railroad; JJ-10

4/2004

P1. Other Identifier: Union Pacific Railroad

***P2. Location:** Not for Publication Unrestricted *a. County: San Joaquin

* b. USGS Quad: Lodi South (1968; photorevised 1976); T3N R6E ; MDBM

c. Address:

d. UTM: Zone 10; 643927 mE/ 4220011 mN NAD27 at the NW end; 644150 mE/ 4219517 mN at the NE end

e. Other Locational Data:

The southeast end is in the NW 1/4 of the NE 1/4 of Section 18, the northwest end is in the SW 1/4 of the SE 1/4 of Section 7, Highway 12, post mile 12.35, both (north and south) sides, intersects edge-of-pavement; segment passes through (is partially within) the Caltrans right-of-way.

From the intersection of Interstate 5 and Highway 12 in Lodi, travel approximately 2.1 miles east on Highway 12 to the railroad crossing.

GPS data were collected for the railroad segment and for the north and south edges-of-pavement.

***P3a. Description:**

This resource, consisting of a segment of the old Western Pacific Railroad main line (now owned by Union Pacific), was recorded during the Caltrans District 10 Rural Roads Inventory, which is limited to the Caltrans right-of-way. The segment is described in detail on the attached Linear Feature Record.

In 1903, Western Pacific Railway Company incorporated to construct a main line from Oakland to Salt Lake City, crossing the Sierra Nevada by way of Feather River Canyon and Beckwourth Pass. Construction began in late 1905 and was completed in 1909. In California the track went from Oakland south to Niles Junction, then turned east to pass through the Livermore Valley and Altamont Pass. The route then turned south into the San Joaquin Valley toward Tracy, looping northward to Stockton, Sacramento, Marysville, and Oroville, before beginning its ascent of the Sierra Nevada.
(See Continuation Sheet)

***P3b. Resource Attributes:** HP 11 Engineering structure

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

P5a. Photo or Drawing: none

***P5b. Description of Photo:**
See Linear Feature Record.

***P6. Date Constructed/Age & Sources:**
 Historic Prehistoric Both
1905-1909

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

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

***P9. Date Recorded:** 2/28/2003

***P10. Survey Type:**
Reconnaissance survey

***P11. Citation:** Leach-Palm, L. et al. 2004. Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California.

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

CONTINUATION SHEET

Primary # P-39-000098
HRI # _____
Trinomial CA-SIS-0002924

Page 2 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

*Recorded By: B. Larson and E. Johnson

*Date: 2/28/2003 Continuation Update

P3a. Description (continued).

The Western Pacific operated under its original name until 1983, when it and Missouri Pacific merged with Union Pacific Railroad to form the third largest rail system in the United States. Shortly after the merger, the Union Pacific laid plans to improve the old Western Pacific trackage so that larger locomotives and heavier freight cars could be hauled overland at higher speeds. In its application to take over the Western Pacific, the Union Pacific outlined a \$90 million five year plan for improvements to Western Pacific trackage in Northern California and Nevada. This work included laying new heavier rails, placing new ties in the roadbed, and improving the earth roadbed to permit higher tonnage.

References:

Crump, Spencer. Western Pacific: The Railroad That Was Built Too Late. Los Angeles: Trans-Anglo Books, 1963.

Hatoff, Brian. "Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project." Woodward-Clyde Consultants, 1995 (Draft)

L1. Historic and/or Common Name: Western Pacific Railroad; Union Pacific Railroad

L2a. Portion Described: Entire Resource Segment Point Observation **Designation:** JJ-10

L2b. Location of Point or Segment:

Lodi South quadrangle, Highway 12, post mile 12.35, both (north and south) sides, intersects edge-of-pavement; segment passes through the right-of-way. From the intersection of Interstate 5 and Highway 12 in Lodi, travel approximately 2.1 miles east on Highway 12 to the railroad crossing.

GPS data were collected for the segment and for the north and south edges-of-pavement.

L3. Description:

The railroad at this recordation point crosses the Highway 12 right-of-way following a roughly north-south alignment. The line consists of a single track with heavy gauge modern rails, pressure treated ties, and a broad, crushed granite ballast berm. There are modern crossing guards and a concrete plate deck at the highway primary.

L4. Dimensions:

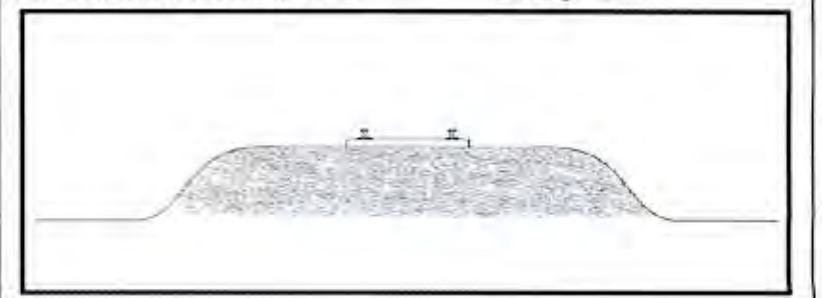
- a. **Top Width:** approximately 30 feet
- b. **Bottom Width:** approximately 40 feet
- c. **Height or Depth:** 8 feet
- d. **Length of Segment:** 200 feet

L5. Associated Resources:

Modern crossing guards and concrete plates at crossing.

L4e. Sketch of Cross-Section:

Facing: North

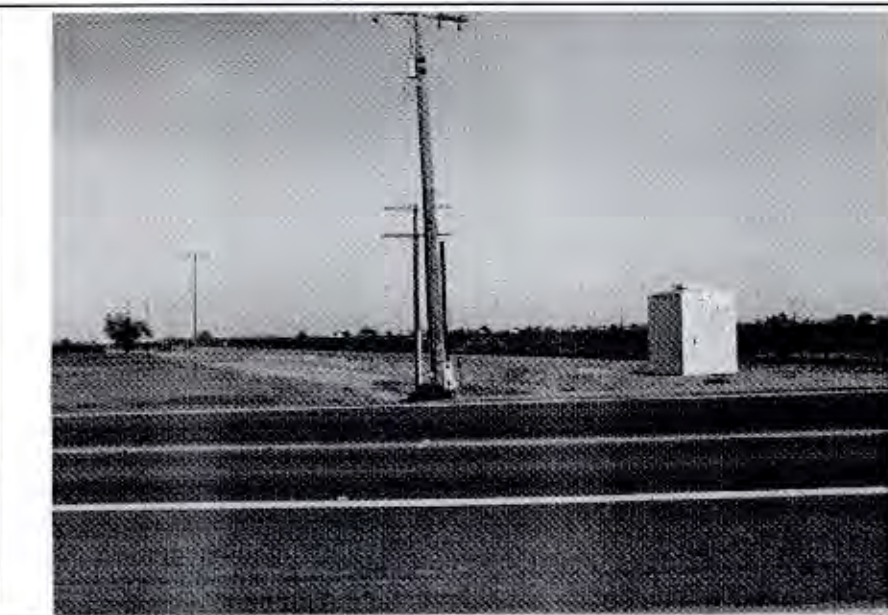


L6. Setting:

Orchards to east, open fields and a few residences to the west.

L7. Integrity Considerations:

The integrity of this resource has been compromised through replacement of its track, ballast, ties, and other engineering features following Union Pacific's 1983 acquisition of Western Pacific.



L8b. Description of Photo, Map, or Drawing

Facing north, Highway 12 visible in foreground.

L9. Remarks:

L10. Form Prepared By:

B. Larson, E. Johnson, JRP Historical Consulting Services, 1490 Drew Avenue, Suite 110, Davis, CA 95616

L11. Date: 2/28/2003

SKETCH MAP

Primary # P-39-000098

HRI # _____

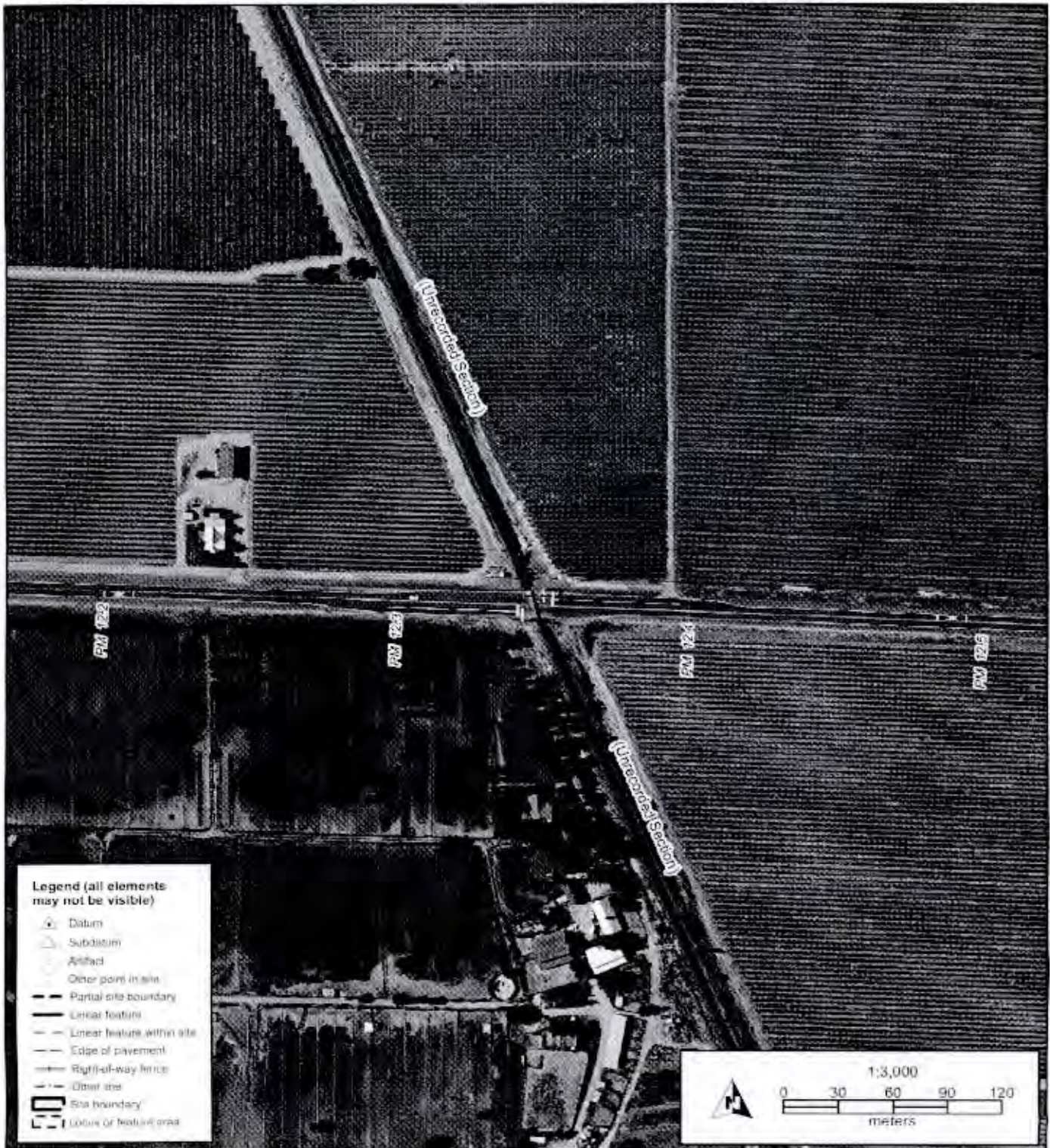
Trinomial CA-SJO-000292H

Page 4 of 5

*Resource Name or #: Western Pacific Railroad; JJ-10

*Drawn by: J. Collins

*Date: 2/28/2003

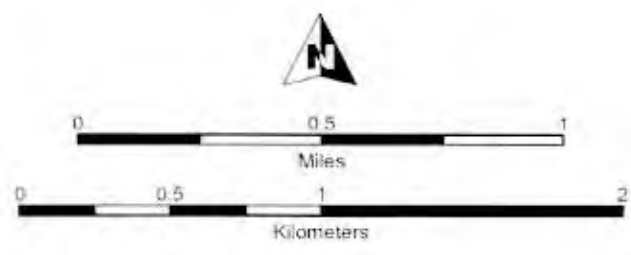
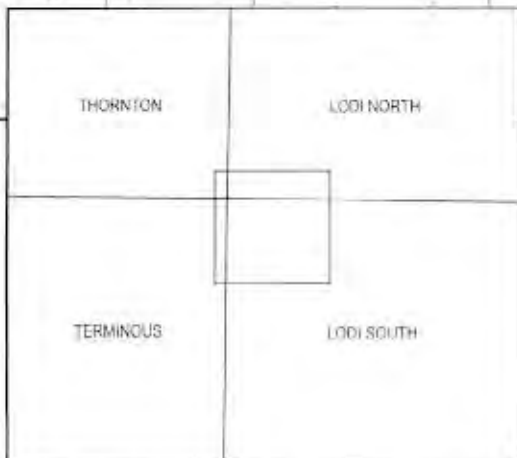
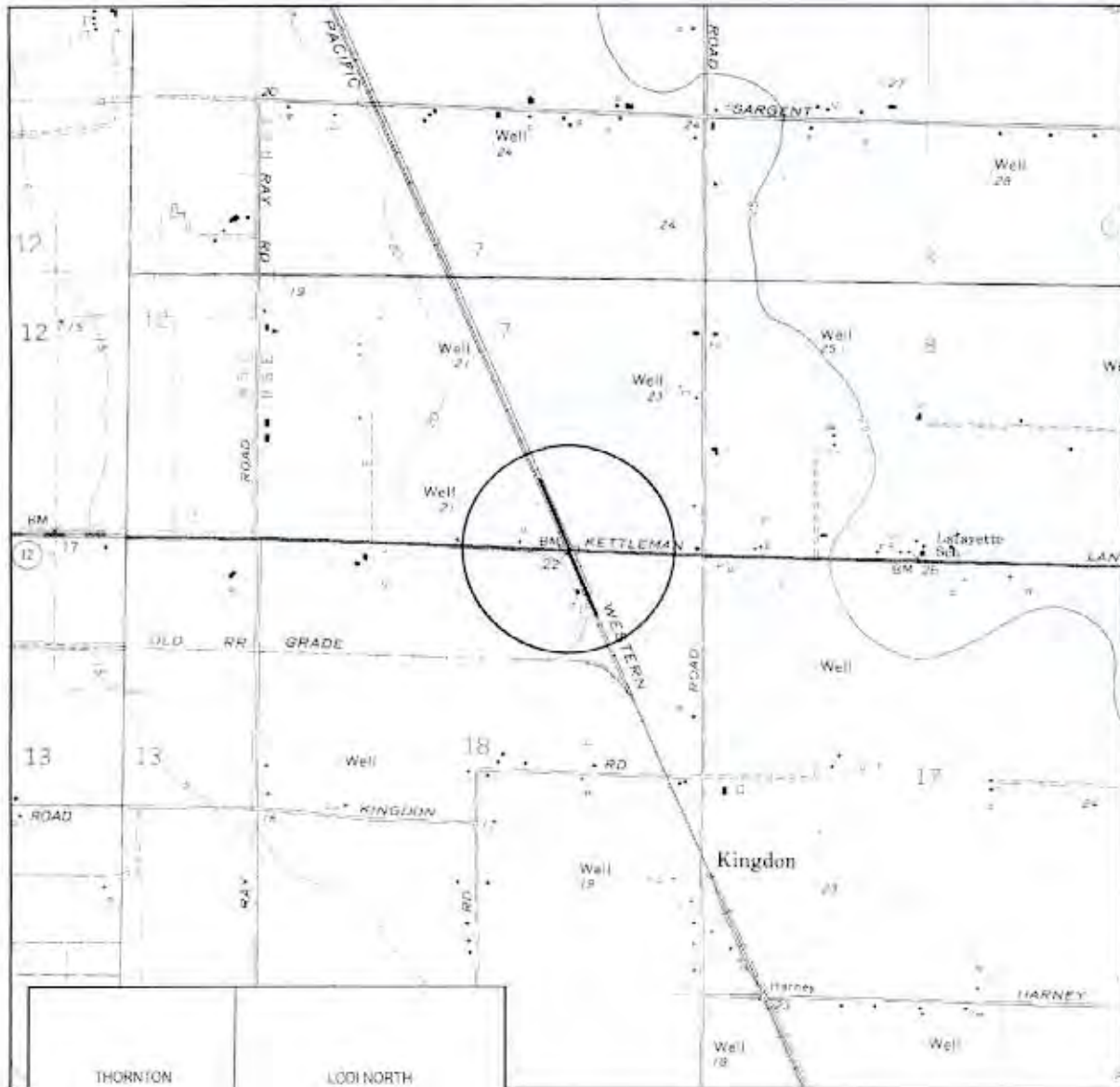


State of California — The Resources Agency
 DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # P-39-0000 98
 HRI # _____
 Trinomial CA-SJG-000292H

*Resource Name or #: Western Pacific Railroad; JJ-10

Lodi South 7.5'



SCALE 1:24,000

P-39-000098
Patrick of Patrick GIS Group (2015)

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

Primary # P-39-000098
HRI#

Trinomial CA-SJO-292H

Page 1 of 5

*Resource Name or # Western Pacific / Union Pacific Railroad Lodi South 7.5'
T3N/R6E Sec. 17, 20, 29

*Recorded by: I. Patrick, Patrick GIS Group, Inc.

