Appendix D Cultural Resources

Attachment 1

Historical Resource Inventory and Evaluation Report

Capitol Corridor Joint Powers Authority (CCJPA)
Capitol Corridor South Bay Connect Project

Prepared for:

HDR
1000 Broadway, Suite 475
Oakland, CA, 94607

and

HNTB Corporation
1111 Broadway, 9th Floor
Oakland, CA, 94607

Prepared by:

ICF
980 9th Street, Suite 1200
Sacramento, CA 95814
Contact: Joshua Severn
916-737-3000

September 2023

ICF. 2023. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. September. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

Contents

Tables and Figures

Acronyms and Abbreviations

BERD	Built Environment Resource Directory
Caltrans	California Department of Transportation
CCJPA	Capitol Corridor Joint Powers Authority
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CR	California Register
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
FCC	Federal Communications Commission
FHA	Federal Housing Administration
GIS	geographic information system
I-	Interstate
MP	Milepost
MLD	Most Likely Descendant
NAHC	Native American Heritage Commission
NETR Online	Nationwide Environmental Title Research
NR	National Register
NRHP	National Register of Historic Places
NWIC	Northwest Information Center
PCL	Project Construction Limit
PRC	Public Resources Code
Project	Capitol Corridor South Bay Connect Project
ROW	right-of-way
RSA	Resource Study Area
SHPO	State Historic Preservation Officer
SPCR	South Pacific Coast Railroad
SPCRR	Society for the Preservation of Carter Railroad Resources
SPRR	Southern Pacific Railroad
SR	State Route
UPRR	Union Pacific Railroad
USGS	U.S. Geological Survey
WPRR	Western Pacific Railroad

Executive Summary

On behalf of the Capitol Corridor Joint Powers Authority (CCJPA), in coordination with regional transportation partner agencies, ICF prepared this historical resources inventory and evaluation report to identify built-environment historical resources potentially affected by the Capitol Corridor South Bay Connect Project (Project) activities. For the purposes of this report, a *historical resource* is a built-environment resource listed in, or determined eligible for listing in, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or a qualified local register of historical resources and, therefore, a historical resource for the purposes of the California Environmental Quality Act (CEQA). This report does not address archaeological historical resources. All work in this report adheres to Section 15064.5(a)(2)-(3) of the State CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code.

To complete the identification of CEQA historical resources in the Study Area, ICF completed desktop review, survey, and evaluations of historic-period built-environment resources found within the Study Area. Individuals conducting this work meet the professional qualifications under the Secretary of the Interior's professional qualifications standards for Architectural History and History. Historic-period properties consist of properties 45 years old or older at the time of the built environment reconnaissance surveys.

ICF found 75 historic-period properties in the Resource Study Area (RSA), 42 of which are within the CEQA Study Area:

- 52 historic-period properties were identified by California Historical Resources Information System (CHRIS) records searches.
- 23 properties were identified through supplemental research:
    - 22 were newly evaluated as part of this study as individual properties or contributors to a district.
    - 1 was found to have been demolished during 2022 field survey.

Of the 42 historic-period properties in the CEQA Study Area:

- 10 are listed in or eligible for the NRHP, CRHR, and/or qualified local registers, either as individual resources or contributors to a district, and are considered historical resources for the purposes of CEQA.
- 5 properties identified in CHRIS records searches occur in project areas where proposed activities are limited to the roadway or rail right-of-way and have no potential to impact any historical resources.
- 22 are ineligible for the NRHP, CRHR, and/or local registers.
- 5 were demolished after their original recording and are no longer extant.

This page is intentionally left blank

Chapter 1
Project Description

The Capitol Corridor South Bay Connect Project (Project) would relocate Capitol Corridor passenger rail service between Oakland and San Jose from the Niles Subdivision to the Coast Subdivision in Alameda County, California. The proposed Project would facilitate the separation of passenger rail service and freight operations in southern Alameda County.

The proposed Project is in Alameda County between the Capitol Corridor Oakland Coliseum Station in the city of Oakland to the north and Newark Junction in the city of Newark to the south. The proposed Project passes through the cities/communities of Ardenwood, Fremont, Hayward, Oakland, Newark, San Leandro, and Union City (Figure 1).

To prepare the Union Pacific (UPRR) Coast Subdivision for improved intercity passenger rail service, proposed improvements within the Project Corridor may include:

- Replacement of existing rail and ties on the existing track for the entire Project Corridor.
- Addition of several inches of ballast to help level the existing main track and siding tracks.
- Installation of new wayside and grade crossing signal technology and associated equipment.
- Modifications to discourage trespassing which could include fencing and signage improvements.
- Upgrade and slight shifts of existing tracks to allow higher train speeds.
- Installation of an additional track from Elmhurst to Newark to improve operations and allow trains to meet or pass each other at any location between Elmhurst and Newark.
    - The additional track would extend the entire distance between Elmhurst and Newark, approximately 17.4 miles. The existing track in some locations would be shifted from 5 feet to 10 feet (laterally) from its existing alignment to make space for the additional track. The new track is proposed to be constructed approximately 10 to 15 feet from the original location of the existing track. Track spacing (distance between the track centers) of the existing track and proposed new track will be 15 to 20 feet along the entire distance between Elmhurst and Newark.
    - Existing bridges would be either upgraded or replaced and new bridges constructed adjacent to the existing bridges to accommodate the additional track.
    - Existing culverts would be replaced, resized, or lengthened to accommodate the additional track. If water flow conditions warrant, additional culverts may be added.
    - Existing timber structures would be replaced with bridges, culverts or removed.
    - Siding tracks, yard tracks and spur tracks leading to existing industrial uses along the Project Corridor may be reconfigured to maintain connection to the new or existing tracks, or new tracks constructed to keep these yards tracks and industrial

spurs connected to the rest of the railroad. Minor work may be conducted outside UPRR ROW.

- The elevations of proposed tracks would generally match those of existing tracks in most areas. At bridges, the proposed track may be slightly higher (approximately 1 to 3 feet higher) than the existing track.
- Replacement of all turnouts on the existing main track and realignment of industrial spurs to connect to the new turnouts. Minor work may be conducted outside UPRR ROW.
- Reconfiguration of Newark and Mulford Yards within existing UPRR ROW. Minor work outside UPRR ROW may be needed at industrial spurs where their alignment changes slightly.

- Relocation or protection of existing utilities within or crossing the UPRR ROW. Where utilities are relocated, the connections to the existing facilities may occur outside the UPRR ROW.
- Reconfiguration of tracks within the UPRR Niles Subdivision at Elmhurst Junction, to accommodate the new track within the Coast Subdivision.
- Addition of new track crossover in UPRR Niles Subdivision immediately north of Elmhurst Junction.
- Permanent ROW takes and temporary construction easements (TCE) would be required throughout the Project Corridor for second track construction, bridge construction and potential utility protection or relocation activities. These include permanent ROW acquisition up to 10 feet from the existing UPRR ROW and TCEs required at bridge construction locations up to 50 feet from the existing UPRR ROW.

At-Grade Crossing Improvements

The following existing at-grade crossings along the Coast Subdivision and Niles Subdivision may require modification due to the installation of new rail infrastructure, potentially including new or modified active warning devices. Where an additional track is proposed, improvements would be needed to the roadway profiles, paving, curbs, gutters, sidewalks, signage, and striping to conform to the proposed new track profile. Other modifications would include upgrades for compliance with the Americans with Disabilities Act (ADA), California Title 24, and improvements to reduce potential conflicts with cars, bikes, and pedestrians crossing the tracks, such as interconnected roadway traffic signals, and signage.

At-Grade Crossing	Proposed Improvements	Jurisdiction
98th Avenue	Sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, potential roadway surfacing, striping, and signage.	Oakland

At-Grade Crossing	Proposed Improvements	Jurisdiction
105th Avenue	ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, potential roadway surfacing, striping, and signage.	Oakland
Edes Avenue	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Oakland
Knight Street/Kerwin Ave.	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Oakland
Williams Street	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	San Leandro
Marina Boulevard	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	San Leandro
Fairway Drive	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	San Leandro
Farallon Drive	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	San Leandro
Lewelling Boulevard	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	San Leandro
Grant Avenue	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	San Leandro
Winton Avenue	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace	Hayward

At-Grade Crossing	Proposed Improvements	Jurisdiction
	existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	
Depot Road	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Hayward
Clawiter Rd	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Hayward
Baumberg Ave	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Hayward
Union City Boulevard	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Union City
Smith Street	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Union City
Dyer Street	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Union City
Alvarado Boulevard	Addition or one track, potential road re-profiling, sidewalk ADA improvements, potential realignment of pedestrian sidewalk, potential realignment or restriping of bike lane, and minor roadway work, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Union City
Jarvis Avenue	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Newark
Haley Street	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace	Newark

At-Grade Crossing	Proposed Improvements	Jurisdiction
	existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	
Mayhews Landing Road	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Newark
Thornton Avenue	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Newark
Carter Avenue	Addition of one track, potential road re-profiling near crossing, sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, striping, and signage.	Newark
Sycamore St	Sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, potential road re-profiling near crossing, striping, and signage.	Newark
Cherry St	Sidewalk ADA improvements, replace existing crossing equipment (gates, arms, signal cabins) as needed, potential road re-profiling near crossing, striping, and signage.	Newark

Additional street and traffic signal modifications to adjacent signalized roadway intersections may also be required to accommodate updates to existing railroad crossing equipment and allow for updates to interconnected traffic signals. In some cases, adjacent stop-controlled (i.e., not signalized) roadway intersections may receive interconnected traffic signals to provide for improved traffic flow at grade crossings.

Grade Separated Crossing Improvements[1]

Along the Coast Subdivision, there are seven existing grade separated crossings; some crossings may require new pier protection and the SR-84 crossing will have abutment modification. However, no other improvements to these existing grade separated crossings are proposed:

- Interstate (I) 880, City of Oakland
- Davis Street, City of San Leandro
- State Route (SR) 92, City of Hayward

[1] At Central Avenue, in the City of Newark, a grade separation is scheduled to be constructed for this crossing. The proposed Improvements at Central Avenue Overpass will be constructed by others prior to the SBC Project.

- Eden Shores Boulevard, City of Hayward
- Paseo Padre Parkway, City of Fremont
- Ardenwood Blvd, City of Fremont
- SR 84, City of Fremont/City of Newark

Ardenwood Station Improvements

A new passenger rail station would be constructed on the Coast Subdivision at the existing Ardenwood Park-and-Ride facility. The proposed Ardenwood Station would provide a new passenger platform, with a pedestrian overcrossing allowing access across the tracks and to the platform. The proposed passenger rail station would include a center boarding platform located between the tracks, and the platform would have grade-separated access across the tracks.

Pedestrian access would be constructed to connect adjacent business complexes to the new Ardenwood Station. A pedestrian pathway would be constructed under SR 84 to facilitate access to areas south of the freeway, where currently there is no direct pedestrian access between the north and south sides of SR 84.

Parking for the new passenger rail station would be constructed northwest of the new rail station on a currently vacant parcel. The parking facility would initially consist of a surface parking lot with the potential for the construction of a two-level parking garage depending on the need for additional parking. Station parking would be accessible via Ardentech Court on the west side of the Coast subdivision. In the area of the proposed Ardenwood Station, improvements at the intersections on Kaiser Drive, Dumbarton Circle, Ardentech Court, and Ardenwood Terrance are proposed, including, but not limited to, pavement resurfacing and signal phasing improvements.

Bridge & Structure Improvements

Existing railroad bridges will be replaced or modified to accommodate the addition of a track between Elmhurst and Newark as part of Alternative E. Bridge foundations are anticipated to be drilled shafts or driven piles, depending upon the location and geotechnical conditions. It is anticipated that dewatering, drilling, and/or pile driving activities would be required during the replacement of or modification to the existing bridges. In some locations, temporary "shoofly" bridges and tracks may also be required to make space for construction of new bridges. At the ends of the bridges, short sections of the bridge wingwalls and retaining walls may be constructed 3 feet to 5 feet outside UPRR ROW.

The existing single-track bridges at the following locations are anticipated to either be widened to accommodate an additional track or replaced entirely with new bridges that would accommodate two tracks:

Milepost (MP)	Existing Structure	Proposed Structure
14.29	1-track concrete bridge	2-track bridge
16.93	1-track timber trestle	2-track bridge

17.13	1-track timber trestle	2-track bridge or culvert
18.24	1-track timber & steel bridge	2-track
18.38	1-track timber trestle	2-track culvert or fill
18.97	1-track timber trestle	2-track bridge
19.23	1-track timber trestle	2-track bridge
19.77	1-track timber trestle & in-creek hydraulic structure	2-track bridge
20.77	Multi-track concrete box	Multi-track bridge or culvert
23.68	1-track timber trestle	2-track bridge
24.16	1-track timber trestle	2-track bridge
24.76	1-track timber trestle	2-track culvert or fill
24.93	1-track timber trestle	2-track culvert or fill
25.03	1-track timber trestle	2-track culvert or fill
25.81	1-track timber trestle	2-track culvert or fill
26.80	1-track timber trestle	2-track culvert or fill
26.98	1-track concrete bridge (Lowry Rd)	2-track bridge
27.01	1-track concrete bridge (Alameda Creek)	2-track bridge
27.37	1-track timber trestle	2-track bridge
27.40	1-track timber trestle	2-track culvert or fill
27.52	1-track timber trestle	2-track culvert or fill
29.57	1-track multiple pipe culvert	2-track multiple pipe culvert
30.09	1-track multiple pipe culvert	2-track multiple pipe culvert

At some utility crossing locations (such as storm drains, water pipes, or gas pipe), utility bridges may be installed to reduce loading on the utilities that might be created by the additional or shifted track. These utility bridges would be structurally akin to a short-span concrete bridge, but are anticipated to be mostly below ground, with only a thin portion of the superstructure visible above ground. The exact location for these will be determined in conjunction with utility owners.

Retaining walls would also be required to accommodate railroad improvements on the Coast Subdivision. Potential locations where retaining walls would be needed include the following:

- Installation of low retaining walls or ballast retainers would occur intermittently along most of the corridor on one or both sides of the UPRR ROW to facilitate the proposed additional track and shifts to the existing track. In most areas of the corridor, the existing embankment is 3 feet to 6 feet above existing grade, and the height of new retaining walls would be 3 feet to 6 feet, generally matching the existing embankment height.
- Between approximately MP 26.25 to MP 27.60, a 5-foot to 30-foot-high retaining wall on one or both sides of the rail ROW would be constructed to make space for an additional track. This retaining wall(s) would be variable height.
    - Near Alvarado Blvd (near MP 26.25), the retaining wall would be approximately 3 to 10 feet high, where the track matches the grade of Alvarado Blvd. Extending southward, the retaining wall would increase in height, generally matching the height of the existing track, with the highest portions (approximately 30 feet high) being closest to Lowry Road overpass near MP 26.98. The existing track is on a tall embankment at this location to cross over both Lowry Road and the Alameda Creek levees. The proposed track elevation would be as much as 2 feet higher (approximately) than the existing track elevation at Lowry Road; the elevation of the proposed track would be set to maintain the existing levee height, with the span of the proposed structure crossing above the crown of the levee, rather than passing through it.
    - On the south side of Alameda Creek, the existing track embankment is approximately 5 feet to 10 feet above existing grade. The new retaining walls would be approximately 7 feet to 12 feet tall to allow the new bridges and embankments to be approximately 2 feet higher than the existing bridges and embankments, reducing in height to match the existing grade progressing southward.
    - Where determined necessary by noise analysis, the existing sound walls in this vicinity may be raised by an amount similar to the track raise (e.g., by approximately 2 feet) to retain their effectiveness.
- Near MP 31.25, a retaining wall approximately 4 feet to 8 feet tall and approximately 500 feet long is proposed to be constructed on the west side of the UPRR ROW, adjacent to the Cargill property. This wall would support reconfigured industrial switching tracks.

The Project Study Area is primarily a developed suburban area with varied land uses and development. The Coast Subdivision, Niles Subdivision, and Oakland Subdivision tracks are highly constrained by the existing built environment. The rail corridors travel through heavy and light industrial uses; factories and storage areas; commercial uses; low, medium, and high-density residential uses; recreational uses; and areas of designated open space. The Project Study Area is further constrained in the southern section by the Quarry Lakes Regional Recreation Area in the City of Fremont, including crossing over Alameda Creek.

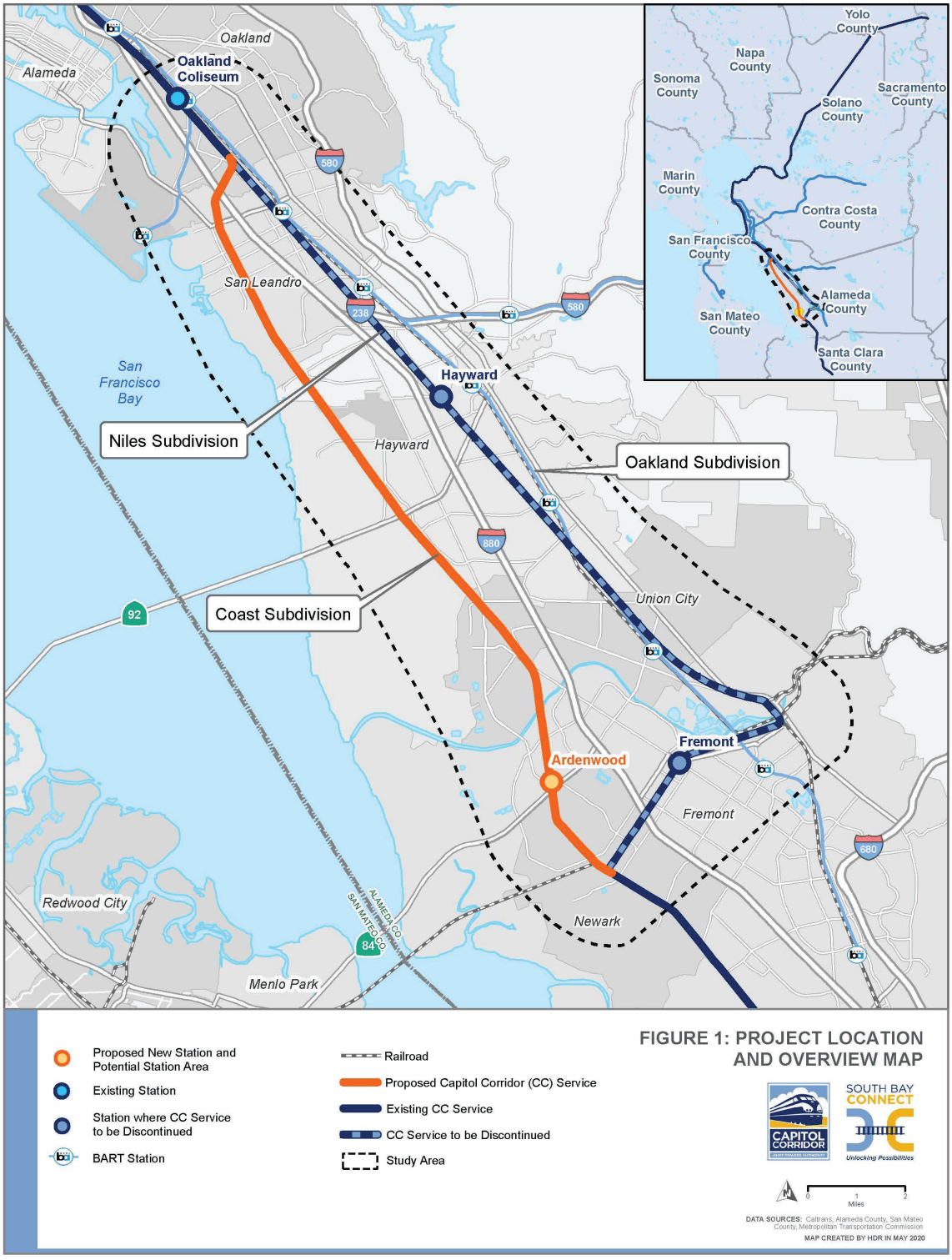


Figure 1. Project Location and Overview

Chapter 2
Regulatory Setting

The proposed Project is subject to state environmental review requirements. No federal funding is currently planned for the project; therefore, federal environmental review is not required. This report does not address compliance under the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act, or Section 106 of the National Historic Preservation Act. While this report does not address any federal compliance, federal permitting or funding may require other studies to meet federal regulatory requirements.

2.1 California Environmental Quality Act (Public Resources Code Section 21083.2)

ICF prepared this historical resource inventory and evaluation report on behalf of the Capitol Corridor Joint Powers Authority (CCJPA) to identify California Environmental Quality Act (CEQA) historical resources that could potentially be affected by the Project. For the purposes of this report, and in accordance with Section 15064.5(a)(1) of the State CEQA Guidelines, a *historical resource* is a resource listed in, or determined to be eligible for listing in, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or a local register of historical resources, and therefore considered a historical resource for the purposes of CEQA. The study has also been completed following Section 15064.5(a)(2)–(3) of the State CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code (PRC).

CEQA requires public or private projects financed or approved by public agencies to assess the effects of the project on historical resources. *Historical resources* are buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance and meet the criteria cited in the previous paragraph. CEQA requires that, if a project would result in an effect that may cause a substantial adverse change in the significance of a historical resource, alternative plans, or measures to mitigate the effect must be considered; however, only significant historical resources need to be addressed. Therefore, the significance of cultural resources must be determined. The following steps are normally taken in a cultural resources investigation for CEQA compliance.

1. Identify cultural resources.
2. Evaluate the significance of the resources.
3. Evaluate the effects of the project on significant resources.
4. Develop and implement measures to mitigate the effects of the project on significant resources.

The State CEQA Guidelines define three ways that a property may qualify as a significant 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 PRC Section 5020.1(k), 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 (California Code of Regulations, Title 14, Division 6, Chapter 3, Section 15064.5[a]).

Each of these ways of qualifying as a significant historical resource for the purposes of CEQA is related to the eligibility criteria for inclusion in the CRHR (PRC Sections 5020.1[k], 5024.1, 5024.1[g]). A historical resource may be eligible for inclusion in the CRHR if it meets any of the following criteria.

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 the lives of persons important in our past.
3. Embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
4. Has yielded, or may be likely to yield, information important in prehistory or history.

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 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 automatically includes all properties listed in or determined eligible for listing in the NRHP.

Title 14, Section 4850 of the California Code of Regulations governs the eligibility for listing in the CRHR. The regulations set forth the criteria for evaluating significance and the historical integrity of that significance.

To be eligible for listing in the CRHR, a resource must have significance at the local, state, or national level under one or more of the following four criteria.

1. It is associated with events or patterns of events that have made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States.
2. It is associated with the lives of persons important to local, California, or national history.
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of a master, or possesses high artistic values.
4. It has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

If a resource is found to have significance through the application of the four associative criteria, then the integrity of that significance must be evaluated. Integrity is defined as "the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed

during the resource's period of significance." Integrity involves interpreting the resource's retention of location, design, setting, materials, workmanship, feeling, and association and must be judged with reference to its criterion or criteria of significance.

2.3 State-Owned Historical Resources

Under PRC Section 5024(f), a state agency must provide notification and submit to the State Historic Preservation Officer (SHPO) documentation for any project having the potential to affect state-owned historical resources listed in or potentially eligible for inclusion in the NRHP or registered as or eligible for registration as a California Historical Landmark. PRC Section 5024(f) also applies to archaeological sites, landscapes, and other nonstructural resources that are listed in or have been found eligible for inclusion in the NRHP or are registered or determined eligible for registration as a California Historical Landmark. PRC Section 5024(f) further requires that state agencies request SHPO's comments and supply documentation of effects (i.e., No Historic Properties Affected, No Adverse Effect, or Adverse Effect) on NRHP listed/eligible or California Historical Landmark registered/eligible archaeological sites, historic architectural or engineering resources, landscapes, and other nonstructural historical resources.

Like Section 106 but unlike CEQA, PRC Section 5024.5 uses the term "adverse effect" instead of "substantial adverse change" to describe effects on state-owned historic buildings and structures. PRC Section 5024.5 requires state agencies to adopt prudent and feasible measures that will eliminate or mitigate the adverse effects on state-owned historic buildings and structures. Under PRC Section 5024.5, early in the planning process, state agencies must seek SHPO's concurrence by providing SHPO with a notice and summary documentation of projects involving state-owned historic buildings and structures. As outlined in PRC Section 5024.5, SHPO makes the final determination as to whether an effect is adverse, not the state agency.

2.4 Regional Regulations and Local General Plans

2.4.1 Alameda County

Alameda County adopted a historic preservation ordinance (2012-5, Chapter 17.62) that codifies definitions and procedures for identifying and preserving historic resources within the unincorporated communities of Alameda County, including parameters for designating historic resources for the Alameda County Register. Because the parameters for designation meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated on the Alameda County Register would be considered CEQA historical resources.

2.4.2 City of Oakland

The City of Oakland's General Plan includes policies for designating, modifying, and demolishing cultural and historic resources under two broad goals: to "use historic preservation to foster economic vitality and quality of life" and to "prevent unnecessary destruction of properties of special historical, cultural, and aesthetic value." These are supported by several policies, which are elaborated upon in the Oakland General Plan Historic Preservation Element, Chapter 4, *Preservation Incentives and Regulations*. Because the parameters for designation under the City of Oakland

policies meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated would be considered CEQA historical resources.

2.4.3 City of San Leandro

Title 4, Public Welfare, Chapter 4-26, *Historic Preservation*, of the San Leandro municipal code defines the regulations and procedures for identifying, designating, protecting, enhancing, and using historical resources within the city. This chapter includes specific regulations for recording, designating, and altering such resources within the city, and includes procedures for demolishing, destroying, relocating, or removing a designated historic resource. Because the parameters for designation defined by the City of San Leandro meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated would be considered CEQA historical resources.

2.4.4 City of Hayward

The City of Hayward adopted a historic preservation ordinance (Article 11 of the city's municipal code) that codifies procedures for altering, relocating, or demolishing historic resources, as well as designating historic resources on the city's local register. It also discusses incentives for the preservation of designated historic resources. Because the parameters for designation adopted by the City of Hayward meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated would be considered CEQA historical resources.

2.4.5 City of Union City

The City of Union City's 2040 General Plan includes policies for designating, modifying, and demolishing cultural and historic resources under Goal RC-4: To protect, to the extent possible, the City's significant archeological and historical resources. Goal RC-4 is supported by several policies, as follows.

- Policy RC-4.1: Preserve Public Landmarks. The City shall encourage the preservation of public landmarks.
- Policy RC-4.2: Support the Preservation and Rehabilitation of Historical Resources. The City shall support public and private efforts to preserve, rehabilitate, and continue the use of historic structures and sites.
- Policy RC-4.3: Use Appropriate Standards to Evaluate Historical Resources. The City shall use appropriate federal, State, and local standards in evaluating the significance of historical resources within the City.
- Policy RC-4.4: Incorporate Historical Resources into the Landmark and Historic Preservation Overlay Zone. The City shall work with property owners to apply the Landmark and Historic Preservation Overlay Zone to properties or buildings of historic significance. The properties or buildings may be those that provide significant examples of architectural styles of the past, are landmarks in the history of architecture, are unique and irreplaceable assets to the City and its neighborhoods or provide for future generations examples of the physical surroundings in which past generations lived.
- Policy RC-4.5: Support Union City Historical Museum. The City shall continue to encourage and provide support for the Union City Historical Museum.

- Policy RC-4.6: Protection of Archeological Resources. The City shall strive to ensure that significant archaeological resources are adequately identified and protected from destruction through avoidance where feasible. In the event that any previously unidentified cultural resources are uncovered during site preparation, excavation, or other construction activity, all such activity shall cease until these resources have been evaluated by a qualified archaeologist (or other qualified specialist as appropriate) and specific measures can be implemented to protect these resources in accordance with Sections 21083.2 and 21084.1 of the California Public Resources Code (PRC). Where such resources are Native American, the developer shall prepare the assessment in consultation with appropriate Native America tribe(s).
- Policy RC-4.7: Treatment of Remains. Consistent with California Health and Safety Code Section 7050.5 and California PRC Section 5097.98, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. The remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the coroner determines the remains to be Native American, the NAHC [Native American Heritage Commission] shall be contacted within 24 hours. The NAHC must then immediately identify the MLD(s) [Most Likely Descendants] of receiving notification of the discovery. The MLD(s) shall then make recommendations within 48 hours and engage in consultations concerning the treatment of the remains.

Because the parameters for designation of resources outlined by the policies adopted by the City of Union City meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated would be considered CEQA historical resources.

2.4.6 City of Newark

The City of Newark's municipal code (Chapter 17.20 – Historical Resources) includes procedures for designating, modifying, and demolishing historic resources. The city has also established criteria for designating historic resources as "primary" or "secondary" landmarks depending on such factors as the age of the resource and its relationship to a historic event, person, or architectural style. Because the parameters for designation adopted by the City of Newark meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated under City policies would be considered CEQA historical resources.

2.4.7 City of Fremont

The City of Fremont has adopted a historic resources ordinance (Chapter 18.175 of the city's municipal code) that codifies procedures for adding or removing resources to the city's historic register; altering, demolishing, or relocating resources on the local register; and evaluating potential resources prior to demolition or relocation. Because the parameters for designation adopted by the City of Fremont meet the standard set by CEQA for qualified registers (15064.5(a)(2)), any resources that are already designated under City policies would be considered CEQA historical resources.

2.5 National Register of Historic Places

The NRHP is a federal registration program that was established in the National Historic Preservation Act of 1966 and is administered by the National Parks Service. Historic properties are

districts, sites, buildings, structures, and/or objects that are listed in or eligible for listing in the NRHP (36 Code of Federal Regulations [CFR] 800.16[l][1]). A property may be listed in the NRHP if it meets the criteria for significance and integrity described in the NRHP regulations (36 CFR 60.4). If a resource is determined eligible for listing on the NRHP then the resource is automatically listed on the CRHR and is considered a historical resource for the purposes of CEQA.

Historic properties have integrity of location, design, setting, materials, workmanship, feeling, and association that conveys historical significance found under one or more of the following significance criteria:

a. That are associated with events that have made a significant contribution to the broad patterns of our history; or

b. That are associated with the lives of persons significant in our past; or

c. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess artistic value, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

d. That have yielded, or may be likely to yield, information important in prehistory or history.

Some property types do not typically qualify for NRHP listing; however, these properties may qualify if they fall into one or more of the following criteria considerations. Property types that require special consideration to be found eligible consist of the following (36 CFR 60.4):

a. A religious property deriving primary significance from architectural or artistic distinction or historical importance; or

b. A building or structure removed from its original location, but which is significant primarily for architectural value, or which is the surviving structure most importantly associated with a historic person or event; or

c. A birthplace or grave of a historical figure of outstanding importance if there is no appropriate site or building directly associated with his productive life.

d. A cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events; or

e. A reconstructed building when accurately executed in a suitable environment and presented in a dignified manner as part of a restoration master plan, and when no other building or structure with the same association has survived; or

f. A property primarily commemorative in intent if design, age, tradition, or symbolic value has invested it with its own exceptional significance; or

g. A property achieving significance within the past 50 years if it is of exceptional importance.

Chapter 3
CEQA Study Area

The CEQA Study Area for built-environment historical resources includes the geographic area in which Project activities could impact built-environment historical resources, should they exist. Archaeological resources are addressed in a separate report.

Investigations for this report define a Resource Study Area (RSA), the broadest defined area of study. The RSA encompasses the Project construction footprint plus a 0.125-mile buffer outside of the construction footprint. This boundary was the same area as the record search area. The RSA helped focus the area of study within the East Bay region and provided a foundation for identifying previously recorded or evaluated built environment resources both within proximity of the Project construction footprint and beyond. This defined space then helped establish a broad understanding of regional development and contextual clues informing the investigation.

This report further defines the Study Area for built-environment resources based on the Project activities that have the potential to impact resources. As a starting point for delineating the Study Area, investigations identified the project construction limit (PCL). The PCL covers the proposed Project's construction footprint and includes all construction and staging activities.

Within a heavily developed urban corridor, potential impacts on historical resources can result from changes to the setting, feeling, and association of historical resources. To account for these potential impacts, it is necessary to expand the Study Area around some Project features. In areas where Project features are new elements to the right-of-way (ROW), such as new transportation features or soundwalls, or in areas of new ROW acquisition, the Study Area typically extends one parcel around those new features.

However, certain Project features within the PCL have no potential to cause impacts on adjacent historical resources. These Project features with no potential for impacting adjacent built-environment resources include activities like in-kind or utilitarian improvements within the railroad corridor (including adding new parallel railroad tracking), in-kind improvements to extant at-grade railroad crossings, and alteration of existing roadway surfaces and sidewalks within the public ROW. Minor alterations of existing features have no potential to impact historical resources outside the PCL. In addition, in areas of temporary impact only the PCL was included. In these areas, it was not necessary for the Study Area to include a one-parcel buffer around the PCL.

Proposed utility work modifies existing utilities; thus, the Study Area only includes the PCL for these areas. If proposed temporary or permanent activities occur on existing driveways, sidewalks, and roadways, only the PCL was incorporated. When the proposed ROW acquisition included a sliver take of less than 20 feet, within an existing industrial setting with large parcels, only the PCL was included. The loss of a small amount of land (ranging from approximately .01% to .05% of the total parcel acreage) adjacent to an existing railroad corridor, would not affect large industrial parcels because it is a small percentage of the overall parcel, and the sliver take has no potential to affect the integrity of historical resources in this situation.

If the Project proposes replacing existing soundwalls with new soundwalls, then only the PCL was included because there is no potential for new visual impacts on historical resources. Finally, if the

proposed soundwall abuts an existing soundwall closer to the railroad, then that intermediate soundwall would not have a potential for visual impacts.

When the Project calls for replacing existing railroad features in-kind, within the existing railroad alignment, no visual impacts would result, so only the PCL is included in the Study Area. These Project activities include at-grade track improvements within existing track alignment, vehicular access to the PCL areas along existing paved and unpaved roadways, and staging activities within existing parking lots that pose no potential for impacts on built environment resources. As such, the Study Area only includes the PCL at these locations, even when previously identified resources are present (see Appendix A, *Project Mapping*).

As part of due diligence, parcels adjacent to the PCL were examined during desktop review to confirm that Project activities have no potential for impacts on these parcels at these areas.

Chapter 4
Background Research and Results

4.1 California Historical Resources Information System Records Search Results

Staff at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) conducted 5 records searches that inform this study. The first occurred on July 25, 2019 (NWIC File No. 19-0146) and the second on August 13, 2021 (NWIC File No. 21-0209). Supplemental records searches were conducted on March 10, 2022, May 4, 2023, and September 5, 2023. These searches included the Project's construction footprint as well as a 1/8-mile buffer. The results revealed 52 previously recorded built-environment resources within the RSA. Archival research consisted of investigations into the following repositories to identify previously recorded and/or evaluated historical resources in the Study Area.

- National Register of Historic Places
- California Register of Historical Resources
- California Inventory of Historical Resources
- California Historical Landmarks

4.1.1 Previous Historic Resources Reports and Evaluations

The records search covered the San Leandro, Hayward, Newark, and Niles U.S. Geological Survey (USGS) 7.5" quadrangles. There were 143 cultural resource reports within the RSA. These reports document cultural resources investigations, including archaeological and architectural built environment resources. Nineteen of the reports had built environment components and have unrestricted access (see Appendix B, *Built Environment Summary Tables,* Table B-3).

4.1.2 Previously Recorded Cultural Resources

A total of 52 previously recorded built-environment cultural resources were identified within the RSA in the records searches at the NWIC (see Appendix B, Table B-4). Of these, 10 are considered historical resources with current Status Codes in the Built Environment Resource Directory (BERD), with the Hetch Hetchy Aqueduct Bay Division Pipelines 1 and 2 (P-01-010620) recommended eligible under A/1 and C/3 in 1995 and 2002 but with a current BERD Status Code of 7.

4.2 Interested Parties and Information Requests

Letters requesting information concerning historical resources found within or near the RSA were sent to various groups on February 10, 2022. The following groups were contacted.

- Alameda County Historical Society
- Ardenwood Historic Farm
- California Nursery Historical Park

- Niles Canyon Railway, Pacific Locomotive Association
- Niles Main Street Association
- Railroad Museum at Ardenwood
- San Leandro Historical Railway Society

A sample letter is included in Appendix C, *Interested Party Correspondence*. To date, ICF received one response from Jack Burgess, Treasurer for the Society for the Preservation of Carter Railroad Resources (SPCRR). The SPCRR runs the Railroad Museum at Ardenwood. The Treasurer requested more information on where the Project proposes construction of the Ardenwood Station and parking area, and whether the Project proposes a passing track in the vicinity of the station. ICF replied with the requested information in an email on February 23, 2022, and received no further questions. To date, ICF has received no other replies from the interested parties.

4.3 Archival and Historic Background Research

Supplemental research—which included a review of the California Office of Historic Preservation website, local agency registers listings, the California Department of Transportation (Caltrans) Historic Bridge Inventory, NRHP listings, historic aerial photographs, ParcelQuest, and historic USGS maps—identified 23 additional historic-period properties in the PCL.

Full references are included on each Department of Parks and Recreation (DPR) 523 form set in Appendix D-1, *State of California Department of Parks and Recreation (DPR) 523 Form Sets Prepared for this Report.* As a summary of research efforts, ICF's architectural historians reviewed archival and historic background information at the following sources.

- Current aerial imagery available through internet search engines and geographic information system (GIS) software, including the following.
    - University of California Santa Barbara Library's Aerial Photography Information (https://mil.library.ucsb.edu/ap_indexes/FrameFinder/)
    - USGS EarthExplorer (https://earthexplorer.usgs.gov/)
    - National Environmental Title Research (NETR Online) Historic Aerials (https://www.historicaerials.com/)
- Online Archive of California (https://oac.cdlib.org/)
- University of California Calisphere (https://calisphere.org/)
- ParcelQuest (https://pqweb.parcelquest.com/)
- Ancestry databases, including Newspapers.com (https://www.ancestry.com/; https://www.newspapers.com/)
- Sanborn Fire Insurance Maps (where available)
- The California Digital Newspaper Collection at the Center Bibliographic Studies and Research, University of California, Riverside (https://cdnc.ucr.edu/)
- Sacramento Public Library's online resources
- Real estate listing services
- Company websites

Chapter 5
Historical Contexts and Property Types

5.1 Historical Contexts in the Study Area

The following historical contexts were developed or cited to evaluate properties as historical resources specific to this Project. Included is a brief discussion of common historic architectural property types found within the Study Area and how they relate to overarching historic events and themes. Many of the properties that require evaluation are geographically found within Niles, a community within Fremont, and along the Coast Subdivision. If not within these geographic regions, the properties are related to the development of the railroads.

In addition to the properties that are related to the railroad, such as the track alignments and overcrossing/undercrossing structures, the property types evaluated as part of this Project include residential buildings and post-World War II commercial or warehouse buildings.

5.1.1 History of Fremont

The historic context of Fremont has been well established with the publication of the *City of Fremont Postwar Development and Architecture Historic Context Statement, 1945–1970* (GPA Consulting 2017) and is incorporated here by reference. While this document focuses on the identification and evaluation of postwar resources, the document includes a history of Fremont, including discussion of Niles, beginning with the early American period (1850–1869), growth with the railroad (1869–1919), the interwar years (1919–1941), World War II (1941–1945), and the postwar development (1945 and beyond). In addition to the history of the city, the historic context statement has established a framework for evaluating post-war resources. This framework was used in evaluating the relevant historic-period resources within the Study Area (see GPA Consulting 2017 for more information).

5.1.2 Railroad Development

In the late 1860s and early 1870s, the area that would become the community of Niles was a hotbed of railroad-building activity.

The first railroad line through the area was built by the Western Pacific Railroad Company, which constructed a line from San Jose to Niles (then known as Vallejo Mills) in 1865 and 1866 (Donaldson 1998:296). In 1869, the San Francisco Bay Railroad Company, a close associate of the Western Pacific, began building a line from Niles to Oakland. Meanwhile, the Western Pacific, which was responsible for constructing the western extent of the first transcontinental railroad, started building a line south and west from Sacramento (Donaldson 1998:296; Minard 2009). Seeking an all-land route to San Francisco, the Western Pacific followed the path of the Alameda Creek as it wound its way through the Diablo Range in what is now known as Niles Canyon (Minard 2009). In November 1869, both the San Francisco Bay Railroad Company and Western Pacific Railroad Company were combined under the name of the Western Pacific Railroad (WPRR). It was about this same time that Vallejo Mills became known as “Niles Station” (Minard 2009).

In the decades that followed, the rail lines through Niles exchanged hands several times. In 1870, the Western Pacific Railroad was combined under the Central Pacific Railroad. In 1885, the Central Pacific was acquired by the Southern Pacific Railroad, which by the close of the century held a virtually monopoly on rail traffic in California (Donaldson 1998:296; U. S. Geological Survey 1897a, 1897b, 1899a, 1899b, 1906).

In the early 1900s, Southern Pacific's grip on California was challenged by a newcomer: The Western Pacific Railway Company, a separate company from the earlier company of the same appellation. The Western Pacific incorporated in 1903 to construct a route between Salt Lake City, Utah, and Oakland, California (Myrick 1962:316–333). Originally, Western Pacific had planned to reach the East Bay by way of Haywards Pass and Dublin Canyon (*San Francisco Call* 1904). Ultimately, however, it chose Niles Canyon.

The Southern Pacific tracks already occupied the choicest alignment through the area, and as a result the Western Pacific was forced to tunnel through two parts of the canyon. The longest of these stretched nearly a mile, and construction on it lasted from the fall of 1905 to the spring of 1908 (*San Francisco Call* 1905; *San Francisco Examiner* 1908; *Evening Mail* 1908). Exiting the western mouth of Niles Canyon, the Western Pacific's tracks hugged the southern bank of the Alameda Creek, then swung northward to Oakland (United States Geological Survey 1915; 1923). The entire route from Salt Lake City to Oakland was completed on November 1, 1909. Freight service began the following month, and passenger service started the following year (Myrick 1962:319).

Niles experienced only a smattering of new rail construction in the decades that followed. In 1909, the Southern Pacific constructed a line from Niles to Newark as part of the Dumbarton Cutoff, a rail alignment that passed over a portion of San Francisco Bay and significantly shortened the rail route between Oakland and San Francisco (*Santa Cruz Sentinel* 1909; *San Francisco Call* 1909). In the 1920s, the Western Pacific built a 23-mile branch line south to San Jose. This line, which had its tracks removed sometime between 2004 and 2007, began east of Niles Junction and paralleled the Southern Pacific's tracks for much of its alignment (Carr 2022; Google Earth 2004–2007).