*Date: 9/16/15 Continuation Update

The resource is the Western Pacific Railroad which began in the late 1800s as a means for mine operators to move their products in California. In 1903 the owners of the company decided to expand the construction to make a transcontinental railroad. In the 1980s the railroad was purchased by the Union Pacific Railroad company. See previous site record from JRP for the full history of the railroad.

6/2017

This 1.23 mile segment is located southwest of Lodi, California in San Joaquin County on the Lodi South USGS 7.5' quadrangle in sections 17, 20, and 29. The segment has been well maintained and bears little resemblance to its historical construction. The crossings at W. Harney Lane and Armstrong Rd. appear fairly modern, with modern crossing guards and equipment. The railroad ballast is comprised of angular basalt and granite rocks, 2 tiered in the southern third of the segment, 1 sloping tier in the middle third, and 3 tiered in the northern third of the project.

Modern trash as well as non diagnostic railroad debris was observed during survey. This included hooked metal pieces for holding the rail in place, footplates, spikes, a 2' hooked bar, a gusset plate (from the end of a railroad tie), small concrete fragments, a large concrete block (top 2' 4" square, bottom 4' square, and height 5'), ties, cement plates for road crossings, thin metal strips, and ~30 small red brick fragments. The observed debris was on the eastern side of the segment as the western side was not surveyed as part of this survey effort.

Four culverts pass under the railroad ballast. Three corrugated steel pipe culverts (one 25" diameter, two 56" diameter) pass under the railroad ballast at 645069 mE/4217535 mN. One culvert partially buried in dirt, has corrugated steel pipe ~18" in diameter flush with cement measuring 6 feet wide by 25" tall, passes under the railroad ballast at 644893 mE/4217925 mN.

LINEAR FEATURE RECORD

L1. Historic and/or Common Name: Western Pacific Railroad

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

b. Location of point or segment: (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) This segment of the Western Pacific Railroad begins at UTM 644689 mE/4218342 mN and ends at 645519 mE/4216545 mN. The northern end of this segment is located 1 mile south of California State Highway 12 and 2.1 miles east of Interstate Highway 5 on the Lodi South USGS 7.5' quadrangle in sections 17, 20, and 29.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

The resource is a segment of the Western Pacific Railroad. The segment recorded began at W. Harney Lane and terminated south of Armstrong Road in Lodi, California. Only the eastern portion of the ballast was observed during survey. The ballast is comprised of angular basalt and granite in very good condition. The ballast in the southern third of the segment is 2 tiered, the middle third is 1 sloping tier up to the top, and the northern third is 3 tiered with a MCI Fiberoptic line appearing to be under the eastern most tier. Four culverts were observed running under the ballast, three of which were near the middle of the segment at the vineyard property boundary and one to the north of this location. A ditch runs parallel to the ballast north of the property line near the middle of the segment, no ditch is visible south of the vineyard property line. The railroad is standard gauge measuring roughly 4 ft. 8.5 inches in width with well maintained rail. Railroad ties are wood measuring 8 feet long. Cement/metal plates are used for the crossings at W. Hanley Lane and Armstrong Road in this segment.

L4. Dimensions:

a. Top Width: ~10 feet

b. Bottom Width: ~ 30 feet

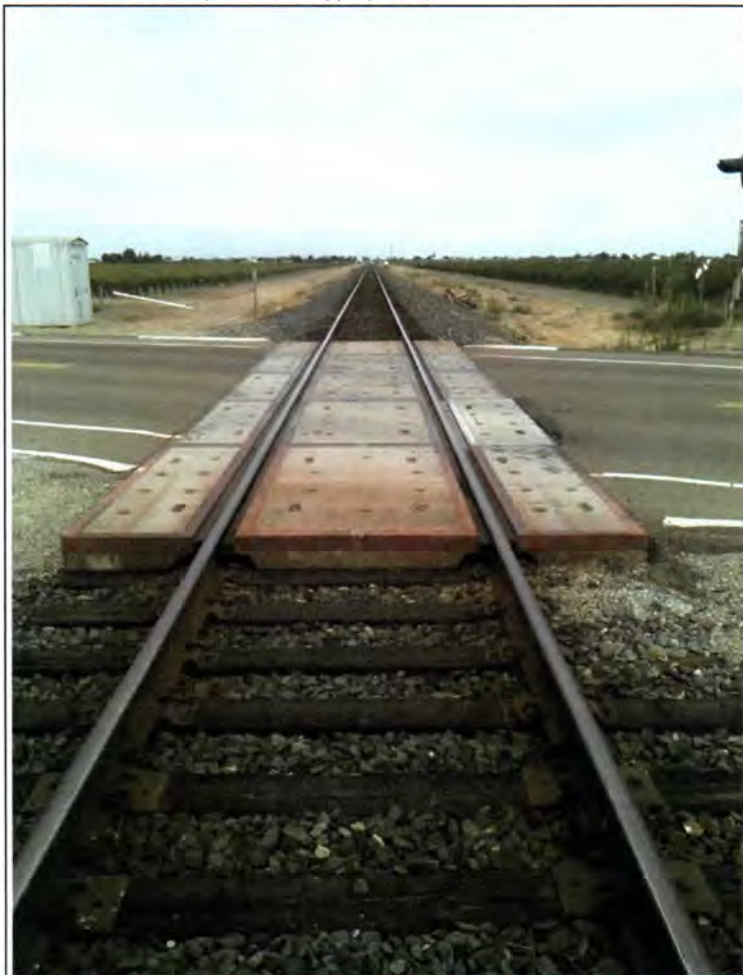
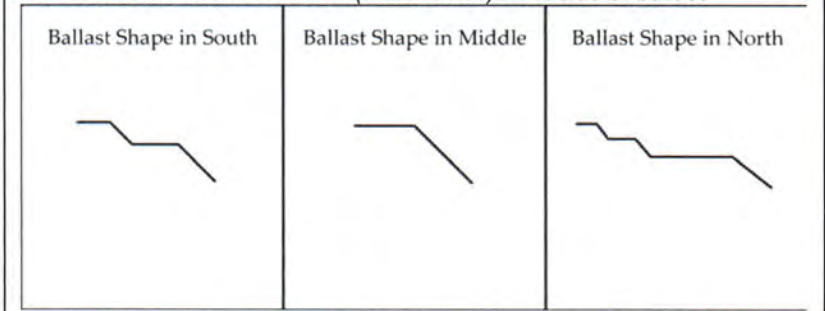
c. Height or Depth: ~ 6-8 feet

d. Length of Segment: 1.23 miles

L5. Associated Resources: No temporally diagnostic resources were encountered during survey.

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

L4e. Sketch of Cross-Section (not to scale) East side of ballast



The resource is located in the floor of the San Joaquin Valley, with very little topography and no slope. Wine vineyards bound it on either side. The eastern portion of the railroad berm has been altered in the northern portion of the project area, to accommodate a MCI Fiberoptic cable, with some of the cable posts being located in the berm.

L7. Integrity Considerations:

The resource has good integrity as it is currently in use and being maintained, but bears little resemblance to the original construction.

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

Railroad crossing at Armstrong Rd. facing northwest at 342°.

L9. Remarks: The segment of railroad is currently owned and being used by the Union Pacific Railroad and appears to be very well maintained. Modern trash as well as non-diagnostic

L10. Form Prepared by:

Ian Patrick

Patrick GIS Group, Inc.

1256 W. Lathrop Rd. #216, Manteca, CA 95336

L11. Date: 9/16/2015

DPR 523E (1/95)

*Recorded by: Ian Patrick, Patrick GIS Group, Inc.

*Date: 9.16.15 Continuation Update



Pic. 207: W. Harney Lane railroad crossing, taken facing 161°.



Pic. 196: Railroad ties and crossing plates, taken facing 318°.



Pic. 203: Large cement block, taken facing 247°.



Pic. 204: RR 3 tiered ballast section with fiberoptic post, facing 341°.

CONTINUATION SHEET

*Recorded by: Ian Patrick, Patrick GIS Group, Inc.

*Date: 9.16.15 ✓ Continuation Update



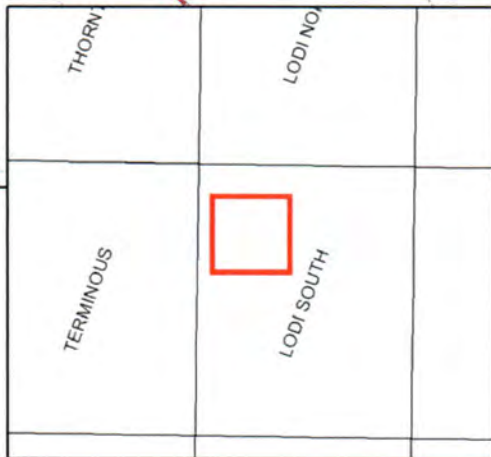
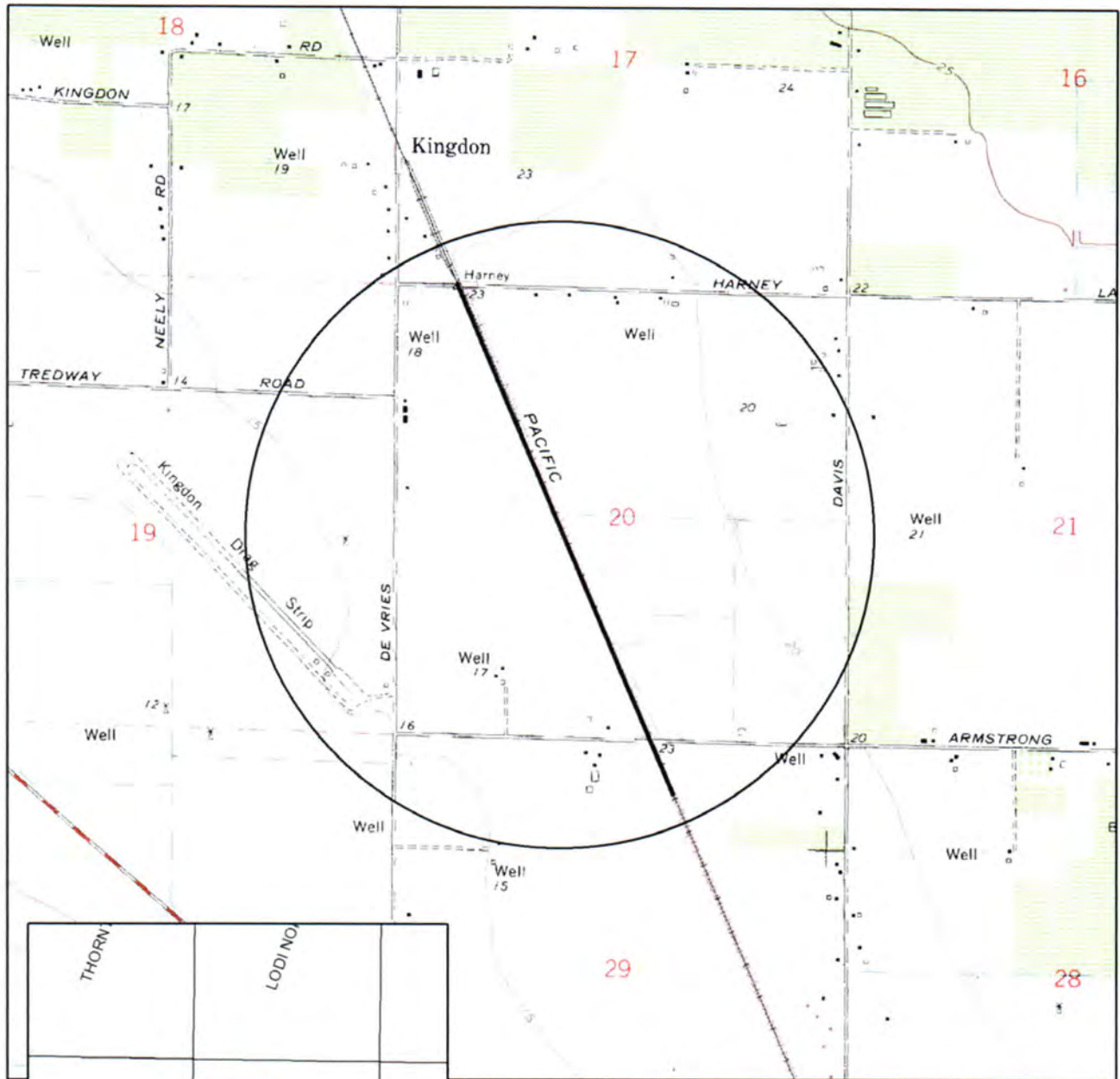
Pic. 200: Three culverts running under ballast, taken facing 323°.



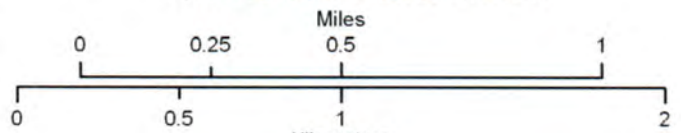
Pic. 203: Cement culvert in background, taken facing 263°.