All the rail lines in Niles were eventually joined under the Union Pacific Railroad Company, a railroad-holding company that incorporated in 1969. The Western Pacific Railroad merged into the Union Pacific in 1982, and Southern Pacific was sold to Union Pacific in 1996 (Donaldson 1998:241, 299).

5.1.3 Newark and the South Pacific Coast Railroad

The community of Newark dates to 1876 as a collaborative investment between the Green Point Dairy, Alfred Davis, a San Francisco capitalist, and Jim Fair, a Comstock millionaire. In 1875 the partners bought a controlling interest in a railroad project aligned through the eventual center of the Newark townsite. This partnership gave rise to the narrow-gauge South Pacific Coast Railroad (SPCR), which connected Dumbarton Point to Santa Cruz via the East Bay and established Newark's town center at the area where these tracks curved south toward San Jose. The SPCR also ran passenger service and freight along the East Bay corridor, today's Union Pacific Railroad (UPRR) Coast Subdivision, shuttling passengers from San Francisco to Santa Cruz via Alameda in about four hours (City of Newark n.d.). Branch lines, including the Centerville Branch just east of the Newark townsite, were operated using horse power (The Argus 1964:10; Society for the Preservation of Carter Railroad Resources 2017b).

Shortly after its 1876 establishment, Newark had a railroad station (then located at the modern intersection of Carter Avenue and the UPRR main lines), a roundhouse, and railroad shop buildings. Newark expanded with retail shops and hotels as the railroad made direct ferry connections to San Francisco possible via its expansion north to Alameda. Newark also hosted early manufacturing industries made possible by, and in support of, the SPCR. Such industries included the Carter Brothers' railroad car building firm (whose Newark shop occupied the southeastern segment of the Newark Railroad Complex property between Thornton Avenue and Carter Avenue), the Graham Foundry, producers of Wedgewood stoves, and the Arden Salt Company, the predecessor to today's Cargill Salt. The Southern Pacific Railroad (SPRR) bought the SPCR in 1887 and changed little until 1906. The 1906 San Francisco Earthquake and its reconstruction efforts hastened the SPRR's installation of standard gauge lines along its holdings, including its SPCR's assets including the modern UPRR Coast Subdivision. By 1913, the Carter Brothers' shops were abandoned, and the Graham Foundry had also ceased operations at this location (City of Newark n.d.; The Argus 1964:10; Society for the Preservation of Carter Railroad Resources 2017a).

The City of Newark incorporated in 1955 as the neighboring communities of Irvington, Centerville, Mission San Jose, Niles, and Warm Springs negotiated collective incorporation into the present-day City of Fremont (City of Newark n.d.).

5.1.4 Carter Brothers

Thomas and Martin Carter, active from 1872–1902, built approximately 5,000 railroad cars for several San Francisco Bay Area narrow- and standard-gauge railroad lines across their 28-year careers. The Carters' first shop opened in Sausalito (1872) serving the North Pacific Coast Railroad. Focusing on narrow-gauge equipment, their suite of products included cable cars, horse cars, electric cars, and a handful of standard gauge cars. The Carters specialized in building "on-site" with locally available materials to keep costs low. The firm ran shops in Monterey (1873) and San Francisco in addition to the Sausalito location. Their final shop in Newark (1877) serviced the SPCR. The SPCR contract resulted in orders for hundreds of freight and passenger cars as well as bridgework and sub-grading along the SPCR's main and branch lines. The Newark shop was located at the intersection of modern Carter Avenue and the UPRR tracks and consisted of three 150-foot-long two-bay buildings next to the SPCR lines' back shops and roundhouse. The Newark shop also exported cars to international destinations. For these customers, workers built the cars, decorated them, then disassembled them as "kits" to be built by assemblers upon delivery. The Carters stopped building cars c. 1897. Martin Carter retired and closed the business in 1902, with final sales of overstock inventory occurring in 1906, after which the buildings along Carter Avenue stayed abandoned at least through 1913 (Midcontinent.org 2006; Historical Marker Database 2016).

5.1.5 Bevilacqua Homes, Inc.

Thomas and Ulisse Bevilacqua began building homes in New York State in 1921, before moving to California and beginning their California home-building business in San Leandro in 1935, working steadily through the closing years of World War II. Ulisse cofounded and served as president of the First State Bank of San Leandro (The Argus 1969:2; Oakland Tribune 1960:112). Brothers Edward and Thomas Jr., sons of the two founders, took over management of the firm in 1953, with each brother taking over distinct aspects of the firm's land acquisition and design/construction work. By 1960, the firm had acquired and built some 5,000 homes in the region. In May 1960, the company inaugurated its "Lido Faire" development with an initial sale of 600 homes in Newark, covering an

area bordered by Newark Boulevard, Jarvis Avenue, the UPRR, and Haley Street, northwest of the subject tract (Oakland Tribune 1960:112). As of 1963, the Bevilacqua firm invested heavily into the region, holding shared ownership interests in a variety of regional companies including the Windsor Land Company, Ready Hung Door Company, and Ul-Mach Mfgr. Company (Oakland Tribune 1963:2). By 1969 the firm had built out subdivisions across the East Bay region. Ulisse Bevilacqua died in September 1969 (The Argus 1969:2; Oakland Tribune 1964:108).

5.2 Post-World War II Gas and Service Stations

Like gas stations, automobile service stations evolved during the early twentieth century. First referred to as service stations in 1910 and ran by large automobile companies, blacksmiths, or independent shop owners, these auto repair stations were initially separate from gas fueling stations. By the 1920s, as automobile ownership increased, service stations could not keep up with demand. Gas filling stations incorporated auto repair elements like grease pits, flat tire repairs, and replacement parts, into their available services. At the end of the 1920s, "the gas station was evolving into a hybrid of filling station and repair garage, and the neighborhood service station was born" (Liebs 1995:102). In the late 1920s, hybrid gas-and-service stations often had two buildings, forming an L- or U-shaped station surrounding a central gas pump station, a short-lived layout. By the start of the Depression, the gas-and-service station format was condensed into one building, with pumps on the building's exterior. Often, these buildings had a rectangular footprint and included an office, utility room, restroom, and space for auto servicing. Shortly after, pumps were moved away from the main building and onto an adjacent island to shift cars away from the building's exterior and supply more space. By the late 1930s, gas and service stations, such as Texaco, used both the Streamline Moderne and International architectural styles to display services to motorists through large storefront windows, with service bays found within a box station or oblong box building. Large windows allowed motorists to view auto repair supplies, such as cans of oil and stacks of tires, and service bays displayed car maintenance in action. Signage also played a notable role in advertising gas-and-service station services. Stations often labeled bays with signage for washing or lubrication or the names of other services. Stations of this era typically had parallel streamlines that wrapped around the building's upper façades or parapets. Although the popular gas and service stations included full automobile services, some were built without pumps; these office-only stations cost less to construct (Liebs 1995:102–106).

Starting in the 1950s, a stepped design for service stations came into fashion. With these designs, the service station was taller than the office portion of the building. This architectural development served a utilitarian function; the greater height of the service station accommodated a hydraulic car lift—a system first patented in 1925. Like gas stations, many of the service stations of the post-World War II era were designed in the Mid-Century Modern and International styles, including concrete blocks, flat rooflines with extended overhangs, large canopies with thin metal post supports, wide expanses of glass windows, horizontal bands that wrapped around the rooflines of the stepped service station, and tall, stand-alone signage. Steel and white porcelain enamel was another typical Mid-Century Modern cladding material, used from the 1950s to the 1970s. Service stations with ranch-inspired elements emerged in the 1950s, featuring front-gabled, low-pitched rooflines and extended eaves, metal-framed windows, wood and brick wall cladding, and large canopies (Texas Department of Transportation 2016:7-3, 7-5, 7-8; Rotary Lift 2020).

In the late 1960s and early 1970s, auto repair became a popular at-home pastime, making service stations less important. Specialty shops, too, began selling auto repair items, causing the gas stations' service-related lines of business to decline. In the 1970s, the popularity of Urich's design for the self-service station steadily rose as new independent gas stations appeared. The older gas-and-service stations struggled, but updated their business to meet changing consumer needs, slowly adding a few self-service islands. By the mid-1970s, many gas-and-service stations transformed their out-of-date auto service buildings into a variety of commercial and service businesses, including shops, restaurants, offices, and convenience stores. This design has come to be known as the "store with gas" concept or "dual fuel depot" (Liebs 1995:113–115).

5.3 Post-World War II Commercial Warehouses

The main function of warehouse buildings centers on goods (e.g., storing, processing, distributing, and often light manufacturing). Warehouse buildings show utilitarian features by the nature of their use. Several issues have historically inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation. Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction (Page & Turnbull 2009:93).

In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized by automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail. Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block (Munce 1960:47–48).

Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings arose from the post-World War II era. During that time, commercial warehouses, warehouses, and light-industrial buildings across the United States were built at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually have smaller business enterprises than dedicated warehouses; they have space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail.

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of

windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding. In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles.

5.4 East Bay Residential Development: 1945–1975

The end of World War II brought about a significant transformation in the United States, triggering a surge in economic growth and population expansion. California, and specifically the East Bay region, experienced an influx of returning soldiers, increased job opportunities, and the emergence of new suburban lifestyles. Benefits including the Servicemen's Readjustment Act of 1944 (also called the GI Bill) included stipends for college tuition and low-interest mortgages backed by the federal government. The post-war period witnessed a shift in housing preferences, as families sought larger homes with modern amenities and greater access to suburban amenities such as schools, parks, and shopping centers. Suburban communities offered a sense of stability, privacy, and homeownership, representing the aspirations and dreams of the growing middle class (Legaspi 2023).

In the postwar period and into the mid-20th century traditional East Bay urban centers, like Oakland and Berkeley, experienced a decline in population as many residents with means moved to the newly developing suburbs across the East Bay, including areas of Newark. The demand for housing led to the construction of numerous residential subdivisions and planned communities, characterized by single-family homes, spacious yards, and car-oriented infrastructure (Nicolaides and Wiese 2017).

Newark's location near manufacturing hubs and transportation infrastructure made it an attractive destination for early postwar residential development, which intensified through the mid-20th century. As the demand for housing increased, numerous residential subdivisions arose in Newark, transforming its rural landscape into a thriving suburban community. In 1953, the chambers of commerce for the neighboring communities of Centerville, Mission San Jose, Irvington, Niles, and Warm Springs planned their incorporation into a single city. Newark officials participated but refused collective incorporation to avoid having the entire City of Newark be zoned as the industrial center for the new city. Newark incorporated as its own entity in September 1955, while the remaining communities incorporated as the new city of Fremont (City of Newark n.d.). By the late 1950s, most rapid residential development appeared east of the East Bay in the communities of Concord, Walnut Creek, and Pleasanton, coinciding with the growth in automobile ownership and migration of manufacturing and retail jobs to suburban centers. By 1975, many American metropolitan areas, including much of the East Bay, displayed complex, multi-centered settlement patterns with pockets of widely dispersed housing, retail, and employment that far exceeded their prewar areas (Caltrans 2011:16–18).

Architectural styles prevalent during the post-war era in the East Bay varied but embraced modernist influences. Mid-Century Modern, Minimal Traditional, and Ranch designs became popular choices for residential construction. These styles often emphasized simplicity, functionality, and a seamless integration of indoor and outdoor spaces. Significant properties under this context would tend to have construction dates around c. 1945, be among the first examples of postwar tract homes

in the area or region, be large properties, be a foundational or novel example of tract-house construction or be an important example of a notable architect or builder's work in the region. They would maintain integrity of significant character-defining features of a tract such as a coherent, unified landscaping plan, curvilinear streets, long blocks, and evidence of careful analysis of traffic flow within the division. Prominent architects and developers of East Bay tract housing include Joseph Eichler, David Bohannon, and Earl Smith (Caltrans 2011:58, 116–117; Annie A. 2020; Legaspi 2023).

5.5 Residential Styles in Fremont

5.5.1 Spanish Revival Architecture

The Spanish Revival style was popular in California from about 1915 to 1940. The style was popularized by the 1915 Panama-California Exposition in San Diego, and its popularity peaked in the 1920s and early 1930s. Defining elements of the style include a low-pitched roof with little or no eave overhang, red tile roofing, and wall cladding that is typically stucco. Typical elaborations include carved low-relief window and door surrounds, decorative tile wall or floor treatments, chimneys, often tiled roofs, and decorative iron hardware including sconces, door handles, and knockers (McAlester 2013:520–534).

5.5.2 Vernacular Architecture

Vernacular architecture reflects early American folk-house traditions married to the materials and mores of the time and place where they appear. As a formal "style," or "anti-style," vernacular architecture has its early professional proponents dating to the late 1920s. In response to the swath of Eclectic English-, Spanish-, and French-influenced homes during this period, some architects opted to study regional traditions and innovate from there, with an eye toward fulfilling client preference for understated homes with good bones. Rather than copying any fashionable style of the time, these commonsense buildings were meant to blend into their neighborhoods, fulfill their intended function, and exploit whatever materials and capabilities were easily accessible. In the words of architect William Wurster, American Vernacular architecture was to "design up from the log cabin, instead of trying to compress the mansion." These buildings embody a simplicity of style and modest architectural embellishment with simple rectilinear or geometric footprints, uncomplicated rooflines, a lack of stylistic detailing, unadorned porch supports and railings on façade porches, and walls clad in one dominant material (wood, stone, brick). Roof forms include front-gabled and side-gabled, hipped, cross-gabled, or eclectic forms (McAlester 2013:2667–2711).

5.5.3 Ranch

Originally designed in California in the 1930s, Ranch houses pulled inspiration from earlier Spanish Colonial haciendas and northern California farmhouses (SurveyLA 2015:5). The Ranch style gained popularity after World War II, due to Federal Housing Administration (FHA) promotion and loan support. Utilizing ready-made plans or designs meant for rapid, simplified construction, contractors went on to build numerous Ranch-style residences across the United States through the last of the 20th century (McAlester 2015:602–603). Because to the style's ability to capitalize on the growing importance of automobiles in the post-World War II suburban sprawl, where workers needed to

commute to and from work in the city, the Ranch style continued its popularity until circa 1975 (SurveyLA 2015:13–15). Easily built and customizable, builders continued erecting Ranch homes across America, because they blended effortlessly into the newly forming middle-class attitude and lifestyle (SurveyLA 2015:13–15).

Character-defining features of Ranch homes include horizontal, one-story massing, with either a gable or hip roof. Initially built with simple rectangular floor plans, by the 1950s, designers and builders employed L-shaped floorplans with intersecting gabled roofs (Gottfried and Jennings 2009:208–209). Contractors built homes on large tracts of land and capitalized on these spaces with spacious backyards for private outdoor living (McAlester 2015:602–603). Ranch-style homes feature an asymmetrical exterior, elongating the look of the house by incorporating an attached front-facing garage. One substyle of the traditional Ranch plan includes Minimal Ranch, sometimes called a "Ranchette." Minimal Ranch buildings have a restrained, simple exterior, simple rectangular or L-plan footprints, and include less variations in wall materials and simple footprints, and commonly adhered to FHA design guidelines (SurveyLA 2015:17–18). Key features of the Ranch style and its substyles include a large picture window, small porch, and recessed entry. Builders clad the exterior walls in one or two materials and used stucco, brick, stone, and wood. Builders also incorporated planters or window boxes into the exterior design for emphasis (McAlester 2015:597–601).

5.5.4 Multi-Family Residential

Apartment buildings, such as courtyard apartments, derive their design from earlier bungalow courts that faced toward a shared courtyard or garden. Designed initially as one- to two-story freestanding cottages, bungalow courts feature less than 10 units in total. Introduced in southern California, Bungalow courts were popular from the 1910s through the 1930s, but the need in urban areas for higher-density housing led to the development of the courtyard apartment (Fowler et al. 2018:40–52).

Although courtyard apartments found popularity from 1910 through the 1960s, the design had its heyday during the 1920s. Early courtyard apartments, designed in Mediterranean or Spanish Colonial Revival style, offered large dwelling spaces and more units, and catered to the middle class. Courtyard apartments incorporated popular styles across the decades, including Streamline Moderne, American Colonial Revival, Minimal Traditional, and Mid-Century Modern. By keeping the units in one or two multistoried buildings, courtyard apartments accomplished a higher density per parcel, which was useful during the population boom in the postwar era. Pre-World War II courtyard apartments often boasted a U-shaped plan with units facing lush courtyards with fountains and gardens. Later versions incorporate an E-shape plan to maximize the number of units one building could contain (Fowler et al. 2018:52–68).

While builders continued erecting courtyard apartments after World War II, "stucco box" and "Dingbat" style apartments grew popular, especially in the 1950s and 1960s (Fowler et al. 2018:20). These buildings were often two stories, with I- or L-shaped plans. Residents often found parking beneath extending second stories or at centralized locations on the parcel. Common examples of multi-family residential apartment buildings feature stucco or wood cladding without any architectural ornament or applied style. Better examples include multiple cladding materials and more elaborate architectural detailing. Some include the use of a Dingbat design element, such as a starburst or other geometric shapes, and a building name, attached to the primary elevation (Fowler et al. 2018:20–21).

5.6 Property Types in the Study Area

The Study Area has historic-period buildings and structures related to East Bay agriculture, railroad operations, residential buildings, and commercial buildings in the East Bay.

- Agricultural properties include a nursery property in Niles, the California Nursery Historical Park.
- Properties related to railroad operations, including rail alignments and bridge spans, are concentrated in Niles and the Shinn Area in Fremont, as well as along the Coast Subdivision corridor from Oakland to Fremont.
- Residential properties include early-to-mid-twentieth century single-family homes and residential apartment complexes along the Coast Subdivision and in Fremont/Niles.
- Commercial buildings include automotive-oriented roadside businesses, predominantly in Niles.

Chapter 6
Identification and Evaluation Efforts

6.1 Identification and Evaluation Methods

Individuals who meet professional qualifications under the Secretary of the Interior's professional qualifications standards for Architectural History and History completed the research, survey, and evaluation for built-environment resources. ICF conducted a focused field study on September 14–15, 2021, and follow-up field investigations along the railway alignment corridor, the Shinn Area, and Niles on February 11, 2022, and April 11, 2023. ICF evaluated historic-period resources for NRHP and CRHR eligibility in February 2022 and May 2023 and completed supplemental desktop review in September 2023 to accommodate additional project features provided by the client in July and August 2023.

6.1.1 Desktop Review and Field Survey

Prior to the field survey, ICF completed a desktop review of the RSA to identify buildings and resources older than 45 years old using Google Earth, county tax assessor records, historic aerial photographs, historic maps, and ParcelQuest. ICF cross-referenced this information with the records search results as KMZ files in Google Earth to identify all properties older than 45 years within the RSA, paying particular attention to those found within the Study Area.

Desktop review of the RSA found that the 1,210-mile Juan Bautista de Anza National Historic Trail corridor, which follows the traditional route of the 1775–1776 de Anza expedition from Sonora, Mexico, to San Francisco, California, weaves into and out of the eastern boundary of the RSA near Fremont. The Juan Bautista de Anza corridor was designated as a National Historic Trail by Congress in 1990 through an amendment to the National Trails System Act. While the trail is a National Park Service–recognized National Historic Trail notable to national history, the resource on its own is not listed in or previously identified as eligible for the NRHP, the CRHR, nor any qualified local registers as a historical resource. The trail corridor also does not appear in the Alameda County BERD. As such, the Juan Bautista de Anza National Historic Trail was not treated as a historical resource. The Alameda Creek is a locally designated historical resource and noted as a feature of this trail corridor on the National Park Service's website (Bureau of Land Management 2022; National Park Service 2022).

The field survey was completed from the public ROW. For inaccessible resources or resources not visible from the public ROW, ICF used available desktop information (aerial imagery, Google Street views, county assessor's records, building permits, etc.) to complete the survey. During the field survey, paper maps and smartphones were used to photograph and survey locations. Architectural styles, integrity, and obvious visible alterations were also noted. During the field survey, researchers photographed and noted visible alterations to previously identified or previously evaluated built-environment resources to compare its existing condition with extant documentation to figure out if the previous NRHP and CRHR evaluations meet present-day technical standards and to document any changes in integrity that may have occurred since the most recent recordation.

Field survey did find one isolated, wood pole transmission line segment in the Study Area just southwest of the East Union Pacific Alameda Creek Bridge in the Shinn Area. However, there is no potential for this to qualify as an eligible historical resource. Even if the line segment were found significant under NRHP/CRHR criteria, it would not possess integrity as an isolated transmission segment for a defunct line.

In those areas of the Study Area where all Project activities stay within the existing railroad or roadway ROW and where those components do not add any new features to the adjacent setting, no field survey was conducted because the PCL does not extend beyond the existing railroad or roadway ROW and Project activities were limited to at-grade surface improvements to roadways and rail. In those areas of the alignment, a desktop review in Google Earth was completed to ensure that no historic-period built-environment resources crossed into the PCL. Similarly, in areas of proposed roadway improvements, if those roadway improvements replace features in-kind or are utilitarian upgrades and stay within the existing road ROW, a desktop review in Google Earth was completed to ensure that no potential built-environment resources crossed into the PCL.

6.1.2 Evaluation Methods

Resources over 45 years old within the Study Area and where the project activities are most likely to have effects were found during desktop review and field survey and documented on DPR 523 form sets (Appendix D-1). Previously recorded or evaluated resources were recorded on DPR 523 L Update forms to document the current conditions of the resource and any changes since the last documentation. Resources identified in this study were documented on DPR 523 A and B form sets. These results are summarized in Appendix B, Table B-1.

ICF reviewed resources found at locations next to the PCL where the Project proposes in-kind, at-grade railway and roadway crossing improvements, at-grade roadway surface improvements, or utilitarian track improvements limited only to these ROWs, during desktop review to ensure Project activities did not extend into these parcels. For these resources, only a desktop review was undertaken because the proposed Project activities at these locations have no potential to affect these resources. Resources found within the RSA but outside the Study Area or with no elements (such as linear resources) intersecting or falling within the Study Area or PCL were outside the scope of this Project and are not included in this report.

For properties that have been adequately documented within the past 5 years and where a field survey confirmed the condition remains the same since the last recordation, no additional documentation was prepared as part of this report. Among these properties are bridges, such as the Mission Boulevard Alameda Creek highway bridge along State Route (SR) 238, that were evaluated as part of Caltrans' bridge inventory data for state and local bridges and determined ineligible for the CRHR (California Department of Transportation 2022).

6.1.2.1 Methods for Evaluating Railroads

Sections of railroad resources in the Study Area were excluded from evaluation because the Project would not have the potential to affect a railroad's integrity. As a railroad-focused project proposing utilitarian maintenance or upgrades and in-kind replacements within existing railroad ROW, ICF took a focused approach on those segments of the Study Area with the greatest sensitivity to potential impacts on historic-period resources. Typically, when evaluating project impacts for large, linear resources that function as infrastructure (such as railroads, water conveyance systems, or

roads), it is safe to conclude that a project would not materially impair the resource (by adversely altering the qualities that convey its historical significance) as long as the resource would remain in its current location, continue to serve its historic function, and maintain its historic setting. If those conditions are met, then the linear resource would keep the qualities of location, setting, feeling, and association necessary to convey its historical significance.

To focus analysis on areas where the Project could reasonably cause a substantial adverse change on railroads, some areas of railroad alignment were excluded from NRHP/CRHR evaluation because there was no potential for Project impacts. These areas excluded include the following.

- Areas where Project activities would not alter the function of an extant railroad line.
- Areas where Project activities would install new parallel track within extant alignments.
- Areas where Project activities would remain within the existing ROW without encroaching on adjacent parcels.

ICF excluded those sections from the Study Area because there is no potential for the Project to affect railroad lines, even when those railroad lines are historical resources.

For railroad features, ICF focused on Niles and the Shinn Area because several historic-period rail lines, including a segment of the First Transcontinental Railroad via the Niles Canyon Railroad, representing at least four different rail companies converge at these areas. Additionally, track alterations in this area include proposed removal of rail alignments, particularly within the Shinn Area and south of Niles, which have the highest potential to affect the setting, feeling, and association of railroad-oriented historic-period resources. Those areas were considered within this analysis.

A notable concentration of railroad alignments converges at Niles, along the southeastern border of the Study Area. To develop a coherent narrative and evaluation that recognizes these alignments as components with potential significance to the railroad's history at Niles, a new historic context for Niles railroad development was created. This context considers the roles its component features, including bridge segments crossing roadways, play in the potential significance of the railroad in the Niles, regionally, and state-wide. To this end, an Update form was prepared for the UUPRR/ SPRR (P-01-001783) in an area where the Project may converge alignments owned or built by the Southern Pacific, the Western Pacific, San Francisco Bay Railroad, the Niles Canyon Railroad (an NRHP-listed Historic District, P-01-011357), and the Union Pacific companies. Component features related to these railroad alignments in Niles include the Sullivan Underpass, the Niles Boulevard Underpass, the West Union Pacific Alameda Creek Railroad Bridge, and the East Union Pacific Alameda Creek Railroad Bridge, resources that form part of the narrative to the wider SPRR in Niles and thus called out as elements of this update.

6.1.3 Map Identification Numbering System

ICF assigned Map ID numbers using the "SBC-0XX" or "SBC-10X" nomenclature to newly identified historic-period resources within the CEQA Study Area (See Tables 7-2 and 7-3). ICF forwarded documentation for the newly identified historic-period resources to the NWIC on April 6, 2022. NWIC notified ICF that the newly identified resources received Primary numbers (P-numbers) on April 8, 2022 (Neal pers. comm.). These P-numbers are included in Tables 2 and 3. Previously identified historic-period resources pulled from the record search results and other background research keep their P-numbers in project mapping and in Chapter 7, *Findings and Conclusions*.

Chapter 7
Findings and Conclusions

A total of 42 historic-period resources were found in the Study Area. Table 1 summarizes the evaluation efforts for this population of resources.

ICF found 23 historic-period resources in the Study Area that required updated or new documentation to evaluate resources for listing in the NRHP or CRHR (Appendix B, Table B-1). The goal of this analysis was to name which resources qualify as built-environment historical resources for the purposes of CEQA. To perform impact analyses as part of the CEQA process, ICF defined the historical associations, character-defining features, period of significance, and boundary for each historical resource, and analyzed the integrity of each resource.

This chapter includes a summary of the findings of eligibility for the resources that were identified as CEQA historical resources. The full evaluations of NRHP and CRHR eligibility are provided on DPR 523 form sets in Appendix D-1 *State of California Department of Parks and Recreation (DPR) 523 Form Sets Prepared for This Project* and Appendix D-2 *Previously Prepared State of California Department of Parks and Recreation (DPR) 523 Forms*.

Table 1. Summary of Evaluation Efforts in the Historical Resource Inventory and Evaluation Report

Type of Evaluation	Number of Eligible Properties	Number of Ineligible Properties
Previously identified resources that required re-evaluation (DPR 523 L Update Form Sets)	0	3
Evaluated for eligibility as part of this Project (DPR 523 A & B Form Sets)	0	20
Demolished Properties in the Study Area	0	5
Properties with adequate documentation or that were within the Study Area where Project activities have no potential for impact (No additional documentation necessary)	10	4
Total number of properties in the Study Area survey population (including district contributors)	10	32

7.1 Properties Listed in the NRHP, CRHR, or Local Register

CCJPA has found that the following resources are historical resources for the purpose of CEQA because they are on the CRHR, were previously identified as NRHP-listed properties (and, therefore, are automatically included in the CRHR), or are listed on a qualified local register. See Appendix D-2, *Previously Prepared State of California Department of Parks and Recreation (DPR) 523 Form Sets,* for documentation on these resources.

Photo 1. Niles Canyon Railroad Historic District wye, looking east towards Niles Canyon from Niles

Source: Google Inc. 2022.

- Niles Canyon Railroad Historic District (P-01-011357)
  - NRHP-listed under NRHP/CRHR Criteria A/1. Listed by the Keeper on October 13, 2010.
  - Period of significance: 1865–1958.
  - Boundary: Approximately 200 acres across 11.6 miles of railroad ROW between the Niles Canyon Railroad Historic District in Fremont and the City of Pleasanton through Niles Canyon, Sunol Valley, and Arroyo de la Laguna. Approximately 10 acres surrounding the former Niles railyard.
  - Character-Defining Features include its original grade meandering through a persistent rural setting through Niles Canyon, the rail's narrow roadbed and sharp turns (indicative of the formative years of railway construction), stone works dating to its 1865 construction, three major steel bridges including the Dresser Bridge, Farwell Bridge (featuring a rare example of a pin connected Pratt Truss design), and the Arroyo De Laguna Bridge. Additional Character-Defining Features include the Sinbad Creek Bridge, the 1884 Sunol Depot, Estates Bridge, the WPRR Overcrossing, Happy Valley Road Overcrossing, and remnants of the transcontinental telegraph line of 1869.

Photo 2. San Lorenzo Village Historic District at Grant Avenue and Railroad Avenue, looking east

Source: Google Inc. 2022.

- San Lorenzo Village Historic District (P-01-010742)
  - Eligible under NRHP/CRHR Criteria A/1, B/2, and C/3 on August 22, 2016, by the Federal Communications Commission (FCC) via the Section 106 process.
  - Period of significance: 1944–1958.
  - Boundary: UPRR tracks of the Coast Subdivision on the west, San Lorenzo Creek on the north, the Niles Subdivision railroad tracks east of Interstate (I)-880 on the east, and an irregular southern border following the northern limit of the City of Hayward along Hacienda Avenue, Clubhouse Drive, and a stairstep pattern along the greenbelt north of the Hayward Executive Airport to east of the Coast Subdivision.
  - Character-Defining Features include the development's spatial layout of approximately 6,000 buildings, 97% of which are modestly sized single-family residences alongside its apartment buildings, eight churches, eight public schools, and 60 commercial buildings with community service buildings like a movie theater, community center, library, post office, and fire station. Curving roads and cul-de-sacs with minimal through streets curb access to residential streets to only the main roads. Hesperian Boulevard as the main thoroughfare. Mountable curbs and sidewalks are adjacent to the curb. Western residential neighborhoods have conventional curbs. There are a few mature trees along the western border with mature trees along the eastern half of the development.

Photo 3. 2016 image of Vallejo Adobe, California Nursery Historical Park, looking southeast

Source: Google Inc. 2016.

- Vallejo Adobe, California Nursery Historical Park (P-01-003286)
    - NRHP-listed under NRHP/CRHR Criteria C/3 on May 06, 1971, by the National Park Service.
    - Period of significance: 1842–1968.
    - Boundary: Limited to the footprint of the Vallejo Adobe.
    - Character-Defining Features include the extant original built elements: the four adobe walls (with non-original patched areas), and two roof beams. The Adobe's setting is altered from its original condition, including non-original landscaping and iron fencing as well as the addition of a c. 1930s parking lot and a modern restroom building south of the Adobe (City of Fremont 2017: 38).

Photo 4. Alameda Creek looking west to the East Union Pacific Alameda Creek Railroad Bridge from the Alameda Creek Trail

Source: ICF 2021.

- Alameda Creek (P-01-011827)
    - Listed under NRHP/CRHR Criteria A/1 as a Primary Historic Resource on the City of Fremont Register in 1967.
    - Period of significance: N/A.
    - Boundary: Extant alignment of Alameda Creek from the Sunol and Livermore Valleys through Niles Canyon, Niles, and Union City to the San Francisco Bay.
    - Character-Defining Features include its existing alignment within Niles Canyon, along the southern border of Niles, forming the city boundary between Union City and Fremont, and emptying into the San Francisco Bay.

Photo 5. Bunting/Sanborn Home Site, looking northeast

Source: Google Inc. 2022.

- Bunting/Sanborn Home Site (P-010711)
    - Listed under NRHP/CRHR Criteria A/1 and C/3 as a Primary Historic Resource on the City of Fremont Register in 1968.
    - Period of significance: 1841–1981.
    - Boundary: The footprint of the extant building on the lot plus one extant historic-period outbuilding north of the home.
    - Character-Defining Features include its two-story wood-frame and rectangular plan oriented along a north-south axis; the building's end-gabled roof with steeply pitched narrow eaves; pilaster-like corner boards with a boxed cornice in front; front porch extending across the front face of the building with a sloping shed roof supported by slender rectangular posts with decorative capitals; and one historic-period small shed with a door north of the residence, featuring the same shiplap siding as the residence.

Photo 5. Vallejo Mill Historical Park with stone foundation at center-left, Niles Canyon Railroad Historic District line at left, intersection of Mission Boulevard and Niles Canyon Road/SR 84, looking northeast

Source: Google Inc. 2022.

- Vallejo Mill Historical Park (P-01-000227/P-01-003281)
    - California Historical Landmark #46 under Criteria A/1 at the state and local level of significance.
    - Period of significance: 1841-1884.
    - Boundary: A 10-acre plot bounded by Mission Boulevard (Highway 238), Niles Canyon Road, and the Niles Canyon Railroad Historic District line in Fremont, CA.
    - Character-Defining Features include the property's location at the eastern boundary of Niles/Fremont at the intersection of Niles Canyon Road and Mission Boulevard, including the location and materials of the extant stone foundation along Mission Boulevard. The property's location along the Niles Canyon Railroad Historic District line and the existing foundation's location at the southwest corner of the parcel.

7.2 Properties Eligible for Listing in the NRHP and CRHR

CCJPA has found that the following resources are historical resources for the purpose of CEQA because they meet the criteria for listing in the NRHP, CRHR, or a qualified local register. An inventory of each property's period of significance, boundary, and character-defining features is included below. See Appendix D for documentation on these resources.

Photo 6. California Nursery Historical Park entrance at Niles Boulevard and Nursery Avenue, looking south

Source: ICF 2022.

- California Nursery Historical Park
  - Eligible under NRHP/CRHR Criteria A/1, B/2, C/3, and D/4.
  - Period of significance: 1884–1968.
  - Boundary: Three parcels with the following APNs:
    - 507-0068-006-02
    - 507-0068-004-00
    - 507-0068-005-00

- Character-Defining Features[2] include:
  - Horticulture-oriented land use.
  - Location of the main entry to the property at Nursery Avenue and Niles Boulevard.
  - Office Building (1907) at the northwest quadrant of the parcel. A one-story stucco-clad side-gabled square building with five glazed arches along the façade (facing north) and a clay tile-clad roof (City of Fremont 2017:27).
  - President's House (1907) at the northeast quadrant of the property. A front-gable, low-pitched Craftsman-style bungalow with a rectangular footprint. Knee-braces appear beneath wide eaves (City of Fremont 2017:30).
  - Packing Shed (c. 1910) south of the President's House at the eastern border of the property. A gabled wood-frame building with a higher western volume and a long, rectangular, lower volume to the east. Vertical wood siding and corrugated metal clad the walls and there are corrugated metal roofs. Shed additions appear along both ends of the building (City of Fremont 2017:34).
  - Old growth trees—Eucalyptus trees, pine trees, and palm trees across the property and along the borders of the property, particularly at the southwest and eastern border. There is a fruit tree orchard in the southeast quadrant of the property, and a Coastal Live Oak boxed forest along the south border of the property.
  - Vallejo Adobe (c. 1842) and its spatial relationship to Nursery Avenue. NRHP-listed in 1971. The building was restored/renovated in 1931 and 1999–2000. The extant original built elements are the four adobe walls (with non-original patched areas), and two roof beams. The Adobe's setting is altered from its original, including non-original landscaping and iron fencing as well as the addition of a c. 1930s parking lot and a modern restroom building south of the Adobe (City of Fremont 2017:38).
  - Secondary Contributing Features:
    - Changing Room (c. 1907) sits behind the Office. It has stucco cladding and a standing seam metal roof and an earthen floor with no foundation. The doorways are wood-framed and double-hung with a wooden door (Carey & Co. Inc. 2015:11–12).
    - Windmill (currently an in-kind replacement of a structure dating to the period of significance): Wood-framed structure with a hexagonal plan, battered wood board and batten walls, and a wood shingle roof. The windmill blades attach to one side, and the structure features a wood access door (Carey & Co. Inc. 2015:12).
    - Water Tank Remnant (c. 1890): 13 wooden posts measuring 12-inches by 12-inches each and arranged in a rectangular grid. Diagonal braces and horizontal beams tie the posts together, supporting a wooden platform that once held a water tank (Carey & Co. Inc. 2015:13).

[2] Based on the information in City of Fremont's 2017 Master Plan: Volumes 1–3 for the California Nursery Historical Park, as of the writing of this report the California Nursery Historical Park is currently undergoing major renovations that will change aspects of the landscaped space and propose new construction and visitor spaces across the property. While not part of this analysis, these proposed plans retain the primary character-defining features noted without proposing alteration to their features or spatial layouts to one another.

Photo 7. Location of Hetch Hetchy Bay Division Pipelines 1 and 2 in the Study Area (subsurface), looking north

Source: Google Inc. 2022.

- Hetch Hetchy Aqueduct Bay Division Pipelines 1 and 2 (P-01-010620)
    - Eligible under NRHP/CRHR Criteria A/1 and C/3.
    - Period of significance: 1934–Present.
    - Boundary: Bay Division Pipeline 1 and 2 occupy the same ROW from Irvington Portal in Alameda County to Pulgas Tunnel in San Mateo County.
    - Character-Defining Features include:
        - Contributing part to the original Hetch Hetchy system as designed by John R. Freeman, an expert hydraulic engineer.
        - The Pipelines' original ROW alignment.
        - Bay Division Pipeline 1's 21-mile, 60-inch-diameter cast iron pipe; Bay Division Pipeline 2's variable 60- to 66-inch-diameter pipes.

Photo 8. Western Pacific Railroad at Mission Boulevard, looking east

Source: ICF 2021.

- Western Pacific Railroad (P-01-002190/P-01-010208)
    - Listed in the Alameda BERD as "Niles Canyon Segment, Western Pacific" under P-01-010208. Determined eligible under NRHP/CRHR Criteria A/1 in 1998 with a reported Determination of Eligibility in the BERD dating to December 03, 1998.
    - Period of significance: 1905–1910.
    - Boundary: Alignment from Niles Junction to Sunol through Niles Canyon.
    - Character-Defining Features include the 1907 Silver Springs truss bridge, Tunnels #1 and #2, and the original railroad alignment south of Alameda Creek through Niles Canyon, from Niles Junction to Sunol.
    - SBC-003: West Union Pacific Alameda Creek Bridge is a contributor to the Western Pacific Railroad in the Shinn Area.

Photo 9. George Washington Patterson Home (Ardenwood), looking northeast

Source: Google Inc. 2022.

- George Washington Patterson Home (Ardenwood) (P-01-003309)
    - Listed in the NRHP and CRHR under Criteria A/1 and C/3 in 1985 (1S) and 1988 (3S).
    - Period of significance: 1856–1914.
    - Boundary: The middle portion of the extant Ardenwood Historic Farm focused on and around the footprint of the George W. Patterson House, including the footprints of six adjacent outbuildings (see Character-Defining Features). Excludes the heavily altered eastern portion of the property.
    - Character-Defining Features include the George W. Patterson House and its adjacent, contributing outbuildings:
        - c. 1850s Milk House
        - c. 1910 Cook House
        - c. 1850s Bean Barn
        - c. 1850s Milk Barn/Equipment Shed
        - 1910 Hay Barn
        - 1901 Garage

- Landscaping features include the eucalyptus groves across the property as well as one dawn redwood tree and the ¼-mile-long driveway featuring original black walnut and oak trees.

7.3 Properties Ineligible for the NRHP and CRHR

CCJPA has found that the resources listed in Table 2 are not considered historical resources for the purpose of CEQA because they do not meet the criteria for listing in the NRHP or CRHR.

Table 2. Properties Ineligible for the National Register of Historic Places and California Register of Historic Resources

MAP ID#	Count	Property Name	CHRS Code
SBC-002 (P-01-001783gg)	1	UPRR/SPRR	6Z
SBC-004 (P-01-001783)	2	Niles Boulevard Underpass Railroad Bridge	6Z
SBC-005 (P-01-012284)	3	Sullivan Underpass Railroad Bridge	6Z
SBC-006 (P-01-012285)	4	14 Duarte Avenue, Fremont, CA	6Z
SBC-007 (P-01-012286)	5	15 Duarte Avenue, Fremont, CA	6Z
SBC-008 (P-01-012287)	6	36389 Mission Boulevard, Fremont, CA	6Z
SBC-009 (P-01-012288)	7	38073 Vallejo Street, Fremont, CA	6Z
SBC-010 (P-01-012289)	8	38085 Vallejo Street, Fremont, CA	6Z
SBC-012 (P-01-012291)	9	37974 Shinn Street, Fremont, CA	6Z
SBC-014 (P-01-012290)	10	37980 Shinn Street, Fremont, CA	6Z
SBC-015 (P-01-012292)	11	Ventura Creek/Zeile Creek Railroad Bridge	6Z
SBC-017 (P-01-001783)	12	East Union Pacific Alameda Creek Bridge	6Z
SBC-018 (P-01-001783gg)	13	Niles Junction Underpass	6Z
SBC-019 (P-01-001783)	14	East Niles Underpass	6Z
P-01-003614	15	Newark Railroad Complex	6Z
SBC-101	16	Dyln Apartments	6Z
SBC-102	17	The J.E. Haley Tract	6Z
SBC_103	18	Tract No. 2088	6Z

MAP ID#	Count	Property Name	CHRS Code
SBC_104	19	Tract Nos. 2298 and 2446	6Z
SBC-105	20	Tract Nos. 2202 and 2503	6Z
SBC-106	21	Tract Nos. 2778 and 2520	6Z

CHRS = California Historical Resources Status.
6Z = Found ineligible for NRHP, CRHR, or local designation through survey evaluation.

7.4 Summary

As shown in Table 3, 10 resources were identified as historical resources for the purposes of CEQA.

Table 3. Summary of Evaluation Findings

Map ID#	Property/ Resource Identifier	Address/Property Name or Description	Location	Period of Significance	NRHP/CRHR Eligibility Criteria
SBC-016	California Nursery Historical Park	36550 Niles Boulevard	Fremont/Niles	1884–1968	A/1, B/2, C/3, D/4
P-01-010742	San Lorenzo Village Historic District	Grant Avenue at Railroad Avenue	San Lorenzo	1944–1958	A/1, B/2, C/3
SBC-003/ P-01-011357	Niles Canyon Railroad Historic District	Railroad Alignment	Niles/Niles Canyon	1865–1958	A/1
P-01-010620	Hetch Hetchy Aqueduct Bay Division Pipelines 1 and 2	Sub-surface water conveyance system	Newark	1934–Present	A/1, C/3
P-01-003286	Vallejo Adobe, California Nursery	36550 Niles Boulevard	Fremont/Niles	1842–1968	C/3
P-01-011827	Alameda Creek	Natural water feature	Fremont/Union City/Ardenwood	N/A	A/1
P-01-010711	Bunting/ Sanborn Home Site	38469 Bunting Lane	Shinn Area/Fremont	1861–1981	A/1, C/3
P-01-002190	Western Pacific Railroad; includes West Union Pacific Alameda Creek Bridge as a contributor.	Railroad Alignment	Shinn Area/Fremont	1905–1910	A/1
P-01-003309	George Washington Patterson House (Ardenwood)	34600 Ardenwood Boulevard	Ardenwood	1856–1914	A/1, C/3
P-01-000227; P-003281	Vallejo Flour Mill; Vallejo Mills Historical Park	Niles Canyon Road and Mission Boulevard	Niles/Niles Canyon	1841-1884	A/1

Sources: Survey results quantifications generated from historic resources surveys and evaluation conducted from 2021–2023.

Chapter 8
References

Annie A. 2000. Midcentury Mood: The Eichler Homes of California. Available: https://www.california.com/midcentury-mood-eichler-homes-california/. Accessed May 30, 2023.

The Argus. 1964. "Our Yesteryears." Page 10.

The Argus. 1969. Ulisse Bevilacqua, Developer, Dies. September 17. Page 2.

California Department of Transportation (Caltrans). 2022. *California Historical Bridges and Tunnels*. Available: https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels. Accessed: February 22, 2022.

———. 2011. Tract Housing in California, 1945–1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

Carey & Co. Inc. 2015. *California Nursery Master Plan Appendix D: Draft Historic Resources Technical Report.* San Francisco, CA.

Carr, Paul. 2022. *Niles to Milpitas, CA*. *Abandoned Rails*. Available: https://www.abandonedrails.com/niles-to-milpitas. Accessed: February 17, 2022.

City of Fremont. 2017. *California Nursery Historical Park Master Plan: Volumes 1, 2, & 3.* Fremont, CA.

City of Newark. n.d. *Newark's Roots*. Available: https://www.newark.org/visitors/about-newark/newark-history. Accessed: May 30, 2023.

Donaldson, Robertson B. 1998. *Encyclopedia of Western Railroad History. Vol. 4: California.* Caldwell, Idaho: Caxton Printers.

Evening Mail. 1908. Western Pacific Not Gobbled by Harriman. June 29. Available: https://www.newspapers.com/. Accessed: February 17, 2022.

Fowler, Kari, Heather Goers, and Christine Lazzaretto. 2018. Los Angeles Citywide Historic Context Statement: Multi-Family Residential Development, 1895–1970. SurveyLA. Prepared for City of Los Angeles Office of Historic Resources. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf. Accessed August 11, 2021.

Gottfried, Herbert, and Jan Jennings. 2009. American Vernacular: Buildings and Interiors, 1870–1960. New York, New York: W. W. Norton & Company.

Google Earth. 2004-2007. Aerial Photographs. Available: https://www.google.com/earth/versions/. Accessed: February 17, 2022.

Google Inc. 2016–2022. Aerial Photographs. Available: https://www.google.com/maps. Accessed: February 24, 2022.

GPA Consulting. 2017. *City of Fremont Postwar Development and Architecture Historic Context Statement, 1945–1970.* Public Draft. Los Angeles, California. Prepared for the City of Fremont

Community Development Department. Available: https://fremont.gov/DocumentCenter/View/33477/Fremont-Postwar-Historic-Context-Statement---Public-Draft---March-2017. Accessed: February 16, 2022.

Historical Marker Database. 2016. *Carter Brothers*. Available: https://www.hmdb.org/m.asp?m=94310. Accessed: August 16, 2022.

Lemon, David, and Joshua Severn. 2021. *Field Survey conducted for Capitol Corridor South Bay Connect Project*. September 14-15.

Felicetti, Nicole, and Joshua Severn. 2022. *Field Survey Conducted for Capitol Corridor South Bay Connect Project*. February 11.

Legaspi, Rexy. 2023. Joseph Eichler—Father of California Midcentury-Modern Housing. Available: https://www.theplancollection.com/blog/joseph-eichler-father-of-california-midcentury-modern-housing. Accessed: May 30, 2023.

Liebs, Chester H. 1995. *Main Street to Miracle Mile: American Roadside Architecture.* Baltimore, Maryland: The John Hopkins University Press.

McAlester, Virginia Savage. 2013. *A Field Guide to American Houses*. New York, New York: Alfred A. Knopf.

———. 2015. *A Field Guide to American Houses*. New York, New York: Alfred A. Knopf.

Midcontinent.org. 2006. *Carter Brothers, Builders.* Available: https://www.midcontinent.org/rollingstock/builders/carterbros.htm. Accessed: August 16, 2022.

Minard, Al. 2009. National Register of Historic Places Registration Form for the Niles Canyon Transcontinental Railroad Historic District. September 21. P-01-011357.

Munce, James F. 1960. *Industrial Architecture: An Analysis of International Building Practice*. New York, NY: F. W. Dodge Corporation.

Myrick, David. 1962. *Railroads of Nevada and Eastern California. Vol. 1. The Northern Roads.* Berkely, California: Howell-North Books.

National Park Service. 2022. *Juan Bautista de Anza: An Epic Journey Through New Spain*. Available: https://www.nps.gov/juba/index.htm. Accessed: May 6, 2022.

Neal, Annette. Administrative Support Coordinator. Northwest Information Center, Rohnert Park, CA. April 8, 2022—email to Joshua Severn, Historic Preservation Specialist, ICF, Sacramento, CA.

Nicolaides, Becky and Andrew Wiese. 2017. Suburbanization in the United States after 1945.

Oakland Tribune. 1960. Bevilacqua Announces Six Hundred New "Lido Faire" Homes in Newark Development. May 29. Page 112.

Oakland Tribune. 1963. Jury Ends Probe at Newark. March 6. Page 2.

Oakland Tribune. 1964. Presenting Unit II of VII Hills. December 13. Page 108.

Page & Turnbull, Inc. 2009. *South of Market Area, San Francisco, California Historic Context Statement.* Final. Prepared for City and County of San Francisco Planning Department.

Rotary Lift. 2020. A History of Making History. Available: https://rotarylift.com/innovation/. Accessed: February 24, 2021.

San Francisco Call. 1904. Route of the Western Pacific is Now Known to the Public. February 4. Available: https://www.newspapers.com/. Accessed: February 17, 2022.

———. 1905. Material for New Road Arriving. Oct. 25. Available: https://www.newspapers.com/. Accessed: February 17, 2022.

———. 1909. Centerville Will Celebrate. Jan. 28. Available: https://www.newspapers.com/. Accessed: February 17, 2022.

San Francisco Examiner. 1908. To Finish Bore of Tunnel by Friday. April 28. Available: https://www.newspapers.com/. Accessed: February 17, 2022.

Santa Cruz Sentinel. 1909. Dumbarton Draw-Bridge Great Engineering Feat. January 10. Available: https://www.newspapers.com/. Accessed: January 10, 2022.

Society for the Preservation of Carter Railroad Resources. 2017a. *The Carter Brothers*. Available: http://www.spcrr.org/. Accessed: August 16, 2022.

———. 2017b. The South Pacific Coast Railroad. Available: http://www.spcrr.org/. Accessed: August 16, 2022.

SurveyLA. 2015. Los Angeles Citywide Historic Context Statement: The Ranch House, 1930–1975. Prepared for City of Los Angeles Office of Historic Resources. December. Available: https://planning.lacity.org/odocument/1acefe03-5615-425f-9182-d58a79014901/The_Ranch_House%2C_1930-1975.pdf. Accessed: August 16, 2021.

Texas Department of Transportation (TxDot). 2016. *A Field Guide to Gas Stations in Texas*. Historical Studies Report No. 2003-03. Updated. December. Austin, TX. Prepared by W. Dwayne Jones Consultant to Knight & Associates and David W. Moore, Jr. and Shonda Mace of Hardy-Heck-Moore, Inc.

U.S. Bureau of Land Management. 2022. *Juan Bautista de Anza National Historic Trail*. Available: https://www.blm.gov/programs/national-conservation-lands/national-scenic-and-historic-trails/Juan-Bautista-de-Anza. Accessed: May 6, 2022.

U. S. Geological Survey (USGS). 1897a. Concord Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

———. 1897b. San Jose Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

———. 1899a. San Francisco Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

———. 1899b. Haywards Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

———. 1906. Pleasanton Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

———. 1915. Haywards Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

———. 1923. Pleasanton Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: February 16, 2022.

Chapter 9
Preparer Qualifications

9.1 Document Preparation and Field Survey

Project Role	Name, Credential	Qualifications
Primary Author, Historic Preservation Specialist	Joshua Severn	5 years of experience MA, History, California Polytechnic State University, San Luis Obispo BA, History, California Polytechnic State University, San Luis Obispo
Historic Preservation Specialist	Nicole Felicetti	3 years of experience MS, Historic Preservation, University of Pennsylvania BA, Architecture, University of Kentucky
Historic Preservation Specialist	Maureen McCoy	4 years of experience MS, Historic Preservation, University of Vermont MA, Humanities, University of Louisville BA, Humanities, Art History, minor in History, University of Louisville
Historic Preservation Specialist	Alex Ryder	5 years of experience MS, Urban Studies, University of Wisconsin-Milwaukee BS, Public History, University of Wisconsin-Eau Claire
Historic Preservation Specialist	Corey Lentz	4 years of experience MS, Historic Preservation, University of Oregon BA, History, Michigan State University
Senior Archaeologist/ GIS Specialist	David Nicholson	26 years of experience Master of Anthropology Candidate, California State University, Sacramento BA, Political Science and Anthropology, University of California, Davis
QA/QC Senior Manager, Historic Preservation	Christine Cruiess	19 years of experience MS, Historic Preservation University of Pennsylvania BA, Classical Archaeology and Anthropology, University of Michigan
QA/QC Senior Managing Director, Historic Preservation	Susan Lassell	26 years of experience MA, Historic Preservation Planning, Cornell University BA, Environmental Design, University of California, Davis

Appendix B
Built Environment Summary Tables

Table B-1. All Properties Evaluated for National Register of Historic Places and California Register of Historic Resources Eligibility in 2023

MAP ID#	Count	Property Name	APN or OTHER ID NO.	Feature Near	2023 CHRS Code	Previous CHRS Code	Documentation Status 2023
SBC-002 (01-001783gg)	1	UPRR/SPRR	Various	Various	6Z	Various	DPR Update Form
SBC-004 (01-001783)	2	Niles Boulevard Underpass Railroad Bridge (Caltrans 33C0014)	10S 590644.00 mE; 4159160mN	Niles	6Z	N/A	Ineligible as a part of a previously determined ineligible segment of Rail Alignment (01-001783)
SBC-005 (01-012284)	3	Sullivan Underpass Railroad Bridge	10S 589823.00mE; 4159526.00mN	Niles	6Z	N/A	DPR 523 Form
SBC-006 (01-012285)	4	14 Duarte Avenue, Fremont, CA	507-0100-008-04	Niles	6Z	N/A	DPR 523 Form
SBC-007 (01-012286)	5	15 Duarte Avenue, Fremont, CA	507-0100-007-02	Niles	6Z	N/A	DPR 523 Form
SBC-008 (01-012287)	6	36389 Mission Boulevard, Fremont, CA	507-0020-008-00	Niles	6Z	N/A	DPR 523 Form
SBC-009 (01-012288)	7	38073 Vallejo Street, Fremont, CA	507-0162-008-00	Niles	6Z	N/A	DPR 523 Form
SBC-010 (01-012289)	8	38085 Vallejo Street, Fremont, CA	507-0162-009-00	Niles	6Z	N/A	DPR 523 Form
SBC-011 (01-002190)	9	West Union Pacific Alameda Creek Bridge	10S 589310.00 m E; 4158427.00 m N	Shinn Area	N/A	N/A	Eligible as a part of a previously determined eligible Rail Alignment (P-01-002190)

MAP ID#	Count	Property Name	APN or OTHER ID NO.	Feature Near	2023 CHRS Code	Previous CHRS Code	Documentation Status 2023
SBC-012 (01-012291)	10	37974 Shinn Street, Fremont, CA	501-1250-002-00	Shinn Area	6Z	N/A	DPR 523 Form
SBC-013	11	37975 Shinn Street, Fremont, CA	507-0377-005-01	Shinn Area	6Z	N/A	N/A, demolished
SBC-014 (01-012290)	12	37980 Shinn Street, Fremont, CA	501-1250-009-07	Shinn Area	6Z	N/A	DPR 523 Form
SBC-015 (01-012292)	13	Ventura Creek/Zeile Creek Railroad Bridge	10S 581456.59m E; 4166938.70 m N	Hayward	6Z	N/A	DPR 523 Form
SBC-016	14	California Nursery Historical Park	507-0069-004-00 507-0068-006-02 507-0068-005-00	Niles	5S1	N/A	Eligible through Prior Documentation.
SBC-017 (01-001783)	15	East Union Pacific Alameda Creek Bridge	507-0162-010-00 507-0340-013-00	Niles	6Z	N/A	Ineligible as a part of a previously determined ineligible Rail Alignment (P-01-001783)
SBC-018 (01-001783gg)	16	Niles Junction Underpass (Caltrans 33 0053)	10S 590969.00 m E; 4158653.00 m N	Shinn Area	6Z	N/A	Consolidated into SBC-002 Update Form
SBC-019 (01-001783)	17	East Niles Underpass (Caltrans 33 0030)	10S 591002.00 m E; 4158777.00 m N	Niles	6Z	N/A	Ineligible as a part of an ineligible Rail Alignment (P-01-001783)
P-01-003614	18	Newark Railroad Complex	092-0041-008-03	Newark	6Z	3D	BERD. Built-environment components considered eligible

MAP ID#	Count	Property Name	APN or OTHER ID NO.	Feature Near	2023 CHRS Code	Previous CHRS Code	Documentation Status 2023
							in prior documentation demolished based on 2022 desktop review. Reevaluated 2022.
SBC-101	19	Dyln Apartments	092A-0514-004-01 092A-0514-004-02	Newark	6Z	N/A	DPR 523 Form
SBC-102	20	The J.E. Haley Tract	10S 583711 m E; 4155127 m N	Newark	6Z	N/A	DPR 523 Form
SBC-103	21	Tract No. 2088	10S 583975 m E; 4154974 m N	Newark	6Z	N/A	DPR 523 Form
SBC-104	22	Tract Nos. 2298 and 2446	10S 583960 m E; 4154870 m N	Newark	6Z	N/A	DPR 523 Form
SBC-105	23	Tract Nos. 2202 and 2503	10S 584267.49 m E; 4154647.19 m N	Newark	6Z	N/A	DPR 523 Form
SBC-106	24	Tract Nos. 2778 and 2520	10S 584255.00 m E; 4154548.00 m N	Newark	6Z	N/A	DPR 523 Form

APN = Assessor's Parcel Number.
CHRS =California Historical Resources Status.
DPR = California Department of Parks and Recreation.
N/A = Not applicable.
SPRR = Southern Pacific Railroad
UPRR = Union Pacific Railroad

Table B-2. Properties Not Evaluated Due to Loss of Built-Environment Resources

Primary Number/Map ID	Resource Name	Current Status Code from BERD	Other Information
P-01-000228	Robert's Landing	N/A	Built-environment resources demolished c. 1964. 2022 desktop review showed no visible historic-period built-environment resources.
P-01-010492	Newark Tower	N/A	Demolished c. 2000 based on 2022 desktop review.
P-01-012324	25800 Clawiter Road	N/A	Previously identified historic-period resource evaluated in 2020 with a proposed 6Z determination; revealed during 2023 record search for Alt E. Desktop review revealed historic-period built environment demolished c. 2021 with new modern buildings erected across the parcel.
C-1299	Pacific States Steel Mill/Passco Steel Mill	6Y (2018)	No extant historic-period built-environment resources visible based on 2022 desktop review.
SBC-013	37975 Shinn Street, Fremont, CA	N/A	Newly Identified historic-period resource via desktop review in 2022. Field survey in 2022 revealed building was demolished c. 2021.

APN = Assessor's Parcel Number.
BERD = Built Environment Resource Directory.
CHRS =California Historical Resource Status.
DPR = California Department of Parks and Recreation.
N/A = Not applicable.
UPRR = Union Pacific Railroad.

Table B-3. Previous Reports Within the RSA with Built Environment Components and Unrestricted Access

Report Number	Authors	Year	Month	Report Title	Publisher
S-006513	Charlene Detlefs	1984	Mar	Historical Evaluation of a Portion of Filbert Street and Carter Avenue in the City of Newark, County of Alameda	Archeological Resource Management
S-015220	Ward Hill	1994	Mar	Historic Architectural Survey Report, Route 84 Realignment Project Alternatives, Hayward, Union City and Fremont, Alameda County, California (04ALA-84.P.M. 6.2-9.0 EA 233030) (California Department of Transportation Contract 04D186-AL)	N/A
S-015220	Ward Hill	1995	Apr	Historic Architectural Survey Report Supplement No. 1, Route 84 Realignment Project Alternatives, Hayward, Union City and Fremont, Alameda County, California (04ALA-84.P.M. 6.2-9.0 EA 233030)	N/A
S-015220	Cherilyn Widell	1995	Oct	FHWA950601A; Route 84 Realignment Project, Alameda County	California Office of Historic Preservation
S-023200	Cherilyn Widell	1995	Aug	SR/I-880 Interchange Project: Widening the San Mateo Bridge	California Office of Historic Preservation
S-033504	Jennifer Darcangelo and Milford Wayne Donaldson	2007	Mar	FHWA 070321A Determinations of Eligibility for the Proposed Seismic Retrofit of BART Aerial Stations and Structures along the Concord, Richmond, Daly City, and Fremont Lines	California Department of Transportation; California Office of Historic Preservation
S-036189	Neal Kaptain	2013	Jul	Supplemental Historic Property Survey Report; 4-ALA-880; PM 22-5-25.5; E-FIS Project # 0412000340	LSA Associates, Inc.
S-036189	Michael Hibma	2013	Jun	Historical Resources Evaluation Report for the Interstate 880 Southbound HOV Lane Improvement Project; Oakland & San Leandro, Alameda County CA; E-FIS # 0412000340 (formerly 00400000969) Former Expenditure Authorization # 3A920	LSA Associates, Inc.
S-046322	Carol Roland-Nawi	2015	Aug	EDA_2014_0206_001; 2nd Area of Potential Effects Revision, San Leandro Fiber Optic Broadband Project, San Leandro, CA	California Office of Historic Preservation
S-047109	Julianne Polanco	2015	Aug	FCC_2015_0703_003; CNU0891 Quarry Lakes, 34300 Zwissig Way, Union City, Collocation	Office of Historic Preservation

Report Number	Authors	Year	Month	Report Title	Publisher
S-048551	Ward Hill	1994	Apr	Draft Historic Architectural Survey Report, Alvarado Boulevard Road Widening in the cities of Fremont and Union City within Alameda County, California (04-ALA-0-FMT/UC STPLN-5322)	N/A
S-049969	Kathleen A. Crawford	2016	Nov	Direct APE Historic Architectural Assessment for T-Mobile West, LLC Candidate SF70706M (SF0706 PG&E Marina K-9), 2097 Marina Boulevard, San Leandro, Alameda County, California (letter report)	Environmental Assessment Specialists, Inc.
S-049969	Julianne Polanco	2017	Jan	FCC_2016_1209_001, SF70706M (SF0706 PG&E Marina K-9), 2097 Marina Boulevard, San Leandro, Collocation	Office of Historic Preservation
S-053063	Julianne Polanco, Frances Pond Malamud-Roam, and Gayle Totton	2019	May	COE_2019_0403_002, Section 106 Consultation for the proposed Kaiser Pond Diversion Pipe Improvement Project in Fremont, Alameda County, California (Corps File Number 2017-00014S)	Office of Historic Preservation; U. S. Army Corps of Engineers; Native American Heritage Commission
S-012193	George R. Miller and Michael J. Sawyer	1979	NA	Subsurface Archaeological Testing of the Bluebird Dump Site, CA-ALA-416H, San Leandro, California	N/A
S-019042	Julianne Polanco	2015	Jul	HUD 2015_0615_002; Rehabilitation Project Located at 20 West Pickering Avenue, Fremont	Office of Historic Preservation
S-027653	Kathryn Gualtieri and Bruce E. Cannon	1986	Dec	FHWA861113A; Improvement to State Route 238 in the City of Hayward between Routes 580/238 Interchange and Industrial Parkway (concurrence letter)	State Historic Preservation Officer; Federal Highway Administration
S-039079	Steven J. Hardy and Michael R. Corbett	2009	Sep	A History of Canneries in Washington Township, Alameda County	Basin Research Associates, Inc.
S-052721	Julianne Polanco and Alexandra Bevk Neeb	2108	Oct	[FHWA_2018_0615_001] Finding of No Adverse Effect for the Proposed East Bay Greenway Trail Project in the Cities of Oakland, Hayward, and San Leandro, Alameda County, California	Office of Historic Preservation, Department of Transportation
S-052899	Julianne Polanco	2019	Apr	FCC_2019_0402_001, Niles Decoto/FUZE 1948251 (264342) 1800 H Street, Union City, Alameda County, New Tower	Office of Historic Preservation

Table B-4. Previously Identified Resources Within the RSA

Primary Number	Resource Name	Current Status Code from BERD	Other Information
P-01-000228	Robert's Landing	N/A	Built-environment resources demolished c. 1964.
P-01-000227	Vallejo Flour Mill	3S	BERD. In PCL.
P-01-001783	Southern Pacific Railroad	6Y (alignments determined ineligible 2002, 1999)	Segments found ineligible for NRHP due to diminished integrity. Segment in project area determined ineligible.
P-01-002190	Western Pacific Railroad	N/A	Segments found within PCL.
P-01-003280	Niles, Niles Old Town Complex	7R	BERD. In PCL.
P-01-003309	George Washington Patterson House (Ardenwood)	1S	BERD; NRHP (1985). Next to PCL. Project activities limited to railroad ROW.
P-01-003613	Leslie Salt Company	7N	BERD. In PCL. Project activities are limited to extant rail ROW tracks.
P-01-003312	Herman Mohr House	3S	BERD. Outside Study Area.
P-01-003614	Newark Railroad Complex	3D	BERD. Built-environment components considered eligible appear demolished by 2022. In PCL. Reevaluated 2022.
P-01-008397	32462 Alvarado Blvd	6Y	BERD. Outside Study Area.
P-01-008588	T&L Muffler and Brake	6Y	BERD. Outside Study Area.
P-01-008592	33928 9th St	6Y	BERD. Outside Study Area.
P-01-008593	34019-34021 11th St	6Y	BERD. Outside Study Area.
P-01-010492	Newark Tower	N/A	Demolished c. 2000 per desktop review. In PCL.
P-01-010541	38569-38573 Mission Boulevard	N/A	Prior records recommended property ineligible. Next to the PCL. Project activities are limited to rail ROW.
P-01-010620	Hetch Hetchy Aqueduct Bay Division Pipelines 1 and 2	7 (recommended eligible 1995, 2002)	Underground at this location. Project activities are at-grade within rail ROW at this location. Updated by PAR Environmental in 2009; recommended eligible under A/1 and C/3 in 2002 and 1995.
P-01-010742	San Lorenzo Village Historic District	2D2	BERD. In PCL. Project activities are limited to at-grade crossing improvements and rail ROW.
P-01-011357	Niles Canyon Railroad Historic District	1S	BERD: Niles Canyon Transcontinental Railroad Historic District. Updated in 2022.
P-01-011497	Davis West Historic District	6Y	Next to PCL. Outside Study Area.

Primary Number	Resource Name	Current Status Code from BERD	Other Information
P-01-011500	542 Warden Avenue	N/A	No listing in Alameda BERD. Outside Study Area.
P-01-011827	Alameda Creek at Decoto Road	N/A	No listing in Alameda BERD. Alameda Creek is listed locally in the City of Fremont as a historic resource from 1967. Project activities occur along extant railroad ROWs.
P-01-012254	33811 12th Street	N/A (recommended 6Z, 2016)	Recommended ineligible, 6Z, in 2016. Outside Study Area.
P-01-011605	Mowry U-Store	6Z	Recommended ineligible in 2006, Built 1978–1979. Outside Study Area.
P-01-012020	T-Mobile West, LLC Candidate SF70706M (SF0706 PG&E Marina K-9)	N/A (recommended 6Z, 2016)	PGE transmission tower; recommended ineligible, 2016. Outside Study Area.
P-01-000862	Kaastrup (Don L.) Shop Building	6Z	BERD; Outside Study Area.
P-01-000901	Gaylord Container-Gerber Products Plant	6Z	BERD; Outside Study Area.
P-01-000902	Nielsen Packing-Sutter Coop-Gerber Cannery	6Z	BERD; Outside Study Area.
P-01-002269	Eastshore-Grant Transmission Line		Outside Study Area.
P-01-002279	Morton Salt Newark		Outside Study Area.
P-01-003286	Vallejo Adobe, California Nursery	1S	BERD. Project activities occur within California Nursery Historical Park.
P-01-003288	Shinn Home, Shinn Historical Park	2S	BERD; Outside Study Area.
P-01-003305	Good Shepard Lutheran Home	1S	Outside Study Area.
P-01-003306	Christ the King Lutheran Church	7R	Outside Study Area.
P-01-003615	36507 Sycamore	7R	BERD; Outside Study Area.
P-01-003672	Alvarado Japanese Association Building	7R	BERD; Outside Study Area.
P-01-008560	John H. Peterson Farm	2S2	BERD. Outside Study Area.
P-01-008561	Silva Farm	6Y	BERD. Outside Study Area.
P-01-008562	35158 Alvarado-Niles Road	6Y	BERD. Outside Study Area.
P-01-008563	35170 Alvarado-Niles Road	6Y	BERD. Outside Study Area.
P-01-008591	34011 10th St	6Y	BERD. Outside Study Area.
P-01-008607	38550 Overacker Ave	6Y	BERD. Outside Study Area.

Primary Number	Resource Name	Current Status Code from BERD	Other Information
P-01-010181	Ellsworth House	6Y	BERD. Outside Study Area.
P-01-010311	10014 Pippen Street	6Y	BERD. Outside Study Area.
P-01-010711	Bunting House/Sanborn House	N/A	"Primary Historic Resource" of the City of Fremont (1968). Outside PCL.
P-01-011249	Community Reformed Church	N/A (recommended 6Y, 2011)	Outside Study Area.
P-01-011498	482 Warden Avenue	N/A (recommended 6Y, 2013)	Outside Study Area.
P-01-011499	500 Warden Avenue	N/A (recommended 6Y, 2013)	Outside Study Area.
P-01-011939	29485 Dixon Street	N/A	Outside Study Area.
P-01-012082	Avila Dairy Property	N/A	Outside Study Area. Recommended eligible for CRHR under Criterion 1 and a contributor to the Old Alvarado Historic District, proposed in 2000.
P-01-012174	Modern Tract Houses	N/A (recommended ineligible, 1994)	Single-family home tract built 1969–1978. Outside Study Area. Three total parcels appear under this P-number.
C-1299	Pacific States Steel Mill/Passco Steel Mill	6Y (2018)	No historic-period built-environment resources visible in 2022. BERD. Boundaries within PCL.

BERD = Built Environment Resource Directory.
Highlighted resources are outside the Study Area.
1S = Individual property listed in NR by the Keeper. Listed in the CR.
2D2 – Contributor to a district determined eligible for NR by consensus through Section 106 process. Listed in the CR.
2S = Individual property determined eligible for NR by the Keeper. Listed in the CR.
2S2 = Individual property determined eligible for NR by a consensus through Section 106 process. Listed in the California Register (CR).
3D = Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
6Y = Determined ineligible for National Register (NR) by consensus through Section 106 process—Not Evaluated for NR or Local Listing.
6Z = Found ineligible for NR, CR or Local designation through survey evaluation.
7N = Needs to be reevaluated (Formerly NR Status Code 4).
7R = Identified in Reconnaissance Level Survey: Not Evaluated.

Appendix C
Interested Party Correspondence

2/10/2022

Historical Society
123 ABC Street
Town, CA 99999

Re: Capitol Corridor South Bay Connect Project, Alameda County, California

Dear Historical Society,

ICF is currently conducting a cultural resources review for the Capitol Corridor South Bay Connect Project in Alameda County, California. The review is in support of the project's ongoing environmental assessments for rail infrastructure improvements and management.

The South Bay Connect Project proposes to relocate the Capitol Corridor passenger rail service between the Oakland Coliseum and Newark from the Union Pacific Railroad (UP) Niles Subdivision to the Coast Subdivision for a faster, more direct route. The project would create new Transbay connections for passengers between the East Bay and the Peninsula by connecting to bus and shuttle services at the Ardenwood Station. The project area is located on the East Bay from Newark and Fremont at its southern boundary northwest to the Oakland Coliseum at its northern boundary, encompassing the Coast Subdivision, Oakland Subdivision, and Niles Subdivision and the surrounding territories (see enclosed map). The proposed project would provide improved rail operations, efficiency, and reliability while minimizing congestion within the corridor. The proposed project is subject to the provisions of the California Environmental Quality Act (CEQA).

As part of our effort to identify cultural resources in the project area, we are contacting historical societies, museums, archives, and other interested parties to determine if you have any knowledge of, or information on, historical resources that may be affected by the proposed project. We are also interested in any historical information, including photographs, maps, and oral histories that may contain relevant information on cultural resources in the project area.

Please do not hesitate to contact me with any questions. Thank you for your assistance.

Sincerely,

Joshua Severn

Joshua Severn
Architectural Historian
josh.severn@icf.com

Enclosure: Project Map

Summary of Interested Parties Outreach

Name of Organization	Name of Contact	Mailing Address	Email/Contact Form	Phone	Date of Contact and Notes	Notes
California Nursery Historical Park	NA	36550 Niles Blvd, Fremont, CA, 94536	canursery@fremont.gov	510-790-6084	mailed 2/10/2022	No replies received.
Ardenwood Historic Farm	NA	34600 Ardenwood Boulevard, Fremont, CA, 94555	https://www.ebparks.org/contact/form	510-544-2797	mailed 2/10/2022	No replies received.
Alameda County Historical Society	NA	PO Box 13145, Oakland, CA, 94661	info@AlamedaCountyHistory.org	510-238-3234	mailed 2/10/2022	No replies received.
Niles Main Street Association	NA	PO Box 2038, Fremont, CA, 94536	https://www.niles.org/contact-us; info@niles.org		mailed 2/10/2022	No replies received.
San Leandro Historical Railway Society	NA	1302 Orchard Avenue, San Leandro, CA, 94577	http://www.slhrs.org/contact-us/	510-569-2490	mailed 2/10/2022	No replies received.
Railroad Museum at Ardenwood	Brook Rother, President; CC John Goldie, VP; Jay Shellen, Collection Manager; Don Marenzi, Curator	PO Box 783, Newark, CA, 94560	president@spcrr.org; vice-president@spcrr.org; curator@spcrr.org; collection-mgr@spcrr.org	510-456-8840 (Curator)	mailed 2/10/2022	02/22/2022: Jack Burgess, Treasurer, Society for the Preservation of Carter Railroad Resources (SPCRR), which also operates the Railroad Museum at Ardenwood, replied with two questions regarding Ardenwood Station's location and proposed siding. ICF sent reply clarifying questions on 02/23/2022. No further questions received.
Niles Canyon Railway, Pacific Locomotive Association	NA	PO Box 515, Sunol, CA, 94586	https://www.ncry.org/contact/	510-996-8420	mailed 2/10/2022	No replies received.

From: Severn, Josh
To: Jack Burgess
Subject: RE: Proposed Capital Corridor project
Date: Wednesday, February 23, 2022 5:52:00 AM

Good morning,

Thank you for your questions regarding this project.

Where would the station and parking lot for the Ardenwood Station be built?

> The proposed project constructs the Ardenwood Station at the existing Ardenwood Park & Ride along Ardenwood Terrace. A two-level parking garage would be built on a vacant parcel addressed at 34808 Ardentech Court.

Would a passing track be constructed in the vicinity of the station?

> The proposed project calls for construction of the Ardenwood Siding (approx. length of 1600') within existing rail ROW west of Ardenwood Historic Farm.

The CCJPA South Bay Connect website may provide additional information regarding the broader goals for this project.

Best,

JOSHUA SEVERN (he/him/his), Architectural Historian
980 9th Street, Suite 1200, Sacramento, CA, 95814, USA
icf.com | LinkedIn

*** Please know that I honor and respect boundaries around personal time, well-being, caretaking, and rest. Should you receive correspondence from me during a time that you're engaged in any of the above, please protect your time. Wait to respond until you're next working or in front of a computer. Prioritize joy, not email, when and where you can.***

From: Jack Burgess <jack@yosemitevalleyrr.com>
Sent: Tuesday, February 22, 2022 6:11 PM
To: Severn, Josh <Josh.Severn@icf.com>
Subject: Proposed Capital Corridor project

Joshua...

I am the Treasurer for the Society for the Preservation of Carter Railroad Resources (SPCRR) which also has the Railroad Museum at Ardenwood. I have two questions:

Where would the station and parking lot for the Ardenwood Station be built?

Would a passing track be constructed in the vicinity of the station?

Jack Burgess
SPCRR Treasurer

Appendix D-1

State of California Department of Parks and Recreation (DPR) 523 Form Sets Prepared for this Report

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

PRIMARY RECORD

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-002

P1. Other Identifier: Dumbarton Cutoff /Southern Pacific Railroad / Union Pacific Railroad / Niles Subdivision
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** _____ **Date:** _____ **T**_____; **R**____; __ ¼ of __¼ of **Sec:**_____; _____ **B.M.**
c. Address: N/A **City**: Fremont **Zip:** 94536
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource consists of a segment of Union Pacific Railroad's Niles Subdivision. This line was originally constructed as part of the Dumbarton Cutoff. Within the study area, the resource consists of double track fastened to wood or concrete sleepers. The line is located between the Alameda Flood Control Channel and Mowry Avenue (California State Route 84).

***P3b. Resource Attributes:** (List attributes and codes) AH7: Roads / trails / railroad grades
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Aerial view of rail segment, 2/24/2021 (Google Earth)

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1865-1920s (see historic context); 1937 (East Niles Junction Underpass)

***P7. Owner and Address:**
Union Pacific Railroad Company
46850 Kato Road
Fremont, CA, 94538

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** Feb. 24, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-002

B1. Historic Name: Dumbarton Cutoff / Southern Pacific Railroad / Niles Subdivision
B2. Common Name: Dumbarton Cutoff
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Construction on the Dumbarton Cutoff was initiated in 1907 and completed in 1910. Within the study area, the Dumbarton Cutoff was completed in 1909 and originally consisted of a single line of track. A second line was added sometime after 1946 (U.S. Geological Survey 1946). In some places, wood sleepers have been replaced with concrete sleepers. A contributing resource, the Niles Junction Underpass at Mowry Avenue in Fremont, dates to 1937. Outside the study area, an 1,800-foot section of the bridge caught fire in 1998 and collapsed (Doyle 1998).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:** Niles Junction Underpass
B9. Architect: William Hood **b. Builder:** Southern Pacific Railroad
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** Railroad **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
Feb. 24, 2022
(This space reserved for official comments.)

Sketch Map of SBC-002 in the Study Area. Source: Google Earth, imagery date March 7, 2022.

*B10. Significance: (continued from page 2)

Railroad Development in Niles

In the late 1860s and early 1870s, the area that would become the community of Niles was a hotbed of railroad-building activity.

The first railroad line through the area was built by the Western Pacific Railroad Company, which constructed a line from San Jose to Niles (then known as Vallejo Mills) in 1865 and 1866 (Donaldson 1998:296). In 1869, the San Francisco Bay Railroad Company, a close associate of the Western Pacific, began building a line from Niles to Oakland. Meanwhile, the Western Pacific, which was responsible for constructing the western extent of the first transcontinental railroad, started building a line south and west from Sacramento (Donaldson 1998:296; Minard 2009). Seeking an all-land route to San Francisco, the Western Pacific followed the path of the Alameda Creek as it wound its way through the Diablo Range in what is now known as Niles Canyon (Minard 2009). In November 1869, both the San Francisco Bay Railroad Company and Western Pacific Railroad Company were consolidated under the name of the Western Pacific Railroad. It was about this same time that Vallejo Mills became known as “Niles Station” (Minard 2009).

In the decades that followed, the rail lines through Niles exchanged hands several times. In 1870, the Western Pacific Railroad was consolidated under the Central Pacific Railroad. In 1885, the Central Pacific was acquired by the Southern Pacific Railroad, which by the close of the century held a virtually monopoly on rail traffic in California (Donaldson 1998:296; U. S. Geological Survey 1897a; 1897b; 1899a; 1899b; 1906).

In the early 1900s, Southern Pacific’s grip on California was challenged by a newcomer: The Western Pacific Railway Company, a separate company from the earlier company of the same appellation. The Western Pacific incorporated in 1903 to construct a route between Salt Lake City, Utah, and Oakland, California (Myrick 1962:316-333). Originally, Western Pacific had planned to reach the East Bay by way of Haywards Pass and Dublin Canyon (*San Francisco Call* 1904). Ultimately, however, it chose Niles Canyon.

The Southern Pacific tracks already occupied the choicest alignment through the area, and as a result the Western Pacific was forced to tunnel through two parts of the canyon. The longest of these stretched nearly a mile, and construction on it lasted from the fall of 1905 to the spring of 1908 (*San Francisco Call 1905; San Francisco Examiner* 1908; *Evening Mail* 1908). Exiting the western mouth of Nils Canyon, the Western Pacific’s tracks hugged the southern bank of the Alameda Creek, then swung northward to Oakland (United States Geological Survey 1915; 1923). The entire route from Salt Lake City to Oakland was completed on Nov. 1, 1909. Freight service began the following month, and passenger service commenced the following year (Myrick 1962:319).

Niles experienced only a smattering of new rail construction in the decades that followed. In 1909, the Southern Pacific constructed a line from Niles to Newark as part of the Dumbarton Cutoff, a rail alignment that passed over a portion of San Francisco Bay and significantly shortened the rail route between Oakland and San Francisco (*Santa Cruz Sentinel* 1909; *San Francisco Call* 1909). In the 1920s, the Western Pacific built a 23-mile branch line south to San Jose. This line, which had its tracks removed sometime between 2004 and 2007, began east of Niles Junction and paralleled the Southern Pacific’s tracks for much of its alignment (Carr 2022; Google Earth 2004-2007).

All of the rail lines in Niles were eventually consolidated under the Union Pacific Railroad Company, a railroad-holding company that incorporated in 1969. The Western Pacific Railroad merged into the Union Pacific in 1982, and Southern Pacific was sold to Union Pacific in 1996 (Donaldson 1998:241, 299).

Dumbarton Cutoff

Construction of the Dumbarton Cutoff was initiated in 1907 (*San Francisco Call* 1907). When completed in 1910, it stretched from Niles to Redwood City. Although much of the cut-off consisted of at-grade tracks, the cutoff also included two bridge structures: one over the Newark Slough and another (much longer) bridge across the San Francisco Bay. The latter bridge is notable for being the first bridge to span a portion of the San Francisco Bay. The total cutoff was approximately 16.5 miles long.

The Dumbarton Cutoff is often directly attributed to Edward Henry Harriman (1848-1909) a well-known American businessman who remembered as a rebuilder of bankrupt railroads and for his leadership within the Union Pacific and Southern Pacific railroads. Indeed, one news report from 1910 noted that “the dream of the cutoff was first dreamed by that greatest of dreamers, E. H. Harriman” (*San Francisco Call* 1910). However, the work of actually designing and building the cutoff was given to William Hood, the chief engineer of the Southern Pacific and two other individuals who worked under him: W. E. Marsh and (later) C. R. Broughton (Ibid.).

The Dumbarton Cutoff opened in 1910 (*Los Angeles Times* 1910). Although a portion of the cutoff—the subject segment included—remains in use as part of the Union Pacific Railroad’s Niles Subdivision, the portion of the cutoff that spans the San Francisco Bay was abandoned in 1982 when Oakland had become the dominant port in the Bay Area and the need for the bridge had diminished (California State Coast Conservancy 1995:48). In 1998, an 1,800-foot section of the bridge caught fire and collapsed into the bay (Doyle 1998).

Prior Evaluations

In 1996, two portions of the Dumbarton Cutoff were evaluated: The Dumbarton Bridge and the Newark Slough Bridge. Both elements were found eligible for the NRHP under criterion A for their association with system-wide improvements to the Southern Pacific railroad, the economic growth of San Francisco, and national defense efforts during both the first and second world war; under Criterion B for their association E. H. Harriman who pushed the modernization of the Southern Pacific and directed the building of the cutoff, and; under Criterion C for being representative examples of their bridge types (Snyder 1996a; 1996b).

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

The Dumbarton Cutoff appears to be significant under Criterion 1/A, at the local level, as piece of important transportation infrastructure. The cutoff included the first bridge to span San Francisco Bay and marked a significant improvement in Southern Pacific rail service. As a result, the resource is significant under Criterion 1/A.

Criterion 2/B

The Dumbarton Cutoff appears to lack significance under Criterion 2/B. This property type is more commonly associated with the works of companies, rather than individuals. Although the cutoff was championed by E. H. Harriman, who could be considered a significant person at the state and national level, the cutoff was just one of many improvements Harriman oversaw during his time with the Southern Pacific Railroad. Additionally, the actual design and construction of the cutoff was overseen by William Hood and others. Research did not uncover the identifies of any subsequent persons who had direct, significant associations with any aspect of the line's operations. As a result, the resource is not significant under Criterion 2/B.

Criterion 3/C

Although certain elements of Dumbarton Cutoff—most notably its bridges—could be considered significant under Criterion 3/C, the cutoff as a whole appears to lack distinctive architectural or engineering value. It does not appear to embody the distinctive characteristics of a type, period, or method of construction or engineering, nor does it possess high artistic value or reflect the work of a master. Rather, the cutoff appears to reflect common construction techniques and configurations that are typical of rail lines regardless of location and purpose. As a result, these rail alignments are not significant under Criterion 3/C.

Criterion 4/D

Under NRHP Criterion D, the Dumbarton Cutoff does not have the potential to support an understanding of prehistory or history, which most commonly applies to archaeological resources. The rail line is a common example of modern rail infrastructure that would not yield information important to prehistory or history. The rail line is therefore not significant under Criterion 4/D.

Integrity

In addition to demonstrating significance under Criterion A, the subject rail alignments must retain integrity when being evaluated for listing in the NRHP. Integrity is the measure by which a property is evaluated based on that property's ability to convey its historical significance. To retain historic integrity, a structure must possess several (and usually most) of these aspects. These criteria are: location, design, materials and workmanship, setting, feeling, and association.