*Map Name:

*Scale: *Date of Map:



P-39-000098, San Joaquin County, CA
Lodi South (1976) USGS 7.5' Quadrangle
T3N R6E Sec. 17,20,29 MDBM



SCALE 1:24,000

P-39-000098
Spillane and Alexander of SWCA (2015)

Recorded By: T. Spillane and D. Alexander

*Date: 6/2/15

Continuation Update

***P2. Location:**

*b. **USGS 7.5' Quad:** Thornton, Lodi North, Lodi South **Date:** 1968, photorevised 1976

T 3N, R 5E, N ¼ of Sec 1;
T 3N, R 6E, E ½ of Sec 6, NE ¼ & S ½ of Sec 7;
T 4N, R 5E, N ½ & SE ¼ of Sec 36;
M.D. **B.M.**

d. UTM Zone 10, NAD83:

Northwest corner: 6418955 mE, 4224465 mN
Southeast corner: 6343942 mE, 4219952 mN

***P3a. Description:**

SWCA documented a 3-mile long segment of the Union Pacific Railroad (formerly the Western Pacific Railroad) within the project area for the proposed PG&E Line 108 gas pipeline segment replacement. The railroad is a single track on a raised ballast bed running north-northwest-south-southeast, and it makes crossings at intersections with several roads running east-west. The railroad crosses the Main Canal with a small wooden trestle bridge (Figure 1, see also: Sketch Map), and it crosses an unnamed canal with two large steel culvert pipes (Figure 2). SWCA observed the track to be in identical condition to that described by Larson and Johnson (2003). The current project proposes to use a jack-and-bore method to directionally drill beneath the railroad and associated structures and avoid direct impacts to the resource (see Sketch Map). The following update documents the presence of the railroad segment near the current project area and excluded a formal significance evaluation.

Larson and Johnson (2003) recorded an approximately 0.5-km-long (0.31-mile-long) segment of P-39-000098 at its intersection with Highway 12 (Kettleman Lane). This recording included a segment measuring approximately 250 m (820 feet) long within the project area at its southern terminus. Larson and Johnson noted a single track with heavy-gauge modern rails, pressure-treated ties, and a crushed granite ballast berm. The ballast berm at that location was 30–40 feet wide and 8 feet high. Modern crossing guards and a concrete plate deck were present at the crossing with Highway 12. Larson and Johnson stated that “the integrity of this resource has been compromised through replacement of its track, ballast, ties, and other engineering features following Union Pacific’s 1983 acquisition of the Western Pacific.” Additionally, Garcia and Associates (2009) recorded a 150-m-long (500-foot-long) segment of the Western Pacific Railroad at a location 1.5 km (0.93 mile) north of the project area. The rails they observed appeared to date to the late 1960s.

According to site records provided by the CCIC, the Western Pacific Railroad was built ca. 1905–1909 to link the San Francisco Bay to the Great Basin via the Central Valley. Numerous upgrades and replacements have been made to the line since its original construction. Western Pacific sold to Union Pacific in 1983, and Union Pacific subsequently modernized the line to accommodate for larger trains and heavier loads (Hatoff et al. 1995).

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

T. Spillane and D. Alexander, SWCA Environmental Consultants, 60 Stone Pine Rd. Half Moon Bay, CA 94019

***P9. Date Recorded:**

June 2, 2015

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

Intensive pedestrian survey

Recorded By: T. Spillane and D. Alexander

*Date: 6/2/15

Continuation Update

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

Garcia and Associates (GANDA)

2009 *Site Form, P-39-000098*. On file at Central California Information Center, California State University, Stanislaus.

Hatoff, Brian, B. Voss, S. Waechter, S. Wee, and V. Bente

1995 *Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project*. Unpublished technical report submitted by Woodward-Clyde Consultants to Mojave Pipeline Company. On file at Central California Information Center, California State University, Stanislaus, Report No. 246897.

Larson, B. and E. Johnson

2003 *Site Form, P-39-000098*. California DPR 523A, E, K, J, L Forms. On file at Central California Information Center, California State University, Stanislaus.

Van der Porten, Peter, Heather Gibson, and Chris Millington

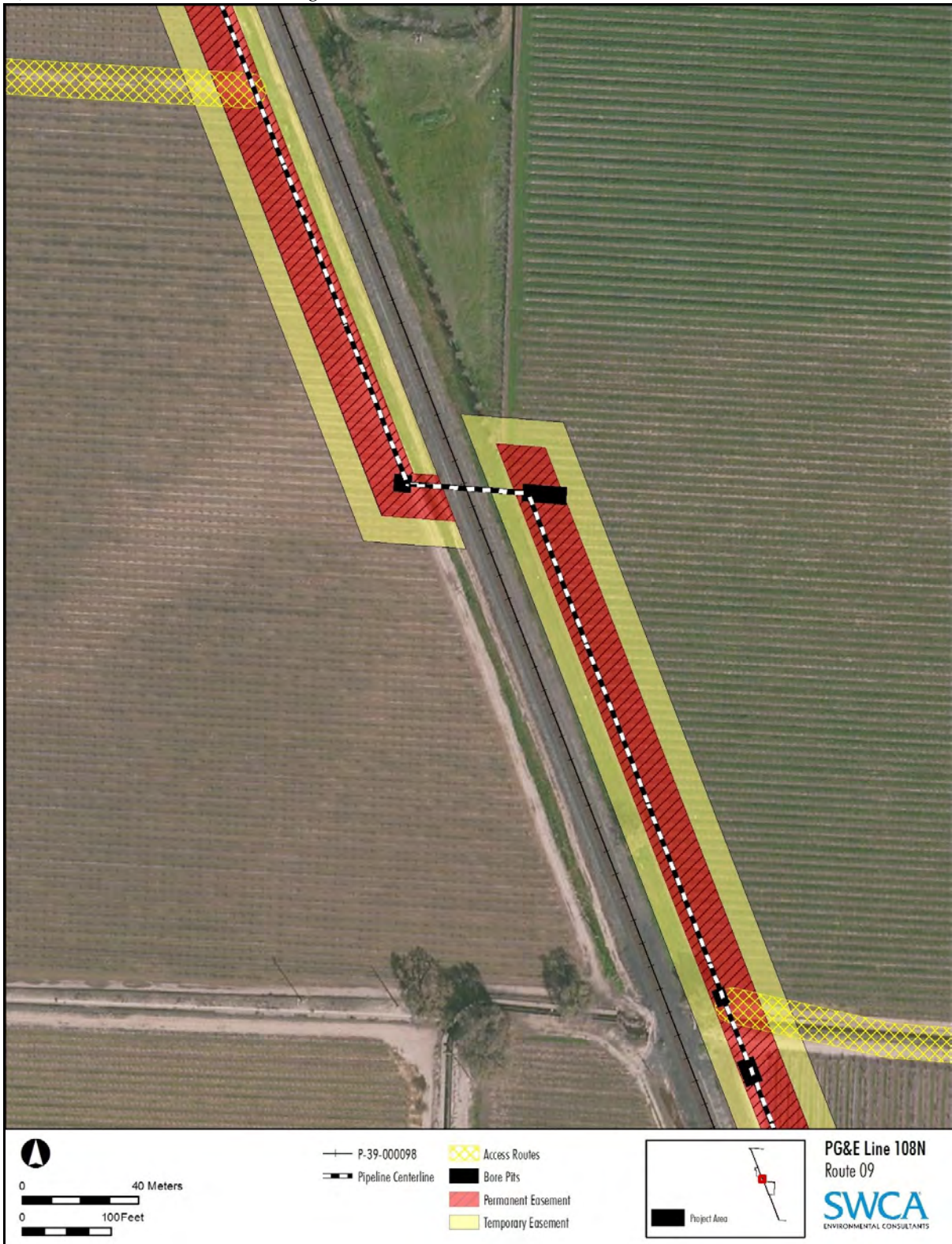
2015 *Archaeological Survey Report for the Pacific Gas and Electric Company's Line 108 Replacement Project, Route 9 (R-009), San Joaquin County, California*. Unpublished technical report prepared by SWCA Environmental Consultants and submitted to PG&E. On file at Central California Information Center, California State University, Stanislaus.



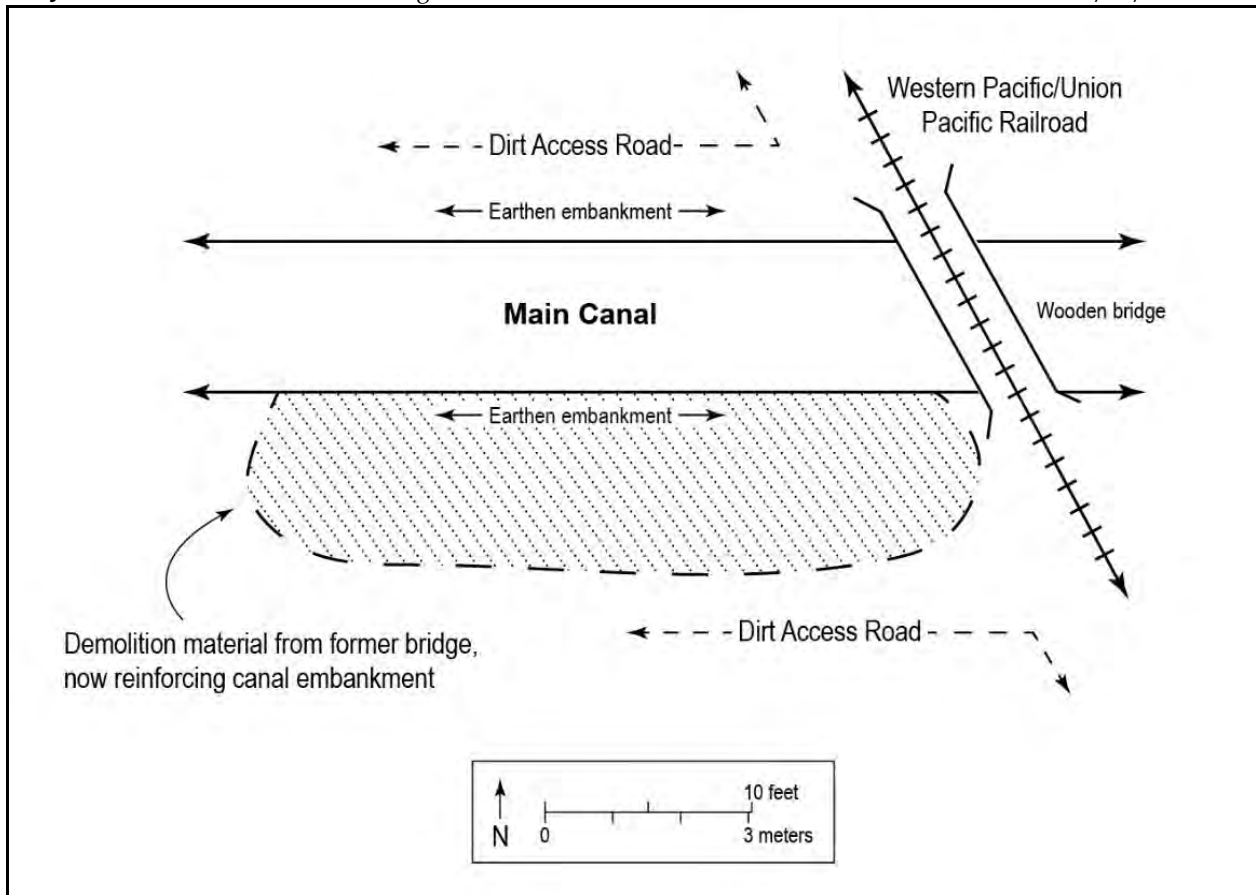
Figure 1. P-39-000098, Western Pacific/Union Pacific Railroad bridge over Main Canal, view facing east.



Figure 2. Canal running through culverts beneath Western Pacific/Union Pacific Railroad, view facing west.



P-39-000098, detail map showing relationship to project alignment.



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 12

*Resource Name or #: (Assigned by recorder) Map ID 13

P1. Other Identifier: West 12 Ranch

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Joaquin

***b. USGS 7.5' Quad** Lodi South **Date** 1968 (1976) **T** 3N; **R** 6E; **NW** $\frac{1}{4}$ of **NE** $\frac{1}{4}$ of **Sec** 18; Mount Diablo B.M.

c. Address 3434 Highway 12 **City** Lodi **Zip** 95242

d. UTM:

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

Assessor's Parcel Number (APN): 055-170-04; 055-170-40

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

This 37.65-acre horse ranch property located at 3434 Highway 12 spans two parcels and is located west of the Union Pacific Railroad (UPRR) tracks and south of Highway 12 (**Photograph 1** and **Sketch Map**). The property is accessed by a long private driveway that parallels the Union Pacific Railroad (UPRR) tracks and is lined with mature trees (**Photograph 2**). Mature trees are also planted along the northern parcel boundary along Highway 12, rendering many of the buildings not visible from the public right-of-way (ROW). Due to the mature landscaping and lack of access to the property by the owners, not all of the buildings could be photographed. Aerial photography indicates the presence of nine buildings (including four residences), 10 small horse shelters, and two corrals. For the purposes of this form, the buildings have been labeled Building 1-9 and the horse shelters are labeled Shelter 1-10, as noted on the attached **Site Map**

Building 1 is the northernmost building sited on the property, located approximately 350-feet from the driveway entrance, and is partially visible from Highway 12 (**Photograph 3**). This building is a mobile home with a side-gable roof and central cross-gable projection on the east side. The exterior is covered with vinyl siding and all of the visible windows are two-part, vinyl replacement. A shed roof porch shelter is attached to the west side and according to aerial photography, two flat or shed roof shelters or additions are located on the east side. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP33 – Farm/Ranch

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of property from Highway 12, with Building 7 at center, camera facing southeast, August 22, 2018

***P6. Date Constructed/Age and Source:**
 Historic Prehistoric Both
1910-1918 through 2008 (USGS mapping; San Joaquin County Assessor 1918; modern aerial photography)

***P7. Owner and Address:**
Matthew & Barbara Butterworth
3434 Highway 12
Lodi, CA 95242

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

***P9. Date Recorded:** August 22, 2018

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

- B1. Historic Name: unknown
- B2. Common Name: West 12 Ranch
- B3. Original Use: farm
- B4. Present Use: horse ranch
- *B5. Architectural Style: National (inferred); utilitarian
- *B6. Construction History: (Construction date, alterations, and date of alterations) See P6 on Continuation Sheet
- *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features: N/A
- B9a. Architect: Undetermined b. Builder: Undetermined

- *B10. Significance: Theme Agriculture Area San Joaquin County
Period of Significance N/A Property Type Farm
Applicable Criteria N/A

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

This property at 3434 Highway 12 does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). It is not an historic property under Section 106 of the National Historic Preservation Act nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), and Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

- *B12. References: SEE CONTINUATION SHEET

- B13. Remarks:

- *B14. Evaluator: H. Miller

- *Date of Evaluation: August 2018

(This space reserved for official comments.)



B6. Construction History:

Building Number	Function	Original Built Date (source)	Alterations (source)
Building 1	Residence	1967-1993 (HistoricAerials.com)	Replacement vinyl windows installed at unknown date; Shed roof shelter on west side added pre-1993; shed roof shelters on east side added after 1993 (Google Earth Pro)
Building 2	Residence	1967-1993 (HistoricAerials.com)	Unknown; not enough of the building was visible at the time of recordation to assess alterations, if any.
Building 3	Residence	1967-1993 (HistoricAerials.com)	Unknown; building not visible at the time of recordation to assess alterations, if any.
Building 4	Residence	1918-1920 (San Joaquin County Assessor 1918; US Census)	Unknown; building not visible at the time of recordation to assess alterations, if any.
Building 5	Barn	1939-1957 (USGS mapping; UCSB 1957)	Non-original vertical grooved plywood siding and raised seam metal roof installed at unknown date(s) (Field visit 2018)
Building 6	Barn	1967-1993 (HistoricAerials.com)	Unknown; this barn was constructed after 1967 and any of the present siding materials could have been part of the original construction.
Building 7	Barn	1910-1918 (USGS mapping; San Joaquin County Assessor 1918)	Non-original composition shingle roof installed at unknown date.
Building 8	Large Horse Shelter	2003 (Google Earth Pro)	none
Building 9	Barn	1993-1998 (Google Earth Pro)	none
Shelters 1-10	Small Horse Shelters	ca. 1972-2008 (www.west12ranch.com; Google Earth Pro)	Unknown; most likely replacement siding and roofing on some of the shelters.
Corral 1	Horse Corral	1993-1998 (Google Earth Pro)	none
Corral 2	Horse Corral	2002 (Google Earth Pro)	none

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

Building 2 is sited southeast from Building 1. This residence is not visible from Highway 12, is only partially visible from the railroad tracks, and is only visible in aerial photographs during summer months (Google Earth Pro Historical Imagery Tool). According to aerial photography, the building has an L-shaped plan and a cross-gable roof. The exterior is sheathed with vertical grooved plywood siding and primary entry is gained through a recessed door located on a gable projection on the east side (**Photograph 4**).

Building 3 is sited south from Building 1 and west from Building 2. This building appears to be used as a residence, but was not visible from any vantage point at the time of recordation. According to aerial photography, the building has an irregular plan with a primary front-gable roof with shorter gable extensions on the west, south, and east sides.

Building 4 is sited southeast from Building 3. This building appears to be the oldest residence on the property, but only a portion of the roof was visible at time of recordation (**Photograph 5**). According to aerial photography, the rectangular plan residence has a side-gable roof and shed roof extension on the north end of the west side.

Building 5 is sited southeast from Building 4 and parallels the UPRR railroad tracks (**Photograph 6**). This barn has a rectangular plan and is topped with a gable roof that is covered with corrugated metal sheets and has a centrally placed cupola with a pyramidal wood shingle roof. The exterior of the barn and the cupola walls are sheathed with non-original vertical grooved plywood siding. The only entry that was visible at the time of recordation is a sliding wood door hung on an external metal track on the south side. A short, shed roof shelter is centrally located on the east side.

Building 6 is sited directly south from Building 5. This small, wood frame monitor roof barn has a rectangular plan and is perpendicular to the railroad tracks (**Photograph 6**). The tall, central portion of the barn is topped with a low-pitched gable roof that is covered with metal corrugated sheets. Shorter shed roof extensions are located along the entire length of the north and south sides of the barn and the roofs are also covered with metal corrugated sheets. The exterior of the barn is sheathed in a combination of materials including metal corrugated sheets, and non-original vertical grooved plywood siding and clear plastic corrugated sheets. The only entry that was visible at the time of recordation is a pair of centrally located wood double-doors on the east side.

Building 7 is sited directly west from Buildings 5 and 6. This large monitor roof barn has a rectangular plan and is also perpendicular to the railroad tracks (**Photograph 6**). The tall, central portion of the barn is topped with a gable roof that is covered with composition shingles. Shorter shed roof extensions are located along the entire length of the north and south sides of the barn and the roofs are also covered with composition shingles. The exterior of the barn is sheathed with original vertically oriented wide, wood boards. The only entry that was visible at the time of recordation is a centrally located wall opening on the west side (**Photograph 7**).

Building 8 is sited south from Building 6. This large, metal frame horse shelter has a rectangular plan, a gable roof that is covered with raised seam metal panels and vertical grooved plywood in the gable ends that has been painted blue (**Photograph 8**).

Building 9 is sited south from Building 8 and is the southernmost building on the property. This metal frame monitor roof barn has a rectangular plan and the exterior and roof are covered with raised seam metal panels (**Photograph 9**). The northwest and northeast sides of the barn lack wall coverings and a sliding door hung on an external metal track is located on the southwest side.

The ten small horse shelters are located throughout the property and are best viewed from aerial photography (see **Site Map**). The shelters have both square and rectangular footprints, flat, shed, and gable roofs. The only horse shelters that were visible at the time of recordation were Shelters 5-7, located near the railroad tracks, east of Building 8 (**Photograph 8** and **Photograph 9**).

The two horse corrals are located west of Building 7 and Building 8 are only visible from aerial photography (see **Site Map**).

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

Historic Context

Ownership of this property can be traced back to 1866 when Maryland-native James Lawrence Hutson patented the south half of the southeast quarter of Section 7 and the north half of the northeast quarter of Section 18 of Township 3 North, Range 6 East, for a total of 160-acres (Ancestry.com 2018; GLO 1866). By 1880, Hutson increased his land holdings to 340-acres and 275-acres were planted in wheat, including the area where the property recorded on this form is located (US Census 1880). Hutson died in 1907 and the property appears to have gone to members of the extended Hutson family because James did not have children. According to the 1910 Census, no members of the Hutson family lived on or near the property. This may mean that the family lived nearby and used the land solely for farming, or they lived further afield and leased the land to a local farmer. The Hutson family retained ownership until 1914 when they sold the land holdings to two new owners: H.R. McNoble purchased the majority of the Hutson land, including the area where the subject property is located, and W.B. White purchased the portion of the land on the east side of the railroad tracks (Ancestry.com 2018; *Sacramento Union* 1907 May 20; San Joaquin County Assessor 1907, 1909, 1911, 1913, 1914; US Census 1900).

By 1918, McNoble sold the portion of his property in Section 7 (located on the north side of current Highway 12) and retained the property recorded on this form. The 1918 edition of the San Joaquin County Assessor Plat map has a pencil outline of a building on this property in the vicinity of the large monitor roof barn (Building 7), suggesting the barn was built by this time (San Joaquin County Assessor 1918). A year later, McNoble sold the property to farmer Mark A. Girdner (San Joaquin County Assessor 1919). It appears that the first residence (Building 4) was constructed on the property by/for the Girdner family around this time Girdner, his wife Jessie, and their two children are listed in the 1920 Census as residing on Kettleman Lane (now signed in the vicinity as Highway 12) (US Census 1920). The Girdners are listed as living in Watsonville, CA in the 1930 Census, and it is unclear who purchased the property from the Girdners, or any subsequent owners until 1972 when a family members of the current property owner purchased the property (US Census 1930).

This property has functioned as a horse ranch since 1972 when Mary Ann Butterworth established the West 12 Ranch to breed Thoroughbred and train race horses. Mary Ann Butterworth married veterinarian James E. Peterson in 1980 and the couple continued the horse ranch together until her death in 1987 (Nevada Marriage Index 1980 Oct 31; San Joaquin County Public Library Obituary Index 1987 Jul 23). Two years after her death, the property was distributed to her widow James and her son Matthew McKenzie Butterworth, from her first marriage (San Joaquin County Recorder 1989 Jan 11; *Lodi News-Sentinel* 1984 Jul 31). In late 1989, Matthew McKenzie Butterworth and his wife Barbara Butterworth refiled the West 12 Ranch name and have continued to run the horse ranch under the West 12 Ranch name (San Joaquin County Recorder 1989 Nov 21; www.west12ranch.com 2018).

The oldest buildings on the property are the large monitor roof barn (Building 7), which appears to have been constructed between 1910 and 1918 (USGS 1910; San Joaquin County Assessor 1918), the residence sited northeast from the barn (Building 7), which was most likely constructed between 1918 and 1920 (San Joaquin County Assessor 1918; 1920 US Census), and the gable roof barn that parallels the railroad tracks (Building 5), which was most likely constructed between 1939 and 1957 (USGS 1939; UCSB 1957) (**Plate 1**). Buildings 1-3 are all residences and were added to the property between 1967 and 1993 (HistoricAerials.com 1967; Google Earth Pro 1993). The small, wood frame monitor roof barn was also added between 1967 and 1993 and replaced a longer, and narrower barn that is visible in the 1957 aerial photograph of the property (HistoricAerials.com 1967; Google Earth Pro 1993) (**Plate 1**). Buildings 8 and 9, and the two corrals were all added

to the property after 1993, and the ten horse shelters vary in age from around 1972 to 2008 (www.west12ranch.com; Google Earth Pro 2008).

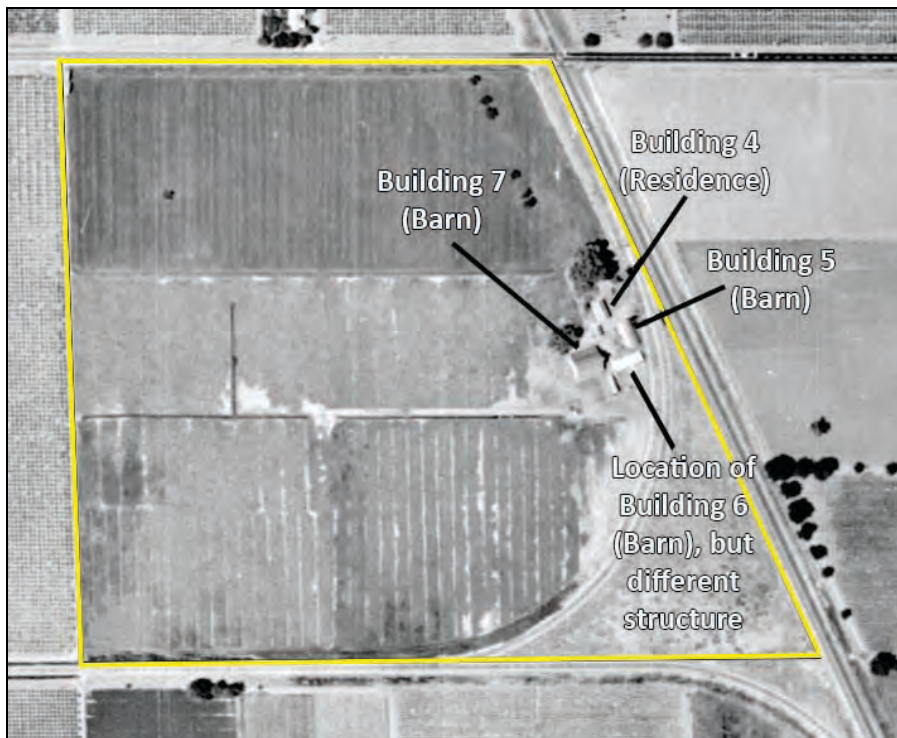


Plate 1. 1957 aerial photograph with parcel boundary shown in yellow and extant buildings identified. The two small buildings have been demolished (Source: UCSB 1957)

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the property at 3434 Highway 12 does not have significant associations with the development of Lodi or the agricultural industry in San Joaquin County. Although this property was established as farm land in 1866, it lacked any development for a least half a century, with the first farm building constructed sometime between 1910 and 1918. This late development precludes any association with early farming in the area.

Under NRHP Criterion B or CRHR Criterion 2, these buildings have no associations with the lives of persons important to history. It is unclear who is responsible for the construction of the oldest buildings on the property. Research on members of the Butterworth family did not yield significant contributions to horse breeding, or any other field.

Under NRHP Criterion C or CRHR Criterion 3, this property is not significant because it is not an important example of a type, period, or method of construction. The architectural style of the oldest residence on the property (Building 4) could not be determined at the time of recordation due to lack of access to the interior of the property from the owners. The gable roof and simple rectangular plan revealed in aerial photography suggests that this building was constructed in the National-style which is characterized by a simple form lacking elaborate stylistic design or detailing. Because of their simplicity and affordability, houses of this style became a popular option for many and were built in California from the beginning of Euro-American settlement into the 1930s (McAlester 2013:135-138). The large monitor roof barn (Building 7) and the gable roof barn that parallels the railroad tracks (Building 5) are both common forms found in California and met the utilitarian needs of a farm, and now a horse ranch. Building 1 is a mobile home, and the architectural style(s) of Buildings 2 and 3 (both residences) could not be determined at the time of recordation, but were constructed at some point after 1967. The remaining buildings and structures are utilitarian in nature. There is no indication that any building or structure on this property, or the property as a whole, is an important work of a master designer, and it does not embody the high artistic value that would merit listing on a national or state register under these criteria.

Under NRHP Criterion D or CRHR Criterion 4, the buildings on this property are not a significant source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Recorded by: H. Miller *Date: August 22, 2018

Continuation Update

A full assessment of the integrity of the property is difficult because of the limited visibility from the public right-of-way. In general, the buildings appear to be regularly maintained, resulting in modification of the original siding and roofing materials. Most modifications, like the replacement of windows in Building 1 (residence), appear to have been conducted during the tenure of the Butterworth family, and may not be considered deleterious to the integrity of the property as it relates to the family. In general, the property appears to retain historic integrity of location and setting, but the conversion of the property to a horse raising and boarding facility and the construction of buildings and structures for this use, as well as the addition of three more residences to the property, has affected the integrity of design, workmanship, materials, feeling, and association. The property also lacks historic significance and does not meet the criteria necessary for listing in either the NRHP or CRHR.

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

Ancestry.com

2018 "James Lawrence Hutson" in family tree. https://www.ancestry.com/family-tree/person/tree/83779431/person/32498274501/facts?_phsrc=jxP327&_phstart=successSource (accessed August 2018).

General Land Office

1866 Sep 15 Patent. Document Number 1238. H https://gloreCORDS.blm.gov/details/patent/default.aspx?accession=CA1140__020&docClass=STA&sid=dmrirc4.10m#patentDetailsTabIndex=1 (accessed August 2018).

Google Earth Pro

1993-2017 3434 Highway 12, Lodi, CA. Historical imagery tool.

Lodi News-Sentinel

1984 Jul 31. "Butterworth-Lynch Ceremony Performed." 7:4.

McAlester, Virginia Savage

2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Alfred A. Knopf.

Nevada Marriage Index

1980 Oct 31 Mary Ann Butterworth to Hames E. Peterson. Reno, NV.

Sacramento Union

1907 May 20 "Passing of a Pioneer." 8:5.

San Joaquin County Recorder

1989 Jan 11 Decree of Distribution. Mary Ann Butterworth Peterson Est to Matthew MacKenzie Butterworth and James E. Peterson. Record No. 89002372.

1989 Nov 21 Fictitious Business Name. Matthew M. Butterworth, Barbara L. Butterworth, West 12 Ranch. Filing No. 89002688.

San Joaquin County Assessor

1907 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1907coun> (accessed August 2018).

1909 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1909coun> (accessed August 2018).

1911 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1911coun> (accessed August 2018).

1913 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1913coun> (accessed August 2018).

1914 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1914coun> (accessed August 2018).

1918 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1918coun> (accessed August 2018).

1919 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1919coun> (accessed August 2018).