The subject segment of the Dumbarton Cutoff appears to retain integrity of location. However, integrity of design, setting, materials, workmanship, and feeling have been undermined by subsequent alterations, including the addition of an additional line of rail track within the study area, the replacement of wood sleepers with concrete, a dramatic change in setting (from rural to suburban). And although not within the study area, the destruction of a major portion of the cutoff spanning the bay has undermined its integrity of association, thus severing the direct link between the subject rail segment and the San Francisco peninsula.

Overall, the segment of the Dumbarton Cutoff within the study area, and the associated Niles Junction Underpass at Mowry Avenue, has lost nearly all aspects of integrity and therefore lacks the ability to convey its historic identify as an important component of the Bay Area's transportation history. It is not eligible for listing in the NRHP.

***B12. References**

California State Coast Conservancy. 1995. *San Francisco By Shoreline Guide.* Berkeley, CA: University of California Press.

Carr, Paul. 2022. "Niles to Milpitas, CA". Sept. 6. Abandoned Rails. Available: https://www.abandonedrails.com/niles-to-milpitas. Accessed: Feb. 17, 2022.

Donaldson, Robertson B. 1998. Encyclopedia of Western Railroad History. Vol. 4: California. Caldwell, Idaho: Caxton Printers.

Doyle, Jim. "Mysterious Fire on Trestle Probed" *San Francisco Chronicle.* Jan. 5. Available: https://www.sfgate.com/news/article/Mysterious-Fire-On-Trestle-Probed-Rail-bridge-3016220.php. Accessed: Feb. 24, 2022.

Evening Mail. 1908. "Western Pacific Not Gobbled by Harriman." June 29. Available: https://www.newspapers.com/. Accessed: Feb. 17.

Google Earth. 2004-2007. Aerial Photographs. Available: https://www.google.com/earth/versions/. Accessed: Feb. 17, 2022.

Los Angeles Times. 1910 "Trains Cross $4,000,000 Cut-Off at Dumbarton". Available: https://cdnc.ucr.edu/. Accessed: Feb. 24.

Minard, Al. 2009. National Register of Historic Places Registration Form for the Niles Canyon Transcontinental Railroad Historic District. September 21. P-01-011357.

Myrick, David, 1962. Railroads of Nevada and Eastern California. Vol. 1. The Northern Roads. Berkely, California: Howell-North Books.

Santa Cruz Sentinel. 1909. "Dumbarton Draw-Bridge Great Engineering Feat." Jan. 10. Available: https://www.newspapers.com/. Accessed: Jan. 10.

San Francisco Bay Conservancy. *San Francisco Bay Shoreline Guide.* University of California Press.

San Francisco Call. 1904. "Route of the Western Pacific is Now Known to the Public." February 4. Available: https://www.newspapers.com/. Accessed: Feb. 17.

----------.1905. "Material for New Road Arriving." Oct. 25. Available: https://www.newspapers.com/. Accessed: Feb. 17, 2022.

----------.1907. "Dumbarton Bridge is Approaching Completion." Dec. 2. Available: https://cdnc.ucr.edu/. Accessed Feb. 24, 2022.

----------.1909. "Centerville Will Celebrate." Jan. 28. Available: https://www.newspapers.com/. Accessed: Feb. 17, 2022.

----------. 1910. "First Passenger Train Crosses Dumbarton Cutoff." Sept 25. Available: https://www.newspapers.com/. Accessed: Feb. 24, 2022.

San Francisco Examiner. 1908 "To Finish Bore of Tunnel by Friday." April 28. Available: https://www.newspapers.com/. Accessed: Feb. 17, 2022.

Snyder, John W. 1996. DPR forms 523A, 523B, and 523L for the Southern Pacific Railroad Dumbarton Bridge. P-01-001783.

----------. 1996. DPR forms 523A, 523B, and 523L for the Southern Pacific Railroad Newark Slough Bridge. P-01-001783.

University of California Santa Barbara. 1939. Flight C_5750, Frame 281-73. Available: http://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Feb. 17, 2022.

U. S. Geological Survey Details. 1897a. Concord Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

----------. 1897b. San Jose Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

----------. 1899. San Francisco Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

----------. 1899. Haywards Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

----------. 1906. Pleasanton Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

----------. 1915. Haywards Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

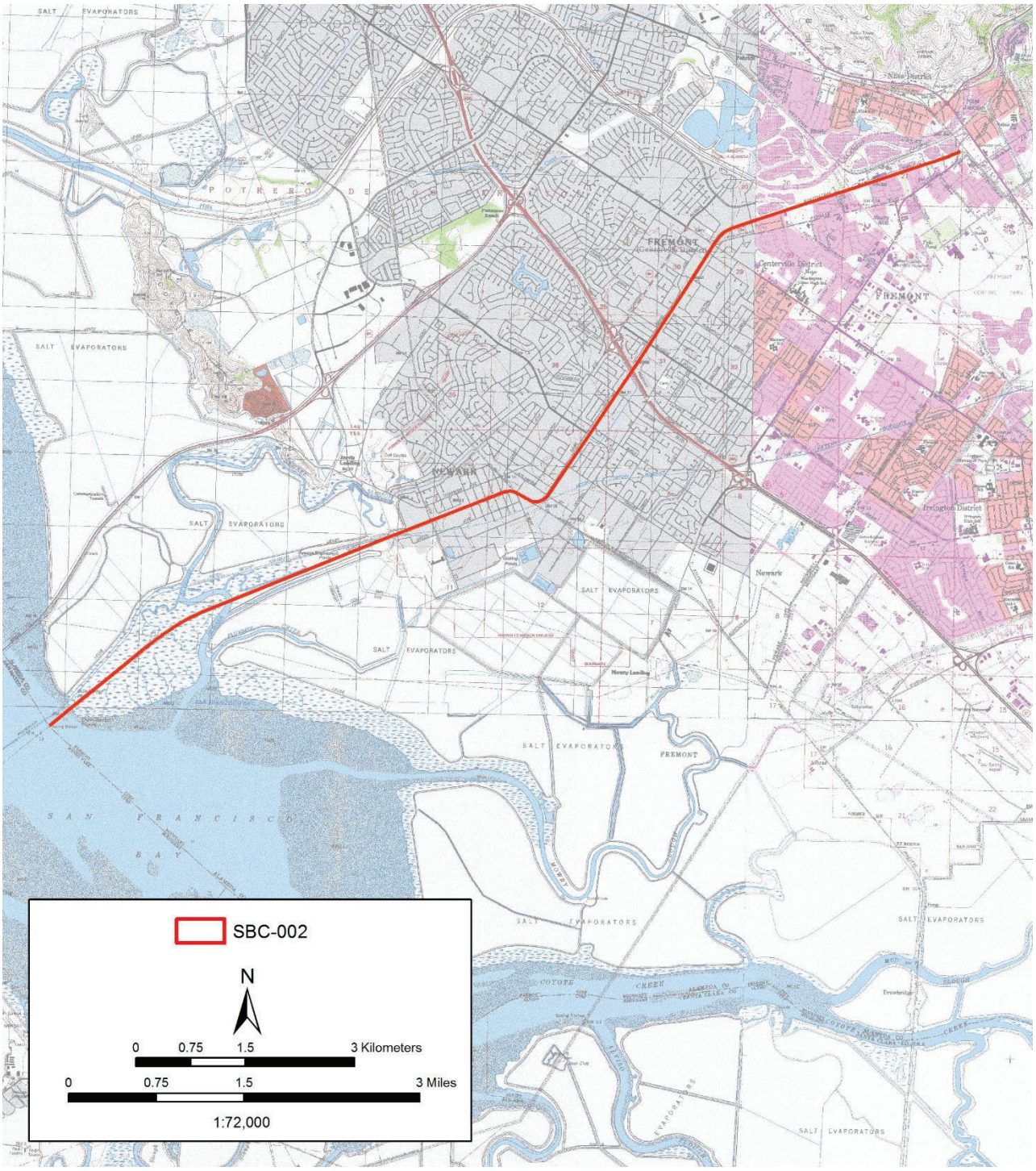
----------. 1923. Pleasanton Quadrangle. Available: https://ngmdb.usgs.gov/topoview/viewer/. Accessed: Feb. 16, 2022.

----------. 1946. Aerial Photograph. Oct. 28. Entry ID AR1CP0000020152. Available: https://earthexplorer.usgs.gov/. Accessed: Feb. 22, 2022.

***Map Name:** SBC-002 Location Map

***Scale:** See scale in image

***Date of Map**: 03/07/2022



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

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

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) SBC-005 Bridge

P1. Other Identifier: SBC-005, Sullivan Underpass Railroad Bridge

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

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Niles **Date:** 1980 **T**_____; **R**___; __ ¼ of __¼ of **Sec:**_____; _____ **B.M.**

c. Address: Niles Boulevard **City**: Fremont **Zip:** 94536

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

Located between Niles Boulevard and Mission Boulevard just northwest Mission Boulevard's crossing over Alameda Creek

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

The Sullivan Underpass Railroad Bridge is a single-span, steel girder bridge with stepped concrete abutments that is set on a skewed alignment. It carries what is a now Union Pacific-owned railroad over Sullivan Underpass in the Niles District of Fremont, California (Caltrans n.d.). This small section of road is named Sullivan Underpass and it connects Niles Boulevard on the south side of the railroad to Mission Boulevard on the north. (*See Continuation Sheet)*

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

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

P5b. Description of Photo: (View, date, accession #) South elevation of the bridge, facing north on Sullivan Underpass. ICF 2022.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1929 (Google 2021.)

***P7. Owner and Address:**
Union Pacific Railroad Co. – Fremont Yard
46850 Kato Road
Fremont, California 94538

***P8. Recorded by:** (Name, affiliation, address)
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***P9. Date Recorded:** February 24, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***Resource Name or #** (Assigned by recorder) SBC-005 Bridge

B1. Historic Name: Sullivan Underpass Railroad Bridge
B2. Common Name: Sullivan Underpass
B3. Original Use: Bridge **B4. Present Use:** Bridge
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations) The subject bridge was built in 1929 and carries a railroad, now owned by Union Pacific, over Sullivan Underpass in the Niles District of Fremont, CA (Bridge Hunter 2021; Google 2021). The bridge is part of a stretch of track formerly owned and operated by the Southern Pacific Railroads in the mid-twentieth century, which likely constructed the underpass (*Daily Review* 1929:1). The sidewalks along the roadway were installed in 2018 as part of an improvement project to fix persistent and historic flooding issues under the bridge (*Oakland Tribune* 1954:1; City of Fremont 2017; Geha 2018).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** Railroad Bridges **Area:** Fremont, CA
Period of Significance: N/A **Property Type:** Railroad Bridge **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***Date of Evaluation:**
February 24, 2022
(This space reserved for official comments.)

Sketch Map of the SBC-005. Source: Google Earth, imagery date March 7, 2022.

*P3a. Description (Continued):

Photo 2: Detail view of underside of deck. ICF 2022.

Photo 3: North elevation of the bridge. Google 2021.

The Sullivan Underpass Railroad Bridge is utilitarian and simple in design and lacks ornamental or architectural details. The span is set at an angle across the roadway and the clearance is 14 feet. The full length of the bridge and tunnel is approximately 64 feet and the bridge is approximately 38 feet wide, as measured in aerials (Google 2021). A set of metal pipes supported between brackets and curved rods connected to the railing along the tracks extends from the girders along both elevations. When approaching the south elevation from Niles Boulevard, the sidewalk along the west side of the road is raised to pass through a pedestrian tunnel, and the eastern sidewalk dead ends at the bridge. The sidewalk continues on the other side of the bridge and runs northwest. The wingwalls are stepped and coated in paint and similar walls surround the tunnel. The bridge's northeastern wingwall curves slightly to the northwest as it follows the sidewalk exiting the pedestrian tunnel. Above the northern entrance to the tunnel "1929" is inscribed into the concrete. The north elevation of the bridge is proceeded by a metal beam post and lintel sign with large letters indicating the "Niles" district (Google 2021).

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the subject property include railroad bridges constructed in the 1920s and 1930s in California and Alameda County. For additional information on these historic contexts, please see ICF 2022.

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on non-truss bridges constructed in California between 1900 and 1935. Bridges are eligible under this Criterion if they are associated with transportation development, specifically highway transportation systems (FHWA and CA SHPO 1986:22). The Niles District was developed by European settlers beginning in the 1850s at a junction point with what was then the Central Pacific Railroad and was named after a railroad official, Judge A. C. Niles. The town continued to develop around the railroad throughout the latter half of the nineteenth century as nurseries and the agricultural industry grew in the area (*Daily Alta California* 1869; Asher and Adams 1874; Avila 1969:24; Holmes and Singleton 2004:7-8; Niles Main Street Association 2021; ICF 2022).

The subject bridge was constructed after the heyday of the railroad in Niles and is not associated with this significant period in railroad history. The bridge was constructed to meet new traffic needs of the 1920s and 1930s as roadways, like Niles Boulevard, in the area were expanded (*Daily Review* 1929:1; *Oakland* Tribune 1929; Fairchild Aerial Survey 1939; Railroad Commission of the State of California 1926; Sanborn Fire Insurance Map 1944; USGS 1953). The bridge is also not associated with the highway transportation system development of this period. Therefore, the bridge is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B requires that a property be directly associated with individuals or groups who have made significant contributions to history at the local, state, or national level. These properties must illustrate these contributions rather than commemorate them. Often, they are associated with the productive lives of individuals, such as where they performed the work for which they are known. The bridge is not associated with any individuals who meet these qualifications. It has been owned and maintained by various railroad companies throughout its history, but an association with a company is not sufficient for this kind of property to be eligible under this Criterion. Therefore, the bridge is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based on bridge designs from 1900 to 1935 in California. Bridges from this era are significant under this Criterion if they are distinctive examples of their type, period, construction method, or if they are representations of the work of a master engineer, designer, or builder (FHWA and CA SHPO 1986:22). Bridges could be utilitarian in design or could display more aesthetic and architectural features associated with architectural trends of their time. Technological innovations from this period include the introduction of reinforced concrete and new uses of metal wire and steel girders in bridge construction. These advancements were driven by the expansion of the highway system (FHWA and CA SHPO 1986:22). The subject bridge is an example of a common utilitarian structure from this period and does not make use of any technological innovations of the period. Therefore, the bridge is not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. The bridge would need to contain data, or potentially contain data, which could contribute to significant historical topics. The bridge is an example of commonly constructed bridge type from the late 1920s or early 1930s. There is a low probability that this property would fill any data gaps not already contained in the historical record. Archaeological surveys have not been conducted as part of this study. However, the lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, the bridge is not significant under Criterion 4/D.

Conclusion

SBC-005, the Sullivan Underpass Railroad Bridge, is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

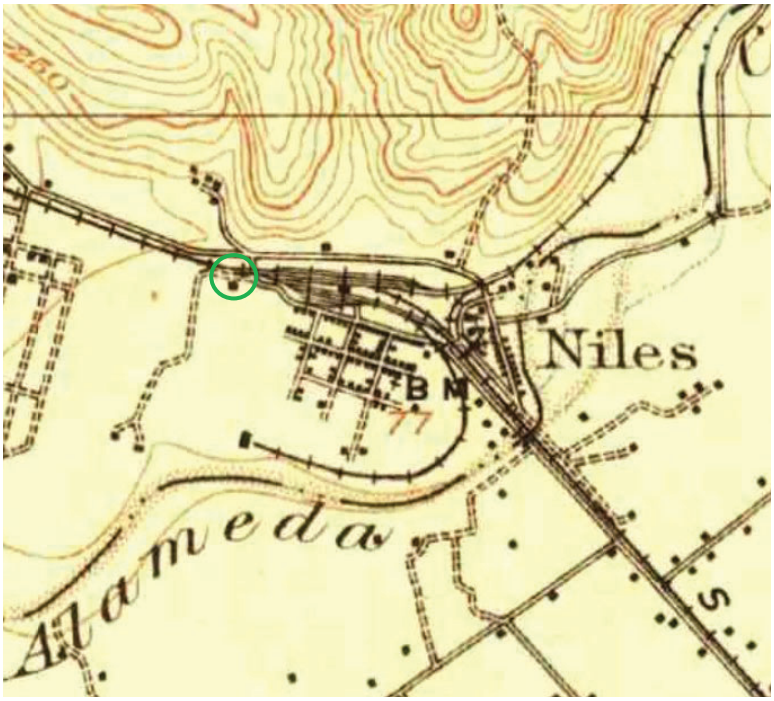


Figure 1. 1906 USGS map, which shows the location of the current underpass. Source: USGS 1906.

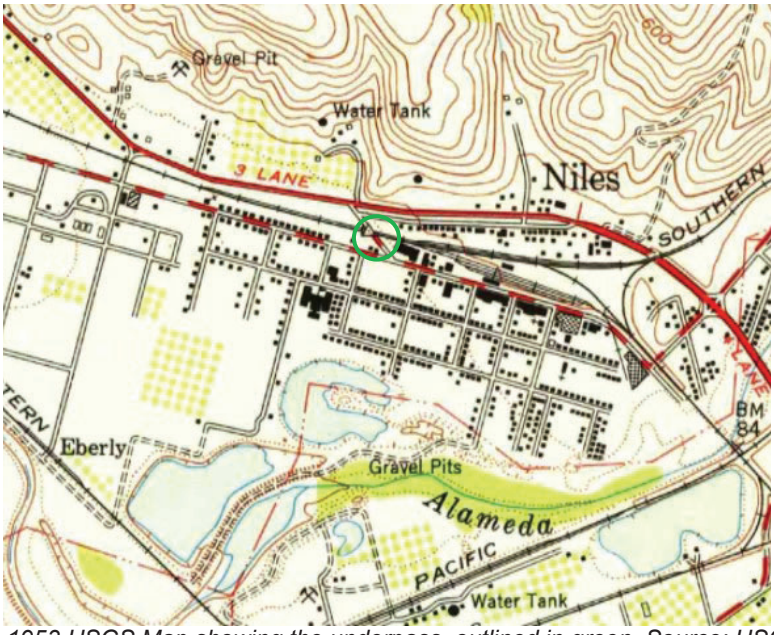


Figure 2. 1953 USGS Map showing the underpass, outlined in green. Source: USGS 1953.

*B12. References

Citations listed alphabetically.

Asher and Adams. 1874. *New Commercial and topographical railroad map and guide of California and Nevada* [map]. 1:1267200. New York. https://www.loc.gov/resource/g4360.rr001880/?r=0.168,0.514,0.249,0.217,0, accessed February 11, 2022.

Avila, Harry. 1969. "From 'Padres' to the Railroad Era. From Silent Films to Silent Protest—Niles Still Friendly." *The Argus.* August 30: 24, 33.

City of Fremont. 2017. "Historical Architectural Review Board Staff Report, February 2, 2017," https://fremont.gov/DocumentCenter/View/32864/PLN2017_00202-Sullivan-rpt, accessed February 25, 2022.

Daily Alta California. 1869. "Along the Western Pacific Railroad." December 3.

Daily Review. 1929. "30-Foot Highway South to Niles Soon Under Way." July 13.

Fairchild Aerial Surveys. 1939. *C-5750, Frame 281-74.* Prepared for USDA. January 1 to December 31. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Federal Highway Administration (FHWA) and California State Historic Preservation Office (CA SHPO). 1986. *Historic Bridges in California: Concrete Arch, Concrete Girder, Concrete Slab, Canticrete, Stone Masonry, Suspension, Steel Girder and Steel Arch (Thematic).* Consensus Determination of eligibility. Sacramento, CA.

Geha, Joseph. 2018. "Fremont: $1.4 million Sullivan Underpass upgrade approved." January 17. https://www.eastbaytimes.com/2018/01/17/fremont-1-4-million-sullivan-underpass-upgrade-approved/, accessed February 24, 2022.

Google Maps. 2021. Niles Boulevard, Fremont, California, 94536, Street view photograph. Mountain View, CA: Google, LLC, May. https://www.google.com/maps, accessed February 24, 2022.

Holmes, Philip, and Jill M. Singleton. 2004. *Images of America: Niles Fremont.* Arcadia publishing: Great Britain.

ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

Niles Main Street Association. 2021. Brief History of Niles, https://www.niles.org/copy-of-home, accessed February 9, 2022.

Oakland Tribune. 1929. "Work Started on Widening Niles Highway." August 1.

----------. 1954. "Underpass Flooded." March 16.

Railroad Commission of the State of California. 1926. *1926 Edition of the Official Railroad Map of California* [map]. 1:950400. Buffalo, NY: J.W. Clement. https://www.davidrumsey.com/luna/servlet/detail/RUMSEY~8~1~234654~5510163:Official-Railroad-Map-Of-California?sort=Pub_List_No_InitialSort%2CPub_Date%2CPub_List_No%2CSeries_No&qvq=q:california%20railroad;sort:Pub_List_No_InitialSort%2CPub_Date%2CPub_List_No%2CSeries_No;lc:RUMSEY~8~1&mi=243&trs=554, accessed February 14, 2022.

Sanborn Map Company. 1944. *Sanborn Fire Insurance Maps: Niles, Alameda County, California.* New York, NY: Sanborn Map Company.

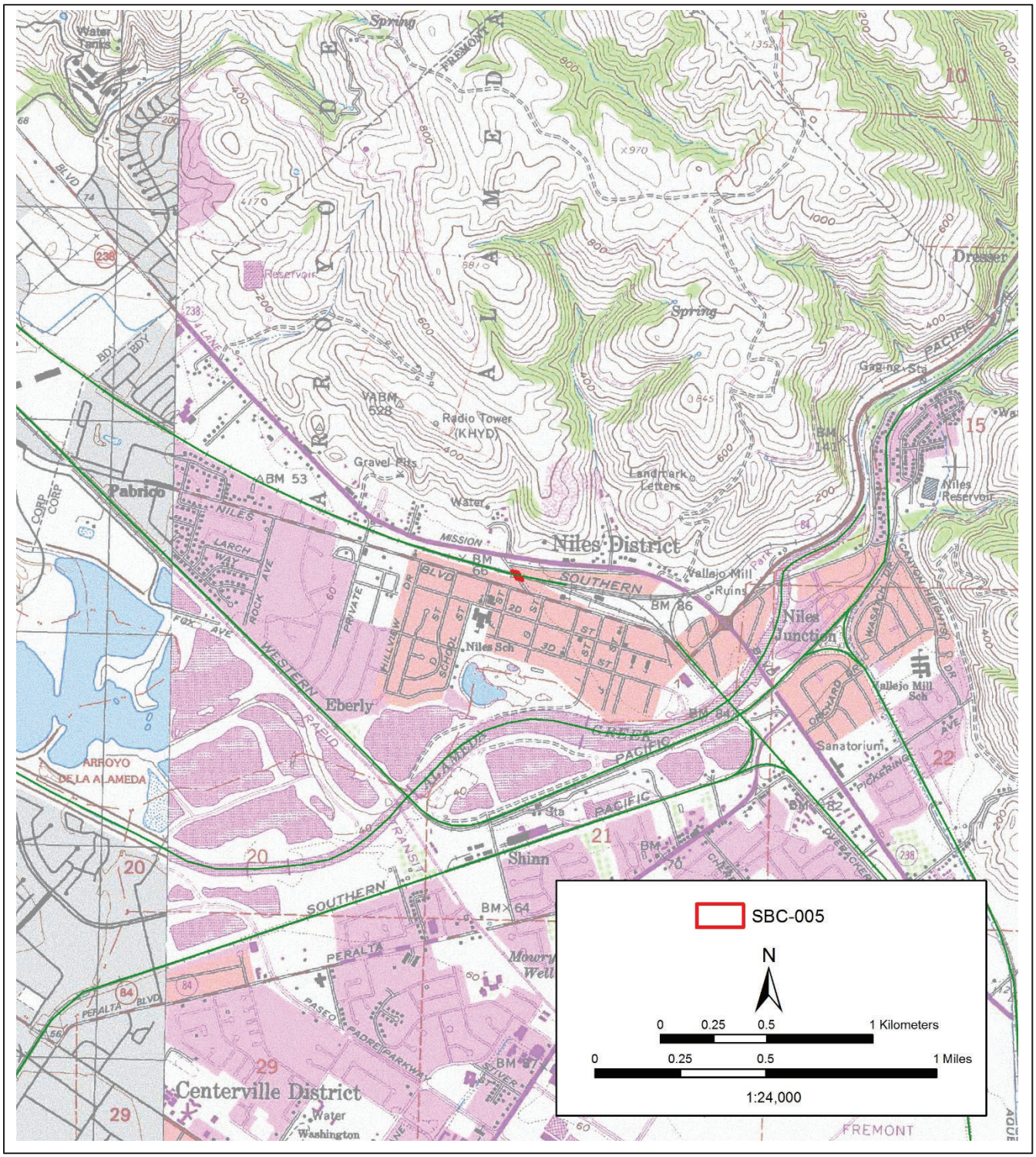
U.S. Geological Survey (USGS). 1906. *Pleasanton Quadrangle.* https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 8, 2022.

----------. 1953. *Niles Quadrangle.*https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 12, 2022.

***Map Name:** Location Map of SBC-005

***Scale:** See scale in image

***Date of Map**: 03/07/2022



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

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

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) SBC-006: 14 Duarte Avenue

P1. Other Identifier: SBC-0006, 14 Duarte Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** Niles, CA **Date:** 2021 **T**_____; **R**___; __ ¼ of __¼ of **Sec:**____; _____**B.M.**
c. Address: 14 Duarte Avenue **City**: Fremont **Zip:** 94536
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN#: 507-0100-008-04

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

The subject property is located at 14 Duarte Avenue in Fremont, Alameda County, California 94536. The building is located on Lot 8-4 of Plot 17 of Rancho Arroyo De La Alameda (Tracts Sold by J.G. Clark), a 0.34-acre rectangular parcel at the northwest corner of Duarte Avenue and Mission Boulevard (Alameda County Assessor 2022; ParcelQuest 2022). The residence was constructed in 1926 (ParcelQuest 2022a).

(*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 14 Duarte Avenue, looking northwest, Google Earth Pro 2021.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1926 (ParcelQuest 2022a)

***P7. Owner and Address:**
Dhananjay Wagh and Saloni Pasta
14 Duarte Avenue
Fremont, California

***P8. Recorded by:** (Name, affiliation, address)
Corey Lentz
ICF, 1200 6th Avenue, Suite 1800
Seattle, WA 98101

***P9. Date Recorded:** February 1, 2021

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

B1. Historic Name: 14 Duarte Avenue
B2. Common Name: 14 Duarte Avenue
B3. Original Use: Single-family residence **B4. Present Use:** Single-family residence
***B5. Architectural Style:** Spanish Revival
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The residence at 14 Duarte Avenue was constructed in 1926 (ParcelQuest 2022a). Research did not reveal the nature or date of any specific alterations to the residence; however, the builder and original owner, Frank Duarte, was reported in 1976 as having done "lots of remodeling" (The Argus 1976). Many of the building's original windows appear to have been replaced, particularly the original tripartite focal windows with round-arched surrounds that appear to have been infilled above the large rectangular sash-with-sidelight windows on the southern building's façade. Non-historic site features such as the cement half-wall along Mission Boulevard and the western boundary wood and stone fence, western chain link fence, circular lawn and patio, and northern boundary fence were constructed in c. 1987, c. 2000, c. 2012, and c. 2016, respectively (Nationwide Environmental Title Research [NETR] 1987; NETR 2000; NETR 2012; NETR 2016).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Frank Duarte
***B10. Significance: Theme** N/A **Area:** Niles/Fremont, CA
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.)

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Corey Lentz
ICF, 1200 6th Avenue, Suite 1800
Seattle, WA 98101

***Date of Evaluation:**
February 11, 2022
(This space reserved for official comments.)

Sketch Map of SBC-006. Source: Google Earth, imagery date March 7, 2022.

***P3a. Description (Continued):**

The residence is a one-story building designed in the Spanish Revival style. The building has an irregular rectangular plan and a predominantly flat roof. A gable-roofed bay projects from the western side of its southern façade and a flat-roofed carport is located centrally on its eastern façade. The residence has a concrete foundation, stucco cladding, and crenelated parapet ringing its flat roof. The gable-roof of the projecting bay is clad in ceramic barrel tile.

The residence's primary (southern) façade is split between its primary eastern bay and the projecting bay on its western side. The eastern side of the façade has a large, fixed wooden sash-with-sidelights window. The projecting bay features a matching fixed wooden sash-with-sidelights window and a wooden round-arched vent in the gable peak. The gable roof of the bay extends over the small, covered entrance porch, which is open on its southern and eastern sides with tall round arches and projects out slightly from the bay's south side with its own front-facing gable roof. A short concrete stair provides access to the covered porch. A slim shed-roofed archway extends westwardly off the bay's southwest corner, providing access to the residence's side yard.

The residence's eastern façade features a trapezoidal chimney, flanked on each side by small, fixed wood windows, and the carport. The carport is open on it's southern, eastern, and northern sides with almost fully square arches with rounded corners. Each corner of the carport is topped with a small parapet crenellation, between which runs a slight shed-roof clad in ceramic barrel tile. Beneath the carport, on the residence's eastern façade a fixed bay window and a secondary entrance, oriented southward to a small porch inset in the building's main volume, which is accessed by a short concrete stair from the carport drive.

The residence's western façade is split between its recessed southern bay and projecting northern bay. This façade features five windows from its south to north ends, a rectangular window pair, a small rectangular window, a sash-and-sidelight window, a large rectangular window, and a second small rectangular window. The exact materials and design of these windows was not discernible from the public right-of-way.

The residence's northern façade is split between its recessed eastern bay and projecting western bay. The eastern portion of the façade has three windows: a rectangular metal single-hung window, a large square fixed metal window, and a smaller metal sliding window on the eastern face of the façade's projecting western bay. The western projection features a shed-roofed rear porch, supported by two square wooden posts. The rear entrance is a modern metal and two-light door. A pair of metal sliding windows are located just to the west of the porch on this portion of the façade. A rectangular wooden vent is located just beneath the roofline in the center of each of the eastern and western bay of the northern façade. Set into the corner of the northern façade created by the projecting western bay is exterior entry to a basement cellar.

The property is bounded by several types of mid-height fencing: a white-washed cement half-wall along its southern boundary, chain-link fencing along its eastern boundary, wooden fencing along its northern boundary, and wood and masonry fencing along its western boundary. The western half of the parcel is devoted to hard- and landscaping, including a rectangular cement and brick patio adjacent to the residence's eastern façade that inset into a circular lawn bounded by cement paving and a small irregularly shaped pool near the southern entrance. A play-ground structure and prefabricated shed are located in the northeast corner. An open wood trellis structure is built over the rectangular patio.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the residence at 14 Duarte Avenue, Fremont, CA 94536 include the Fremont/Niles District. For additional information on these historic contexts, please see ICF 2022:22-23 and GPA 2017:12-14. Additionally, the property is located at the outer northwest boundary of the Niles Historic Overlay District, far outside the identified Niles Commercial Core Area. For additional historic context for historic development in the Niles District, please see City of Fremont:13-14.

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on associations with early residential development in the Niles District of Fremont. Plot 17 of Rancho Arroyo De La Alameda (Tracts Sold by J.G. Clark) was platted between 1906 and 1939 (U.S. Geological Survey 1906; Fairchild Aerial Surveys [FAS] 1939). The majority of the thirteen residences extant on Duarte Avenue were constructed between 1920 and 1930—including the residence at 14 Duarte Avenue, built in 1926—with just one each constructed in the 1940s and 1950, and two other infill properties built in 1992 and 2016, respectively (ParcelQuest 2002a-2022n). The residence was constructed by Frank Duarte, for whom the avenue was named, on a then-half-acre parcel at the corner of Mission Boulevard and Duarte Avenue (The Argus 1976:40).

In 1939 the Duarte Avenue development off Mission Boulevard was a distinct outlier at the western end of the Niles District, backed by the foothills of the Fremont Hills to the north and flanked to the east and west by small agricultural developments and orchards (FAS 1939). However, research did not indicate that these early residences were associated with those adjacent agricultural properties. At that time, development of the Niles District was concentrated to the east between Niles Boulevard and Alameda Creek, extending only as far as Hillview Drive before dissolving into agricultural land to the west (FAS 1939). Development of the Niles District to the west of its eastern core continued over the course of next several decades. Residential development west of Hillview Drive gradually replaced all agricultural land the area between the Southern Pacific Railroad and Western Pacific Railroad lines, apart from the California Nursey Historical Park property (Jack Ammann Photogrammetric Engineers 1947; Cartwright and Co. 1959; Cartwright Aerial Surveys 1965; NETR 1979). The residential neighborhood surrounding Duarte Avenue was developed in the 1980s, first in separate parts to the east and west of the Duarte Avenue development, but by 1993 was connected via Blaisdell Way (NETR 1982; NETR 1987; NETR 1993).

Though the Duarte Avenue development was one of the earliest residential developments outside the core of the Niles district, neither the property nor the development has significant associations with broader patterns of cohesively developed residential tracts in the Niles District. Furthermore, the Duarte Avenue development has been subsumed by the non-historic neighborhood now present along the north side of Mission Boulevard, severely undermining its distinction as a separate and isolated residential development from the early twentieth century outside the Niles District's core. Therefore, the residence at 14 Duarte Avenue is not significant under Criterion 1/A.

Criterion 2/B

To be found eligible under CRHR and NRHP Criterion 2/B, the residence at 14 Duarte would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Niles District, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com and other accessible public records, the residence at 14 Duarte Avenue has no important associations with notable figures of local, state, or national histories. Research provided no indication that its documented owners, Frank Duarte (1926-c. 1976), Nicole Martinez (2009-2017), or Dhananjay Wagh and Saolina Pasta (2017-pesent), or any other individuals potentially associated with the residence played a significant role in national, regional, or local history (ParcelQuest 2002a; The Argus 1976:40). Therefore, the residence at 14 Duarte Avenue is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based early twentieth century trends in residential architecture in the Niles District, Alameda County, and California broadly. The residence at 14 Duarte Avenue was built by Frank Duarte and embodies some key characteristics of the Spanish Revival style. The Spanish Revival style was popular for residential buildings in California during this period and was broadly influenced by architectural elements in buildings dating to the state's earlier Spanish Colonial period (McAlester 2013:522). There are three other examples of Spanish Revival-style residences in the Niles Historic Overlay District: the adjacent property at 15 Duarte Avenue, and two neighboring residences at 37472 and 37588 2nd Street, located in close proximity the Niles Commercial Core Area. Additionally, there are several commercial examples the style within the Niles Commercial Core Area including Joes Corner at 37713 Niles Boulevard and the commercial block at the southwest corner of Niles Boulevard and I Street.

The residence's characteristic Spanish Revival elements include its stucco cladding, ceramic barrel tile roof cladding on the gable-roofed southern bay, front and rear porch roofs, and between the corner crenellations of the carport, the arched openings on the front porch, carport, and side-yard entry, and the trapezoidal chimney. (McAlester 2013:521-522). However, many of the building's original windows appear to have been replaced, particularly the original tripartite focal windows with round-arched surrounds that appear to have been infilled above the extant large rectangular sash-with-sidelight windows on the southern building's façade. Furthermore, builder/owner Frank Duarte was reported in 1976 as having done "a lot of remodeling," likely indicating alterations to interior configurations and materials (The Argus 1976:40). Though the residence exhibits key characteristics of the Spanish Revival style, it is not a significant example of this architectural style. It is one of several examples in the Niles District of this style, which was becoming increasingly ubiquitous in California during this period. The residence's builder Frank Duarte is not considered a master builder based on thresholds established by National Register Bulletin 15 (National Park Service 1995). Furthermore, the combination of apparent exterior alterations and the reported interior alterations to the residence has diminished its architectural significance. Therefore, the residence at 14 Duarte Avenue is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. No archeological investigations were conducted for this report. The residence at 14 Duarte Avenue would need to contain data, or potentially contain data, which could contribute to significant historical topics. The residence at 14 Duarte Avenue is a typical example of an early twentieth-century residential building and architectural style that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this residence would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource

is not likely to yield information important to history. For this reason, the residence at 14 Duarte Avenue is not significant under Criterion 4/D.

Conclusion

The residence at 14 Duarte Avenue is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the residence at 14 Duarte Avenue was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

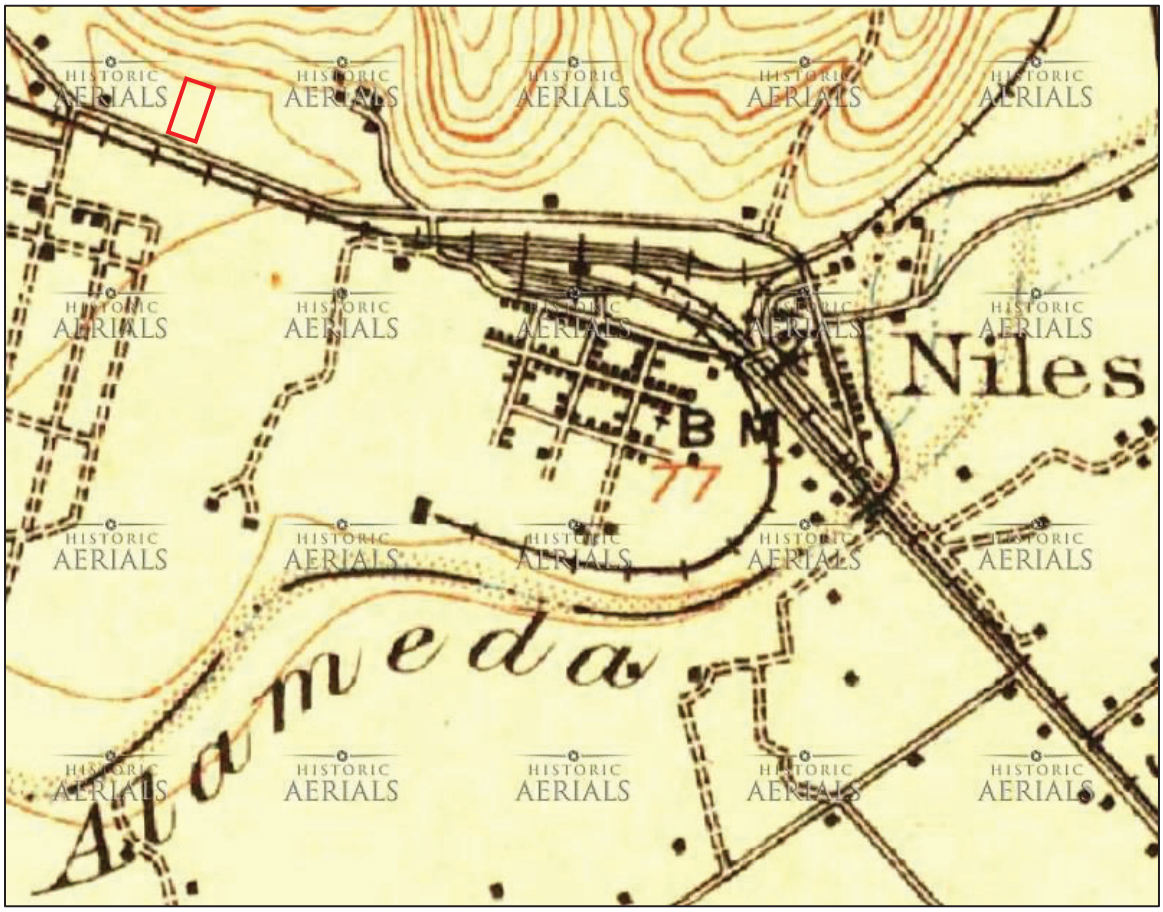


Figure 1. 1906 United States Geological Society (USGS) map showing the Niles District. Duarte Avenue residential development not yet constructed at Mission Boulevard. Source: USGS 1906.

Figure 2. 1939 Historic Aerial Photograph of the Niles District, Fremont, California. Duarte Avenue residential development present (red box) in top-left corner. Source: Fairchild Aerial Surveys 1939.

Figure 3. Frank Duarte in front (south) of residence at 14 Duarte Avenue, 1976. Source: The Argus 1976:40.

***B12. References**
(Citations listed alphabetically.)

Alameda County Assessor. 2022. Assessors Map No. 507, Rancho Arroyo De La Alameda (Tracts Sold by J.G. Clark). Alameda County, CA: December 1963.

Cartwright Aerial Surveys. 1965. CAS-65-130, Frame 8-213. Prepared for California Division of Highways. May 1-June 30. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Cartwright and Co. 1959. BUT-1958, Frame 9V-2. Prepared for USFA Agricultural Stabilization and Conservation Service. August 12, 1958-May 17, 1959. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Fairchild Aerial Surveys. 1939. C-5750, Frame 281-74. Prepared for AAA - USDA. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Freemont, City of. 2012. *Niles Design Guidelines and Regulations: Niles Historic Overlay District, City of Fremont, California*. June 11. Prepared by the City of Fremont Development and Environmental Services Department. Fremont, CA.

Google Earth Pro. 2021. Fremont, California 94536, Aerial Photograph. Mountain View, CA: Google, LLC, February 2021. Accessed February 10, 2022.

GPA Consulting. 2017. *City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970.* Public Draft. Los Angeles, California. Prepared for the City of Fremont Community Development Department. Available: https://fremont.gov/DocumentCenter/View/33477/Fremont-Postwar-Historic-Context-Statement---Public-Draft---March-2017. Accessed: February 16, 2022.

Jack Ammann Photogrammetric Engineers. 1947. GS-CP, Frame 2-152. Prepared for U.S. Geological Survey. July 29, 1946-January 16, 1947. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

McAlester, Virginia Savage. 2013. A Field Guide to American Houses. New York: Alfred A. Knopf.

National Park Service. 1995. National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation. Available: https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf. Accessed: February 10, 2021.

Nationwide Environmental Title Research (NETR). 1979. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 1982. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 1987. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 1993. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 2000. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 2012. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 2016. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.

ParcelQuest. 2022a. 14 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022b. 15 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022c. 27 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022d. 29 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022e. 62 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022f. 63 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022g. 74 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022h. 75 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022i. 86 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022j. 87 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022k. 98 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.

-----. 2022l. 98 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022m. 99 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022n. 120 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.

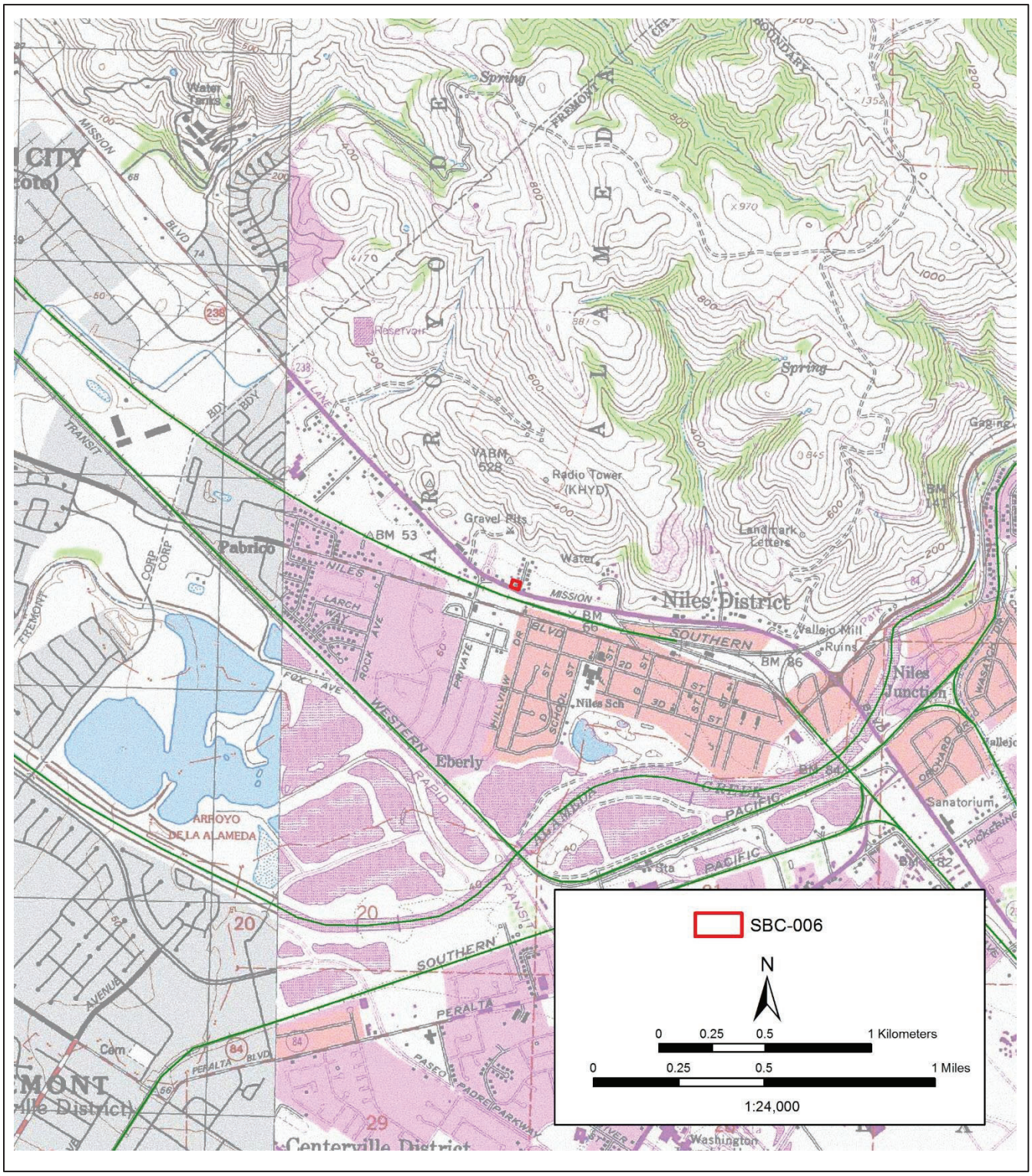
The Argus. 1976. “And the trains rumble past.” August 22: 40.

U.S. Geological Survey (USGS). 1906. Pleasanton, California [map]. 1:62500, 15’ Series. Denver, CO: USGS. Culture Surveyed 1906.

***Map Name:** Location Map of SBC-006

***Scale:** See scale in image

***Date of Map**: 03/07/2022



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-007, 15 Duarte Avenue

P1. Other Identifier: SBC-007, 15 Duarte Avenue
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** Niles, CA **Date:** 2021 **T**_____; **R**___; __ ¼ of __¼ of **Sec:**_____; _____**B.M.**
c. Address: 15 Duarte Avenue **City**: Fremont **Zip:** 94536
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN#: 507-0100-007-02

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

The subject residence is located at 15 Duarte Avenue in Fremont, Alameda County, California 94536. The building is located on Lot 7-2 of Plot 17 of Rancho Arroyo De La Alameda (Tracts Sold by J.G. Clark), a 0.34-acre rectangular parcel at the northwest corner of Duarte Avenue and Mission Boulevard. The residence was constructed in 1927 (ParcelQuest 2022b).

(*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 15 Duarte Avenue, looking northeast, Google Earth Pro 2021.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1927 (ParcelQuest 2022b)

***P7. Owner and Address:**
Marcotte Family LP
400 May Road
Union City, California 94587-1418

***P8. Recorded by:** (Name, affiliation, address)
Corey Lentz
ICF, 1200 6th Avenue, Suite 1800
Seattle, WA 98101

***P9. Date Recorded:** February 14, 2021

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-007: 15 Duarte Avenue

B1. Historic Name: 15 Duarte Avenue
B2. Common Name: 15 Duarte Avenue
B3. Original Use: Single-family residence **B4. Present Use:** Single-family residence
***B5. Architectural Style:** Spanish Revival
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The residence at 15 Duarte Avenue was constructed in 1927 (ParcelQuest 2022b). Research did not reveal the nature or date of any specific alterations to the residence. The northern detached garage was constructed c. 1959 (Nationwide Environmental Title Research [NETR] 1959). The eastern detached garage and the southern cement and brick paver driveway were constructed between 1979 and 1982 (NETR 1979; NETR 1982).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** N/A **Area:** Niles/Fremont, CA
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.)

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Corey Lentz
ICF, 1200 6th Avenue, Suite 1800
Seattle, WA 98101

***Date of Evaluation:**
February 11, 2022
(This space reserved for official comments.)

Sketch Map of 15 Duarte Avenue. Source: Google Earth, imagery date March 7, 2022.

***P3a. Description (Continued):**

The residence is a one-story building designed in the Spanish Revival style. The building has an irregular plan with a cross-gable roofed southern volume and a flat-roofed northern volume. A small gable-roofed rectangular volume projects from the center of the eastern façade. The residence has a concrete foundation and stucco cladding. The buildings gable roofs are clad in ceramic barrel tile and matching ceramic barrel tiles cap the flat-roofed volume's parapet.

The residence's primary (southern) façade is predominantly its central projecting bay, flanked to the west by the primary entrance and to the east by an inset covered patio. The primary entrance, consisting of a wood and single-light door, is covered by a shed roof supported at its outer southwestern corner by a wooden post. The projecting bay has two windows, a large wooden round-arched window and a smaller wooden round-arched window, each partially covered by a rounded awning. A trapezoidal chimney is located on the western side of the projecting bay next to the entrance, while the patio door and a window are located on its eastern side. A single window is located on the primary southern façade just to the east of the projecting bay. The exact materials and design of these windows was not discernible from the public right-of-way due to intervening boundary fencing and vegetation. The inset patio is covered by an open wooden structure with a flat roof clad in ceramic barrel tile.

The residence's western façade is divided between its southern projecting gable-roofed bay and northern recessed flat-roofed bay. The projecting bay features two windows on its western side, a single window located towards the buildings southwestern corner and a central window pair, each partially covered by a rounded awning. Due the awning it is unclear if these windows are arched similar to those on the southern façades. A window pair is located centrally on the recessed bay, and a rectangular window is located on the northern side of the southern projecting bay. The exact materials and design of these windows was not discernible from the public right-of-way due to the intervening tree line.

The residence's northern façade is split between its eastern recessed bay to the east and western projecting bay. The eastern bay features three windows, a single rectangular window near the inset corner formed by the projecting bay and a pair of windows toward the building's northeast corner. The western bay has a single window pair. These windows are not visible from the public right-of-way and were documented through aerial imagery, so the exact materials and design of these windows was indiscernible.

The residence's eastern façade is partitioned into two bays by the small, gable-roofed rectangular volume projecting from the center of the façade. To the south of the projecting volume is a rear entrance, consisting of a glass sliding door topped with a four-light transom and a sliding window. As single rectangular window is located just north of the projecting volume. The northern window was not visible from the public right-of-way and was documented through aerial imagery, so the exact materials and design of this window is indiscernible.

The property contains two ancillary structures. A detached garage is located just to the north of the building. A connecting wall spans the gap between the residence's northwest corner and the garage's southwest corner, with a door is located centrally in the wall to provide access to the enclosed rear (east) yard. The garage has a concrete foundation, stucco cladding, a flat roof clad in corrugated metal, and features a single roll-up door. A large rectangular detached garage with stucco cladding and a metal barrel-roof is located east of the residence along the property boundary. The garage has two roll-up doors on its southern façade, one double-width and one single-width. Other site features within the property include a cement and brick paver driveway along the building's southern façade bounded on the south by a mid-height wooden fence, and a rear yard of hard- and landscaped features that is enclosed by a three-quarter-height wooden fence.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the residence at 15 Duarte Avenue, Fremont, CA 94536 include the Fremont/Niles District. For additional information on these historic contexts, please see ICF 2022:22-23 and GPA 2017:12-14. Additionally, the property is located at the outer northwest boundary of the Niles Historic Overlay District, far outside the identified Niles Commercial Core Area. For additional historic context for historic development in the Niles District, please see City of Fremont:13-14.

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based associations with early residential development in the Niles District of Fremont. Plot 17 of the Rancho Arroyo De La Alameda subdivision was platted between 1906 and 1939 (U.S. Geological Survey 1906; Fairchild Aerial Surveys [FAS] 1939). The majority of the thirteen residences extant on Duarte Avenue were constructed between 1920 and 1930—including the residence at 15 Duarte Avenue, built in 1927—with just one each constructed in the 1940s and 1950, and two other infill properties built in 1992 and 2016, respectively (ParcelQuest 2002a-2022n). Duarte Avenue was named for Frank Duarte, builder and long-time owner of the adjacent property at 14 Duarte Avenue (The Argus 1976:40).

In 1939 the Duarte Avenue development off Mission Boulevard was a distinct outlier at the western end of the Niles District, backed by the foothills of the Fremont Hills to the north and flanked to the east and west by small agricultural developments and orchards (FAS

1939). However, research did not indicate that these early residences were associated with those adjacent agricultural properties. At that time, development of the Niles District was concentrated to the east between Niles Boulevard and Alameda Creek, extending only as far as Hillview Drive before dissolving into agricultural land to the west (FAS 1939). Development of the Niles District to the west of its eastern core continued over the course of next several decades. Residential development west of Hillview Drive gradually replaced all agricultural land the area between the Southern Pacific Railroad and Western Pacific Railroad lines, apart from the California Nursey Historical Park property (Jack Ammann Photogrammetric Engineers 1947; Cartwright and Co. 1959; Cartwright Aerial Surveys 1965; NETR 1979). The residential neighborhood surrounding Duarte Avenue was developed in the 1980s, first in separate parts to the east and west of the Duarte Avenue development, but by 1993 was connected via Blaisdell Way (NETR 1982; NETR 1987; NETR 1993).

Though the Duarte Avenue development was one of the earliest residential developments outside the core of the Niles district, neither the property nor the development has significant associations with broader patterns of cohesively developed residential tracts in the Niles District. Furthermore, the Duarte Avenue development has been subsumed by the non-historic neighborhood now present along the north side of Mission Boulevard, severely undermining its distinction as a separate and isolated residential development from the early twentieth century outside the Niles District's core. Therefore, the residence at 15 Duarte Avenue is not significant under Criterion 1/A.

Criterion 2/B

To be found eligible under CRHR and NRHP Criterion 2/B, the residence at 15 Duarte would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Niles District, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com and other accessible public records, the residence at 15 Duarte Avenue has no important associations with notable figures of local, state, or national histories. Research provided no indication that its documented owners, Marcotte Family LP (1983-pesent), or any other individuals potentially associated with the residence played a significant role in national, regional, or local history (ParcelQuest 2002b). Therefore, the residence at 15 Duarte Avenue is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based early twentieth century trends in residential architecture in the Niles District, Alameda County, and California broadly. The residence at 15 Duarte Avenue embodies some key characteristics of the Spanish Revival style. The Spanish Revival style was popular for residential buildings in California during this period and was broadly influenced by architectural elements in buildings dating to the state's earlier Spanish Colonial period (McAlester 2013:522). There are three other examples of Spanish Revival-style residences in the Niles Historic Overlay District: the adjacent property at 14 Duarte Avenue, and two neighboring residences at 37472 and 37588 2nd Street, located in close proximity the Niles Commercial Core Area. Additionally, there are several commercial examples the style within the Niles Commercial Core Area including Joes Corner at 37713 Niles Boulevard and the commercial block at the southwest corner of Niles Boulevard and I Street.

The residence's characteristic Spanish Revival elements include its stucco cladding, ceramic barrel tile roof cladding, the arched windows on the southern façade, and the trapezoidal chimney. (McAlester 2013:521-522). However, the building appears to have had some exterior alterations, including window replacements on its western and eastern façades and the replacement of the rear entrance doors with doors of modern materials. Though the residence exhibits key characteristics of the Spanish Revival style, it is not a significant example of this architectural style. . It is one of several examples in the Niles District of this style, which was becoming increasingly ubiquitous in California during this period. Research did not reveal a known architect or builder of the property. Furthermore, the apparent exterior alterations to the residence have diminished its architectural significance. Therefore, the residence at 15 Duarte Avenue is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. No archeological investigations were conducted for this report. The residence at 15 Duarte Avenue would need to contain data, or potentially contain data, which could contribute to significant historical topics. The residence at 15 Duarte Avenue is a typical example of an early twentieth-century residential building and architectural style that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this residence would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. For this reason, the residence at 15 Duarte Avenue is not significant under Criterion 4/D.

Conclusion

The residence at 15 Duarte Avenue is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the residence at 15 Duarte Avenue was evaluated in accordance with Section 15064.5(a) (2)-(3) of the

California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

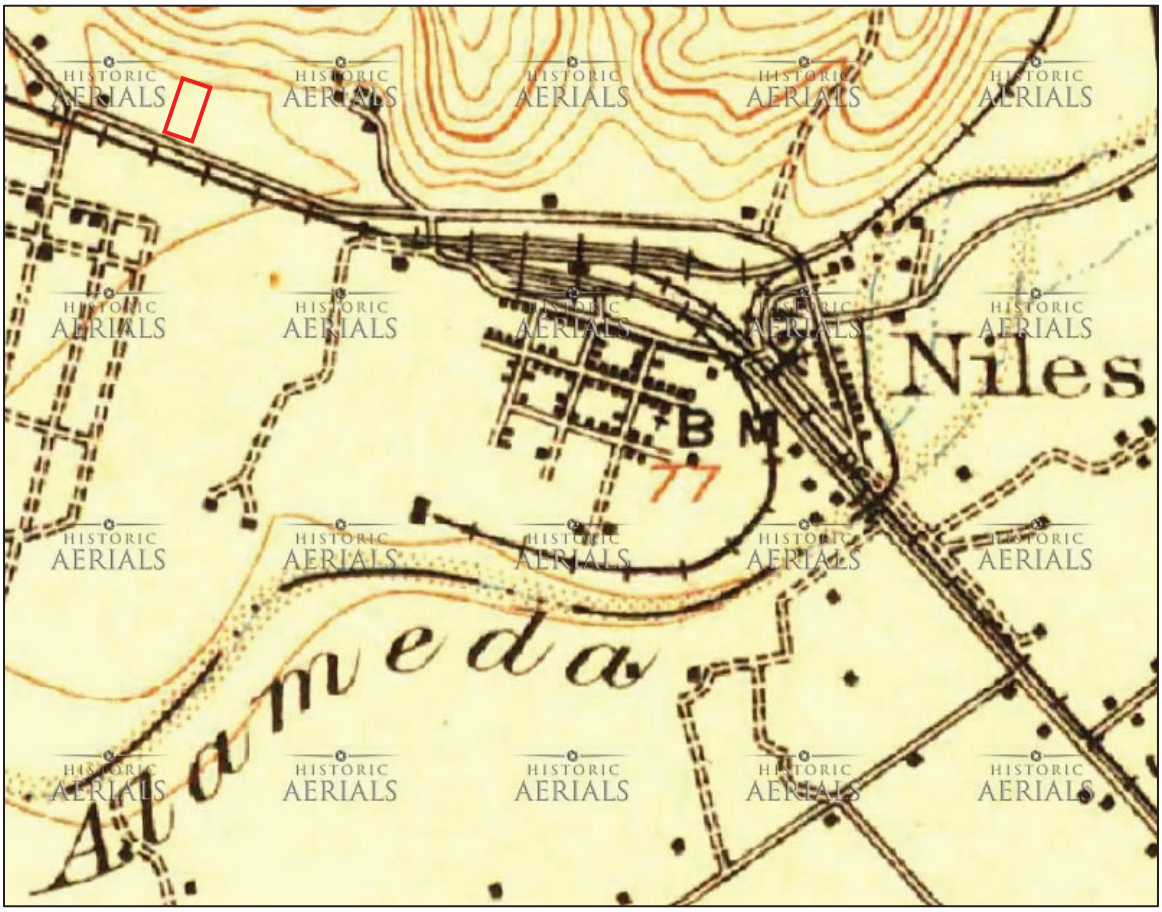


Figure 1. 1906 United States Geological Society (USGS) map showing the Niles District. Duarte Avenue residential development not yet constructed at Mission Boulevard. Source: USGS 1906.

Figure 2. 1939 Historic Aerial Photograph of the Niles District, Fremont, California. Duarte Avenue residential development present (red box) in top-left corner. Source: Fairchild Aerial Surveys 1939.

*B12. References (Citations listed alphabetically.)

Alameda County Assessor. 2022. Assessors Map No. 507, Rancho Arroyo De La Alameda (Tracts Sold by J.G. Clark). Alameda County, CA: December 1963.

Cartwright Aerial Surveys. 1965. CAS-65-130, Frame 8-213. Prepared for California Division of Highways. May 1-June 30. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Cartwright and Co. 1959. BUT-1958, Frame 9V-2. Prepared for USFA Agricultural Stabilization and Conservation Service. August 12, 1958-May 17, 1959. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Fairchild Aerial Surveys. 1939. C-5750, Frame 281-74. Prepared for AAA - USDA. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

Freemont, City of. 2012. *Niles Design Guidelines and Regulations: Niles Historic Overlay District, City of Fremont, California*. June 11. Prepared by the City of Fremont Development and Environmental Services Department. Fremont, CA.

GPA Consulting. 2017. *City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970.* Public Draft. Los Angeles, California. Prepared for the City of Fremont Community Development Department. Available: https://fremont.gov/DocumentCenter/View/33477/Fremont-Postwar-Historic-Context-Statement---Public-Draft---March-2017. Accessed: February 16, 2022.

Google Earth Pro. 2021. Fremont, California 94536, Aerial Photograph. Mountain View, CA: Google, LLC, February 2021. Accessed February 10, 2022.

Jack Ammann Photogrammetric Engineers. 1947. GS-CP, Frame 2-152. Prepared for U.S. Geological Survey. July 29, 1946-January 16, 1947. Accessed February 10, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/.

ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

McAlester, Virginia Savage. 2013. A Field Guide to American Houses. New York: Alfred A. Knopf.

Nationwide Environmental Title Research (NETR). 1979. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 1982. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 1987. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.
-----. 1993. Fremont, California 94536, Aerial Photograph. Accessed: February 10, 2022. Available: https://www.historicaerials.com/viewer.

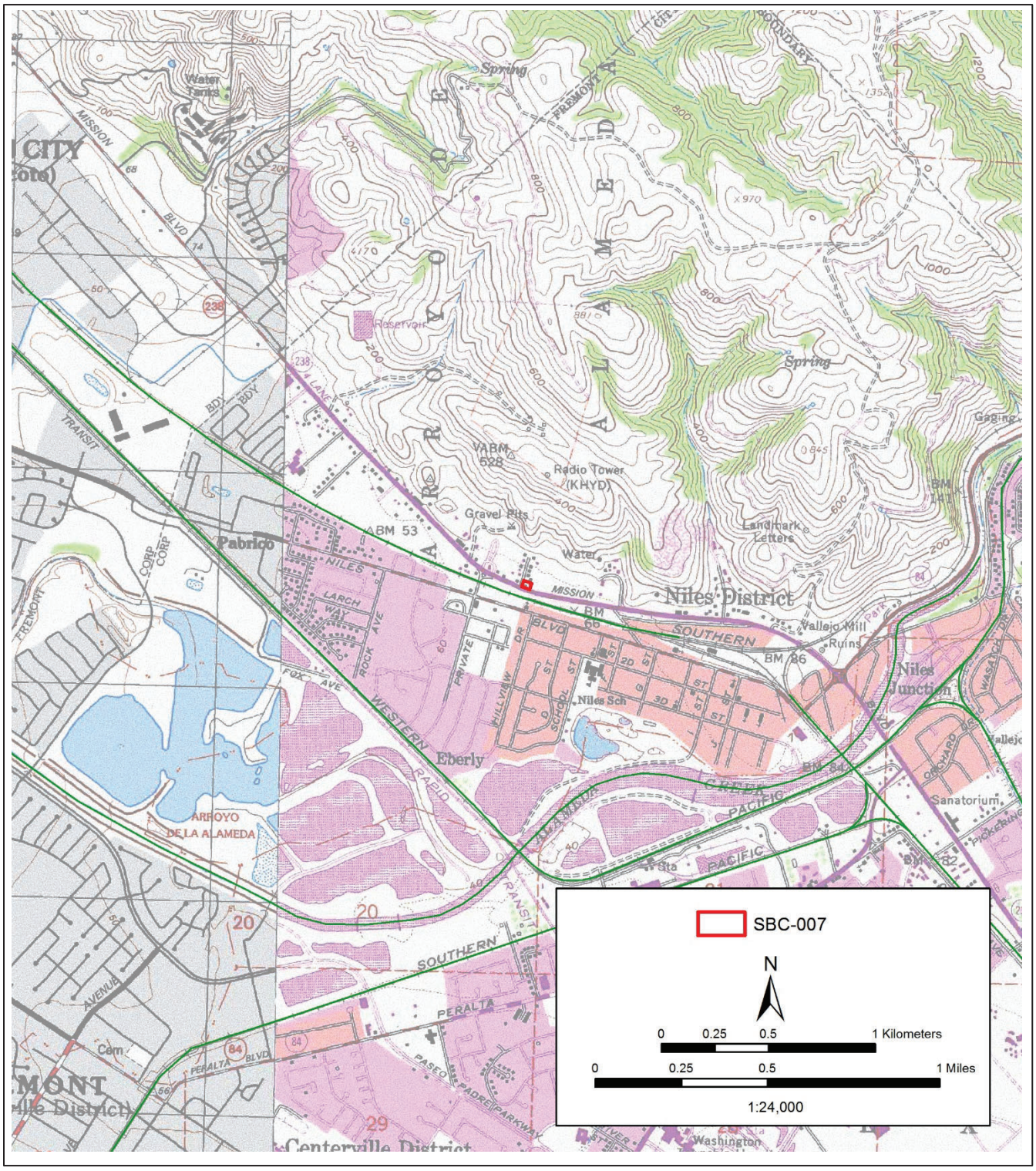
ParcelQuest. 2022a. 14 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022b. 15 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022c. 27 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022d. 29 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022e. 62 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022f. 63 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022g. 74 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022h. 75 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022i. 86 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022j. 87 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022k. 98 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022l. 98 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022m. 99 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.
-----. 2022n. 120 Duarte Avenue, Fremont. Accessed February 10, 2022. Available: https://www.parcelquest.com/.

The Argus. 1976. “And the trains rumble past.” August 22: 40.

U.S. Geological Survey (USGS). 1906. Pleasanton, California [map]. 1:62500, 15’ Series. Denver, CO: USGS. Culture Surveyed 1906.

***Resource Name or #:** SBC-007: 15 Duarte Avenue

***Map Name:** Location Map for SBC-007 ***Scale:** See scale in image ***Date of Map**: 03/07/2022



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-008, 36389 Mission Boulevard

P1. Other Identifier: 36389 Mission Boulevard, Fremont, CA
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Niles, CA **Date:** 2021 **T**_____; **R**____;__ ¼ of __¼ of **Sec:**_____; _____**B.M.**

c. Address: 36389 Mission Boulevard **City**: Fremont **Zip:** 94536

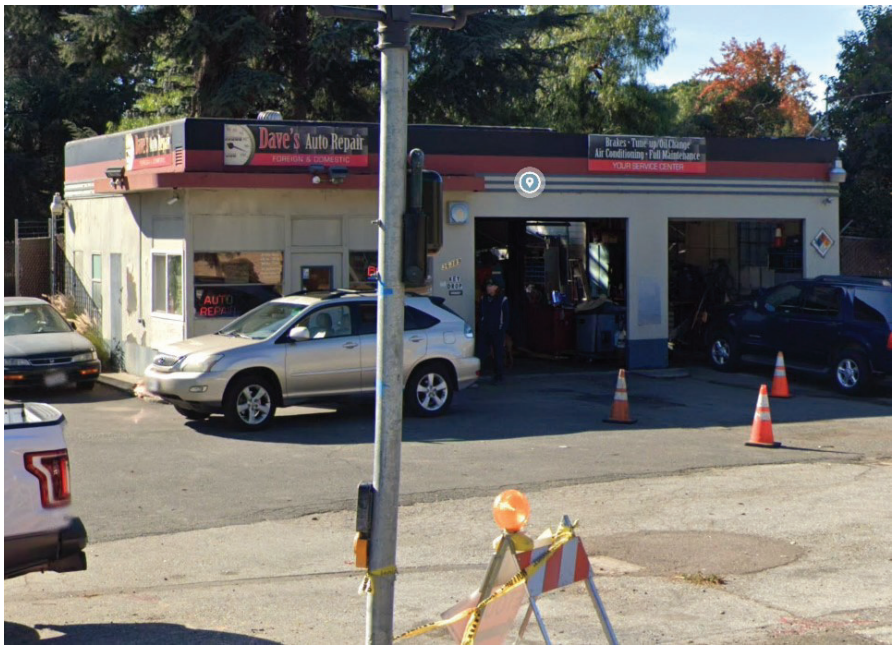
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN#: 507-0100-008-00

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

This resource is a service station located at 36389 Mission Boulevard in Fremont, Alameda County, California 94536. The building is located on Block 8 of Plot 20 of Rancho Arroyo De La Alameda, a 0.26-acre irregular-shaped parcel at the northwest corner of Mission Boulevard and Nursery Avenue (Alameda County Assessor 2022; ParcelQuest 2022). The property is bounded to the south by the Central Pacific Railroad right-of-way. The building was constructed in 1950 (ParcelQuest 2022).

(*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)



P5b. Description of Photo: (View, date, accession #) 36389 Mission Boulevard in November 2020, looking southwest, Google Earth Pro 2022.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1950 (ParcelQuest 2022)

***P7. Owner and Address:**
Daryl R. Dalrymle, et. al
36389 Mission Boulevard
Fremont, California 94526-1615

***P8. Recorded by:** (Name, affiliation, address)
Corey Lentz
ICF, 1200 6th Avenue, Suite 1800
Seattle, WA 98101

***P9. Date Recorded:** December 01, 2021

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-008, 36389 Mission Boulevard

B1. Historic Name: 36389 Mission Boulevard
B2. Common Name: 36389 Mission Boulevard
B3. Original Use: Service station **B4. Present Use:** Service station
***B5. Architectural Style:** Art Moderne
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The service station at 36389 Mission Boulevard was constructed in 1950 (ParcelQuest 2022). Research did not reveal the nature or date of any specific alterations to the building. However, it is apparent the storefront at the building's northeast corner has been altered with portions of the flanking windows and the transom above primary entrance filled in. Similar infill of former openings was visible for a former door opening on the eastern façade, and in a window partially visible through service station interior on the western façade. The ancillary structure to adjacent to the west of the service station was constructed between 1982 and 1987 (Nationwide Environmental Title Research [NETR] 1982; NETR 1987).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** N/A **Area:** Niles/Fremont, CA
Period of Significance: N/A **Property Type:** Commercial **Applicable Criteria:** N/A

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

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Corey Lentz
ICF, 1200 6th Avenue, Suite 1800
Seattle, WA 98101

***Date of Evaluation:**
February 16, 2022
(This space reserved for official comments.)

Sketch Map of SBC-008. Source: Google Earth, imagery date 03/22/2022.

***P3a. Description (Continued):**

The service station is a one-story building with a rectangular plan. The building is wood frame construction and has a cement foundation, an exterior of wood paneling clad in stucco, and a flat roof with a parapet. The service station's storefront is located at its northeast corner, with the original glass and wood storefront wrapping around this corner. A flat cantilevered canopy with a rounded corner projects out from the building and wraps around the northeast corner above the storefront. A simple frieze consisting of three slim horizontal bands wraps around the building on its north, east, and west sides, at a height approximately three-quarters up the exterior wall.

The building's primary (northern) façade is divided into three bays, consisting of the eastern storefront and two roll-up service station doors that open to the building's western shop space. The storefront bay consists of the buildings primary entrance, a wood and single-light door, topped with a filled transom window and flanked by fixed 2-light windows that have been partially filled above and below the windowpanes. Other minor features located on this façade includes light fixtures and security cameras located above the entrance and near the top of the building's northwest corner and modern signage for "Dave's Auto Repair" placed just below the roofline above the storefront entrance and centrally over the service station door bays.

The service station's eastern façade features two windows and a secondary entrance door. At the northern side of the building, the storefront that wraps around its northeast corner has been substantially altered. It now consists of a sliding vinyl window with the remainder of the original window opening filled above and below. The second window, a single-hung wooden window, is located toward the southern end of the façade. Between the two windows is a metal door, which serves as a secondary entrance to the building. A former door opening located near the rear of the building has been filled in.

The building' southern façade could not be comprehensively documented from the public right-of-way and was not visible in aerial imagery due to intervening vegetation. The façade appears to have a rear roll-up door in alignment with the western of the northern façade's roll-up doors, as it was visible through this open door.

The service station's western façade could not be comprehensively documented from the public right-of-way and was not visible in aerial imagery due to intervening vegetation. The façade appears to feature at least one large, fixed multiple-pane window that was visible through the western of the northern façade's roll-up doors. The bottom panes of this window appear to have been filled.

Most of the northern and eastern portions of the property is devoted to a paved parking area. At the rear of the service station is a yard, which is enclosed by tall, screened chain-link fencing with a gate just to the rear of the building but aligned with its eastern façade. A slim rectangular ancillary structure is located directly adjacent to the service station on its western side and extends into the rear yard. Due to the fencing around the rear yard and vegetation along its northern, southern, western sides, this structure could not be further documented either from the public right-of-way or through aerial imagery.

Significance: (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the service station at 36389 Mission Boulevard, Fremont, CA 94536 include Fremont and Post-World War II Gas and Service Stations context. For additional information on these historic contexts, please see ICF 2022:22-3 and GPA 2017:15-18.

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based associations with mid-twentieth century tends in commercial development in the Niles District of Fremont. For the first of half of the twentieth century the area west of the Niles District core in which the property is situated remained agricultural, with the exception of the small residential development located across Mission Boulevard along Duarte Avenue. By 1939, development in the Niles District was concentrated to the east between Niles Boulevard and Alameda Creek, extending only as far as Hillview Drive before dissolving into agricultural land to the west (Fairchild Aerial Surveys 1939).

The service station at 36389 Mission Boulevard was constructed in 1950 at the intersection of Nursery Avenue and Mission Boulevard (ParcelQuest 2022). In 1958, the service station was documented as constructed in its current rectangular form with no additional structures or features on the property (NETR 1958). During this period, the vicinity of the property was still predominantly agricultural land (Jack Ammann Photogrammetric Engineers 1947; NETR 1958).

Residential development west of Hillview Drive gradually replaced all agricultural properties in the area between the Southern Pacific Railroad and Western Pacific Railroad lines over the course of next several decades, apart from the California Nursey Historical Park property (NETR 1958; Cartwright Aerial Surveys 1965; NETR 1979). The adjacent agricultural property to the west was demolished and the land cleared between 1982 and 1987 and replaced by the current residential development. (NETR 1982; NETR 1987). The residential neighborhood across Mission Boulevard was also developed during this period, first in separate parts to the east and west of the Duarte Avenue development, but by 1993 was connected via Blaisdell Way (NETR 1982; NETR 1987; NETR 1993).

Though the service station was one of the earliest commercial properties developed outside the core of the Niles district, it was isolated among first agricultural properties and then residential properties along Mission Boulevard and has no significant associations with broader patterns of development in the western part of the Niles District. Therefore, the service station at 36389 Mission Boulevard is not significant under Criterion 1/A.

Criterion 2/B

To be found eligible under CRHR and NRHP Criterion 2/B, the service station at 36389 Mission Boulevard would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Niles District, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com and other accessible public records, the service station at 36389 Mission Boulevard has no important associations with notable figures of local, state, or national histories. Research provided no indication that its only documented owner, Daryl R. Dalrymle, et. al. (1987-pesent), or any other individuals potentially associated with the building played a significant role in national, regional, or local history (ParcelQuest 2002). Therefore, the service station at 36389 Mission Boulevard is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based mid-twentieth century trends in gas and service station architecture in the Niles District, Alameda County, and California broadly. By the late 1930s, gas and service stations utilized both the Art Moderne and International architectural styles to display services to motorists through large storefront windows, with service bays located within an attached box building. Large windows allowed motorists to view auto repair supplies and service bays displayed car maintenance in action. Signage also played a notable role in advertising gas-and-service station services, often with labeled bays for specific services. Stations of this era typically contained parallel streamlines that wrapped around the building's upper façades or parapets. Although the popular gas and service stations included full automobile services, some were built without pumps; these office-only stations cost less to construct. Many of the service stations of the post-World War II era were designed in the Mid-Century Modern and International styles, including concrete blocks, flat rooflines with extended overhangs, large canopies with thin metal post supports, wide expanses of glass windows, horizontal bands that wrapped around the rooflines of the stepped service station, and tall, stand-alone signage. (Liebs 1995:102–106; Texas Department of Transportation 2016:7-3, 7-5, 7-8; Rotary Lift 2020).

The service station at 36389 Mission Boulevard is not a significant example of a mid-century service station. The building exhibits some elements of the Art Moderne style, including its formerly large storefront windows, wrapping storefront canopy, and horizontal bans. However, the building is a vernacular-interpretation of the style with elements of popular service station architecture styles from both the pre- and post-World War II periods, but lacking other characteristic features such as concrete block construction, stepped rooflines between a smaller storefront and larger service bays, and prominent signage. Furthermore, some of the characteristic features have been altered, such as the partial filling of its large storefront windows. In addition alterations to the storefront, other alterations include the infill of portions of a window on the western façade and a door on its eastern façade. Research did not reveal a known architect or builder of the property. Therefore, the service station at 36389 Mission Boulevard is not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. No archeological investigations were conducted for this report. Therefore, the service station at 36389 Mission Boulevard would need to contain data, or potentially contain data, which could contribute to significant historical topics. The service station at 36389 Mission Boulevard is a typical example of a mid-century vernacular service station, an architectural style that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this residence would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. For this reason, the service station at 36389 Mission Boulevard is not significant under Criterion 4/D.

Conclusion

The service station at 36389 Mission Boulevard at is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, service station at 36389 Mission Boulevard was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

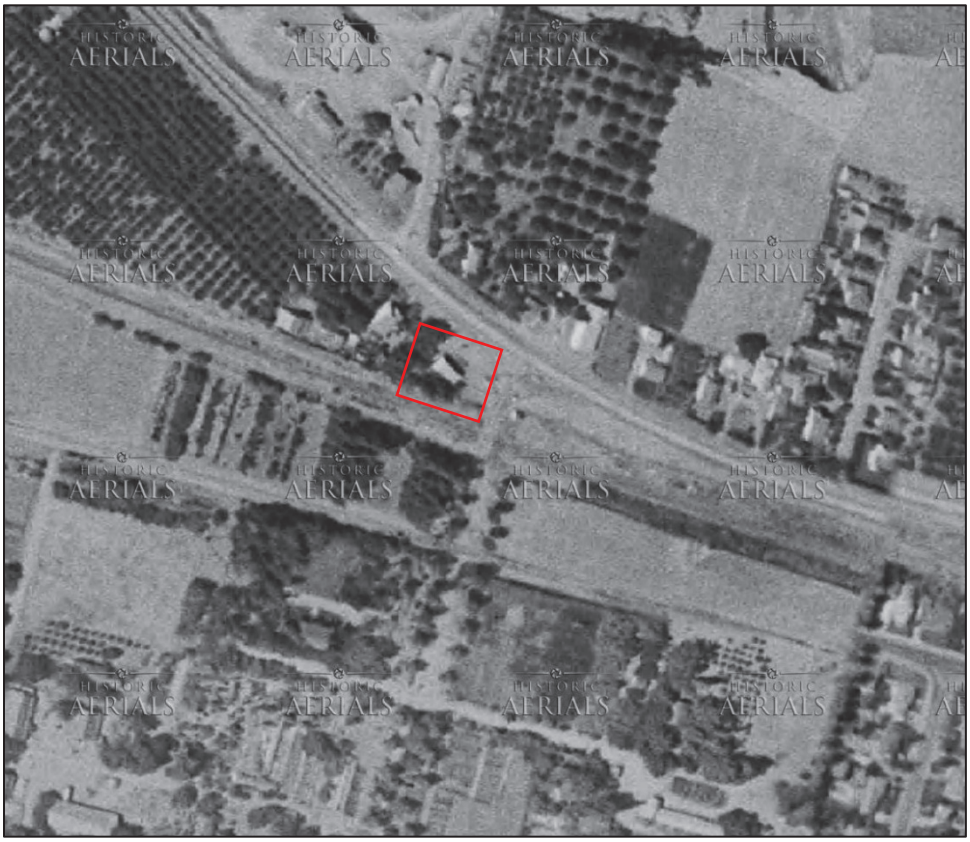


Figure 1. 1958 Historic Aerial Photograph of the Niles District, Fremont, California. 36389 Mission Boulevard present (red box) in top-left corner. Source: NETR 1958.

***B12. References (**Citations listed alphabetically.)

Alameda County Assessor. 2022. Assessors Map No. 507, Rancho Arroyo De La Alameda (Jose De Jesus Vallejo), Tract 4157. Alameda County, CA: May 1972.

Cartwright Aerial Surveys. 1965. *CAS-65-130, Frame 8-213*. Prepared for California Division of Highways. May 1-June 30. Accessed February 15, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed February 15, 2022.

Fairchild Aerial Surveys. 1939. *C-5750, Frame 281-74*. Prepared for AAA - USDA. Accessed February 15, 2022. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed February 15, 2022.

Google Earth Pro. 2021. *Fremont, California 94536*, Aerial Photograph. Mountain View, CA: Google, LLC, February 2021. Accessed February 15, 2022.

GPA Consulting. 2017. *City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970.* Public Draft. Los Angeles, California. Prepared for the City of Fremont Community Development Department. Available: https://fremont.gov/DocumentCenter/View/33477/Fremont-Postwar-Historic-Context-Statement---Public-Draft---March-2017. Accessed: February 16, 2022.

ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

Jack Ammann Photogrammetric Engineers. 1947. *GS-CP, Frame 2-152*. Prepared for U.S. Geological Survey. July 29, 1946-January 16, 1947. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed February 15, 2022.

Nationwide Environmental Title Research (NETR). 1958. *Fremont, California 94536, Aerial Photograph.* Accessed: February 15, 2022. Available: https://www.historicaerials.com/viewer.

-----. 1979. *Fremont, California 94536, Aerial Photograph.* Accessed: February 15, 2022. Available: https://www.historicaerials.com/viewer. Accessed February 15, 2022.

-----. 1982. *Fremont, California 94536, Aerial Photograph.* Accessed: February 15, 2022. Available: https://www.historicaerials.com/viewer. Accessed February 15, 2022.

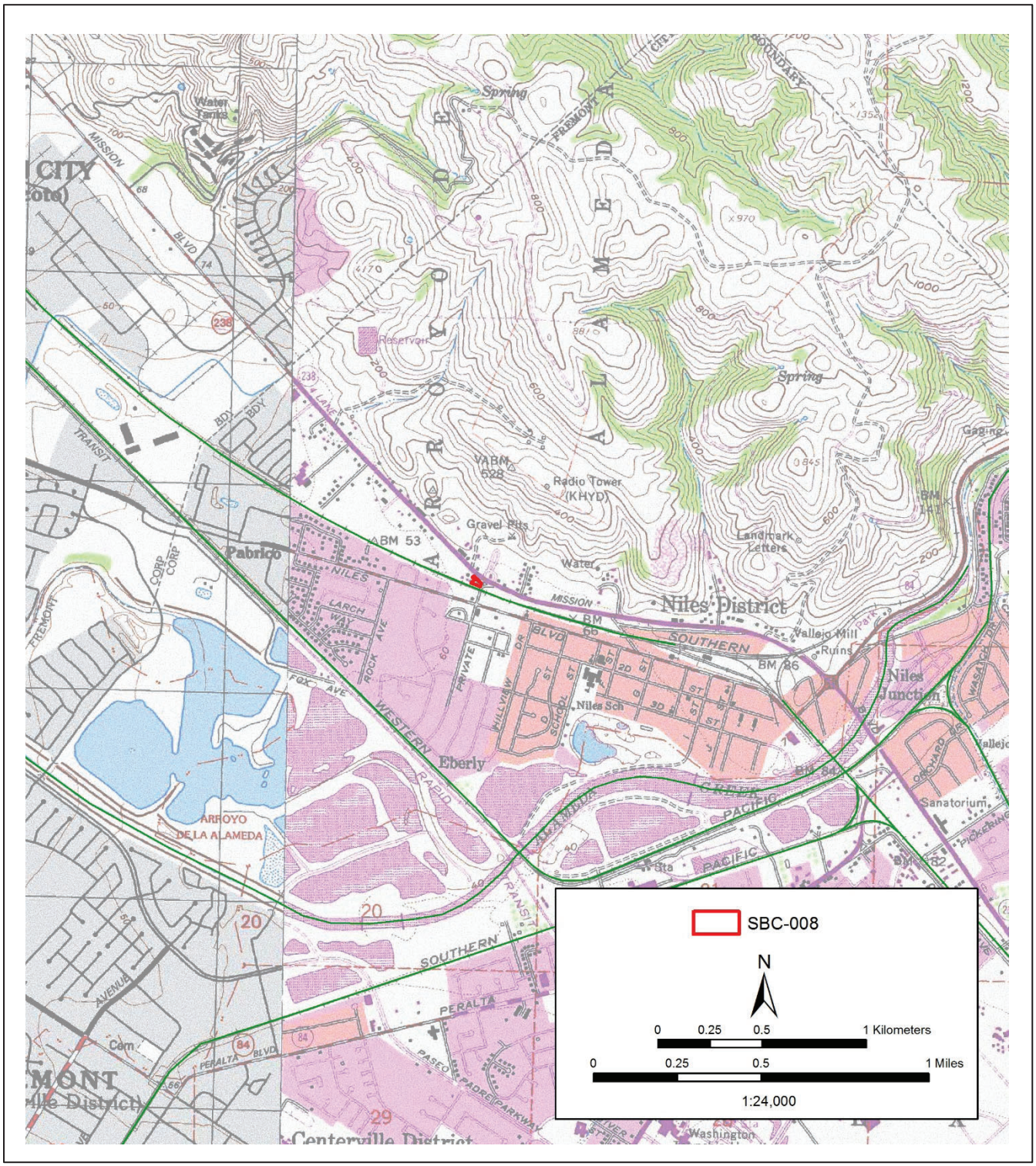
-----. 1987. *Fremont, California 94536, Aerial Photograph.* Accessed: February 15, 2022. Available: https://www.historicaerials.com/viewer. Accessed February 15, 2022.