2018a Parcel information for APN 055-170-040-000, via ParcelQuest,

2018b Parcel information for APN 055-170-400-000, via ParcelQuest,

San Joaquin County Public Library Obituary Index

1987 Jul 23 "Mary Ann Butterworth Peterson." B2: 3.

United States Census

1880 Non-Population, Agricultural Census. California, San Joaquin County, Elkhorn Township, Supervisor's District No. 2, Enumeration District No. 104, Page No. 4.

1900 California, San Joaquin County, Elkhorn Township, Woodbridge Precinct, Supervisor's District No. 4, Enumeration District No. 122, Sheet No. 7B.

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*Resource Name or # (Assigned by recorder) Map ID 13

Recorded by: H. Miller *Date: August 22, 2018

Continuation Update

1920 California, San Joaquin County, Elkhorn Township, Supervisor's District No. 3, Enumeration District No. 146, Sheet No. 17A.

1930 California, Santa Cruz County, Watsonville Township, Enumeration District No. 44-34, Supervisor's District No. 10, Sheet No. 3A.

United States Geological Survey (USGS)

1910 *Castle, Calif.* Topographic Map, scale 1:31680.

1939 *Lodi, Calif.* Topographic Map, scale 1:62500.

1968 (Photorevised 1976) *Lodi South, Calif.* Topographic Map, scale 1:24000.

University of California Santa Barbara (UCSB) Aerial Photography Collection

1957 Flight ABD_1957, frame 38T-90.

www.west12ranch.com

2018 "Ranch." www.west12ranch.com (accessed August 2018).

P5a. Photographs (continued):



Photograph 2. View of northeast corner of property, with driveway entrance on right off of Highway 12. Note the mature landscaping along the railroad tracks, camera facing southwest, August 22, 2018



Photograph 3. North and west sides of Building 1, taken from Highway 12, camera facing southeast, August 22, 2018



Photograph 4. East side of Building 2 with UPRR railroad in foreground, camera facing west, August 22, 2018



Photograph 5. South end of gable roof on Building 4, camera facing west, August 22, 2018



Photograph 6. Building 6 on left, Building 7 in background, and Building 5 on right, camera facing northwest, August 22, 2018



Photograph 7. West and north sides of Building 7, camera facing southeast from Highway 12, August 22, 2018



Photograph 8. East side of Building 8 (blue gable), Shelter 5 in center foreground (flat roof), and Shelter 6 on far left, facing west, August 22, 2018

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*Resource Name or # (Assigned by recorder) Map ID 13

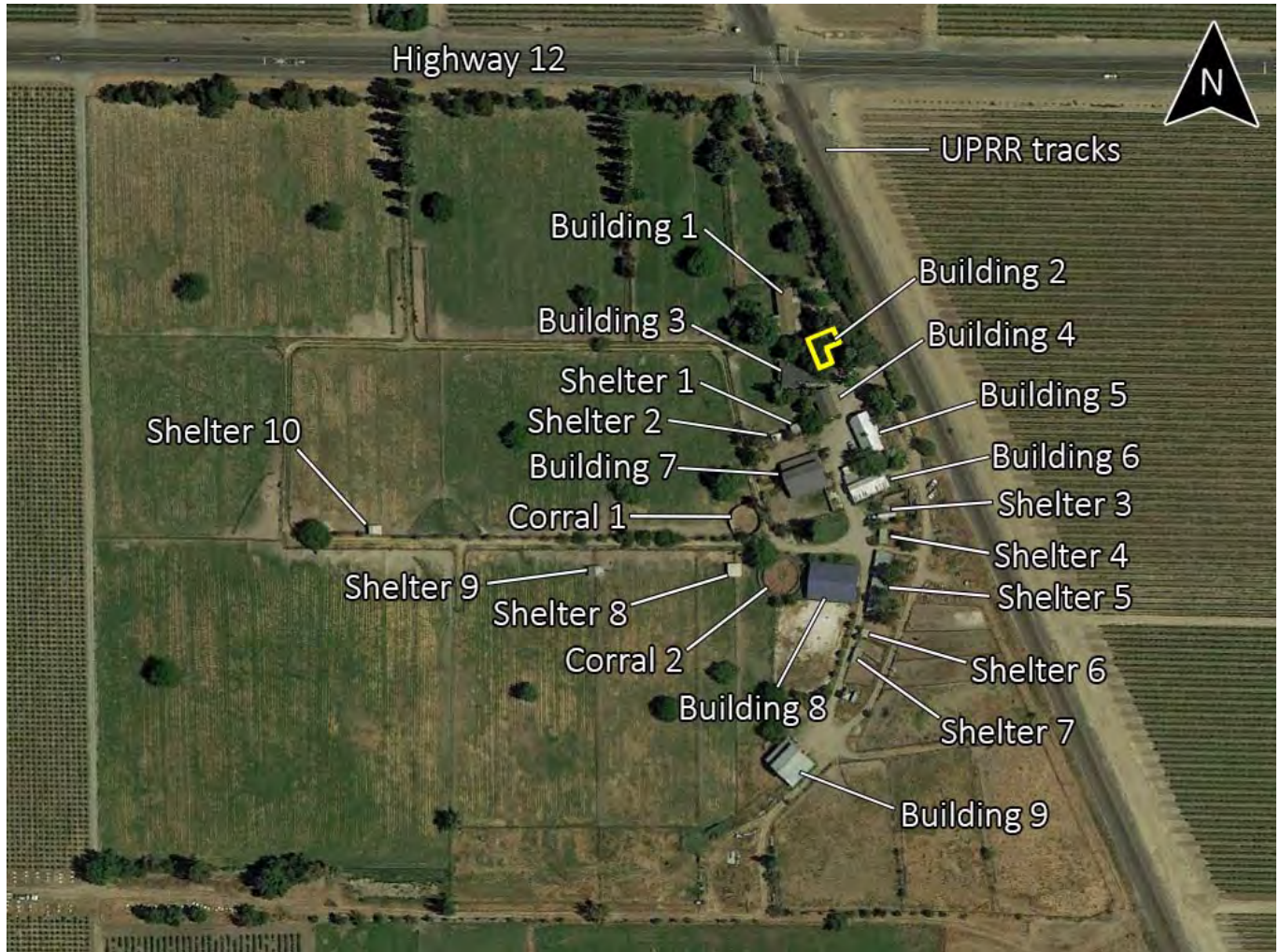
Recorded by: H. Miller *Date: August 22, 2018

Continuation Update



Photograph 9. From left to right: Building 9, elevated tank, Shelter 7, Shelter 6 and corners of Shelter 5 and Building 8 on far right, camera facing southwest, August 22, 2018

SITE MAP:



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

Primary#
HRI#
Trinomial
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 14

*Resource Name or #: (Assigned by recorder) Map ID 14

P1. Other Identifier: Woods Dairy

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Joaquin

***b. USGS 7.5' Quad** Lodi South **Date** 1968 (1976) **T** 3N; **R** 6E; **NW** ¼ of **SW** ¼ of **Sec 17**; Mount Diablo B.M.

c. Address 14250 North DeVries Road **City** Lodi **Zip** 95242

d. UTM:

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

Assessor's Parcel Number (APN): 055-240-26

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

This 141.3-acre dairy property located at 14250 North DeVries Road consists of a cluster of 11 buildings and structures along a private driveway that extends east from North DeVries Road (**Photograph 1**). For the purposes of this form, the buildings have been labeled 1 through 11 (see **Site Map**). Building 1 fronts the private driveway and is a highly-modified residence that was constructed in the late 1930s and through a series of additions and alterations, has the appearance of a 1970s Shed-style residence. The residence is surrounded by a wood panel fence along the north, east and south sides and has mature plantings along the west side (**Photographs 1 and 2**). The residence has an irregular plan with a gable roof converted garage on the north side, a one- and two-story central section, and a flat roof covered walkway on the south side (**Photographs 2 and 3**). Non-original vertical grooved plywood siding covers the exterior and the roof is covered with composition shingles. Primary entry is gained through a recessed wood panel door on the south end of the east side, located at the end of the covered walkway (**Photograph 3**). A sliding glass door is located in the second-story on the east side that provides access to a small porch with wood railing. Windows consist of a two-part, sliding vinyl replacement window on the east side and at least two two-part, non-original aluminum frame sliding windows on the west side. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP33 – Farm/Ranch

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of Building 1 (at center), Building 3 (far left) and Building 6 (far right) along private driveway, camera facing southeast, August 22, 2018

***P6. Date Constructed/Age and Source:**
 Historic Prehistoric Both Circa late 1930s-2015 (USGS mapping; modern aerial photography)

***P7. Owner and Address:**
Jim Woods
14250 N. DeVries Road
Lodi, CA 95242

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

***P9. Date Recorded:** August 22, 2018

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

- B1. Historic Name: unknown
- B2. Common Name: Woods Dairy
- B3. Original Use: agricultural field
- B4. Present Use: Dairy
- *B5. Architectural Style: Modified Shed; utilitarian
- *B6. Construction History: (Construction date, alterations, and date of alterations) See P6 on Continuation Sheet
- *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features: N/A

- B9a. Architect: Undetermined b. Builder: Undetermined

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

This property at 14250 North DeVries Road does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). It is not an historic property under Section 106 of the National Historic Preservation Act nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), and Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

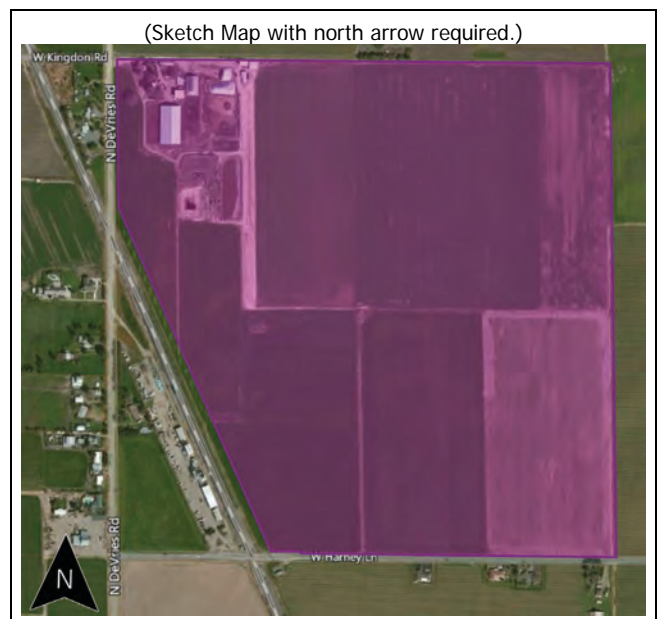
- *B12. References: SEE CONTINUATION SHEET

- B13. Remarks:

- *B14. Evaluator: H. Miller

- *Date of Evaluation: August 2018

(This space reserved for official comments.)



B6. Construction History:

Building Number	Function	Original Built Date (source)	Alterations (source)
Building 1	Residence	Late 1930s (Woods interview, 2018; USGS mapping; UCSB 1957, 1963)	Numerous additions and alterations to exterior since construction (Woods interview 2018)
Building 2	Shop	1950s (UCSB 1957)	Non-original plywood siding (field visit 2018)
Building 3	Milk Parlor	1930s/1940s (San Joaquin Valley Unified Air Pollution Control District 2018)	Addition on west end constructed 2011-2012 (Google Earth Pro)
Building 4	Calf Barn	Late 1960s (San Joaquin Valley Unified Air Pollution Control District 2018)	Numerous (Woods interview 2018)
Building 5	Cow Shelter	2007-2008 (Google Earth Pro)	Shed roof extension on south side added 2013-2014 (Google Earth Pro)
Building 6	Cow Shelter	2004-2005 (Google Earth Pro)	none
Building 7	Barn	1939-1957 (USGS mapping; UCSB 1957)	unknown
Building 8	Cow Shelter	2015 (Google Earth Pro)	none
Building 9	Grain Storage	2007-2008 (Google Earth Pro)	none
Building 10	Airplane Hangar	2005-2006 (Google Earth Pro)	none
Building 11	Storage/Shop	Northern section constructed pre-1957 (USGS mapping; UCSB 1957)	Southern section constructed 1957-1963 (UCSB 1957; UCSB 1963)

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

Building 2 is sited directly south from Building 1. This small shop building has a rectangular plan, a metal corrugated shed roof, and the exterior is sheathed with plywood siding (**Photograph 4**). Access into the shop is gained through plywood sliding doors on the east side.

Building 3 is sited east of Building 1 and also fronts the private driveway (**Photograph 1**). This milk parlor has a rectangular plan, a poured concrete half-wall around most of the perimeter, and is topped with a side gable roof (**Photograph 5**). The exterior is sheathed with horizontal wood siding, with sawtooth vertical boards in the east side end gable, and the roof is covered with corrugated metal panels (**Photograph 6**). A small addition is located on the west side of the building with matching roof line and siding and has a small metal overhead door on the west side. Access into the building is gained through a plywood door on the north side and a metal sliding door affixed to an external track on the south side. Square window openings that generally lack glazing are located along the north and south sides of the building. Metal fencing and gates are affixed to the southeast corner to control the movement of cows in and out of the milk parlor.

Building 4 is sited southeast of Building 3. This wood frame calf barn has an irregular shaped plan, plywood siding on the north and west sides, and a corrugated metal covered shed roof (**Photograph 7**). A doorway is cut into the north side and two plywood sliding doors affixed to external tracks are located on the west side (**Photograph 8**).

Building 5 is sited directly south of Building 4 (**Photograph 9**). This metal pole frame cow shelter has a shed roof that is covered with raised seam metal panels and a shorter shed roof extension along the south side.

Building 6 is sited directly southeast of Building 5 (**Photograph 10**). This large, metal pole frame cow shelter has a gable roof that is covered with raised seam metal panels.

Building 7 is sited directly east of Buildings 4 and 5 (**Photograph 8**). This rectangular plan, wood frame, Monitor roof barn is sheathed with wide vertical wood boards, with a concrete block base on the north side. Due to privacy issues, photographs of the primary (north) side of Building 7 were not included in this form. The roof, as well as the clerestory portion of the monitor, are covered with corrugated metal panels. Entry into the barn is gained through a full-height sliding wood door affixed to an external track. The west, east, and south sides of the barn lack walls to allow the movement of cows.

Building 8 is sited east of Building 7 (**Photograph 11**). This metal pole frame cow shelter has a gable roof that is covered with raised seam metal panels (**Photograph 12**).

Building 9 is sited northeast of Building 8 (**Photograph 12**). This feed storage building has a rectangular plan, a tall poured concrete base and a combination of metal and wood framing. A shed roof with an extension on the west side tops the building, and the raised seam metal panels cover the roof, as well as the north, east, and south sides.

Building 10 is sited directly east of Building 9 (**Photograph 13**). This metal frame airplane hangar has a square plan, a low-pitched side gable

roof, and the roof and exterior is covered with raised seam metal panels. Entry is gained through full-height, full-width folding doors on the south side.

Building 11 is sited directly south of Buildings 9 and 10 (Photograph 13). This wood frame storage and shop building has an irregular plan and is topped with a metal corrugated covered gable roof. The northern section of the building is sheathed with vertical grooved plywood and the southern section is sheathed with plywood (Photograph 14). Entry into the northern section of the building is gained through large vertical grooved plywood double doors on the west side. Entry into the southern section of the building is gained through plywood double doors on the south side and a plywood door on the west side. Two window openings on the west side of the southern section and a window on the north side of the northern section have been boarded over. The east side of the building lacks any wall openings.

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

Historic Context

This property has been owned by members of the same family since at least the late nineteenth century. The County Assessor Plat book from 1876 shows that Joseph M. Fowler owned all of Section 17 in Township 3 North, Range 6 East. Fowler was born in Massachusetts in 1825 and arrived in California in June 1849 (San Joaquin County Assessor 1876-1877; FindAGrave Index 2018; Tinkham 1921: 467). After giving up mining in the mid-1850s, Fowler went back to Massachusetts and married Eliza Bramley and the newlyweds arrived in San Joaquin County the following year. Fowler owned property throughout San Joaquin County, but appears to have resided with his wife and their 12 children on a farm at an unknown location in Section 17 (Tinkham 1921: 467-468; US Census 1870, 1880). Five years before his death, Joseph transferred ownership of all of the property in Section 17 to his wife Eliza B. Fowler in 1891 (San Joaquin County Assessor 1891, 1892; FindAGrave Index 2018). Eliza continued to operate the family's farm until her death in 1906 (US Census 1900; Tinkham 1921: 468). After her death, Section 17 was divided amongst the five surviving Fowler children, with the southwest corner (where the subject property is located) going to her daughter Addie June Fowler (San Joaquin County Assessor 1906, 1907). A year prior to Eliza B. Fowler's death, the Western Pacific Railroad (WPRR) constructed the railroad alignment through the southwest corner of Section 17 (San Joaquin County Assessor 1905, 1906).

Addie June Fowler was born in Stockton in 1880 and married Dervin Kepner Woods in 1900 (Ancestry.com 2018a). Addie, Dervin, and their children lived in Lodi and Dervin farmed the land that his late mother-in-law left to Addie (US Census 1910). It appears that until the late 1930s, the property was used only for farming. Around this point in time, the residence (Building 1), the milk parlor (Building 3), and most likely the monitor roof barn (Building 7) were constructed (USGS 1939; San Joaquin Valley Unified Air Pollution Control District 2018; Woods 2018). It is unclear who first lived in the house and ran the dairy operation, but eventually one of the Woods's sons, Erwin F. (twin to Dervin B.) who was born in 1923, took over operation of the dairy and his son Jim Woods is the current owner/operator of Woods Dairy (Ancestry.com 2018b; US Census 1930). The triangular parcel on the west side of the railroad alignment was also owned by Addie June Fowler and after her death in 1948, her son Erwin was listed as the property owner. Erwin sold this parcel to his twin brother Derwin and his wife Shirley in 1959 (Ancestry.com 2018b; San Joaquin County Recorder 1959).

According to aerial photography other barns and outbuildings were constructed on the property in the 1940s through the 1990s, but of these, only the calf barn (Building 4), the small shop south of the residence (Building 2), and the shop/storage building (Building 11) are extant. The other barns and shelters were removed and Buildings 5, 6, 8, 9, and 10 were all constructed within the past 14 years (UCSB 1957, 1963, 1993; Google Earth Pro 1993-2017). The current owner stated that the residence has undergone numerous alterations and additions since it was built in the late 1930s (Woods 2018). When it was originally constructed, it most likely consisted of the north half of the current footprint and the former garage at the northwest corner, but the architectural style is unknown. After a series of additions and alterations to the exterior the residence has a Shed style appearance, including multi-directional rooflines, vertical grooved plywood siding, an obscured front entry, and lack of windows. This short-lived style was popularized in the mid-1960s with the construction of seaside vacation homes in the Sea Ranch development in Sonoma County, California that reimagined vernacular construction forms and utilized natural building materials. Shed style residences often implemented clerestory windows, wood shingle or wood siding laid in different directions, and lacked superfluous architectural details and were constructed throughout the United States in single-family and multi-family residences. Popularity of the style waned by the 1980s in a return to more traditional styles (McAlester 2013: 648-653).

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the property at 14250 North DeVries Road lacks historical significance because it is a typical and unremarkable dairy operation that was common to its time and place. Although property ownership can be traced back to members of the current owner's family back into the late nineteenth century, this dairy operation was developed relatively late, well after dairies had become an agricultural mainstay in the region. It provided a living for the Woods family, but did not play a meaningful role in developing, expanding, or altering the dairy or agricultural economy of northern San Joaquin County and properties with a similar history of use remain common in the area.

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*Resource Name or # (Assigned by recorder) Map ID 14

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Continuation Update

Under NRHP Criterion B or CRHR Criterion 2, these buildings have no associations with the lives of persons important to history. The buildings on the property were first developed by members of the Woods family in the late 1930s. Research on the individuals within the family did not yield significant contributions to dairying, farming or to the history of northern San Joaquin County. The individuals associated with the property operated a modestly successful dairy production and investigation did not indicate that any family member played a significant historical role in this, or any other field.

Under NRHP Criterion C or CRHR Criterion 3, this property is not significant because it is not an important example of a type, period, or method of construction. The late 1930s residence (Building 1) has been highly altered from its original design to into a Shed style residence. The design lacks cohesion and architectural distinction, and is not an important example of its type, or for its period. The monitor roof barn (Building 7) is a common form in California and met the utilitarian needs of a dairy farm. The milk parlor (Building 3), shop/storage building (Building 11), the small shop south of the residence (Building 2), and the calf barn (Building 4), are all simple, utilitarian buildings that are typical for their period in their design and materials, and, therefore, do not meet this criterion. The dairy is not an important work of a master designer, and does not embody the high artistic value that would merit listing on a national or state register under these criteria.

Under NRHP Criterion D or CRHR Criterion 4, the buildings on this dairy are not a significant source (or likely source) of important information regarding history. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Since the development of this property in the late 1930s, alterations have occurred that have diminished the integrity of this property. These alterations consist of the additions and alterations to the residence (Building 1), mentioned above, which have affected the residence's integrity of design, workmanship, materials, and feeling. An in-kind addition on the west side of the milk parlor (Building 3) has affected the integrity of design, and non-original plywood siding on Buildings 2 and 4, and non-original metal corrugated panels placed along the clerestory of the monitor barn (Building 7) have affected these buildings' integrity of workmanship and materials. Additionally, the demolition of numerous barns and shelters and their replacement with new metal frame cow shelters has affected the dairy property's integrity of the design, workmanship, materials, and general feeling. Coupled with the highly-modified residence, this property no longer conveys the feeling of a late 1930s dairy operation.

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

Ancestry.com

2018a "Addie June Fowler" in family tree. https://www.ancestry.com/family-tree/person/tree/102339519/person/390028455861/facts?_phsrc=jxP112&_phstart=successSource (accessed August 2018).

2018b "Dervin Bromley Woods" in family tree <https://www.ancestry.com/family-tree/person/tree/43962906/person/12729299182/facts> (accessed August 2018).

FindAGrave Index

2018 "Joseph Miner Fowler" in the U.S., Find A Grave Index, 1600s-Current. https://search.ancestry.com/cgi-bin/sse.dll?db=FindAGraveUS&h=81876472&indiv=try&o_vc=Record:OtherRecord&rhSource=6742 (accessed August 2018).

Google Earth Pro

1993-2017 14250 North DeVries Road, Lodi, CA. Historical imagery tool.

McAlester, Virginia Savage

2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Alfred A. Knopf.

San Joaquin County Recorder

1959 Deed. Addie June & Erwin F. Woods to Dervin B. & Shirley Woods. Book 218, Page 51.

San Joaquin County Assessor

1876 and 1877 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1800coun> (accessed August 2018).

1891 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook180013coun> (accessed August 2018).

1892 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatsforco00coun> (accessed August 2018).

1897 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1897coun> (accessed August 2018).

1905 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1905coun> (accessed August 2018).

1906 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1906coun> (accessed August 2018).

1907 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1907coun> (accessed August 2018).

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Recorded by: H. Miller *Date: August 22, 2018

Continuation Update

San Joaquin Valley Unified Air Pollution Control District

2018 *Initial Study and Final Mitigated Negative Declaration for Woods Dairy Expansion, Project Number N-1163206*, prepared by Raadha Jacobstein, Environmental Planning Partners, Inc. Electronic document, http://www.valleyair.org/notices/Docs/2018/04-15-18_N-1163206/Initial-Study-and-Final-Mitigated-Negative-Declaration.pdf (accessed August 2018).

Tinkham, George H.

1921 *History of San Joaquin County, California with Biographical Sketched of the Leading Men and Women of the County Who Have Been Identified With its Growth and Development from the Early Days to the Present*. Los Angeles, CA: Historic Record Company.

United States Census

1870 California, San Joaquin County, Elkhorn Township, Page No. 5.

1880 California, San Joaquin County, Elkhorn Township, Supervisor's District No. 2, Enumeration District No. 104, Page No. 7.

1900 California, San Joaquin County, Elkhorn Township, Woodbridge Precinct, Supervisor's District No. 4, Enumeration District No. 102, Sheet No. 7A.

1910 California, San Joaquin County, Elkhorn Township, Lodi City, South Lodi, Supervisor's District No. 6, Enumeration District No. 176, Sheet No. 6B.

1930 California, San Joaquin County, Elkhorn Township, Enumeration District No. 39-16, Supervisor's District No. 9, Sheet No. 1A.

United States Geological Survey (USGS)

1910 *Castle, Calif.* Topographic Map, scale 1:31680.

1939 *Lodi, Calif.* Topographic Map, scale 1:62500.

1968 (Photorevised 1976) *Lodi South, Calif.* Topographic Map, scale 1:24000.

University of California Santa Barbara (UCSB) Aerial Photography Collection

1957 Flight ABD_1957, frame 38T-90.

1963 Flight ABD_1963, frame 1CC-288.

1993 Flight NAPP_2C, frame 6352-119.

Woods, Jim

2018 Interview with AECOM Architectural Historian Heather Miller.

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Recorded by: H. Miller *Date: August 22, 2018

*Resource Name or # (Assigned by recorder) Map ID 14

Continuation Update

P5a. Photographs (continued):



Photograph 2. North and east sides of Building 1, former garage on far right, camera facing southwest, August 22, 2018



Photograph 3. East side of Building 1, camera facing west, August 22, 2018



Photograph 4. East side of Building 2, camera facing southwest, August 22, 2018



Photograph 5. North and west sides of Building 3. Note the small addition on the west end, camera facing southeast, August 22, 2018



Photograph 6. South and east sides of Building 3, camera facing northwest, August 22, 2018



Photograph 7. Building 4 in foreground, Building 5 in background, camera facing south, August 22, 2018



Photograph 8. East side of Building 4, Building 5 on right, Building 7 in background, camera facing east, August 22, 2018



Photograph 9. Building 4 on far left, Building 7 in background, Building 5 at center, and portion of Building 6 on far right, camera facing southeast, August 22, 2018



Photograph 10. Building 5 on left, Building 6 on right, camera facing south, August 22, 2018



Photograph 11. From left to right: Building 6, Building 5, Building 7, and Building 8, camera facing west, August 22, 2018

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Recorded by: H. Miller *Date: August 22, 2018

*Resource Name or # (Assigned by recorder) Map ID 14

Continuation Update



Photograph 12. From left to right: Building 9, Building 10, Building 11, and Building 8, camera facing east, August 22, 2018



Photograph 13. From left to right: Building 11, Building 9, Building 10, camera facing northwest, August 22, 2018

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Recorded by: H. Miller *Date: August 22, 2018

*Resource Name or # (Assigned by recorder) Map ID 14

Continuation Update



Photograph 14. Building 11 in foreground, Building 9 in background, camera facing northeast, August 22, 2018

Site Map:



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

Primary#
HRI#
Trinomial
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 7

*Resource Name or #: (Assigned by recorder) Map ID 15

P1. Other Identifier: N/A

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Joaquin

***b. USGS 7.5' Quad** Lodi South **Date** 1968 (1976) **T** 3N; **R** 6E; SW¼ of SW¼ of **Sec** 17; Mount Diablo B.M.

c. Address 13712 North DeVries Road **City** Lodi **Zip** 95242

d. UTM:

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

Assessor's Parcel Number (APN): 055-240-17

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

This triangular 5.9-acre parcel contains a 1,521-square foot Ranch style residence built in 1961 and a detached outbuilding. The residence has a rectangular plan, is topped with a side-gable roof, and the exterior is sheathed with board-and-batten siding (**Photograph 1**). Primary access into the residence is gained through a wood panel door, located in a recessed wall section on the western-facing façade. Windows throughout the residence generally consist of two-part, aluminum frame sliding windows that lack surrounds. At least four windows have been recently replaced with two-part, vinyl frame sliding windows including two on the façade and two on the east side (**Photographs 1 and 2**).

A detached shop building is sited southeast from the residence. This small building has an irregular plan with a central rectangular plan shop with shed roof additions on the west, north, and east sides (**Photograph 3**). The exterior is sheathed in a combination of plywood and corrugated metal sheet and all of the rooflines are covered with corrugated metal sheets, including the shed roof parking shelter on the north side of the shop. Two, tall sliding doors and a plywood door are all located on the north side.

***P3b. Resource Attributes:** (List attributes and codes) HP2 – Single family property

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** West side of 13712 North DeVries Road, camera facing northeast, August 22, 2018

***P6. Date Constructed/Age and Source:**
 Historic Prehistoric Both 1961 (San Joaquin County Assessor)

***P7. Owner and Address:**
Jose A. Valencia Bautista
13712 North DeVries Road
Lodi, CA 95242

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

***P9. Date Recorded:** August 22, 2018

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 7

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Map ID 15

B1. Historic Name: none

B2. Common Name: none

B3. Original Use: residence

B4. Present Use: residence

*B5. Architectural Style: Ranch

*B6. Construction History: (Construction date, alterations, and date of alterations) Residence constructed in 1961; vinyl replacement windows installed in 2018. Detached shop built ca. 1961 with additions constructed at unknown date(s) after 1967.

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

*B8. Related Features: N/A

B9a. Architect: Undetermined b. Builder: Undetermined

*B10. Significance: Theme Rural Residential Area San Joaquin County

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

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

This property at 13712 North DeVries Road does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). It is not an historic property under Section 106 of the National Historic Preservation Act nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), and Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

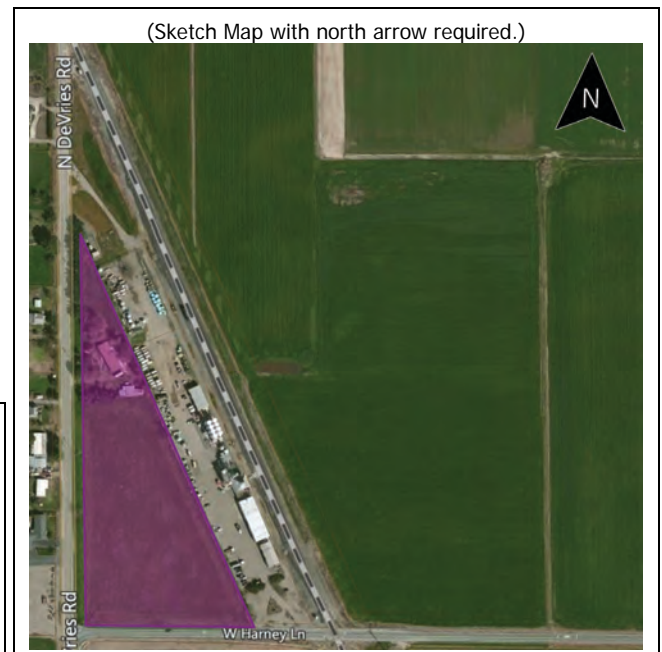
*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

*B14. Evaluator: H. Miller

*Date of Evaluation: August 2018

(This space reserved for official comments.)