-----. 1993. *Fremont, California 94536, Aerial Photograph.* Accessed: February 15, 2022. Available: https://www.historicaerials.com/viewer. Accessed February 15, 2022.

ParcelQuest. 2022. 36389 Mission Boulevard, Fremont. Accessed February 15, 2022. Available: https://www.parcelquest.com/.

***Resource Name or #:** SBC-008, 36389 Mission Boulevard

***Map Name:** Location Map for SBC-008 ***Scale:** See scale in image ***Date of Map**: 03/22/2022



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

PRIMARY RECORD

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-009 38073 Vallejo Street

P1. Other Identifier: SBC-009, 38073 Vallejo Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Niles **Date:** 1980 **T**_____; **R**____; __ ¼ of __¼ of **Sec:**_____; _____ **B.M.**

c. Address: 38073 Vallejo Street **City**: Fremont **Zip:** 94536

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN#: 507-0162-008-00

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property consists of a single-family residence on the west side of Vallejo Street in Niles District of Fremont. The property sits on the north side of the Alameda Creek, with only one property between it and the Creek, between Vallejo Street on the east and the Union Pacific Railroad on the west. (*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Primary (northeast) façade of residence. Google 2021.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1961 (Alameda County Building Record 1961)

***P7. Owner and Address:**
Myint Than & Mie Mie Khaing
38073 Vallejo Street
Fremont, California 94536-1745

***P8. Recorded by:** (Name, affiliation, address)
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***P9. Date Recorded:** February 9, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-009 38073 Vallejo Street

B1. Historic Name: 38073 Vallejo Street
B2. Common Name: 38073 Vallejo Street
B3. Original Use: Single-family Residence **B4. Present Use:** Single-family Residence
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alteration, and date of alterations) The current residence was constructed in 1961. Based on historic aerial photographs and historic topographic maps, Vallejo Street has been a developed neighborhood since the beginning of the twentieth century, and multiple buildings have been replaced or renovated over the years, including the original house on this parcel (ICF 2022; NETR 1946; 1960; 1966; USGS 1906; 1953; Parcel Quest 2022). The roof was replaced in 2018 (City of Fremont Citizen Access 2018).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** Mid-Twentieth Century Residential Development **Area:** Fremont, CA
Period of Significance: c. 1961 **Property Type:** Single-family Residence **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***Date of Evaluation:**
February 8, 2022
(This space reserved for official comments.)

Sketch Map of the Dwelling. Source: Google Earth, imagery date 03/07/2022.

***P3a. Description (Continued):**

Photo 2: Single-family residence, primary façade and southeast elevation, looking northwest. Google 2021.

Photo 3: Single-family residence, primary façade and northeast elevation, looking southwest. ICF 2022.

The single-family residence is rectangular in plan and faces northeast toward Vallejo Street. It is surrounded by a wooden fence on all sides and there are shrubs planted along the primary (northeast) façade. The house is divided into two blocks: a one-story block and a two-story block. The one-story block is topped by a side-gable roof with projecting eaves along the façade, which create a porch over the central entry door. The eaves are supported by three triangular brackets and two squared posts that flank the door. A gable-roofed wall dormer with a central vent is centered in the roof above the eaves. This block of the house also features a two-light sliding window with faux muntins; this window and all the other windows are replacement white vinyl windows. The two-story block includes an off-center garage door that is slightly recessed in a wide, flat surround, and a central two-light sliding window in the second story. This block is topped by a gable-front roof; all the roofing is replacement composition material. The exterior walls of the house are clad in stucco with a section of painted brick veneer that rises several feet from the foundation along the façade. The northwest elevation of the house includes two two-light sliding windows with wide, flat surrounds and faux muntins. Only one small sliding window tucked under the slightly overhanging eaves accents the southeast elevation. A one-story, flat-roofed addition is attached to the rear elevation but is not visible from the roadway.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the subject property include mid-twentieth century residential development in Fremont and the Niles District. For additional information on these historic contexts, please see City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970. (GPA 2017:13-15, 21-27; 55).

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on residential developments from the mid-twentieth century in the Niles District. The Niles District was developed by European settlers beginning in the 1850s at a junction point with what was then the Central Pacific Railroad and was named after a railroad official, Judge A. C. Niles. The Vallejo Flour Mill was founded in 1856 and Vallejo Street runs south from the mill site and was plotted by 1869. The town continued to develop throughout the latter half of the nineteenth century as nurseries and the agricultural industry grew in the area (Castro 1869; *Daily Alta California* 1869; Avila 1969:24; Holmes and Singleton 2004:7-8; Niles Main Street Association 2021).

The current parcel represents lot 21 of the original plots along Vallejo Street (Castro 1869). Vallejo Street developed first because of the railroad expansion from 1869 to 1908 and was lined by residences and small businesses with large open lots during this period (Sanborn 1907;3; GPA Consulting 2017;13). The parcel has been occupied since at least the early twentieth century by what was likely a small single-family dwelling along this residential street (USGS 1906; Sanborn 1907:3; Fairchild Aerial Surveys 1939; NETR 1946). This cluster of buildings continued to house residents during the period of industrial growth in Niles from the 1920s to 1930s, becoming more densely populated by the post-World War II period as the larger lots were filled in or subdivided (Sanborn 1920;4; GPA Consulting 2017;14-15, Fairchild Aerial Surveys, 1939; NETR 1946).

The current single-family residence was constructed in 1961 on the property during the post-incorporation period for the City of Fremont and Washington Township (City of Fremont Citizen Access 1961; NETR 1966; GPA Consulting 2017:21). Fremont was defined at this time by wide boulevards, like Niles Boulevard, and highways around which industrial and residential developments grew. New subdivisions contributed to the suburbanization of the city leading to incorporation and continuing during the post-incorporation period (GPA Consulting 2017:21-23). The streets of the Niles District had experienced redevelopment and new construction over the years that lead to what was seen in this period, including the widening of the roadways in the 1930s and the demolition of older homes in the 1970s along northern areas of Vallejo Street (*Oakland Tribune* 1930:62; 1936:30; O'Toole 1977:23). The subject property is an example of redevelopment in an older area of the city during this period. However, many residences were replaced or renovated during this period, and this property is not a significant or novel example of this trend. Therefore, the property is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B requires that a property be directly associated with individuals or groups who have made significant contributions to history at the local, state, or national level. These properties must illustrate these contributions rather than commemorate them. Often they are associated with the productive lives of individuals, such as where they performed the work for which they are known. Only a few owners could be identified from searches of digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records (Parcel Quest 2022; Alameda County Clerk 2022). None of the identified owners have made significant contributions to history while living at the subject property. Therefore, the property is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based on residential developments in Fremont, Alameda County. The theme of residential development includes the numerous subdivisions and other residential construction projects of the post-World War II period (1945-1970). Many of the houses constructed at this time were influenced by the regulations of the Federal Housing Authority, which provided guidelines for pricing, square footage, and even the modest styles of the period. The most common property type within this theme is the single-family housing tract, which are evaluated as districts. These are considered significant if they are important examples of single-family housing tracts directly related to the postwar development of Fremont or to an important developer (GPA Consulting 2017:25-27). Additionally, the Ranch and Minimal Traditional styles of architecture were common in the 1950s and 1960s in Fremont (GPA Consulting 2017:55). The subject property does not fit into these postwar themes of subdivision development or style.

The subject property does date to this period as it was constructed in 1961, but it is an example of the vernacular style of architecture. While they may include features that reference a particular architectural style, vernacular buildings are constructed using common building traditions and materials in their region. They are ubiquitous elements of the built environment and may serve many different functions (Gottfried and Jennings 2009). This single-family residence lacks high artistic value and is not a distinguished example of the vernacular style. Research into online newspaper records and other accessible public records did not reveal any associations between the property and a master builder, designer, or architect. Therefore, the property at 38073 Vallejo Street is not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. The subject property would need to contain data, or potentially contain data, which could contribute to significant historical topics. The property is a mid-twentieth century residence constructed within a history that is well documented in historical sources, photographs, and other existing documentation. There is a low probability that this property would fill any data gaps not already contained in the historical record. Archaeological surveys have not been conducted as part of this study. However, the lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, the subject property is not significant under Criterion 4/D.

Conclusion

The property at 38073 Vallejo Street in Fremont, CA is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

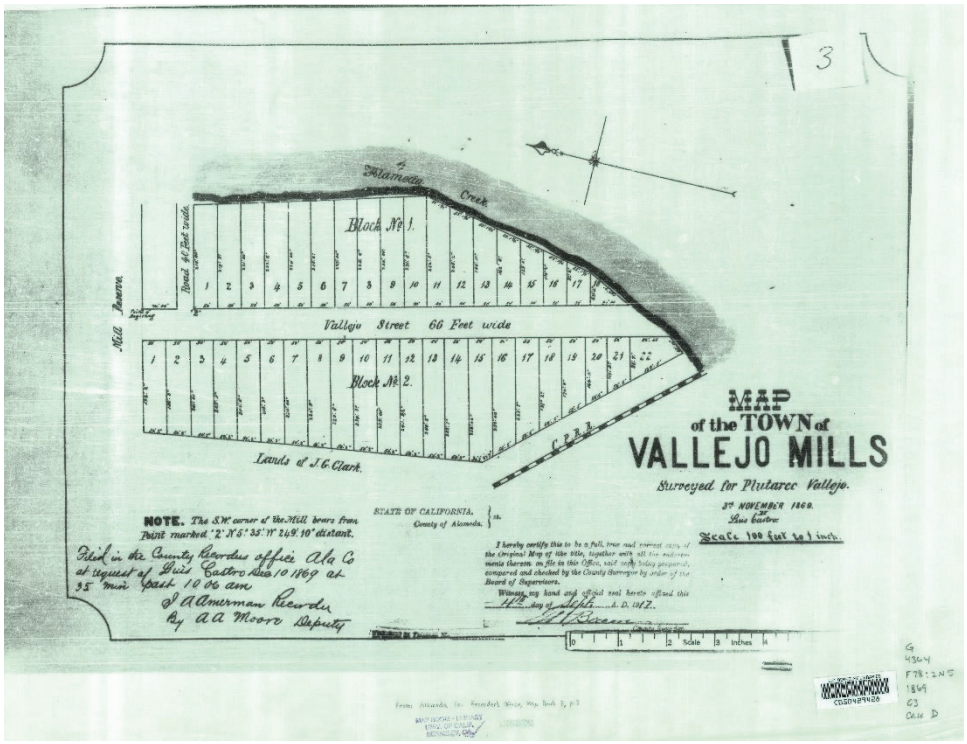


Figure 1. 1869 Map of the Town of Vallejo Mills, created by Luis Castro. Source: Luis Castro map available through Berkley Library Digital Collections.

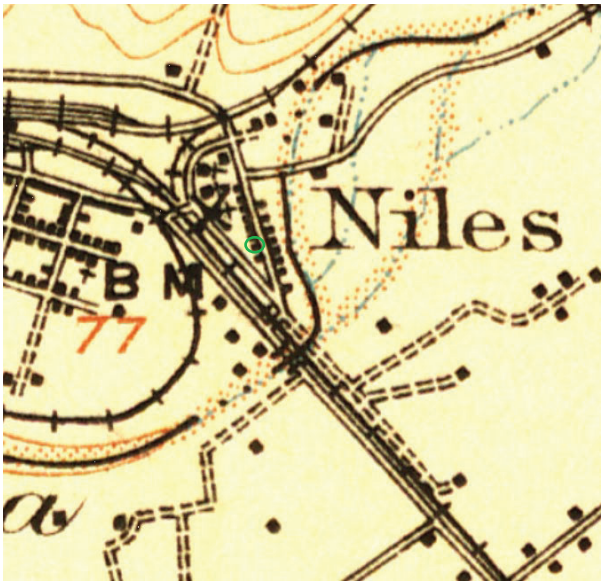


Figure 2. 1906 United States Geological Society (USGS) map showing the development of structures along the northeast side of the railroad. The property is outlined in green. Source: USGS 1906.

***B12. References**

Citations listed alphabetically.

Alameda County Clerk. 2009. Deed 2009247794, https://acgov.org/auditor/clerk/opr/index.htm, accessed February 8, 2022.

Avila, Harry. 1969. "From 'Padres' to the Railroad Era. From Silent Films to Silent Protest—Niles Still Friendly." *The Argus.* August 30: 24, 33.

Castro, Luis. 1869. *Map of the Town of Vallejo Mills* [map]. 1:1200. https://digicoll.lib.berkeley.edu/record/58687?ln=en#?c=0&m=0&s=0&cv=0&r=0&xywh=-397%2C48%2C7741%2C7969, accessed February 9, 2022.

City of Fremont Citizen Access. 1961. "Record A-07929-001," https://aca-prod.accela.com/COF/Default.aspx, accessed February 8, 2022.

---. 2018. Record BLD2009-03112, https://aca-prod.accela.com/COF/Default.aspx, accessed February 8, 2022.

Daily Alta California. 1869. "Along the Western Pacific Railroad." December 3.

Fairchild Aerial Surveys. 1939. *C-5750, Frame 281-74.* Prepared for USDA. January 1 to December 31. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed February 10, 2022.

Google Maps. 2021. 38073 Vallejo Street, Fremont, California, 94536, Street view photograph. Mountain View, CA: Google, LLC, May. https://www.google.com/maps, accessed February 8, 2022.

Gottfried, Herbert, and Jan Jennings. 2009. *American Vernacular Buildings and Interiors, 1870–1960.* W. W. Norton & Company, Inc., New York, New York.

GPA Consulting. 2017. Postwar Development and Architecture Historic Context Statement, 1945-1970. March. Los Angeles, CA. Prepared for City of Fremont, Fremont, CA.

Holmes, Philip, and Jill M. Singleton. 2004. *Images of America: Niles Fremont.* Arcadia publishing: Great Britain.

ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

Nationwide Environmental Title Research LLC. 1946. Historic Aerials by NETR Online. 38073 Vallejo Street, Fremont, CA.

---. 1960. Historic Aerials by NETR Online. 38073 Vallejo Street, Fremont, CA.

---. 1966. Historic Aerials by NETR Online. 38073 Vallejo Street, Fremont, CA.

Niles Main Street Association. 2021. Brief History of Niles, https://www.niles.org/copy-of-home, accessed February 8, 2022.

Oakland Tribune. 1930. "Niles Protests Re-routing of State Highway." March 30: 62.

Oakland Tribune. 1936. "Niles Highway, 12 Percent Done; Bridge Work Starts." August 30: 30.

O'Toole, Kathy. 1977. "City of Lift Curtain on Revamp Plan." *Oakland Tribune.* April 19: 23.

Parcel Quest. 2022. *38073 Vallejo Street, Fremont, CA*, https://pqweb.parcelquest.com/#home, accessed: February 8, 2022.

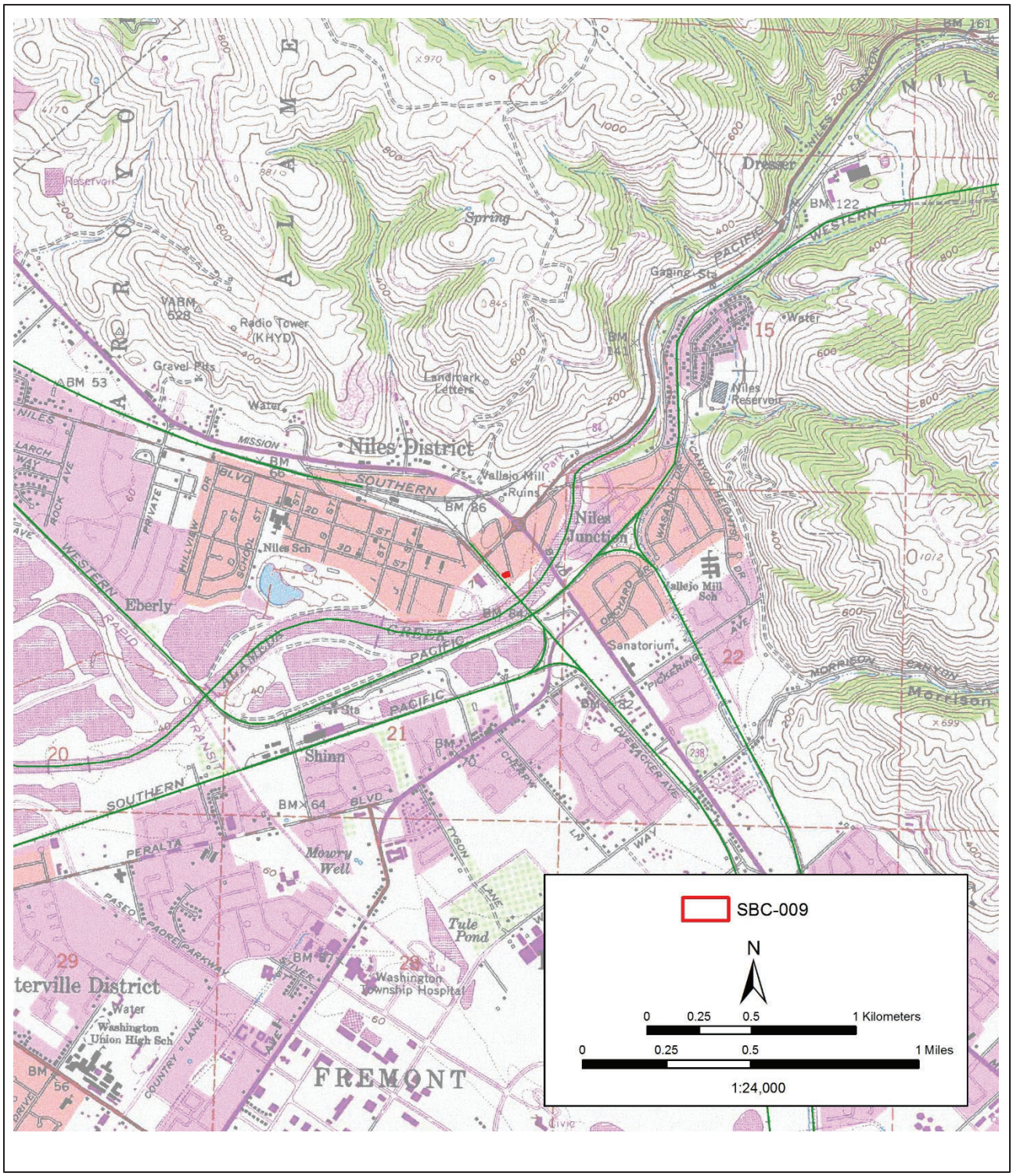
Sanborn Map Company. 1907. *Sanborn Fire Insurance Maps: Niles, Alameda County, California.* New York, NY: Sanborn Map Company.

U.S. Geological Survey (USGS) and ESRI. 1906. *Pleasanton, California* [map]. 1:62500. Denver, CO: USGS. Surveyed 1904. https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 8, 2022.

---. 1953. *Niles, California* [map]. 1:24000. 7.5' Series. Denver, CO: USGS. Surveyed 1953. https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 8, 2022.

***Resource Name or #:** SBC-009 38073 Vallejo Street

***Map Name:** Location Map of SBC-009 ***Scale:** See scale in image ***Date of Map**: 03/07/2022



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-010 38085 Vallejo Street

HayP1. Other Identifier: SBC-010, 38085 Vallejo Street
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Niles **Date:** 1980 **T**_____; **R**___; __ ¼ of __¼ of **Sec:**____; _____**B.M.**

c. Address: 38085 Vallejo Street **City**: Fremont **Zip:** 94536

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN#: 507-0162-009-00

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
This property consists of a single-family residence on the west side of Vallejo Street in Niles District of Fremont. The property sits on the north side of the Alameda Creek between Vallejo Street on the east and the Union Pacific Railroad on the west. (*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Primary (northeast) façade of residence. Google 2021.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1924 (Parcel Quest 2022)

***P7. Owner and Address:**
Patricia Andrade and Yolanda Andrade
38085 Vallejo Street
Fremont, California 94536-1745

***P8. Recorded by:** (Name, affiliation, address)
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***P9. Date Recorded:** February 10, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-010 38085 Vallejo Street

B1. Historic Name: 38085 Vallejo Street
B2. Common Name: 38085 Vallejo Street
B3. Original Use: Single-family Residence **B4. Present Use:** Single-family Residence
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alteration, and date of alterations) The current residence was constructed c. 1924. Based on historic aerial photographs and historic topographic maps, Vallejo Street has been a developed neighborhood since the beginning of the twentieth century, and multiple buildings have been replaced or renovated over the years, including this house (ICF 2022; NETR 1946; 1960; 1966; USGS 1906; Parcel Quest 2022). The house has undergone extensive renovations in recent years, including a 968 square foot addition with four bedrooms, two bathrooms, and a study, a rebuilt front porch, and an interior renovation of the kitchen, and living, dining, powder, and family rooms (City of Fremont Citizen Access 2016). The front door and two windows in the kitchen were also replaced and foundation work was completed recently (City of Fremont Citizen Access 2019a;2019b).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** Early-Twentieth Century Residential Development **Area:** Fremont, CA
Period of Significance: c. 1924 **Property Type:** Single-family Residence **Applicable Criteria:** N/A

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

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***Date of Evaluation:**
February 10, 2022
(This space reserved for official comments.)

Sketch Map of SBC-010. Source: Google Earth, imagery date 03/07/2022.

*P3a. Description (Continued):

Photo 2: Single-family residence, primary façade and southeast elevation, looking northwest. Google 2021.

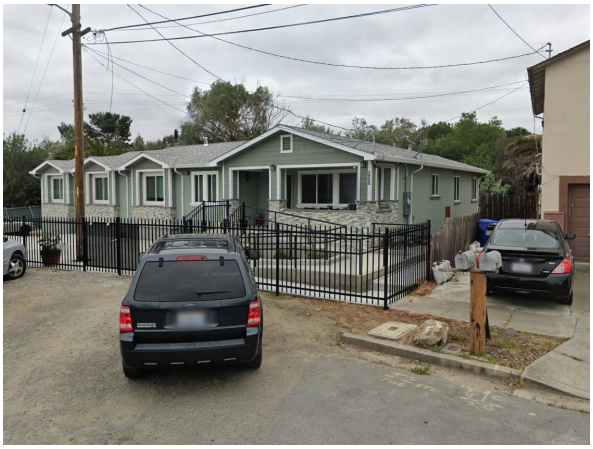


Photo 3: Single-family residence, primary façade and northeast elevation, looking southwest. Google 2021.

The single-family residence has a L-shaped plan and is topped by a cross-gable roof with multiple low-pitched gable projecting wall dormers along the primary (northeast) façade and rear elevation. The recent, extensive renovations resulted in the replacement of all the exterior features, including the windows, door, siding, roofing, and portions of the foundation to accommodate the additions. The walls are clad in stucco and sections of stone veneer have been added under the windows and around the front porch on the façade. Horizontal siding fills the gable peaks of the porch and dormers, is fitted along the support posts of the front porch, and frames the windows on the façade. The elevated covered front porch is accessed by several cast concrete steps or by a U-shaped concrete ramp that winds its way up to the porch from the front gate. The elevated porch features a wide front door and two large, two-light, sliding windows that fill the wall next to the door. The southern half of the façade includes a narrow, paired set of two-light sliding windows and three larger two-light sliding windows; these latter three windows are recessed into wall extensions that are sheltered by the overhanging eaves of the gable wall dormers. The southeast elevation of the house includes a two-light sliding window with decorative sill set high in the wall at the southeast corner. Three similar windows are spaced regularly along the northwest elevation. Between the house and the street is a wide area of concrete pavement that slopes down to the south as it approaches the banks of Alameda Creek. A metal post fence stands between this patio and strip of gravel used for parking along the roadway in front of the house; several tall trees are planted along the fence. Finally, a chain link fence runs enclosed a roughly rectangular section of the property between the house and the Creek.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the subject property include early-twentieth century residential development in Fremont and the Niles District. For additional information on these historic contexts, please see ICF 2022.

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on residential developments from the early-twentieth century in the Niles District. The Niles District was developed by European settlers beginning in the 1850s at a junction point with what was then the Central Pacific Railroad and was named after a railroad official, Judge A. C. Niles. The Vallejo Flour Mill was founded in 1856 and Vallejo Street was established soon after just south from the mill site toward Alameda Creek. The town continued to develop throughout the latter half of the nineteenth century as nurseries and the agricultural industry grew in the area (*Daily Alta California* 1869; Avila 1969:24; Holmes and Singleton 2004:7-8; Niles Main Street Association 2021).

The current parcel was first plotted and mapped in 1869 when Vallejo Street was established; the subject property represents lot 22 (Castro 1869). The subject property has been occupied since at least the first decade of the twentieth century. In 1907, a single-story L-shaped dwelling was situated here along with a small rectangular structure; the latter structure had several additions by 1920 but is no longer extant (USGS 1906; Sanborn 1907:3; 1920:4). It is unclear if the main building was fully replaced in 1924, as listed in some records, but a more rectangular structure was located on the property by the 1930s (Fairchild Aerial Surveys 1939; NETR 1946; Parcel Quest 2022).

Vallejo Street continued to house residents during the period of industrial growth in Niles from the 1920s to 1930s, becoming more densely populated by the post-World War II period as the larger lots were filled in or subdivided (Sanborn 1920;4; GPA Consulting 2017;14-15, Fairchild Aerial Surveys, 1939; NETR 1946). Other streets of the Niles District experienced redevelopment and new construction during this period, including the widening of the roadways in the 1930s (*Oakland Tribune* 1930:62; 1936:30). The subject dates from the post-World War I period of growth in Niles and along Vallejo Street. However, many residences were replaced or renovated during this period, and this property is not a significant or novel example of this trend. Therefore, the property is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B requires that a property be directly associated with individuals or groups who have made significant contributions to history at the local, state, or national level. These properties must illustrate these contributions rather than commemorate them. Often they are associated with the productive lives of individuals, such as where they performed the work for which they are known. Only a few owners could be identified from searches of digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records (Parcel Quest 2022). None of the identified owners have made significant contributions to history while living at the subject property. Therefore, the property is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based on residential developments in Fremont, Alameda County. The single-family residence dates to c. 1924 and is an example of the vernacular style of residence. While they may include features that reference a particular architectural style, vernacular buildings are constructed using common building traditions and materials in their region. They are ubiquitous elements of the built environment and may serve many different functions (Gottfried and Jennings 2009:9-12). This single-family residence lacks high artistic value and is not a distinguished example of the vernacular style. Research into online newspaper records and other accessible public records did not reveal any associations between the property and a master builder, designer, or architect. Therefore, the property at 38085 Vallejo Street is not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. The subject property would need to contain data, or potentially contain data, which could contribute to significant historical topics. The property is an early-twentieth century residence constructed within a history that is well documented in historical sources, photographs, and other existing documentation. It has also been extensively renovated in recent years, resulting in a loss of original materials. There is a low probability that this property would fill any data gaps not already contained in the historical record. Archaeological surveys have not been conducted as part of this study. However, the lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, the subject property is not significant under Criterion 4/D.

Conclusion

The property at 38085 Vallejo Street in Fremont, CA is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

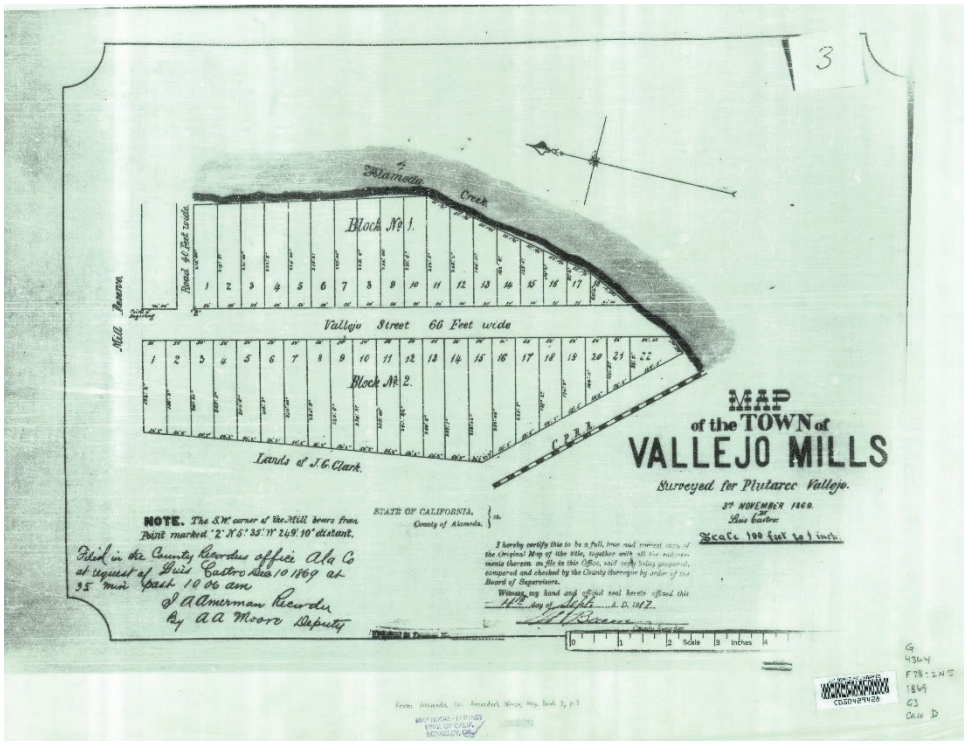


Figure 1. 1869 Map of the Town of Vallejo Mills, created by Luis Castro. Source: Luis Castro map available through Berkley Library Digital Collections.

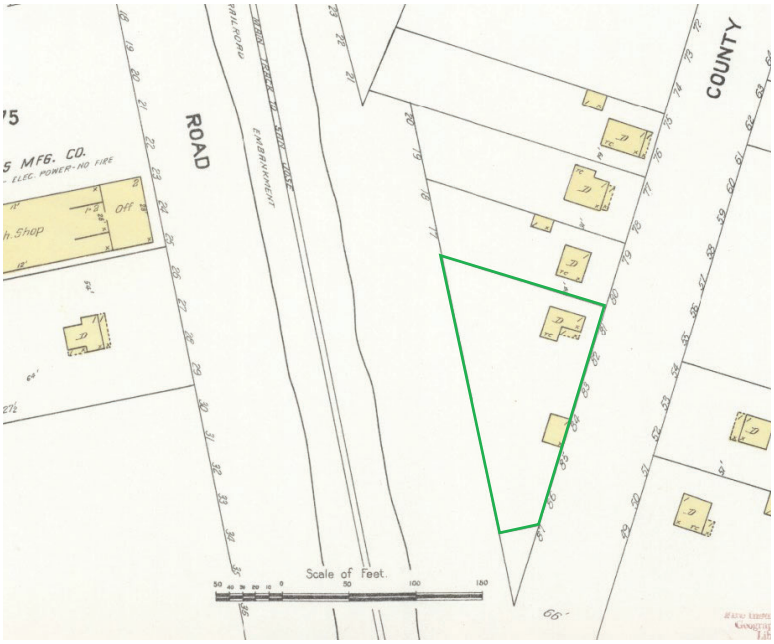


Figure 2. 1907 Sanborn Fire Insurance Map showing the parcel to the right of the railroad at the end of Vallejo Street. The property is outlined in green above. The buildings shown on this map have been demolished and replaced by the current structure. Source: Sanborn Map Company 1907.

***B12. References**

Citations listed alphabetically.

Avila, Harry. 1969. "From 'Padres' to the Railroad Era. From Silent Films to Silent Protest—Niles Still Friendly." *The Argus.* August 30: 24, 33.

Castro, Luis. 1869. *Map of the Town of Vallejo Mills* [map]. 1:1200. https://digicoll.lib.berkeley.edu/record/58687?ln=en#?c=0&m=0&s=0&cv=0&r=0&xywh=-397%2C48%2C7741%2C7969, accessed February 9, 2022.

City of Fremont Citizen Access. 1961. "Record A-07929-001," https://aca-prod.accela.com/COF/Default.aspx, accessed February 8, 2022.

---. 2019a. Record BLD2017-04018-001, https://aca-prod.accela.com/COF/Default.aspx, accessed February 8, 2022.

---. 2019b. Record BLD2017-04018-002, https://aca-prod.accela.com/COF/Default.aspx, accessed February 8, 2022.

Daily Alta California. 1869. "Along the Western Pacific Railroad." December 3.

Fairchild Aerial Surveys. 1939. *C-5750, Frame 281-74.* Prepared for USDA. January 1 to December 31. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed February 10, 2022.

Google Maps. 2021. 38073 Vallejo Street, Fremont, California, 94536, Street view photograph. Mountain View, CA: Google, LLC, May. https://www.google.com/maps, accessed February 8, 2022.

Gottfried, Herbert, and Jan Jennings. 2009. *American Vernacular Buildings and Interiors, 1870–1960.* W. W. Norton & Company, Inc., New York, New York.

GPA Consulting. 2017. Postwar Development and Architecture Historic Context Statement, 1945-1970. March. Los Angeles, CA. Prepared for City of Fremont, Fremont, CA.

Holmes, Philip, and Jill M. Singleton. 2004. *Images of America: Niles Fremont.* Arcadia publishing: Great Britain.

ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

Nationwide Environmental Title Research LLC. 1946. Historic Aerials by NETR Online. 38085 Vallejo Street, Fremont, CA.

---. 1960. Historic Aerials by NETR Online. 38085 Vallejo Street, Fremont, CA.

---. 1966. Historic Aerials by NETR Online. 38085 Vallejo Street, Fremont, CA.

Niles Main Street Association. 2021. Brief History of Niles, https://www.niles.org/copy-of-home, accessed February 8, 2022.

Oakland Tribune. 1930. "Niles Protests Re-routing of State Highway." March 30: 62.

Oakland Tribune. 1936. "Niles Highway, 12 Percent Done; Bridge Work Starts." August 30: 30.

Parcel Quest. 2022. *38073 Vallejo Street, Fremont, CA*, https://pqweb.parcelquest.com/#home, accessed: February 9, 2022.

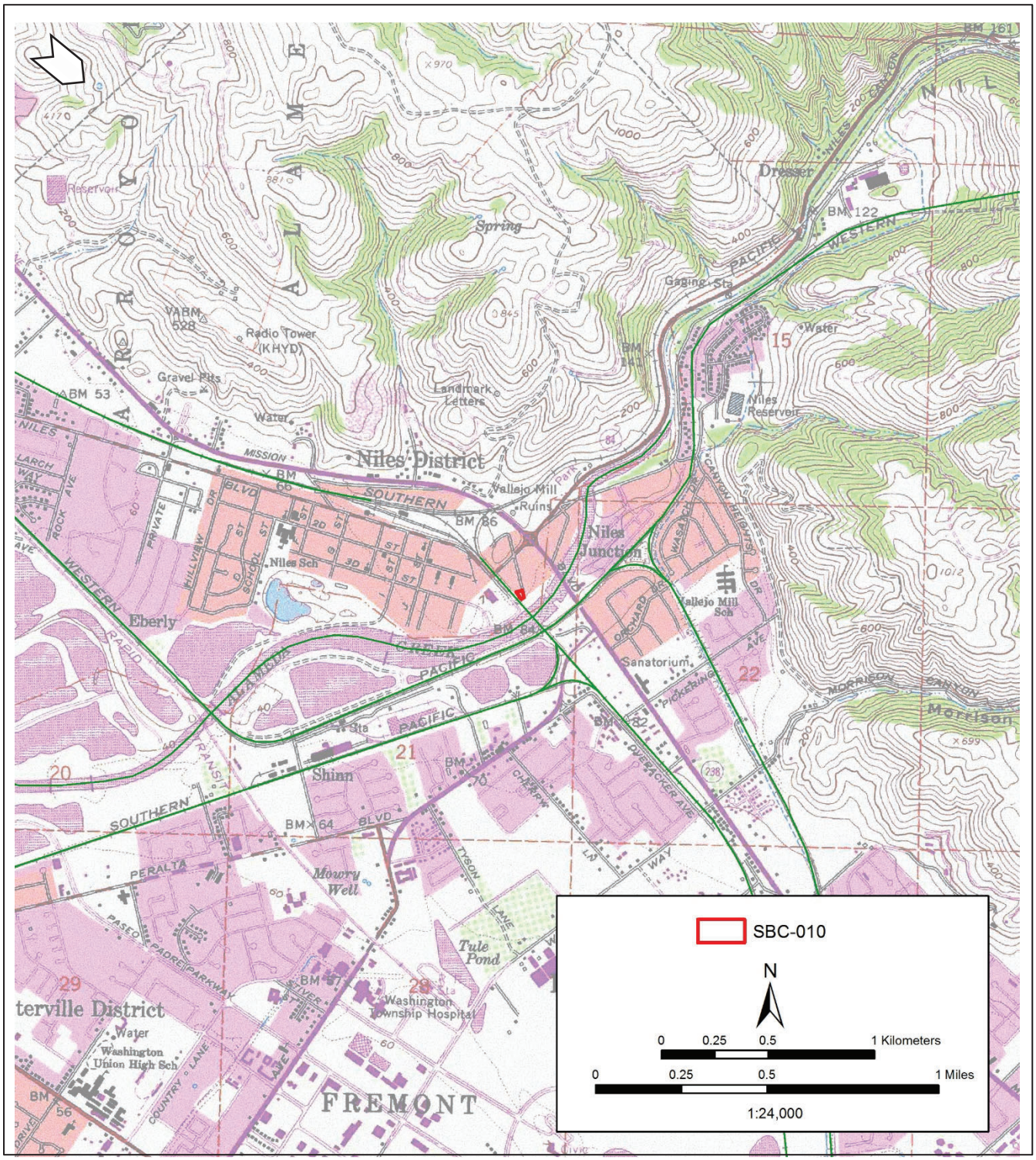
Sanborn Map Company. 1907. *Sanborn Fire Insurance Maps: Niles, Alameda County, California.* New York, NY: Sanborn Map Company.

---. 1920. *Sanborn Fire Insurance Maps: Niles, Alameda County, California.* New York, NY: Sanborn Map Company.

U.S. Geological Survey (USGS) and ESRI. 1906. *Pleasanton, California* [map]. 1:62500. Denver, CO: USGS. Surveyed 1904. https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 8, 2022.

***Resource Name or #:** SBC-010 38085 Vallejo Street

***Map Name:** Location Map of SBC-010 ***Scale:** See scale in image ***Date of Map**: 03/07/2022



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

PRIMARY RECORD

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

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) SBC-012; 37974 Shinn Street

P1. Other Identifier: Pacific Bus Museum

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

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Mount Diablo **Date:** 1939 **T** 4S ; **R** 1W; ¼ of ¼ of **Sec:** S16; **B.M.**

c. Address: 37974 Shinn Street **City**: Fremont **Zip:** 94536

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

APN#: 501-1250-002-00

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

The primary building at 37974 Shinn Street is the Pacific Bus Museum, a two-story building with a rectangular footprint and a medium-pitched side-gabled roof. All exterior walls and the roof have painted corrugated metal cladding. Four additional buildings are scattered within the parcel with additional storage containers and miscellaneous, temporary structures weaved throughout the hardscape of displayed buses. The parcel is approximately 5.247-acres and stores and displays historic buses for the non-profit organization, the Pacific Bus Museum (ParcelQuest 2022; Pacific Bus Museum Nd.). The north elevation, facing the hardscape and supplementary buildings, is the primary elevation with a series of six overhead and a single pedestrian door (Photo 1). A possible seventh overhead door has been removed and replaced with a corrugated metal wall and metal awning. The later addition to the building, to the west, is recessed from the original footprint with one-story and a low-pitched side-gabled roof. The addition maintains the corrugated metal cladding of the primary building, but possible fenestrations and the additional three two elevations are not visible from the public right-of-way.

(*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial building; HP15: Education building

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

P5b. Description of Photo: (View, date, accession #) View of the north elevation of the Pacific Bus Museum building, view looking southwest. ICF 2022.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1939 (Estimated) (UCSB 1939).

***P7. Owner and Address:**
County of Alameda
1221 Oak Street #536, Oakland CA
94612-4224

***P8. Recorded by:** (Name, affiliation, address)
Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** February 18, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-012; 37974 Shinn Street

B1. Historic Name: 37974 Shinn Street
B2. Common Name: The Pacific Bus Museum
B3. Original Use: Light-Industrial Warehouse **B4. Present Use:** Museum
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The Pacific Bus Museum and associated buildings are first visible on a historic aerial 1939, with the original rectangular footprint at the southeastern corner of the parcel. Based on historic aerial photographs dating to 1946, the subject parcel shows the four additional buildings adjacent to the Pacific Bus Museum, including the smaller building to the west that would later comprise the western addition. The parcel's southern boundary was made up of the historic railroad track, and the east was Shinn Street; the parcel's western and northern sections had rows of trees mirroring the undeveloped land of the future 37974 Shinn Street lot. Between 1946 and 1960, the small adjacent building was accumulated into a larger western addition to the Pacific Bus Museum building, with a north elevation recessed from the primary building. Most trees were removed from the parcel in this time as well (NETR 1946, 1960, 1966, 1993, 2000, 2005, 2010, 2018; UCSB 1939; USGS 1906, 1941, 1943).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** Water Management, M&T Ranch, Levees **Area:** Fremont, CA
Period of Significance: c. 1943-1946 **Property Type:** Industrial/Commercial **Applicable Criteria:** N/A

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

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***Date of Evaluation:**
February 18, 2022
(This space reserved for official comments.)

Sketch Map of 37974 Shinn Street. Source: Google Earth, imagery date 03/07/2022.

*P3a. Description (Continued):

The north elevation is punctuated by a series of nine-light triple ribbon windows on the second-story. A significant number of glass panels in the eight total windows are broken, and the frames and sills are painted green. Additionally, the roof has three nearly flat fenestrations- possible skylights or ventilation systems- as well as five mechanical features regularly spaced on the peak of the roof.

The east elevation faces Shinn Street features one single and one double nine-light window with green-painted frames and sills at the second-story to match the north elevation. Additionally, a wood-panel door with a broken wood railing and landing are attached to the second-story floor (Photo 2). A geometric wood detail at the apex of the pitched roof is the only adornment on the building; the slightly overhanging roof is lined and framed with wooden brackets underneath. The north and south elevations do not share this feature, but rather the roof overhangs only slightly and ends with an attached metal gutter that feeds into downspouts at regular intervals along the wall and at the building's corners. Like the rest of the building, the elevation also has attached plumbing and mechanical fixtures.

The south elevation sits immediately on the parcel's southern boundary and faces the railroad track. Much of the exterior walls are not visible from the public right-of-way, but it is clear they are clad in corrugated metal and feature irregularly spaced nine-light windows (Photo 3). There are also at least three overhead doors raised above the ground level and a small, one-story massing extending south from the primary footprint with a metal lant roof (Photo 4). There are no fenestrations on the massing, indicating exclusive interior access. Lastly, the one-story western building addition is on the same plane as the original building and features the same general structure and features.

An electric chain-link fence surrounds the eastern and southern boundaries of the parcel. There are two supplementary buildings on the parcel with corrugated metal cladding, high-pitched gable roofs, and minimal ornamentation (Photos 5-6). Additionally, there are smaller structures and shipping containers scattered on the lot.

Photo 1: View of the north elevation, looking southwest. ICF 2022.

Photo 2: View of the east elevation, looking west. ICF 2022.

Photo 3: View of the south elevation, looking northwest. ICF 2022.

Photo 4: View of an adjacent massing on the south elevation, looking southwest. ICF 2022.

Photo 5: Additional buildings adjacent to the primary Pacific Bus Museum building, looking southwest. ICF 2022.

Photo 6: Additional buildings adjacent to the primary Pacific Bus Museum building, looking west. ICF 2022.

***B6. Construction History (Continued):**

From the late 1960s through the 1990s, the buildings on the parcel did not change significantly. The landscaping to the west and north was completely cleared, and hardscaping was extended north. A small building with a rectangular footprint was constructed at the northwestern corner of the parcel; otherwise, the rest of the parcel was utilized in various forms of outdoor storage space. Into the 21st century, buses, temporary structures, and other unidentifiable materials filled the parcel around the original buildings (GoogleEarth 2020, 2021; NETR 1946, 1960, 1966, 1993, 2000, 2005, 2010, 2018; UCSB 1939; USGS 1906, 1941, 1943).

Upon visual inspection, it appears that the primary Pacific Bus Museum has undergone some maintenance since construction. Fresh or varied colored paint on specific corrugated metal panels and additional fixtures, like downspouts, indicate specific maintenance.

***B10. Significance:** (continued from page 2)

National Register of Historic Places and California Register of Historical Resources Eligibility

The most appropriate contexts for the evaluation of the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the Pacific Bus Museum and associated buildings at 37974 Shinn Street include the history and development in Alameda County in the interwar years (1919-1941) and the later history of the Pacific Bus Museum. For additional information on these historic contexts, refer to the 2022 ICF *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project* and the 2017 GPA Consulting *City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970.*

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on development in Alameda County in the interwar years (1919-1941) and the later history of the Pacific Bus Museum. The Pacific Bus Museum and related buildings on the parcel, originally of light-industrial warehouse use, appear to have been constructed c. 1939 or just prior with late associations with the theme of industry and development specific to the Niles and Fremont area. Based on the construction and utilitarian design, the parcel was an example of industrial growth in the 1920s and 1930s in Washington Township as rail lines and related industries and businesses converted undeveloped lots in the area. Additionally during that period, the area experienced heightened agricultural production as rail lines, local boosters, and availability of land due to subdivisions of the California Nursery property encouraged land plots of poultry, flowers, and nurseries, as well as tile, gravel, and steel businesses to move into and develop within the area (GPA Consulting 2017:12-14). The lot of 37974 Shinn Street was presumably involved in the boom of these industries and served a related light-industrial warehouse purpose.

Moreover, the lot was one of the first developments in the immediate area just south of the Alameda Creek. Still, it is ubiquitous in layout and design and the general development of the greater Township. The Pacific Bus Museum and associated buildings were not distinguishable or exceptional within the context of a quickly developing industrial or agricultural area of Alameda County during the 1920s and 1930s. Rather, the buildings appear to represent an unremarkable pattern of light industrial lot development among undeveloped agricultural lands and businesses. Additionally, the lot does not have any associations to major road construction and population growth in the interwar period brought on by automobile development; instead, the surrounding railroads to the north and south and minor roads like Shinn Street pre-date building construction. Lastly, none of the identified tenants of the building are known to have contributed significantly to local, state, or national economies. Newspaper research did not find the building to be associated with any other important single events, patterns of events, repeated activities, or historic trends. Nor were tenants identified to have contributed significantly to local, state, or national economies; the most notable association is with the Pacific Bus Museum non-profit organization that relocated to the site in 1997. Therefore, the Pacific Bus Museum and associated buildings are not significant under Criterion 1/A.

Criterion 2/B

To be found eligible under NRHP Criterion B/CRHR Criterion 2, the Pacific Bus Museum and associated buildings would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Fremont area, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records, the Pacific Bus Museum and associated buildings have no important associations with notable figures of local, state, or national histories. Founded in 1991, the Pacific Bus Museum has occupied 37974 Shinn Street since 1997. The volunteer-run non-profit organization is dedicated to preserving, restoring, and displaying buses as part of the history of transportation in the United States (Mercury News 2015). In 2014 they opened to the public for tours on a seasonal schedule once a month. The permanent collection includes about 20 restored and operational coaches and many displays of signage and memorabilia (Roadside America n.d.). However, the museum is not confined to the primary building at 37974 Shinn Street. The Pacific Bus Museum features several types of special events that take visitors on historic bus excursions to various bus properties or systems, and display the buses at off-site events. The Pacific Bus Museum refers to itself as a “rolling museum.” Additionally, the non-operational buses are stored in Williams, California (Pacific Bus Museum, n.d). Thus, the lot at 37974 Shinn Street does not best embody Pacific Bus Museum’s potential significance to local, state, or national history, nor is there evidence to suggest that the buildings housed activities that allowed a particular owner, tenant, or employee to achieve the historical significance, current ownership included. Though a local figure in the historic bus industry, co-founder and past president of the Pacific Bus Museum Richard Twining passed away before the organization’s occupancy at 37974 Shinn Street (San Francisco Examiner 1996:26). Therefore, the Pacific Bus Museum and associated buildings are not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on the history and construction of the Pacific Bus Museum lot. The Pacific Bus Museum and associated buildings do not embody distinctive characteristics of a type, period, or method of construction, nor does it represent the work of a master or possess high artistic value. Alternatively, they display ubiquitous elements of utilitarian light-industrial construction, including simple rectangular footprints, corrugated metal wall and roof cladding, and minimal architectural embellishment indicative of any particular architectural style. Dating to the interwar period (1919-1941), the lot has an association with general industrial development in Washington Township; however, no evidence suggests that it reflects an early example of the industrial/commercial business expansion or that any buildings embody distinctive characteristics of a type, period, region, or a method

of construction that expresses high artistic or technical merit. Moreover, the Pacific Bus Museum and associated buildings do not reflect the first, foremost, or distinguished example of its type in Alameda County nor the broader commercial warehouse property type. Although the research did not reveal the identities of the building's original architect and builder, it is unlikely that a master designer was involved in what appears to be an early but ubiquitous example of utilitarian support buildings associated with industrial and/or agricultural lot development of the interwar period. Therefore, the Pacific Bus Museum and associated buildings are not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. The Pacific Bus Museum and associated buildings would need to contain data, or potentially contain data, which could contribute to significant historical topics. The Pacific Bus Museum and associated buildings are a typical example of a post-WWII industrial complex contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this property would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. For this reason, the Pacific Bus Museum and associated buildings are not significant under Criterion 4/D.

Conclusion

The Pacific Bus Museum and associated buildings at 37974 Shinn Street are not eligible for listing in the CRHR and NRHP due to their lack of significance under applicable evaluative criteria. Additionally, the Pacific Bus Museum and associated buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and do not appear to be a historical resource for the purposes of CEQA.

Figures

Figure 1. 1906 USGS map showing the site prior to construction. Source: USGS 2022.

Figure 2. 1939 The first historic aerial with five buildings constructed on the site. The railroad tracks to the north and south are also constructed, but many parcels in the vicinity remain undeveloped in the interwar period. Source: UCSB and ESRI 2022.

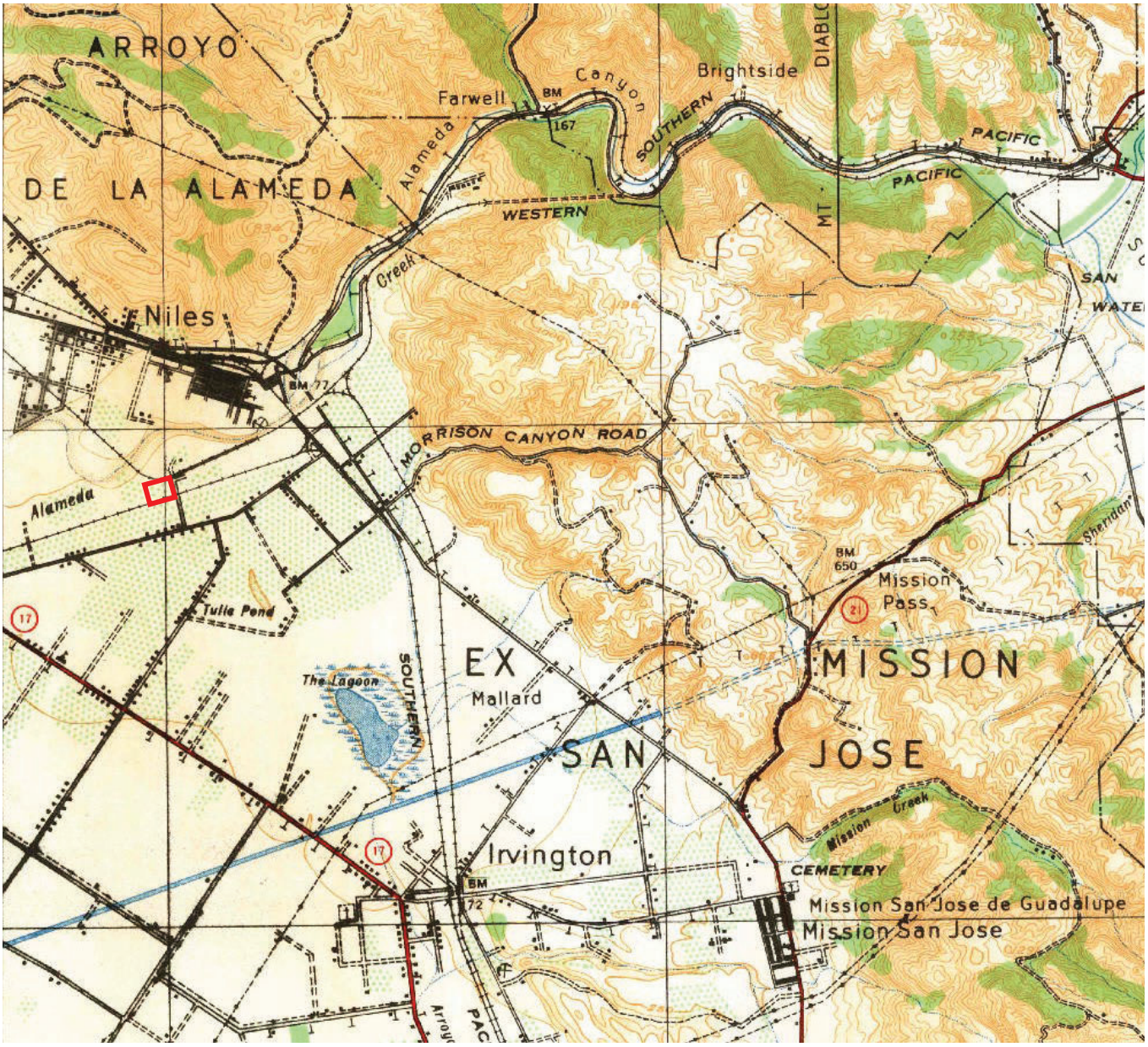


Figure 3. 1941 Pleasanton historic aerial showing the railroad lines and limited development in the site's vicinity. Source: USGS 2022.

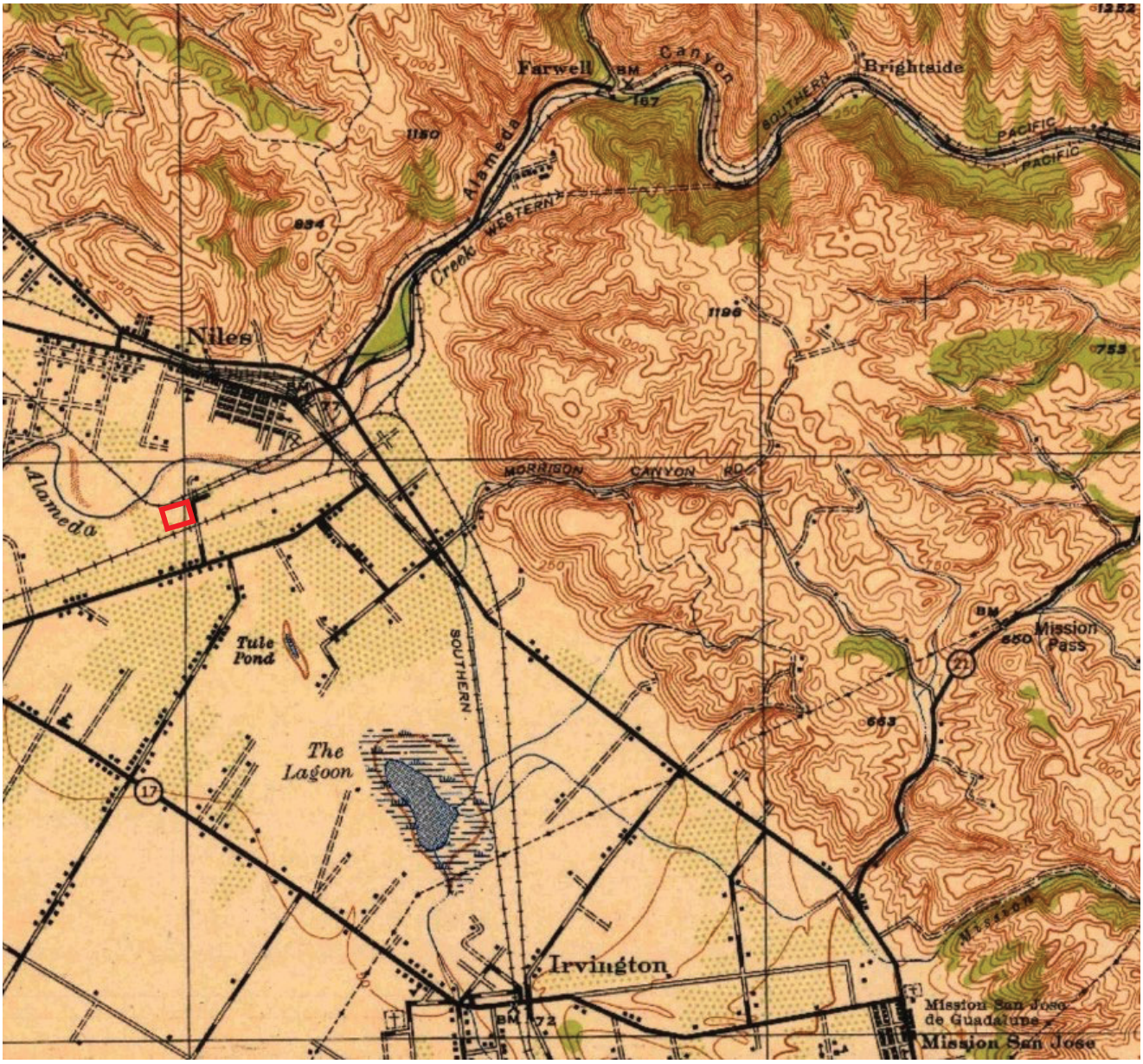


Figure 4. 1943 Pleasanton historic aerial showing the railroad lines and limited development in the site's vicinity. Source: USGS 2022.

Figure 5. 1943 Historic aerial showing development north of the Alameda Creek, but lots remain limited to the south around 37974 Shinn Street. Source: USGS 2022.

Figure 6. 1958 Historic aerial showing development north of the Alameda Creek, but lots remain limited to the south around 37974 Shinn Street in the post-war development period. Source: UCSB and ESRI 2022.

Figure 7. 1965 Historic aerial showing the industrial and residential development of the area in the post-war development period. Source: UCSB and ESRI 2022.

Figure 8. 1980 Historic aerial showing the industrial and residential development of the area. Source: UCSB and ESRI 2022.

*B12. References
Citations listed alphabetically.

Google Earth Pro. 2021. Aerial Maps accessed: 37974 Shinn Street, Fremont, CA 1993, 2005, 2007, 2009, 2011, 2013, 2015, 2017, 2020, 2021.

GPA Consulting. 2017. City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970. Public Draft. Los Angeles, California. Prepared for the City of Fremont Community Development Department. Available: https://fremont.gov/DocumentCenter/View/33477/Fremont-Postwar-Historic-Context-Statement---Public-Draft---March-2017. Accessed: February 17, 2022.

Mercury News. 2015. "Pacific Bus Museum Holds Annual Open House." Available: https://www.mercurynews.com/2015/08/25/pacific-bus-museum-holds-annual-open-house/ Accessed: February 15, 2022.

Nationwide Environmental Title Research, LLC. 1946, 1960, 1966, 1993, 2000, 2005, 2010, 2018. Historic Aerials, Arbuckle, California. Available: www.historicaerials/.com/viewer. Accessed: February 15, 2022.

Pacific Bus Museum. N.D. "About the PBM." Available: https://pacbus.org/about-the-pbm/. Accessed: February 15, 2022.

ParcelQuest. 2022. 37974 Shinn Street, Fremont, CA. Available: https://pqweb.parcelquest.com/#home. Accessed: February 16, 2022.

Roadside America. N.D. "Pacific Bus Museum." Available: https://www.roadsideamerica.com/story/63281 Accessed: February 15, 2022.

San Francisco Examiner. 1996. "Twining, Richard E." October 13: 26.

University of California, Santa Barbara (UCSB) and ESRI. 2022. FrameFinder. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: February 16, 2022.

1939. Flight C_5750, Frame 281-74. January 1.

1947. Flight GS_CP, Frame 2-152. January 1.

1958. Flight BUT_1958, Frame 9v-101. January 1.

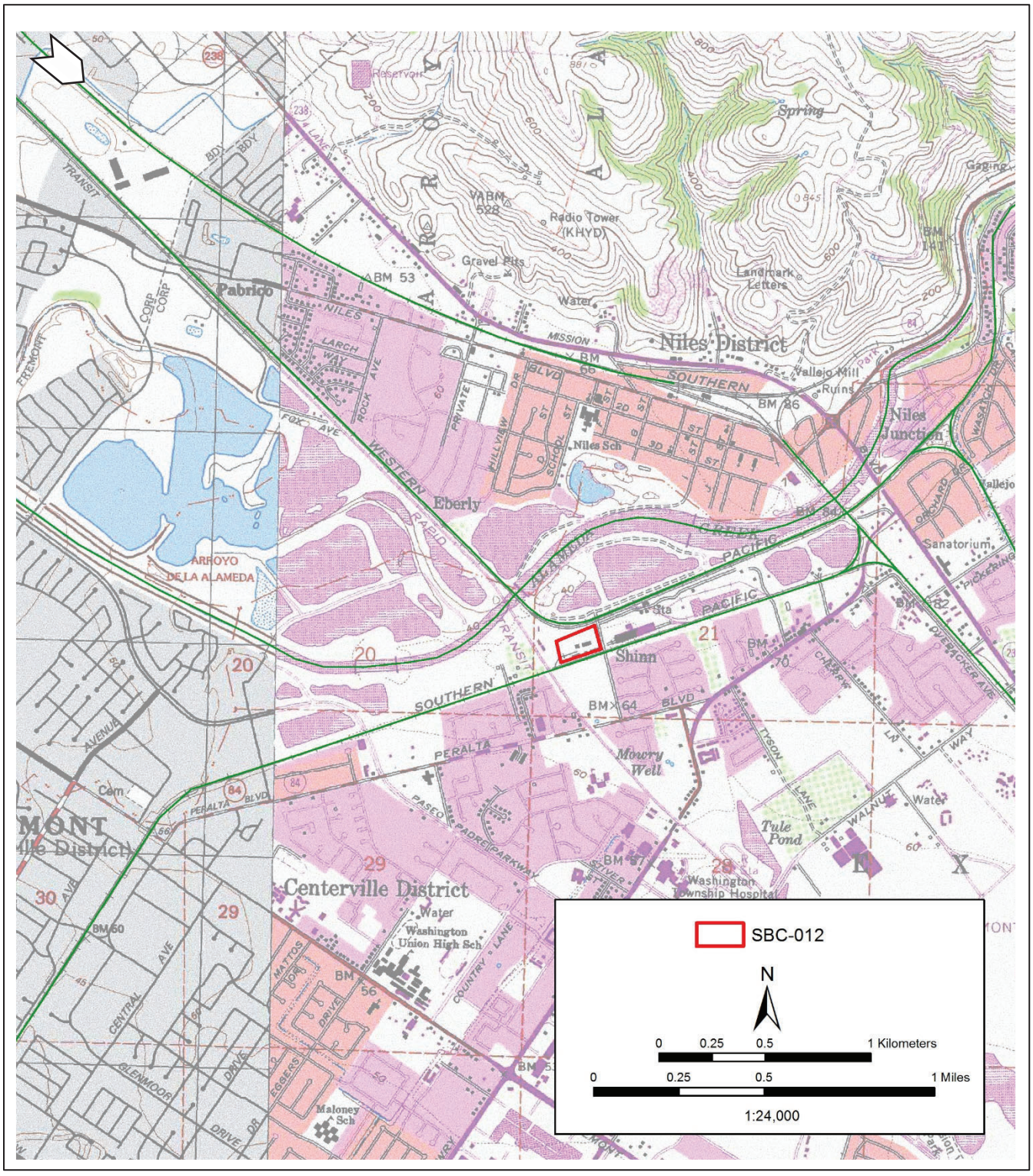
1965. FlightCAS_65_130, Frame8-211. May 1.

1980. Flight GS_VEZR, Frame 2-45. October 28.

U.S. Geological Survey (USGS) and ESRI. 2022. USGS Historical Topographic Map Explorer. USGS Maps accessed: Pleasanton, California 1906 (photo revised 1928),1941,1943. Available: https://ngmdb.usgs.gov/topoview/viewer/#. Accessed: February 16, 2022.

***Map Name:** Location Map for SBC-012 ***Scale:** See scale in image

***Date of Map**: 03/07/2022



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

PRIMARY RECORD

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-014; 37980 Shinn Street

P1. Other Identifier: Von Euw & Nunes Trucking
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Mount Diablo **Date:** c. 1968-1979 **T** 4S ; **R** 1W; __ ¼ of __¼ of **Sec:** S16; _____ **B.M.**

c. Address: 37980 Shinn Street **City**: Fremont **Zip:** 94536

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

APN#: 501-1250-009-07

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

The parcel containing 37980 Shinn Street is comprised of six one-story utilitarian industrial buildings around open storage space on an approximately 3.570-acres (ParcelQuest 2022). There are six buildings on the parcel, primarily with corrugated metal walls and roofs. One of six buildings is instead composed entirely of concrete. Similarly, five of six buildings have a low-pitched side-gable (the other a flat roof) and generic overhead doors. Additionally, short and unadorned sliding windows punctuate the exterior walls below the roofline, and single pedestrian doors provide access. Circular ventilation mechanisms sit at the peak of each roof at regular intervals, as do metal downspouts and generic attached lighting fixtures. The six buildings herein will be detailed from north to south as they are situated on the parcel, given the distinction of buildings one, two, three, four, five, and six (Google Earth Pro 1993, 2002, 2006, 2009, 2015, 2020, 2021). (*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.)

P5b. Description of Photo: (View, date, accession #) 37980 Shinn Street, looking southwest at one of six buildings on the parcel (building one). ICF 2022.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1968-1979 (Estimated) (ICF 2022).

***P7. Owner and Address:**
Rosemary and Carl Voneuw Trust, and Clifford A. Dias et al. 37837 Von Euw Common, Fremont CA 94536-3963

***P8. Recorded by:** (Name, affiliation, address)
Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***P9. Date Recorded:** February 18, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-014; 37980 Shinn Street

B1. Historic Name: 37980 Shinn Street
B2. Common Name: Von Euw & Nunes Trucking; Mozzetti Trucking
B3. Original Use: Light-Industrial Warehouse **B4. Present Use:** Light-Industrial Warehouse
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Three of six buildings on the subject parcel date to c. 1968-1979. Based on historic aerial photographs dating to 1979, the subject parcel shows buildings one, three, and four. Building six was constructed between 1979-1982 and building four was elongated further south. In the same range, the interior lot was paved and began use as open storage of industrial goods to support the buildings. Between 1982-1987, building two was constructed immediately perpendicular to the corrugated metal covering of building three. Additionally, building five was constructed immediately south to abut building four with a slightly higher-pitched roof to fulfill the building footprints as they exist in 2022. Building permits were not readily available online through the Alameda County Permit Portal (NETR 1948;1966; 1968, 1979, 1982, 1987, 1993, 2000, 2010, 2018; ParcelQuest 2022; USGS 1961).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** Post-WII Industrial Development in Alameda County **Area:** Fremont, CA
Period of Significance: c. 1960-1980s **Property Type:** Industrial **Applicable Criteria:** N/A

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

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Nicole Felicetti, ICF
201 Mission Street, Suite 1500
San Francisco, CA 94105

***Date of Evaluation:**
February 18, 2022
(This space reserved for official comments.)

Sketch Map of 37980 Shinn Street. Source: Google Earth, imagery date 03/07/2022.

***P3a. Description (Continued):**

The northernmost building on the parcel (building one) is a tall one-story industrial, commercial building. The building has a side gable corrugated metal roof and predominantly corrugated metal wall cladding across multiple elevations; vertical wood board-and-batten clads only a section of the east elevation where there is a wood-framed single pedestrian door and attached signage displaying the business: "Von Euw & Nunes Trucking." The siding has a red finish, distinguished from the yellow coloring of the remaining corrugated metal siding. The east elevation is the primary elevation and faces Von Euw Common and the intermediary chain-metal and wood post fence. An adjacent addition with a shed roof and presumably asphalt shingles projects from the east elevation supported by rectangular posts. Two wood-framed windows-one below and one above the shed roof- punctuate the wood siding and feature metal security bars with minimal ornamentation. Three overhead doors at a regular interval line the rest of the elevation, two of which nearly span the vertical entirety of the wall, and the other which is slightly shorter and narrower. A small addition with a shed roof projects from the south elevation, as well as an adjacent all wood, open structure. The west and north elevations are not visible from the public right-of-way.

Building two to the south was constructed later than the others in the lot and is the only one consisting of concrete walls and roof instead of corrugated metal. The roof is flat and steps down at an angle to meet the slightly shorter west elevation. The material of the roof is unknown but may have wood framing. The east elevation has a smooth finish and one overhead door that takes up most of the wall's length and height. No fenestrations are on the south elevation. The north and west elevations are not visible from the public right-of-way. However, the former elevation has a small, shorter addition towards the northwest corner, and the latter elevation abuts the parcel's western boundary and grassy incline and, therefore, is presumably not accessible.

A free-standing open structure with a corrugated metal roof and thin metal posts is situated between buildings two and three (Photo 1). Building three is a single-story rectangular building with a low-pitched, side-gabled corrugated metal roof. The east elevation is the primary elevation and features two overhead doors at each end, with two single pedestrian doors and three horizontal double window sets (potentially casement or sliding) in between. A small shed roof projects from the elevation with asphalt shingles to cover one of the doors and double windows. Additionally, the elevation is adorned with utilitarian electrical and mechanical features such as attached lighting fixtures, AC units, security signs, metal downspouts, and a mailbox (Photo 2). No fenestrations are on the north and south elevations, and the west elevation is not visible from the public right-of-way.

Building four is similar to building three, though it has a longer rectangular footprint and a darker yellow cladding. It is a single-story rectangular building with a low-pitched, side-gabled corrugated metal roof. The east elevation is the primary elevation and features multiple overhead doors, single pedestrian doors, and horizontal double window sets (potentially casement or sliding) in between (Photo 3). Building five's north elevation abuts building four and has a slightly higher-pitched roof. The side-gabled roof and exterior walls are gray corrugated metal. Two overhead doors are at either end of the east elevation, as are two adjacent pedestrian doors. There are no windows visible (Photo 4). The south and west elevations are not visible from the public right-of-way.

Unlike the previous buildings, building six is oriented east-west, with the primary elevation (the north elevation) facing the shared open storage space (Photo 4). The exterior walls and roof consist of corrugated metal. The fenestrations consist of three small, double casement/sliding windows with attached sills, two overhead doors at either end, two adjacent single pedestrian doors for access. The east and west elevations are not visible from the public right-of-way. The south elevation is visible from the railroad tracks that line the parcel's southern boundary, partially obscured by an adjacent stone and electric wired wall. A shed roof of corrugated metal projects from the elevation to the south where the footprint of the building extends. One window is centered on the elevation and punctuates the wall below the primary roof; the material and type are not identifiable behind a singular tree.

The parcel's general setting is scattered industrial and open land adjacent to railroad tracks to the south, east, and north. Residential development is immediate to the west. Curving northward, the railroad tracks cross the Alameda Creek and parallel the Alameda Creek Trail northwest of the subject parcel. Access is only granted from Von Euw Common-perpendicular to Shinn Street, which terminates at the parcel's southern boundary. Previously, the parcel was open land lined with trees bounded by the railroad tracks to the north and south. The adjacent lot of the 37974 Shinn Street buildings is to the east.

***B6. Construction History (Continued):**

Utilitarian commercial warehouses are an evolving and flexible property type that changes per occupant. Upon visual inspection, attached signage has been updated per ownership, and regular maintenance has been done. Since construction, HVAC and electrical updates have been made and attached to exterior walls and roofs to enable contemporary usage. The surrounding chain-link and metal fence have been since added. All but one instance of corrugated metal, the primary material of most exterior walls and roofs, has been maintained to avoid noticeable weathering; the open structure between buildings two and three is significantly rusted but maintains structural usage.

Photo 1: View of the east elevations of buildings two, three, and four, with open storage space and materials in the foreground, looking southwest. A corrugated metal covering extends north from building three towards building two. ICF. 2022.

Photo 2: View of the east elevations of buildings three and four, with open storage space and materials in the foreground, looking west. ICF. 2022.

Photo 3: View of the east elevation of building four, partially obstructed by open storage space and materials in the foreground, looking west. ICF. 2022.

Photo 4: View from Von Euw Common towards the east elevation of building five and the north elevation of building six, looking southwest. ICF. 2022.

***B10. Significance:** (continued from page 2)

National Register of Historic Places and California Register of Historical Resources Eligibility

The most appropriate contexts for the evaluation of the California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the six buildings at 37980 Shinn Street include the postwar development and history in Fremont and the light-industrial warehouse property type. For additional information on these historic contexts, refer to the 2022 ICF *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project* and the 2009 Page & Turnball *South of Market Area, San Francisco, California Historic Context Statement.*

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on general post-WWII development and history in Alameda County and the history of the industrial lot at 37980 Shinn Street. The six buildings have associations with the theme of postwar development in

Alameda County as an extant example of construction in industrial lots post-1945. The six buildings at 37980 Shinn Street, dating to c. the 1960s-80s, do not reflect the earliest adoption or development of supplementary industrial/commercial construction, nor have important associations to railroad or Alameda Creek development in the vicinity. Lot development post-dates the growth of the railroad in Fremont (1869-1919), and online newspaper research did not indicate any previous businesses were tied to the railroad industry. The buildings and shared open storage space appear to have been constructed as commercial warehouses and general industrial purposes, with proprietors such as the Von Euw & Nunes Trucking and Mozzetti Trucking companies. Since the 1960s, the lot has built upon general industrial and commercial storage usage to support local businesses. Thus, the extant six buildings at 37980 Shinn Street do not embody a significant example of post-WWII development, nor does research suggest they embody any other themes of importance in Fremont's immediate area, including railway development Alameda Creek development. Moreover, no associations to other themes of importance from previous ownerships nor the early history of this lot predicate local significance. Therefore, the six buildings at 37980 Shinn Street are not significant under Criterion 1/A.

Criterion 2/B

To be found eligible under NRHP Criterion B/CRHR Criterion 2, the six buildings at 37980 Shinn Street would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Fremont area, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records, the six buildings at 37980 Shinn Street have no important associations with notable figures of local, state, or national histories. No research into the trust ownership by Rosemary and Carl Voneuw suggests the buildings have an important association with their ownership, though they share a name with the related street name and business; research into the Voneuw name was limited to the local trucking company and did not reveal significant association to the general industrial history of the Fremont area. Furthermore, no evidence suggests that the buildings have housed activities that allowed a particular owner, tenant, or employee to achieve the historical significance that the buildings would best convey. Instead, the buildings have a broad and unremarkable association with local industrial life and commercial warehousing for a series of revolving tenants. Therefore, the six buildings at 37980 Shinn Street are not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on the development of industrial properties in Alameda County. The six buildings at 37980 Shinn Street display ubiquitous elements of utilitarian industrial support construction, including simple footprints on a largely open storage lot, corrugated metal wall and roof cladding, and minimal architectural embellishment indicative of any particular architectural styling. Dating to the 1960s-1980s, the six buildings show little association with early industrial efforts in Alameda County. No evidence suggests that these buildings reflect an early example of industrial development in the area or that any lot component embodies innovative engineering or technological advancements. Additionally, no distinguished association was discovered for any of the adjacent railroad lines that dominated much of the surrounding site, and the general Fremont rail history of the early 20th century. Lastly, the six buildings at 37980 Shinn Street do not reflect a distinguished example of an architectural style or commercial/industrial building type, nor of the broader utilitarian industrial property type in Alameda County. They are not a distinguished example commercial warehouse, nor are they a known work of a master builder, engineer, or designer. Therefore, the six buildings at 37980 Shinn Street are not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly apply to archaeological resources. The six buildings at 37980 Shinn Street would need to contain data, or potentially contain data, which could contribute to significant historical topics. The six buildings are a typical example of a post-WWII industrial complex contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this intake facility would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. For this reason, the six buildings at 37980 Shinn Street are not significant under Criterion 4/D.

Conclusion

The six buildings situated at 37980 Shinn Street are not eligible for listing in the CRHR and NRHP due to their lack of significance under applicable evaluative criteria. Additionally, the subject buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and do not appear to be historical resources for the purposes of CEQA.

Figures

Figure 1. 1958 Historic aerial showing the site prior to construction. Source: UCSB and ESRI 2022.

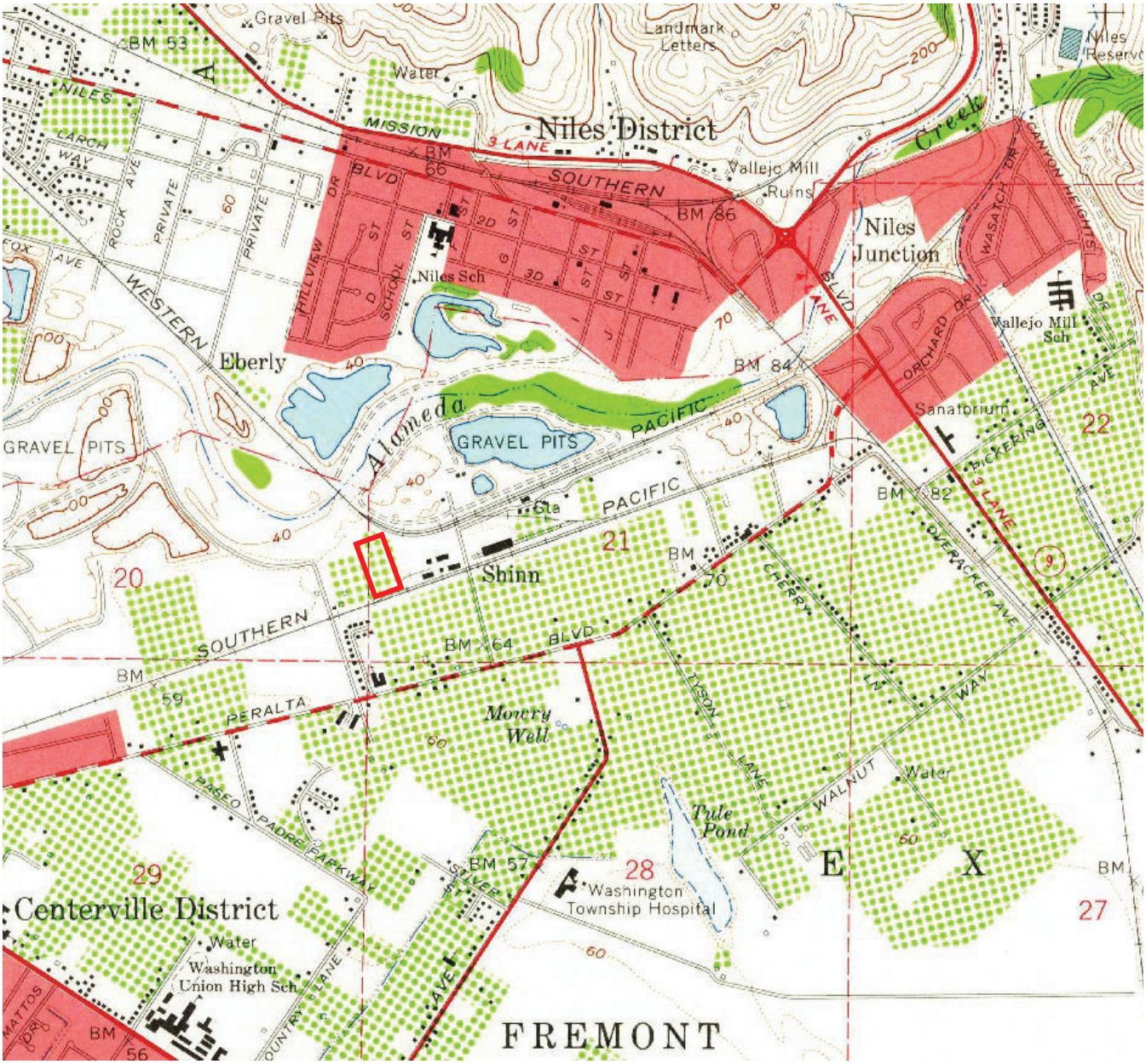


Figure 2. 1961 Niles historic aerial showing the railroad lines and limited development in the site's vicinity prior to construction. Source: USGS 2022.

Figure 3. 1965 Historic aerial showing the site prior to construction, with increased industrial and residential development of the area of the post-war development period. Source: UCSB and ESRI 2022.

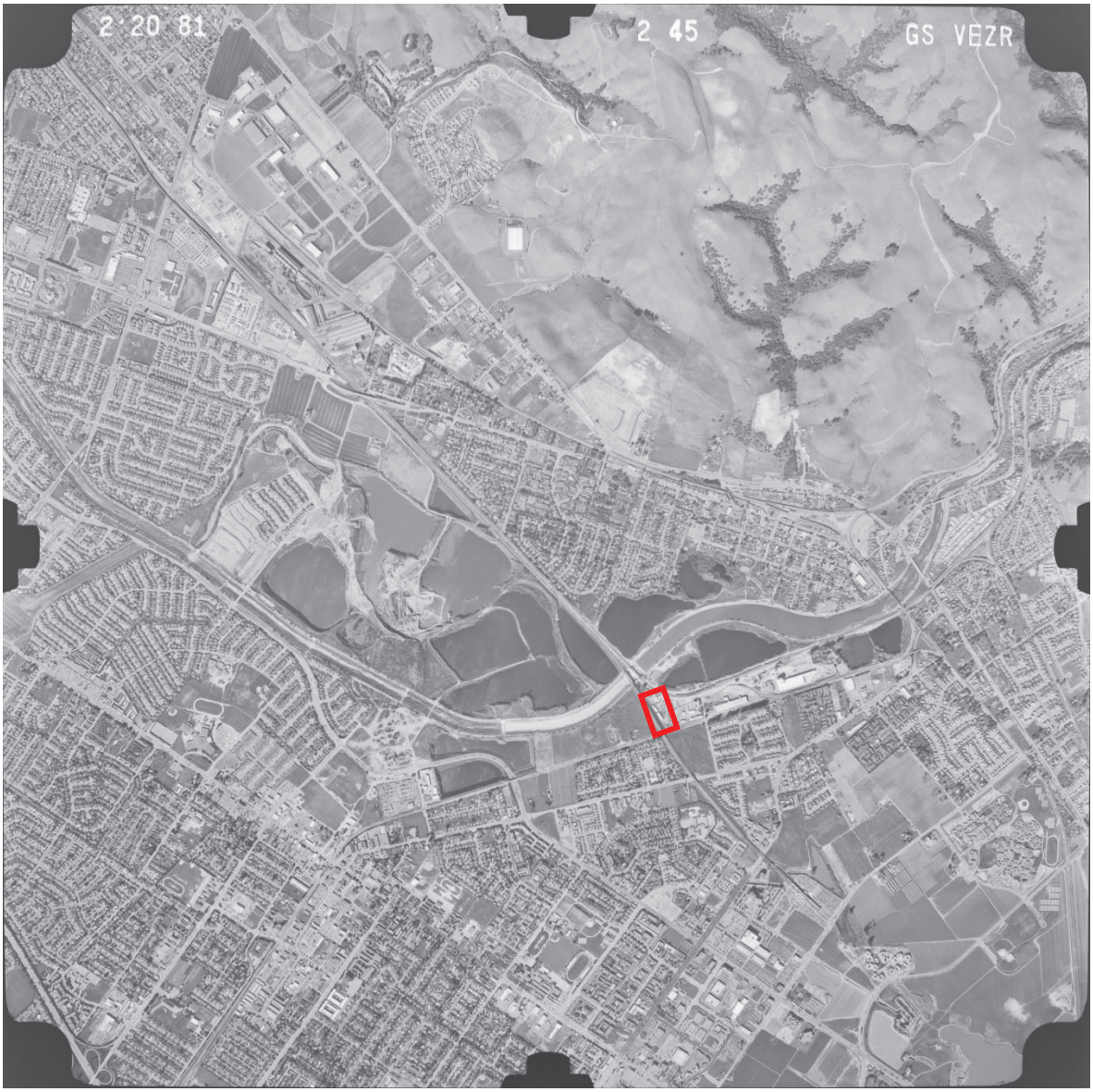


Figure 4. 1980 Historic aerial showing the constructed buildings within the highly industrial and residential development of the area. Source: UCSB and ESRI 2022.