Page 3 of 7

*Resource Name or # (Assigned by recorder) Map ID 15

Recorded by: H. Miller *Date: August 22, 2018

Continuation Update

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

Historic Context

Until recently, this property had been owned by members of the same family since at least the late nineteenth century. The County Assessor Plat book from 1876 shows that Joseph M. Fowler owned all of Section 17 in Township 3 North, Range 6 East. Fowler was born in Massachusetts in 1825 and arrived in California in June 1849 (San Joaquin County Assessor 1876-1877; FindAGrave Index 2018; Tinkham 1921: 467). After giving up mining in the mid-1850s, Fowler went back to Massachusetts and married Eliza Bromley and the newlyweds arrived in San Joaquin County the following year. Fowler owned property throughout San Joaquin County, but appears to have resided with his wife and their 12 children on a farm at an unknown location in Section 17 (Tinkham 1921: 467-468; US Census 1870, 1880). Five years before his death, Joseph transferred ownership of all of the property in Section 17 to his wife Eliza B. Fowler in 1891 (San Joaquin County Assessor 1891, 1892; FindAGrave Index 2018). Eliza continued to operate the family's farm until her death in 1906 (US Census 1900; Tinkham 1921: 468). After her death, Section 17 was divided amongst the five surviving Fowler children, with the southwest corner (where the subject property is located) going to her daughter Addie June Fowler (San Joaquin County Assessor 1906, 1907). A year prior to Eliza B. Fowler's death, the Western Pacific Railroad (WPRR) constructed the railroad alignment through the southwest corner of Section 17 (San Joaquin County Assessor 1905, 1906).

Addie June Fowler was born in Stockton in 1880 and married Dervin Kepner Woods in 1900 (Ancestry.com 2018a). Addie, Dervin, and their children lived in Lodi and Dervin farmed the land that his late mother-in-law left to Addie (US Census 1910). It appears that until the late 1930s, the property was used only for farming. Around this point in time, a residence, a milk parlor, and most likely a monitor roof barn were constructed on the portion of the family's property in the east side of the railroad alignment (USGS 1939; San Joaquin Valley Unified Air Pollution Control District 2018). It is unclear who first lived in the house and ran the dairy operation, but eventually one of the Woods's sons, Erwin F. (twin to Dervin B.) who was born in 1923, took over operation of the dairy and his son Jim Woods is the current owner/operator (Ancestry.com 2018b; US Census 1930). The triangular parcel on the west side of the railroad alignment, and the location of 13712 North DeVries Road, was also owned by Addie June Fowler and after her death in 1948, her son Erwin was listed as the property owner. Erwin sold this parcel to his twin brother Derwin and his wife Shirley in 1959 (Ancestry.com 2018a; San Joaquin County Recorder 1959). Before Addie sold the property, an L-shaped residence was constructed on the north end of the parcel, a large barn was built near the current location of the extant shop building, and the remainder of the parcel was planted with an orchard crop and border trees were planted along North DeVries Road and Harney Lane (Plate 1) (UCSB 1957).

After Dervin purchased the property, it appears the L-shaped house and the barn were demolished to make way for the new Ranch style residence that was completed in 1961. Ranch style houses emerged as a residential style in California in the late 1920s and early 1930s, and reached peak popularity in first two decades after World War II. The Ranch style also incorporated a variety of historic quasi-colonial/early-American period precedents, including the nineteenth century California adobe house and the nineteenth century California single-wall, board and batten rural buildings (utilized on 13712 North DeVries Road). A typical Ranch style suburban house features include elongated, asymmetrical one-story plans with low pitched hip, cross gable, or side gable forms. Eaves are usually wide and create an overhanging shelter for a walkway along the sides of the house. A recessed entry is also common, as are large picture windows on the main facade. Early examples may feature metal casement windows, but sliding metal frame windows are the most common. Siding can be wood, brick, stucco, or a combination. Houses are typically composed of wings in a U or L shape that create for semi-enclosed outdoor living areas at the rear, often accessible from much of the house. Garages are usually attached. While sprawling, high-style custom Ranch houses were popular during the 1950s and 1960s, most Ranch houses were mass produced in post-war housing tracts and were unassuming in both size and design (McAlester 2013: 596-603, 608-609). The large barn was replaced with the smaller shop building and most of the orchard was removed by 1963 (San Joaquin County Assessor 2018; UCSB 1963). At some point, Dervin and Shirley relocated to Grants Pass, Oregon where their daughter Drusilla Dunson lived, but the couple retained ownership of the property until Dervin's death in 2017. After his death, Drusilla sold this property in June 2018 to the current owner (Ancestry.com 2018b; Oregon Marriage Index 2018; San Joaquin County Recorder 2018).



Plate 1. 1963 aerial photograph with parcel boundary shown in yellow. Note the orchard, tree border, L-shaped house at the north end, and the large barn (Source: UCSB 1957)

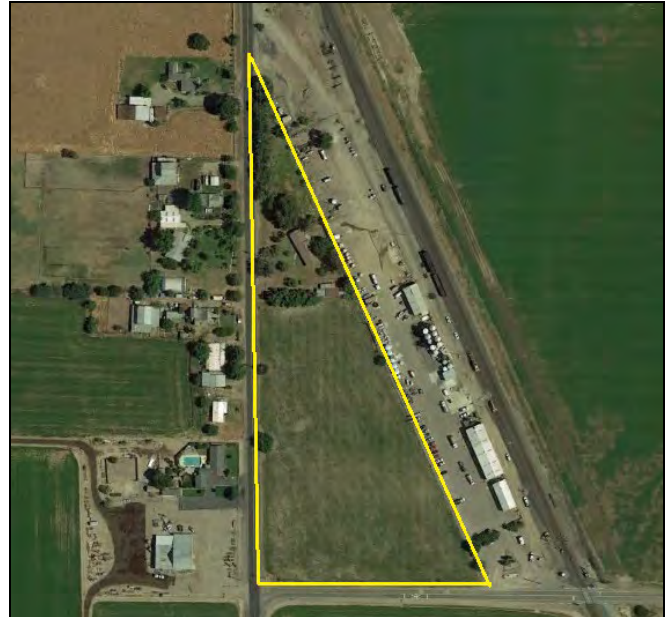


Plate 2. 2018 aerial photograph with parcel boundary shown in yellow. Note the orchard, tree border, L-shaped house at the north end, and the large barn have all been removed (Source: Google Earth Pro 2018)

Evaluation

Under NRHP Criterion A and CRHR Criterion 1, the property at 13712 North DeVries Road does not have important associations with significant historic events, patterns, or trends of development. Although property ownership can be traced back to members of the current owner's family back into the late nineteenth century, this residence and shop were constructed in the early 1960s. There is no evidence these buildings are significant within the context of rural residential development in San Joaquin County, outside of the city of Lodi.

Under NRHP Criterion B or CRHR Criterion 2, these buildings have no associations with the lives of persons important to history. The buildings on this property were constructed for Dervin and Shirley Woods. Erwin worked as a mechanic for Pacific Gas & Electric Company (R.L. Polk 1961). Research did not reveal Dervin or Shirley made demonstrably important contributions to history at the local, state, or national levels during their respective periods of association with the property.

Under NRHP Criterion C or CRHR Criterion 3, this property is not significant because the buildings do not represent an important example of a type, period, or method of construction. The residence is a modest example of the Ranch style and lacks the high artistic value that would merit listing on a national or state register. The shop building on the property is a very modest and rudimentary utilitarian building. Neither building is an important work of a master designer, and do not embody the high artistic value that would merit listing on a national or state register under these criteria.

Under NRHP Criterion D or CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The residence generally retains integrity to its original construction except for the four recently installed replacement vinyl windows which have diminished its integrity of materials and workmanship. The integrity of location, design, setting, feeling and association remain intact. Although the residence generally retains integrity to its original construction, it does not meet any of the significance criteria necessary for eligibility for listing in either the NRHP or CRHR.

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*Resource Name or # (Assigned by recorder) Map ID 15

Recorded by: H. Miller *Date: August 22, 2018

Continuation Update

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

Ancestry.com

2018a "Addie June Fowler" in family tree. https://www.ancestry.com/family-tree/person/tree/102339519/person/390028455861/facts?_phsrc=jxP112&_phstart=successSource (accessed August 2018).

2018b "Dervin Bromley Woods" in family tree <https://www.ancestry.com/family-tree/person/tree/43962906/person/12729299182/facts> (accessed August 2018).

FindAGrave Index

2018 "Joseph Miner Fowler" in the U.S., Find A Grave Index, 1600s-Current. https://search.ancestry.com/cgi-bin/sse.dll?db=FindAGraveUS&h=81876472&indiv=try&o_vc=Record:OtherRecord&rhSource=6742 (accessed August 2018).

Google Earth Pro

2018 13712 North DeVries Road, Lodi, CA. Historical imagery tool.

HistoricAerials.com

1967 13712 N DeVries Rd, Lodi, CA. Historical aerial photography.

McAlester, Virginia Savage

2013 *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America's Domestic Architecture*. New York: Alfred A. Knopf.

Oregon Marriage Index

2018 "David Dunson" to "Drusilla Woods." Married April 10, 1971. https://search.ancestry.com/cgi-bin/sse.dll?db=ormarr&h=902023314&indiv=try&o_vc=Record:OtherRecord&rhSource=5247 (accessed August 2018).

R.L. Polk & Co.

1961 *Polk's Stockton City Directory*. Los Angeles, CA: R.L. Polk & Co. Publishers.

San Joaquin County Assessor

1876 and 1877 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1800coun> (accessed August 2018).

1891 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook180013coun> (accessed August 2018).

1892 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatsforco00coun> (accessed August 2018).

1905 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1905coun> (accessed August 2018).

1906 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1906coun> (accessed August 2018).

1907 *County Plat Book*, "T3N R6E" <https://archive.org/details/countyplatbook1907coun> (accessed August 2018).

2018 Parcel information for APN 055-240-170-000, via ParcelQuest,

San Joaquin County Recorder

1959 Deed. Addie June & Erwin F. Woods to Dervin B. & Shirley Woods. Book 218, Page 51.

2018 Deed. Dervin B. Woods Trust & Drusilla J. Dunson Trust to Jose A. Valencia Bautista. Record No. 2018-063666.

San Joaquin Valley Unified Air Pollution Control District

2018 *Initial Study and Final Mitigated Negative Declaration for Woods Dairy Expansion, Project Number N-1163206*, prepared by Raadha Jacobstein, Environmental Planning Partners, Inc. Electronic document, http://www.valleyair.org/notices/Docs/2018/04-15-18_N-1163206/Initial-Study-and-Final-Mitigated-Negative-Declaration.pdf (accessed August 2018).

Tinkham, George H.

1921 *History of San Joaquin County, California with Biographical Sketched of the Leading Men and Women of the County Who Have Been Identified With its Growth and Development from the Early Days to the Present*. Los Angeles, CA: Historic Record Company.

United States Census

1870 California, San Joaquin County, Elkhorn Township, Page No. 5.

1880 California, San Joaquin County, Elkhorn Township, Supervisor's District No. 2, Enumeration District No. 104, Page No. 7.

1900 California, San Joaquin County, Elkhorn Township, Woodbridge Precinct, Supervisor's District No. 4, Enumeration District No. 102, Sheet No. 7A.

1910 California, San Joaquin County, Elkhorn Township, Lodi City, South Lodi, Supervisor's District No. 6, Enumeration District No. 176, Sheet No. 6B.

1930 California, San Joaquin County, Elkhorn Township, Enumeration District No. 39-16, Supervisor's District No. 9, Sheet No. 1A.

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Recorded by: H. Miller *Date: August 22, 2018

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Continuation Update

University of California Santa Barbara (UCSB) Aerial Photography Collection

1957 Flight ABD_1957, frame 38T-90.

1963 Flight ABD_1963, frame 1CC-288.

United States Geological Survey (USGS)

1939 *Lodi, Calif.* Topographic Map, scale 1:62500.

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Recorded by: H. Miller *Date: August 22, 2018

*Resource Name or # (Assigned by recorder) Map ID 15

Continuation Update

P5a. Photographs (continued):



Photograph 2. East side of residence showing replacement windows and siding, railroad tracks in foreground, camera facing west, August 22, 2018



Photograph 3. North and west sides of detached shop building, camera facing east, August 22, 2018

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 8

*Resource Name or #: (Assigned by recorder) Map ID 16

P1. Other Identifier: Simplot Grower Solutions

***P2. Location:** Not for Publication Unrestricted

***a. County:** San Joaquin

***b. USGS 7.5' Quad** Lodi South **Date** 1968 (1976) **T** 3N; **R** 6E; **SW** $\frac{1}{4}$ of **SW** $\frac{1}{4}$ of **Sec 17**; Mount Diablo B.M.

c. Address 2851 West Harney Lane **City** Lodi **Zip** 95242

d. UTM:

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

Assessor's Parcel Number (APN): 055-240-25

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

This 2.5-acre fertilizer storage and sales facility at 2851 West Harney Lane fronts the Union Pacific Railroad (formerly the Western Pacific Railroad) and a railroad siding (**Photograph 1**). The parcel contains four buildings: two warehouses, a combination warehouse & office, flammable storage shed, and numerous storage silos and tanks. The southernmost building, located closest to West Harney Lane, is a metal frame warehouse with a rectangular plan, gable roof, and the roof and exterior are clad in raised seam metal siding. Primary access into the warehouse is gained through two full-height sliding doors on the west side and a metal panel door on the west side. The only other wall opening in the warehouse is a metal panel door and window on the north side.

The combination warehouse & office is sited directly north of the southernmost warehouse (**Photograph 1**). This metal frame building is rectangular plan, a low-pitched gable roof, and the roof and exterior are clad in raised seam metal siding. Full-height overhead doors are located on the west, south, and east sides (**Photographs 1 and 2**). Metal panel doors are located on the west side, and access into the second-story office area on the north half of the building is gained through an external wood staircase and railing on the north end. Two-part, aluminum frame sliding windows are located in the first- and second-stories of the north half of the building. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP8 – Industrial building

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

P5a. Photo or Drawing



P5b. Description of Photo: (view, date, accession #) **Photograph 1.** View of Simplot property from W Harney Lane, camera facing northeast, August 22, 2018

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

Historic Prehistoric Both
1964-1967; 1967-1993 (UCSB 1963; San Joaquin Dept. of Public Works 1964; HistoricAerials.com)

***P7. Owner and Address:**

J.R. Simplot Company
P.O. Box 27
Boise, ID 83707-0027

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

C. Miller and H. Miller AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:** November 09, 2017;
August 22, 2018

***P10. Survey Type:** Intensive

***P11. Report Citation:** AECOM. "Valley Rail Sacramento Extension Project: Historical Resources Inventory and Evaluation Report." Prepared for the San Joaquin Regional Rail Commission, 2020

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

DPR 523A (1/95)

*Required information

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 8

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) Map ID 16

- B1. Historic Name: Simplot
- B2. Common Name: Simplot Grower Solutions
- B3. Original Use: fertilizer storage and sales
- B4. Present Use: fertilizer storage and sales

*B5. Architectural Style: utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations) The two warehouses and flammable storage building all built between 1967 and 1993. Northern section of warehouse/office built between 1963 and 1967; southern half added between 1967 and 1993. Metal silos erected between 1967 and 1993. Dry hopper and associated elevated tanks constructed between 1963 and 1967; demolished 2012-2013.

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

*B8. Related Features: N/A

B9a. Architect: Undetermined b. Builder: Undetermined

*B10. Significance: Theme Industrial/Agricultural Area San Joaquin County
Period of Significance N/A Property Type Fertilizer storage and sales Applicable Criteria N/A

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

This property at 2851 West Harney Lane does not meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). It is not an historic property under Section 106 of the National Historic Preservation Act nor is it an historical resource for the purposes of the California Environmental Quality Act (CEQA). This property has been evaluated in accordance with Section 106 of the National Historic Preservation Act of 1966 (as amended) (54 U.S.C. 306108) and its implementing regulations (36 CFR Part 800), and Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

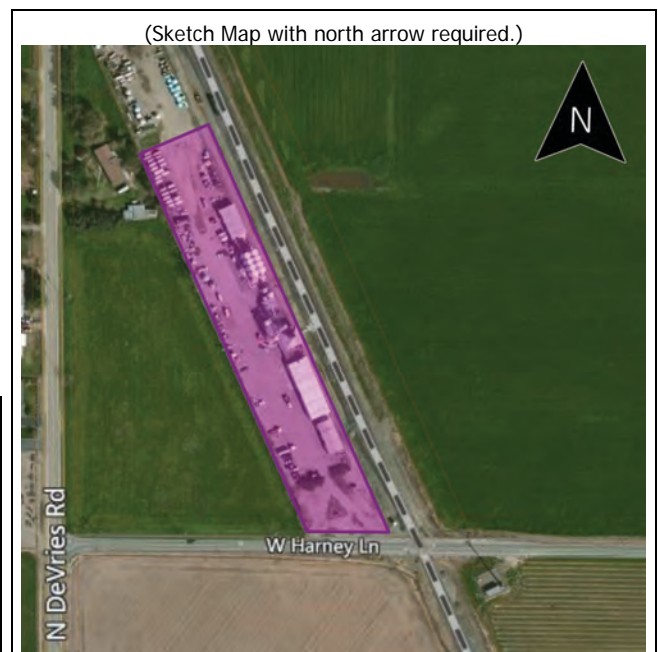
*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

*B14. Evaluator: H. Miller

*Date of Evaluation: August 2018

(This space reserved for official comments.)



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

Directly north of the warehouse & office building is a parking area that used to be the location of a dry hopper storage building and associated elevated tanks (**Photograph 4**). The dry hopper building and the tanks were demolished at some point between August 2012 and April 2013. Remnants of the dry hopper loading area are located east of the parking area inside the railroad right-of-way. These resources include two connected concrete foundations and a concrete box vault with plywood cover, associated with the former dry hopper loading area (**Photograph 5**).

Sited north of the parking area where the dry hopper was formerly located, and south of the tall metal storage silos is a flammable storage shed (**Photograph 6**). This small building has a square plan, with a tall concrete foundation in the south, east, and north sides and the exterior is covered with vertical grooved plywood panels. The flat roof has a small projection on the west side that shelters the large sliding door on that side (**Photograph 7**).

The northernmost warehouse is sited north of the metal silos and plastic storage tanks (**Photograph 6**). This metal frame warehouse has a rectangular plan, gable roof, and the roof and exterior are clad in raised seam metal siding. Primary access into the warehouse is gained through two full-height sliding doors on the west side. The only other wall opening in the warehouse appears to be a metal panel door on the north side, and a short shed roof shelter is located on the south side.

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

Historic Context

This J.R. Simplot Company, fertilizer storage and sales property at 14250 North DeVries Road is located in rural San Joaquin County, just west of the City of Lodi. This parcel was formerly part of an 11.95-acre parcel located on the west side of the Union Pacific Railroad (formerly the Western Pacific Railroad). The railroad alignment was platted through the area between 1905 and 1906, but the line wasn't completed until 1910. WPRR purchased this parcel, which extended along the railroad from DeVries Road to Harney Lane, when the line opened for freight and passenger traffic in 1910 (San Joaquin County Assessor 1905, 1906, 1909, 1911; *San Francisco Chronicle* 1910 Aug 23). When the station opened in 1910, it included a depot and two other small buildings (*San Francisco Call* 1910 Aug 12; San Joaquin County Recorder 1913 Mar 10) (**Plate 1**). The station at this railroad siding was originally called West Lodi, but after the name confused a number of railway passengers who wanted to get to Lodi proper, the name was changed in 1912 to Kingdon, after Kingdon Gould, grandson of railroad magnate Jay Gould and a member of the board of directors of the Western Pacific Railroad in *San Francisco Call* 1910 Aug 12; *Railway Employee's Magazine* 1912 Jan: 3; *San Francisco Call* 1911 Nov 1). The station was thereafter called Kingdon, sometimes Kingdon Station, but service at the siding was discontinued in 1949 and it appears that around this time, or sometime before, the railroad related buildings were demolished and two residences were constructed on the parcel (California Public Utilities Commission 1949: 600; UCSB 1957).

The J.R. Simplot Company purchased the current parcel in 1964 and by 1967 had demolished the southern residence on the parcel, and constructed the dry hopper and the northern half of the combination office/warehouse building (San Joaquin County Recorder 1964; HistoricAerials.com 1967). By 1993, the remaining residence was demolished, the southern half of the office/warehouse building was added, the two warehouses were constructed, and the metal silos were installed (HistoricAerials.com 1967, 1993). As stated above, the dry hopper and its associated elevated tanks were demolished between 2012 and 2013 (Google Earth Pro 2012, 2013).

The origin of the J.R. Simplot Company began in 1923 when John Richard (J.R.) Simplot left home the age of 14 in Declo, Idaho. The teenager showed an astute business sense, and invested in script paid to local teachers which he used as collateral to secure a bank loan for \$600 to buy market pigs. The following year Simplot sold some of his best hogs at auction when pork prices rose and made \$7,500, which would be a little more than \$110,000 in 2018. With this new pool of investment funds, Simplot leased some land and ventured into potato cultivation. Simplot was a natural farmer and salesman and by 1940 he was storing and shipping potatoes out of 33 warehouses along the Snake River. During World War II he secured a contract to supply G.I. dried potatoes and vegetables, and began diversifying his portfolio by starting his own fertilizer plant, and purchasing timber and ranch land. After the war, Simplot expanded food production into canning and freezing which paved the way to secure a lucrative contract with McDonald's to supply frozen French fries and hash browns. He continued to diversify the company and expanded into mining, seed and animal feed production and sales, industrial and domestic fertilizers, ranch and feed lots, and irrigation supply at locations throughout the United States and expanded food processing and sales to Canada, Mexico, Australia, Asia, and Latin America. Simplot died in 2008 at the age of 99 and the Simplot family continues to run the multi-faceted corporation (CBS News 2008; Simplot.com 2018a).

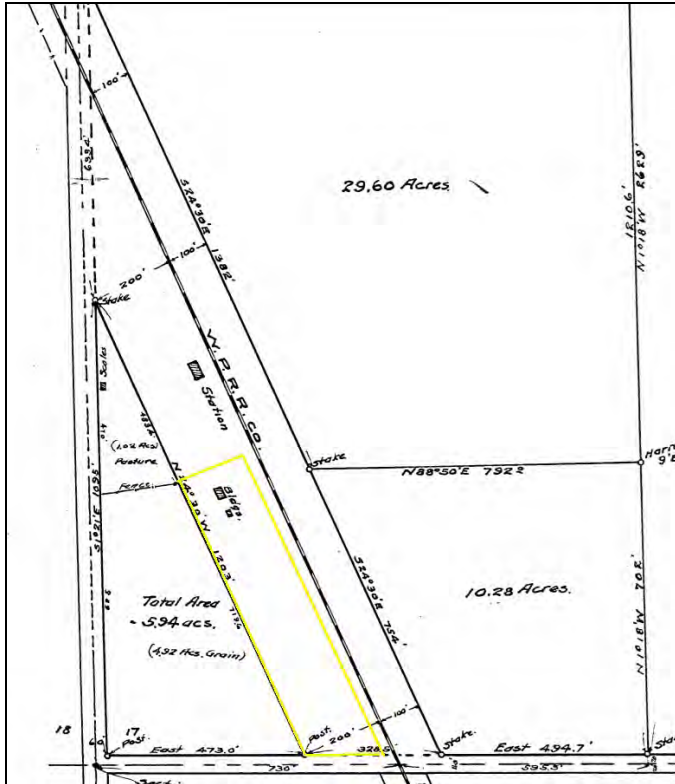


Plate 1. 1913 map showing WPRR owned parcel on west side of tracks with railroad buildings (no longer extant). Yellow outline is approximate boundary of current parcel (San Joaquin County Recorder 1913 Mar 10)



Plate 2. 2018 aerial photograph showing Simplot buildings, with yellow outline is approximate boundary of current parcel (Source: Google Earth Pro 2018)

Evaluation

Under NRHP Criterion A or CRHR Criterion 1, this property is not significant for its association with important historic events. This fertilizer storage and sales facility was initially constructed in the mid-1960s and has serviced farmers in the Lodi area. This facility is one of 85 Simplot Growers Solution retail facilities located throughout the United States (Simplot.com 2018b). There is no indication in the historic record that this business was transformative or innovative in this specific role, or within the broader context of local commercial/agricultural development. Furthermore, as elaborated in the history above, the plant has been continually transformed and no longer represents any particular era of the facility's history.

Under NRHP Criterion B or CRHR Criterion 2, these buildings are not significant for their associations with the lives of persons important to history at the local, state, or national level. The J.R. Simplot Company owns and operates hundreds of properties and facilities throughout the world. This property is not directly associated with J.R. Simplot or his early businesses.

Under NRHP Criterion C or CRHR Criterion 3, this property is not significant because the buildings do not represent an important example of a type, period, or method of construction. Raised-ridge metal warehouse buildings with gable roofs are a ubiquitous style for industrial buildings. All of the buildings are modest examples of the type and do not embody enough of the distinctive characteristics of a type of architecture as required for significance under this criterion.

Under NRHP Criterion D or CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Since the development of this property in the mid-1960s, alterations have occurred that have diminished the integrity of this property. These alterations consist of the addition to the southern half of the warehouse/office building, construction of the two warehouses, and the demolition of the dry hopper and its associated elevated tanks. This demolition has affected the facility's integrity of the design, workmanship, materials, and general feeling and no longer conveys the feeling of the original mid-1960s fertilizer storage and sales facility.

Page 5 of 8

*Resource Name or # (Assigned by recorder) Map ID 16

Recorded by: C. Miller and H. Miller *Date: November 9, 2017; August 22, 2018

Continuation Update

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

California Public Utilities Commission

1949 *Decisions of the Public Utilities Commission of the State of California, 49.* CA: The Commission, 1949.

CBS News

2008 "J.R. Simplot, 'Mr. Spud' Dies at 99." <https://www.cbsnews.com/news/jr-simplot-mr-spud-dies-at-99/> (accessed August 2018).

Google Earth Pro

2012-2013 2851 West Harney Lane, Lodi, CA .Historical imagery tool.

HistoricAerials.com

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2018a "Simplot International Operations." <http://www.simplot.com/international> (accessed August 2018).

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University of California Santa Barbara (UCSB) Aerial Photography Collection

1957 Flight ABD_1957, frame 38T-90.

1963 Flight ABD_1963, frame 1CC-288.

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*Resource Name or # (Assigned by recorder) Map ID 16

Recorded by: C. Miller and H. Miller *Date: November 9, 2017; August 22, 2018

Continuation Update

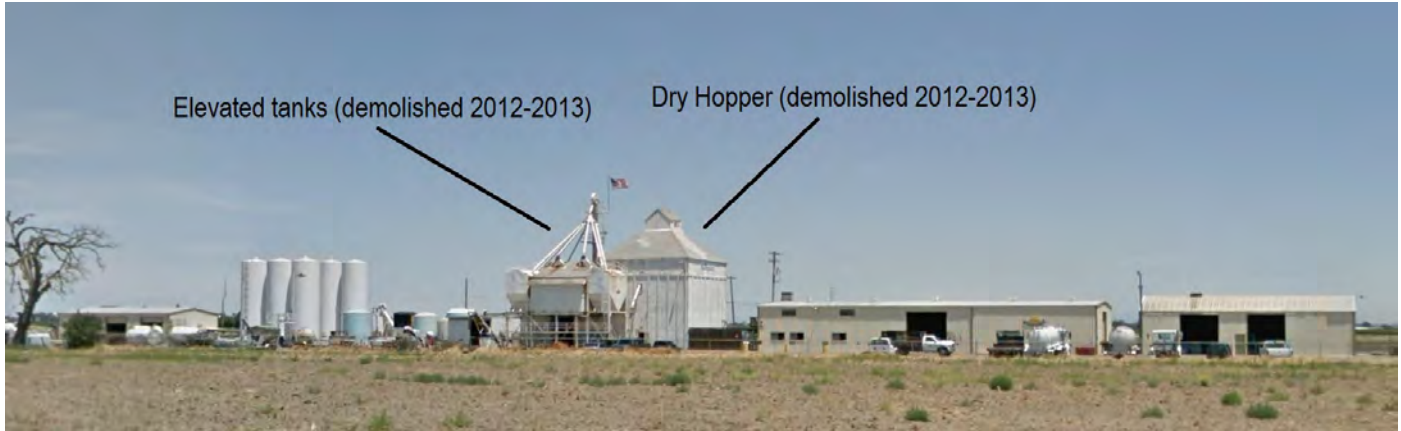
P5a. Photographs (continued):



Photograph 2. South and east sides of warehouse (on left) and warehouse/office (on right), railroad tracks in foreground, camera facing northwest, August 22, 2018



Photograph 3. North and east side of warehouse/office, with former location of dry hopper building, now used as a parking area (on right) and concrete box vault with plywood cover, associated with the former dry hopper loading area, in railroad right-of-way (on left), camera facing southwest, November 9, 2017



Elevated tanks (demolished 2012-2013)

Dry Hopper (demolished 2012-2013)

Photograph 4. June 2012 photograph showing dry location of hopper and associated elevated tanks sited just north of the warehouse/office building (Google Street View). Edits made by AECOM.



Photograph 5. Concrete foundations (on left) and concrete box vault with plywood cover, associated with the former dry hopper loading area (on right), both located in the railroad right-of-way. Camera facing southeast, November 9, 2017



Photograph 6. South and east sides of flammable storage shed in foreground, tanks at center, and northern warehouse in background, camera facing northwest August 22, 2018



Photograph 7. West and south sides of northernmost warehouse (on left), metal silos and plastic storage tanks at center, and flammable storage shed (on right), camera facing northeast, August 22, 2018