***B12. References**
Citations listed alphabetically.

Google Earth Pro. 2021. Aerial Maps accessed: 37980 Shinn Street, Fremont, CA 1993, 2002, 2006, 2009, 2015, 2020, 2021.

GPA Consulting. 2017. City of Fremont Postwar Development and Architecture Historic Context Statement, 1945-1970. Public Draft. Los Angeles, California. Prepared for the City of Fremont Community Development Department. Available: https://fremont.gov/DocumentCenter/View/33477/Fremont-Postwar-Historic-Context-Statement---Public-Draft---March-2017. Accessed: February 17, 2022.

Nationwide Environmental Title Research, LLC. 1948, 1966, 1968, 1979, 1982, 1987, 1993, 2000, 2010, 2018. Historic Aerials, Arbuckle, California. Available: www.historicaerials/.com/viewer. Accessed: February 15, 2022.

Page & Turnbull, Inc. 2009. “South of Market Area, San Francisco, California Historic Context Statement.” Final. Prepared for City and County of San Francisco Planning Department.

ParcelQuest. 2022. 37980 Shinn Street, Fremont, CA. Available: https://pqweb.parcelquest.com/#home. Accessed: February 16, 2022.

University of California, Santa Barbara (UCSB) and ESRI. 2022. FrameFinder. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: February 16, 2022.

1939. Flight C_5750, Frame 281-74. January 1.

1947. Flight GS_CP, Frame 2-152. January 1.

1958. Flight BUT_1958, Frame 9v-101. January 1.

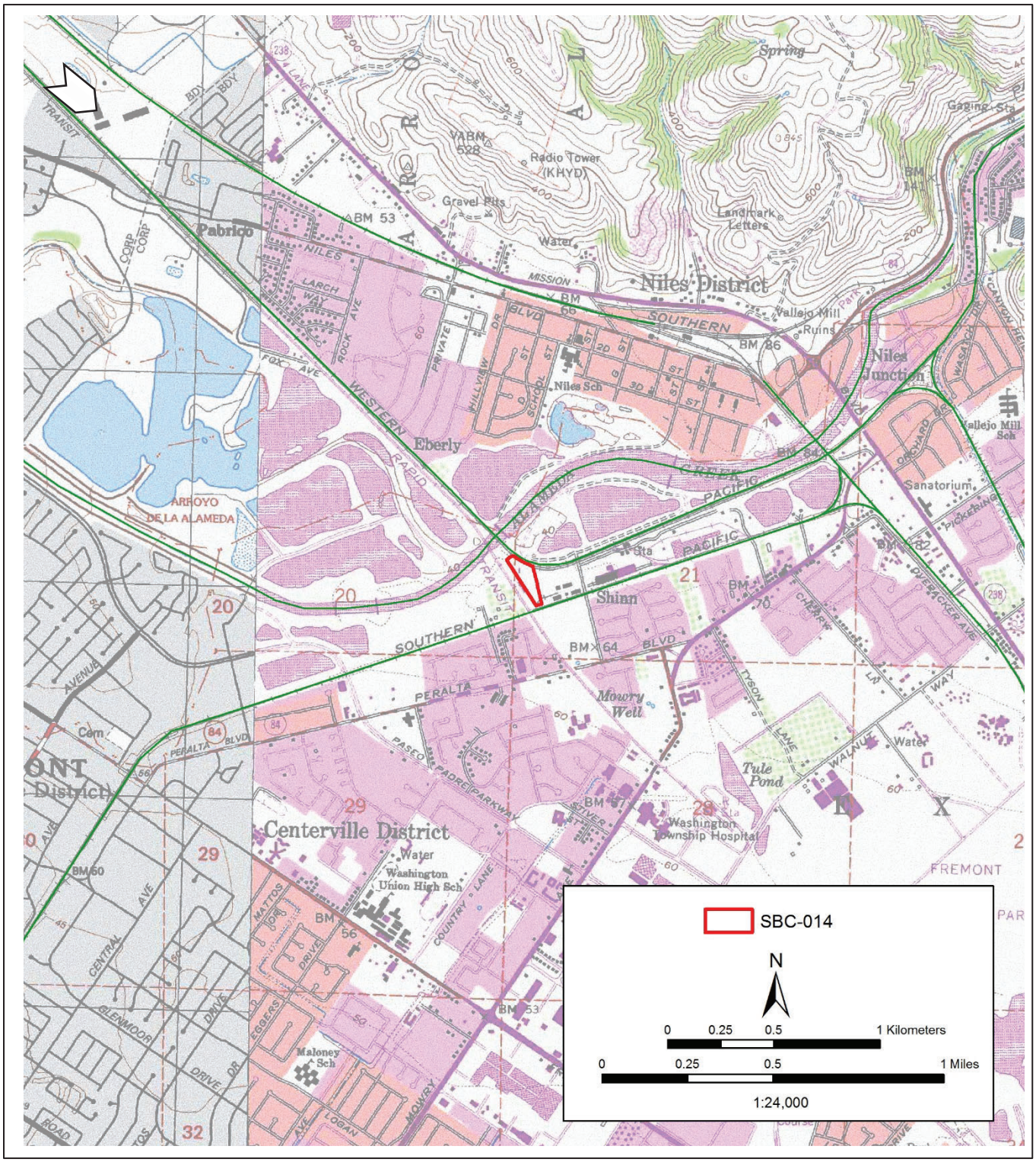
1965. FlightCAS_65_130, Frame8-211. May 1.

1980. Flight GS_VEZR, Frame 2-45. October 28.

U.S. Geological Survey (USGS) and ESRI. 2022. USGS Historical Topographic Map Explorer. USGS Maps accessed: Niles, California 1961. Available: https://ngmdb.usgs.gov/topoview/viewer/#. Accessed: February 16, 2022.

***Map Name:** Location Map for SBC-014 ***Scale:** See scale in image

***Date of Map**: 03/07/2022



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-015 Bridge

P1. Other Identifier: SBC-015 Bridge
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** Hayward **Date:** 1993 **T**_____; **R**____; __ ¼ of __¼ of **Sec:**_____; _____**B.M.**
c. Address: Huntwood Avenue **City**: Hayward **Zip:** 94544
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Located on the east side of Huntwood Avenue at its intersection with Ventura Avenue where the railroad crosses Zeile Creek

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The subject bridge is a single-span sawn timber beam structure set atop a concrete foundation that spans Zeile Creek. The creek flows under the railroad and Huntwood Avenue in southern Hayward, CA. The timber supports are in three layers, with the middle layer composed of smaller railroad tie sized board and are topped in ballast and the railroad tracks rest on top. The span is approximately 16 feet wide and the bridge is approximately 18 feet wide. The height of the bridge above the creek is unknown but has been increased as a result of the channelization of the creek. The wide cut timbers are supported by rounded wooden posts set on top of the concrete walls on either side of the creek. Wooden beams that form perpendicular, stepped wingwalls stretch out on either side of the bridge and are surrounded by ballast. (*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP19: Bridge
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

***P5b. Description of Photo:** (View, date, accession #) West elevation of the bridge, facing east from Huntwood Avenue. ICF 2021.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1930

***P7. Owner and Address:**
Union Pacific Railroad Co. – Fremont Yard
46850 Kato Road
Fremont, California 94538

***P8. Recorded by:** (Name, affiliation, address)
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***P9. Date Recorded:** February 17, 2022

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) SBC-015 Bridge

B1. Historic Name: Railroad Bridge
B2. Common Name: Railroad Bridge
B3. Original Use: Bridge **B4. Present Use:** Bridge
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations) The railroad is part of the now Union Pacific-owned rail line that runs from Oakland to San Jose (Caltrans n.d.). The Southern Pacific Railroad serviced Hayward through the early twentieth century and was the likely builder of the bridge (*Oakland Tribune* 1903:10). The railroad was in its current alignment by 1939 and the bridge was constructed between 1915 and the 1930s before the proliferation of concrete and steel bridges (USGS 1915; Fairchild Aerial Surveys 1939). Zeile Creek was lined with concrete in the mid-1960s (NETR 1960:1966; *Oakland Tribune* 1961:83). It was at this time that the bridge was modified to incorporate the concrete walls under the timber frame of the bridge.

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:** N/A
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** Railroad Bridges **Area:** Fremont, CA
Period of Significance: N/A **Property Type:** Railroad Bridge **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
See Continuation Sheet.

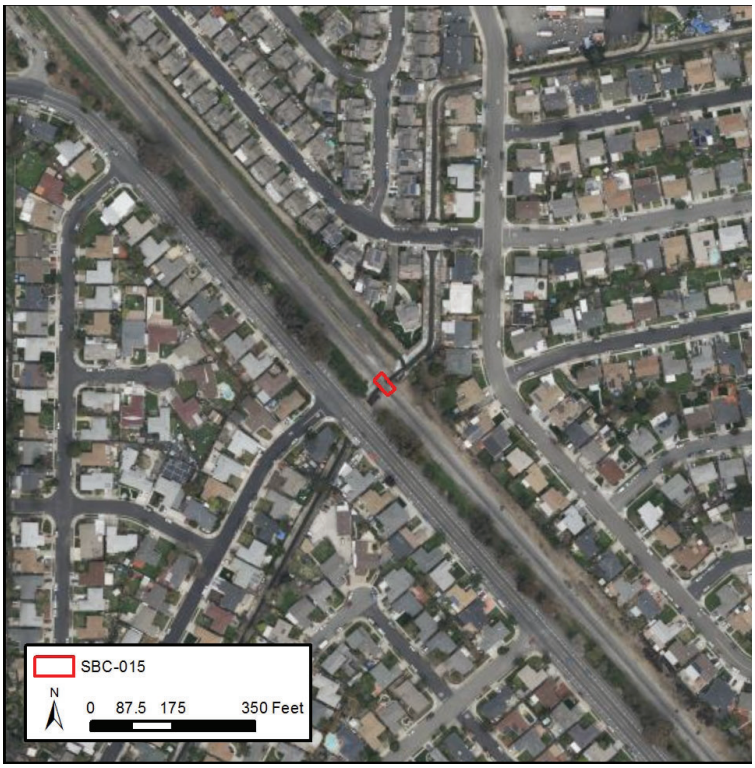
B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Maureen McCoy
ICF, 201 Mission Street, Suite 1500
San Francisco CA, 94105

***Date of Evaluation:**
February 17, 2022
(This space reserved for official comments.)



Sketch Map of SBC-015. Source: Google Earth, imagery date [Month Day, Year].

*P3a. Description (Continued):

Photo 2: East elevation of the bridge. ICF 2022.

Photo 3: Detail view of east elevation of bridge and abutments. ICF 2022.

The west elevation of the bridge shares the creek with an adjacent culvert under Huntwood Avenue, and the open area between the two is enclosed by chain link fencing. A round concrete pipe also faces Huntwood Avenue along this elevation of the bridge (Google 2021). The east elevation of the bridge mirrors the west elevation and both sides have simple metal post and wire railings along the tracks. A metal pipe, likely for utility lines, runs in front of the east elevation of the bridge, and the creek on this side is also enclosed by chain link fence (ICF 2022).

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the subject property include railroad bridges constructed in the 1920s or 1930s in California and Alameda County. For additional information on these historic contexts, please see ICF 2022.

National Register of Historic Places and California Register of Historical Resources Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on non-truss bridges constructed in California between 1900 and 1935. Bridges are eligible under this Criterion if they are associated with transportation development, specifically highway transportation systems (FHWA and CA SHPO 1986:22). Sawn lumber beam bridges were common in the United States as they were economical, easy to construct, and well suited to small spans like this one. While the average lifespan for this type of bridge in about forty years, there are still bridges of this type built in the 1930s and 1940s and that are still in use (Ritter 1990:2-3-2-5). The subject bridge is not noted on maps of the area until 1942 but based on its construction and materials it likely dates from the 1930s when the Southern Pacific Railroad realigned the track in this area (USGS 1915; 1942). The area around the bridge was unimproved or used as agricultural fields for the first half of the twentieth century, and the housing developments on both sides of the railroad were constructed in the 1950s (Fairchild Aerial Surveys 1939; Jack Ammann Photogrammetric Engineers 1947; NETR 1958). The bridge is a utilitarian structure built to accommodate the railroad and altered to accommodate changes to Zeile Creek in the 1960s. It is not associated with significant trends in transportation development from the early twentieth century. Therefore, the bridge is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B requires that a property be directly associated with individuals or groups who have made significant contributions to history at the local, state, or national level. These properties must illustrate these contributions rather than commemorate them. Often, they are associated with the productive lives of individuals, such as where they performed the work for which they are known. The bridge is not associated with any individuals who meet these qualifications. It has been owned and maintained by various railroad companies throughout its history, but an association with a company is not sufficient for this kind of property to be eligible under this Criterion. Therefore, the bridge is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based on bridge designs from 1900 to 1935 in California. Bridges from this era are significant under this Criterion if they are distinctive examples of their type, period, construction method, or if they are representations of the work of a master engineer, designer, or builder (FHWA and CA SHPO 1986:22). Bridges could be utilitarian in design or could display more aesthetic and architectural features associated with architectural trends of their time. Technological innovations from this period include the introduction of reinforced concrete and new uses of metal wire and steel girders in bridge construction. These advancements were driven by the expansion of the highway system (FHWA and CA SHPO 1986:22). The subject bridge is an example of a common utilitarian structure from this period and does not make use of any technological innovations of the period. Therefore, the bridge is not significant under Criterion 3/C.

Criterion 4/D

NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. The bridge would need to contain data, or potentially contain data, which could contribute to significant historical topics. The bridge is an example of commonly constructed bridge type from the in the 1930s. There is a low probability that this property would fill any data gaps not already contained in the historical record. Archaeological surveys have not been conducted as part of this study. However, the lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, the bridge is not significant under Criterion 4/D.

Conclusion

The railroad bridge that crosses Zeile Creek near Hayward, CA is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

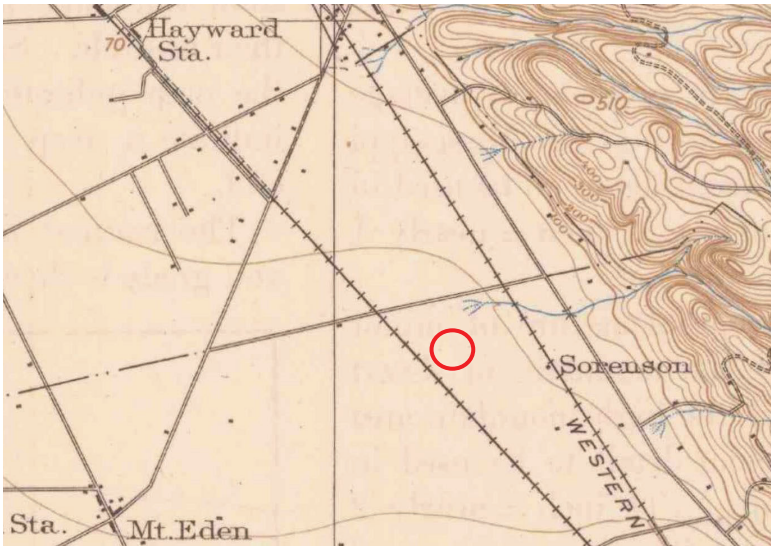


Figure 1. 1915 USGS map of Haywards, with the approximate location of the current bridge outlined in red. Source: USGS 1915.

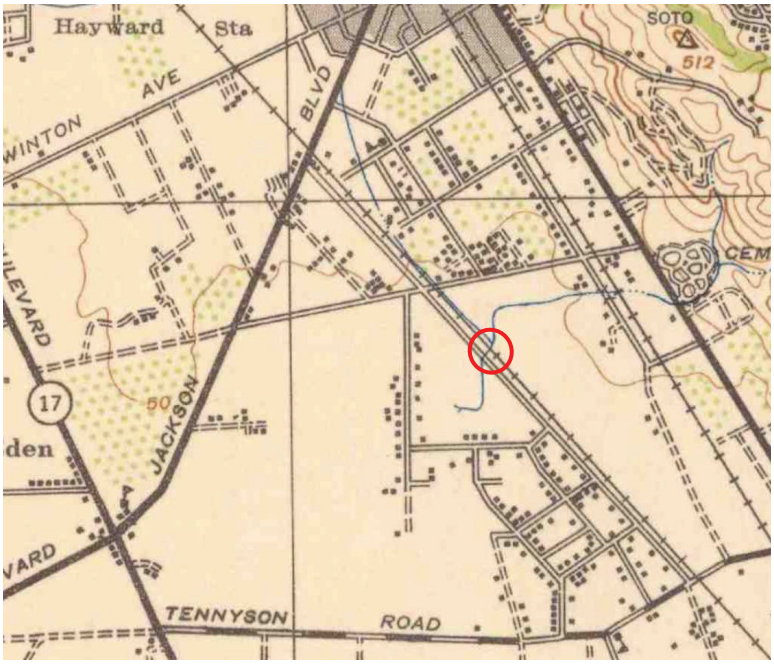


Figure 2. 1942 USGS map of Hayward, showing the creek crossing at the railroad. Source: USGS 1942.

*B12. References

Citations listed alphabetically.

California Department of Transportation (Caltrans). N.d. California Rail Systems, https://www.arcgis.com/apps/webappviewer/index.html?id=010cb07a67a4437f9db5e72090adb0dc, accessed February 17, 2022.

Fairchild Aerial Surveys. 1939. *C-5750, Frame 282-57.* Prepared for USDA. January 1 to December 31. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed February 17, 2022.

Federal Highway Administration (FHWA) and California State Historic Preservation Office (CA SHPO). 1986. *Historic Bridges in California: Concrete Arch, Concrete Girder, Concrete Slab, Canticrete, Stone Masonry, Suspension, Steel Girder and Steel Arch (Thematic).* Consensus Determination of eligibility. Sacramento, CA.

Google Maps. 2021. Niles Boulevard, Fremont, California, 94536, Street view photograph. Mountain View, CA: Google, LLC, May. https://www.google.com/maps, accessed February 17, 2022.

ICF. 2022. Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project. Draft. March. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, CA.

Jack Ammann Photogrammetric Engineers. 1947. *GS-CP, Frame 3-17.* Prepared for U.S Geological Survey. July 29, 1946, to January 16, 1947. https://mil.library.ucsb.edu/ap_indexes/FrameFinder/, accessed February 17, 2022.

Nationwide Environmental Title Research LLC. 1946. Historic Aerials by NETR Online. Hayward, CA.

---. 1958. Historic Aerials by NETR Online. 38073 Vallejo Street, Hayward, CA.

---. 1960. Historic Aerials by NETR Online. 38073 Vallejo Street, Hayward, CA.

---. 1966. Historic Aerials by NETR Online. 38073 Vallejo Street, Hayward, CA.

Oakland Tribune. 1903. “Haywards.” December 22.

---. 1961. “Storm Drain Work to Be Started Soon.” May 11.

Ritter, Michael. 1990. *Timber Bridges: Design, Construction, Inspection, and Maintenance.* United States Department of Agriculture: Forest Service.

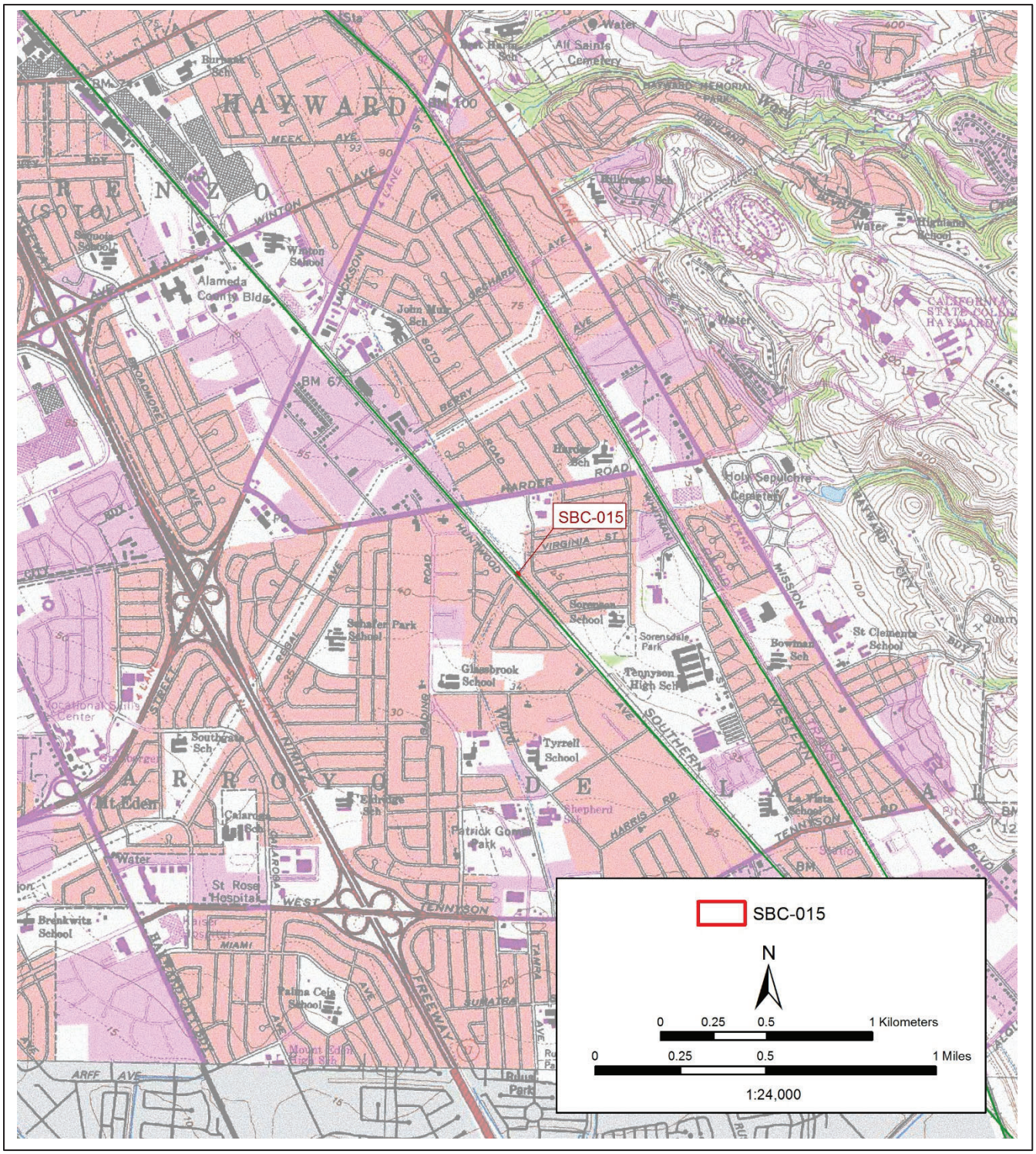
U.S. Geological Survey (USGS) and ESRI. 1915. *Haywards, California* [map]. 1:62500. Denver, CO: USGS. https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 17, 2022.

---. 1942. *Hayward, California* [map]. 1:62500. Denver, CO: USGS. https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 17, 2022.

---. 1947. *Hayward, California* [map]. 1:12000. Denver, CO: USGS. https://livingatlas.arcgis.com/topoexplorer/index.html, accessed February 17, 2022.

***Map Name:** Location Map for SBC-015 ***Scale:** See scale in image

***Date of Map**: 03/07/2022



P1. Other Identifier: P-01-003614; 4560-0009-9999

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

The Newark Railroad Complex (P-01-003614) is an approximately 10-acre quadrilateral property bounded by Thornton Avenue, Sycamore Street, Carter Avenue, and the Union Pacific Railroad (UPRR) (previously Southern Pacific Railroad (SPRR)) tracks in Newark, CA. Approximately 6 acres of the resource's boundary contains modern commercial property and 1999 housing developments separated from the historic-period elements by a brick and concrete sound wall. The Joaquin Murrieta Chapter No. 13 installed a stone marker on the property in September 1979. The marker sits along the northern border along Thornton Avenue and notes the Carter Brothers' past presence on the property (Photo 1). (See continuation sheet)

***P3b. Resource Attributes:** (List attributes and codes) AH7:Road/Trail/Railroad Bed; HP17: Railroad Depot

P5b. Description of Photo: (View, date, accession #) View southeast showing (from left to right) modern c. 1999 housing development and sound wall, decommissioned 1924 tracks, 1926 side tracks, and UPRR active tracks at far right. Concrete loading dock/foundation and modern housing development in distant background. ICF 2022.

***P8. Recorded by:** (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** August 31, 2022

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2022. *Historical Resource Inventory and Evaluation Report for the Capitol Corridor South Bay Connect Project*. December. (ICF 103615.0.001.01.002.05.) Sacramento, CA. Prepared for HDR, Oakland, 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)

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

The remaining 4 acres are owned by the UPRR and contain one unused rail line stamped 1924 (Photos 1, 2, and 3) and one set of side tracks stamped 1926 (Photos 4, 5, 6 and 7). The rail lines orient along a northwest to southeast axis. The 1924 line does not connect to any active rail and abuts a sound wall associated with a modern residential development along Sycamore Street (see P5b and Figure 3). The 1926 line appears to intersect with a modern UPRR main line to the north, is partially obscured by dirt and sand near the concrete platform/foundation, and currently sits fenced off from the main lines by chain-link fencing (Photos 5-8).There is a large L-shaped raised concrete platform and foundation where the 1926 line terminates sitting adjacent to the main UPRR main line (Photos 7 and 8). A sub-surface concrete foundation appears along the southwest corner of the parcel (Photo 9).

The parcel landscape is mostly covered by crushed stone and dirt with unmanicured low-lying shrubs and grasses. The parcel appears to serve as an outdoor storage area for the UPRR with modern construction equipment, railroad ties, piles of used and decomposing railroad stakes, ties, metal piping, and two modern utility sheds surrounding by security fencing (Photo 10). There are no other surface-level historic-period resources visible on the property.

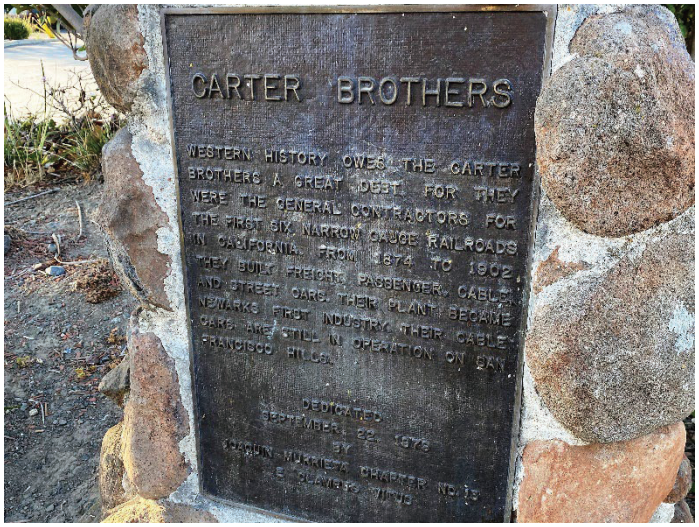


Photo 1: 1979 Carter Brothers Marker along Thornton Avenue. ICF 2022.

Photo 2: Close up view of 1924 side track (on its side). ICF 2022.

Photo 3: View northwest showing a segment of 1924 tracks neighboring the sound wall. ICF 2022.

Photo 4: View northwest showing active UPRR tracks (at left) alongside 1926 side tracks and sound wall (at right). ICF 2022.

Photo 5: View northwest showing side track dating to 1926 with modern fencing. ICF 2022.

Photo 6: Close up view of 1926 side track. ICF 2022.

Photo 7 View southeast showing concrete foundation and 1926 side tracks. ICF 2022.

Photo 8 View southwest detailing of the concrete foundation and loading dock adjacent to inactive lines. ICF 2022.

Photo 9 View northwest, concrete pad from demolished depot at southwest corner of parcel. Active UPRR tracks at left. ICF 2022.

Photo 10: View northeast showing stakes and refuse indicative of materials across the parcel. ICF 2022.

***B10. Significance:** (continued from page 2)

Prior Recordation

Mission Park Heritage Foundation and the Washington Township Historical Resources Inventory Committee prepared a California Department of Parks and Recreation Historic Resources Inventory (HRI) form for the Newark Railroad Complex in June 1974 (Mission Peak Heritage Foundation 1974). This HRI concluded that the property is significant at the local level for its association with important persons Thomas and Martin Carter, operators of Carter Brothers builders, and James Fair, a founding partner of the narrow-gauge South Pacific Coast Railroad (SPCR). The HRI cites the property's period of significance as 1876 to 1960 when the property served as a focal point of railroading activity in the Newark area. According to the HRI, the complex originally contained 8 wooden buildings with direct associations to Newark and regional narrow-gauge railroading and included repair shops for the SPCR, the Carter Brothers' private railroad car building operations, the Graham Brothers Foundry, and the St. Edwards Catholic Church. Originally the Church and the SPCR-designed town plaza formed the core of the Newark community as of c. 1876. As of the HRI's writing, none of the original buildings associated with these operations remained on the property. In 1974 the property served as an SPRR lumber yard with an adjacent vacant field (where the modern residential complex along Sycamore Street now sits). Presently, a portion of the property is owned by the UPRR, while the remaining segments of the resource boundary were sold by the railroad to private interests and now host a housing complex dating to 1999 and commercial operations dating to 2000.

The Built Environment Resources Directory (BERD) for Alameda County lists this property as the "Newark Railroad Complex," with a most recent Office of Historic Preservation (OHP) Status Codes of 7K (BLM921130I) from 1992. A 7K Status Code means the property's eligibility was resubmitted to OHP for action but not reevaluated. The property also has an undated code of 3D (4560-0009-9999, which appears as a notation on the 1974 HRI form). A 3D Status Code means the property appears eligible for the National Register as a contributor to a NR-eligible district through survey evaluation There is no indication that OHP acted further on the status of this property and no evidence suggests anyone has evaluated this resource in the recently . The property as defined on this DPR Update form is not listed in a local register as a historical resource, however, a loosely defined area centered at Thornton Avenue and the UPRR tracks is noted in Alameda County's "Historic Sites, Districts & Points of Interest" document as Newark's "Railroad Yard," describing the resource as "the 1876 headquarters of Southern Pacific Coast Narrow Gauge Railroad built by Senator James Fair." The previously prepared documentation appears to focus on property located west of the subject property around the modern intersection of Ash Street and Thornton Avenue.

Evaluation

This DPR form updates the evaluation for the Newark Railroad Complex with historic contexts summarizing the figures and events previously found important to regional history. The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the Newark Railroad Complex are the history and development of the SPCR, the development of the community of Newark, and the Carter Brothers.

Newark and the South Pacific Coast Railroad (SPCR)

The community of Newark dates to 1876 as a collaborative investment between the Green Point Dairy, Alfred Davis, a San Francisco capitalist, and Jim Fair, a Comstock millionaire. In 1875 the partners purchased a controlling interest in a railroad project aligned through the eventual center of the Newark townsite. This partnership gave rise to the narrow-gauge SPCR, which connected Dumbarton Point to Santa Cruz via the East Bay and established Newark's town center at the area where these tracks curved south toward San Jose. The SPCR also ran high-speed passenger service and freight along the East Bay corridor, shuttling passengers from San Francisco to Santa Cruz in about four hours (City of Newark ND). Branch lines, including the Centerville Branch just east of the subject parcel, were operated using horse power (The Argus 1964:10; Society for the Preservation of Carter Railroad Resources 2017).

Shortly after its 1876 establishment, Newark had a railroad station (then located at the modern intersection of Carter Avenue and the UPRR main lines), a roundhouse, and railroad shop buildings. Newark expanded with retail shops and hotels as the railroad made direct ferry connections to San Francisco possible via its expansion north to Alameda. Newark also hosted early manufacturing industries made possible by, and in support of, the SPCR. Such industries included the Carter Brothers' railroad car building firm (whose Newark shop occupied the southeastern segment of the subject property between Thornton Avenue and Carter Avenue), the Graham Foundry, producers of Wedgewood stoves, and the Arden Salt Company, the predecessor to today's Cargill Salt. The Southern Pacific Railroad (SPRR) purchased the SPCR in 1887 and changed little until 1906. The 1906 San Francisco Earthquake and its reconstruction efforts hastened the SPRR's installation of standard gauge lines along its holdings, including its SPCR's assets. By 1913, the Carter Brothers' shops were abandoned, and the Graham Foundry had also ceased operations at this location (City of Newark ND; The Argus 1964:10; Society for the Preservation of Carter Railroad Resources 2017).

The City of Newark incorporated in 1955 as the neighboring communities of Irvington, Centerville, Mission San Jose, Niles, and Warm Springs negotiated collective incorporation into the present-day City of Fremont (City of Newark ND).

Carter Brothers

Thomas and Martin Carter, active from 1872-1902, built approximately 5,000 railroad cars for several San Francisco Bay Area narrow and standard gauge railroad lines across their 28-year careers. The Carters' first shop opened in Sausalito (1872) serving the North Pacific Coast Railroad. Focusing on narrow-gauge equipment, their suite of products included cable cars, horse cars, electric cars, and a handful of standard gauge cars. The Carters specialized in building "on-site" with locally available materials to keep costs low. The firm operated shops in Monterey (1873) and San Francisco in addition to the Sausalito location. Their final shop in Newark (1877) serviced the SPCR. The SPCR contract resulted in orders for hundreds of freight and passenger cars as well as bridgework and sub-grading along the SPCR's main and branch lines. The Newark shop was located at the intersection of modern Carter Avenue and the UPRR tracks and consisted of three 150-foot long two-bay buildings adjacent to the SPCR lines' back shops and roundhouse. The Newark shop also exported cars to international destinations. For these customers, workers built the cars, decorated them, then disassembled them as "kits" to be built by assemblers upon delivery. The Carters stopped building cars c. 1897. Martin Carter retired and closed the business in 1902, with final sales of overstock inventory occurring in 1906, after which the buildings along Carter Avenue sat abandoned at least through 1913 (Midcontinent.org 2006; Historical Marker Database 2016).

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on the history and development of the SPCR and the development of Newark at the local level of significance. As a railroad property dating to c. 1876, the Newark Railroad Complex has important associations with the SPCR's regional rise and with the SPCR's establishment of Newark. This property marks the original community center of Newark, being the location of many early markers of a growing late-19th century community, including the railroad depot and shops as well as the local church and retail businesses. The complex also has important connections to the development of narrow-gauge railroading in the region, being the location of offices for the SPCR, which established an early narrow-gauge rail connection from Alameda and (via ferry) San Francisco to Santa Cruz. Finally, the complex helped foster several industries important to the Newark area, including the Carter Brothers' railcar construction, Graham Foundry's Wedgewood stove manufacturing, and salt production. For these reasons, the Newark Railroad Complex is significant at the local level of significance under CRHR/NRHP Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B was evaluated based on its association with Carter Brothers, who research suggests were the only prominent individual directly associated with this property. Other individuals identified as having direct associations with the property, gleaned from available newspaper articles and Ancestry.com records, do not appear to have any importance to history based on available research sources. To be found eligible under NRHP Criterion B/CRHR Criterion 2, the Newark Railroad Complex would need to be directly associated with a person (or persons) considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to Newark, often including where such individuals lived or worked. Upon review of digital newspaper archival collections, Google Books, Newspapers.com, Ancestry.com, and accessible city and county-level public records, the Newark Railroad Complex has association with the Carter

Brothers, prominent craftsmen who built narrow- and standard-gauge rail cars for railroads across Northern California. The 1877 Newark shops were a later addition to their business, which originated in Sausalito and San Francisco. While this shop played a role in the development of industry in Newark, no evidence suggests that this shop best embodied the Carter Brothers' work, which was well-established in other Bay Area communities by the time they built their shop in Newark. As such, the Newark Railroad Complex is not significant under CRHR/NRHP Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on the SPCR. Extant engineering components of historic-period railroading activity include two alignments of track and rail, stamped 1924 and 1926, and a utilitarian L-shaped concrete loading platform and foundation. The 1924 rail and track are not connected to existing in-service rail lines and abuts the neighboring residential complex's sound wall. The 1926 rail and track intersect the UPRR's main north-south Coast Subdivision at the northern end of the parcel, however the rail is currently gated and approximately half of the segment sits buried in sand and dirt, suggesting this line is not in active use. No evidence revealed that the extant rails, ties, and other components reflect anything beyond ubiquitous railroading components. These rails were installed by the SPRR after buying the SPCR and no research suggest these components embody distinctive characteristics of any type, period, or method of construction. The railroading components post-date the SPCR's arrival to Newark and are not the first of their kind in the region. These components are not foremost examples of SPCR's railroading technology nor are they novel examples of new railroading technology developed by or for the SPCR at the time of their installation. Research into online newspaper databases and publicly available city and county records lacked any indication that the extant infrastructure has an important association with any prominent builder, architect, or designer notable to Newark, regional, or national history. The remaining infrastructure lacks high artistic values. As such, the Newark Railroad Complex is not significant under CRHR/NRHP Criterion 3/C.

Criterion 4/D

Eligibility for NRHP and CRHR Criterion 4/D most commonly applies to archaeological resources. The Newark Railroad Complex would need to contain data, or potentially contain data, which could contribute to significant historical topics. This property has surface features typical of early 20th century railroading in the East Bay contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this property would fill any data gaps not already contained in the historical record. Even so, the resource's eligibility under Criterion A suggests potential for subsurface archaeological resources with important associations to historical topics. As such, the resource's eligibility under Criterion 4/D as a built environment resource was not evaluated for this DPR Update.

Integrity

Integrity is a property's ability to convey its significance. The Newark Railroad Complex possesses significance under NRHP/CRHR Criteria 1/A however the property must retain its integrity to be a historical resource. As such, the integrity of the Newark Railroad Complex was assessed based on a period of significance of 1876-1906, which encompasses the complex's date of construction as it relates to the SPCR's operations and the establishment of Newark through the Carter Brothers' end of operations as well as replacement of the SPCR narrow gauge rails with SPRR standard gauge lines installed after the 1906 San Francisco Earthquake.

Location is the place where the historic property was constructed or the place where the historic event occurred. The Newark Railroad Complex retains integrity of location. The resource boundary encompasses the same locations as when the SPCR established the complex in 1876.

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The Newark Railroad Complex does not possess integrity of design for its period of significance. None of the buildings dating to the period of significance with important associations to the SPCR remain. The railroad track and rail stamped 1924 no longer connects to an active rail line. The track and rail stamped 1926 maintains its original alignment but is partially obscured and fenced off from the main SPRR line and intersects a decommissioned and partially deconstructed concrete foundation/platform. As such, the Newark Railroad Complex lacks integrity of design.

Setting is the physical environment of a historic property. Set within an urban context, the Newark Railroad Complex's setting has experienced ongoing commercial and residential development with alterations done throughout and postdating its period of significance. Notable constructions include a c. 1999 residential complex and sound wall abutting the 1924 rail and track, construction of residential apartments along Carter Avenue, and removal of historic track lines at this location that historically crossed Cater Avenue and ran eastward to Graham Avenue. Additional higher-density residential and modern commercial developments appear along Carter Avenue, Sycamore Street, and Thornton Avenue. As such, the Newark Railroad Complex lacks its integrity of setting.

Materials are the physical elements that were combined or deposited during a particular period and in a particular pattern or configuration to form a historic property. None of the original buildings or engineering components associated with the SPCR within the period of significance remain on this property. The existing 1924 and 1926 rails were SPRR replacements of earlier standard gauge rails SPRR installed in 1906. These 1906 lines replaced earlier SPCR narrow gauge lines associated with the SPCR's presence on the property. For these reasons, the Newark Railroad Complex no longer has integrity of original materials dating to its period of significance.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. None of the original buildings associated with the SPCR remain on the property. The extant rails and concrete foundation/platform reflect utilitarian constructions that do not embody the crafts of a particular culture or people during a particular period in history or prehistory. For these reasons, this property no longer has integrity of workmanship dating to its period of significance.

Feeling is a property's expression of the aesthetic or historic sense of a particular period. While the Newark Railroad Complex retains a general connection to regional railroading and Newark due to its location and retained use as a railroad property, the extant property lacks important evidence of the historic-period functions or use related to the SPCR's operations. Further, nearly three-fourths of the property is used for modern commercial and residential purposes post-dating the period of significance, further diminishing the property's feeling of a late-19th century railroad-oriented community. For these reasons, the Newark Railroad Complex lacks integrity of feeling dating to its period of significance.

Association is the direct link between an important historic event or person and a historic property. While the property retains a casual association to its historic function due to its orientation and its location to the existing UPRR and the City of Newark, all the historic buildings on this property with associations to the SPCR have been demolished. The center of Newark, once found at and around this location, now sits northeast of the parcel at the modern intersection of Thornton Avenue and Newark Boulevard. The extant tracks on the property retain a casual association to railroading however no longer function as parts of the main UPRR railroad line nor do they embody notable examples of SPRR or SPCR's railroading operations at this location. For these reasons, the Newark Railroad Complex lacks integrity of association dating to its period of significance.

Overall, the Newark Railroad Complex does not possess integrity.

Conclusion

While the Newark Railroad Complex is significant under Criteria 1/A for its important associations to the City of Newark and the establishment of the SPCR, the Newark Railroad Complex is not eligible for listing in the CRHR and NRHP due to its lack of integrity to convey its historical significance. Additionally, the Newark Railroad Complex was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

***B12. References**

The Argus. 1964. "Our Yesteryears." Page 10.

Historical Marker Database. *Carter Brothers*. Available: https://www.hmdb.org/m.asp?m=94310. Accessed August 16, 2022.

Midcontinent.org. *Carter Brothers, Builders.* Available: https://www.midcontinent.org/rollingstock/builders/carterbros.htm. Accessed August 16, 2022.

Mission Peak Heritage Foundation. 1974. *Department of Parks and Recreation Historic Resources Inventory: Newark Railroad Complex* (P-01-003614). Fremont, CA.

City of Newark. ND. *Newark's Roots*. Available: https://www.newark.org/visitors/about-newark/newark-history. Accessed August 16, 2022.

Society for the Preservation of Carter Railroad Resources. 2017. *The Carter Brothers*. Available: http://www.spcrr.org/. Accessed August 16, 2022.

---. 2017. *The South Pacific Coast Railroad*. Available: http://www.spcrr.org/. Accessed August 16, 2022.

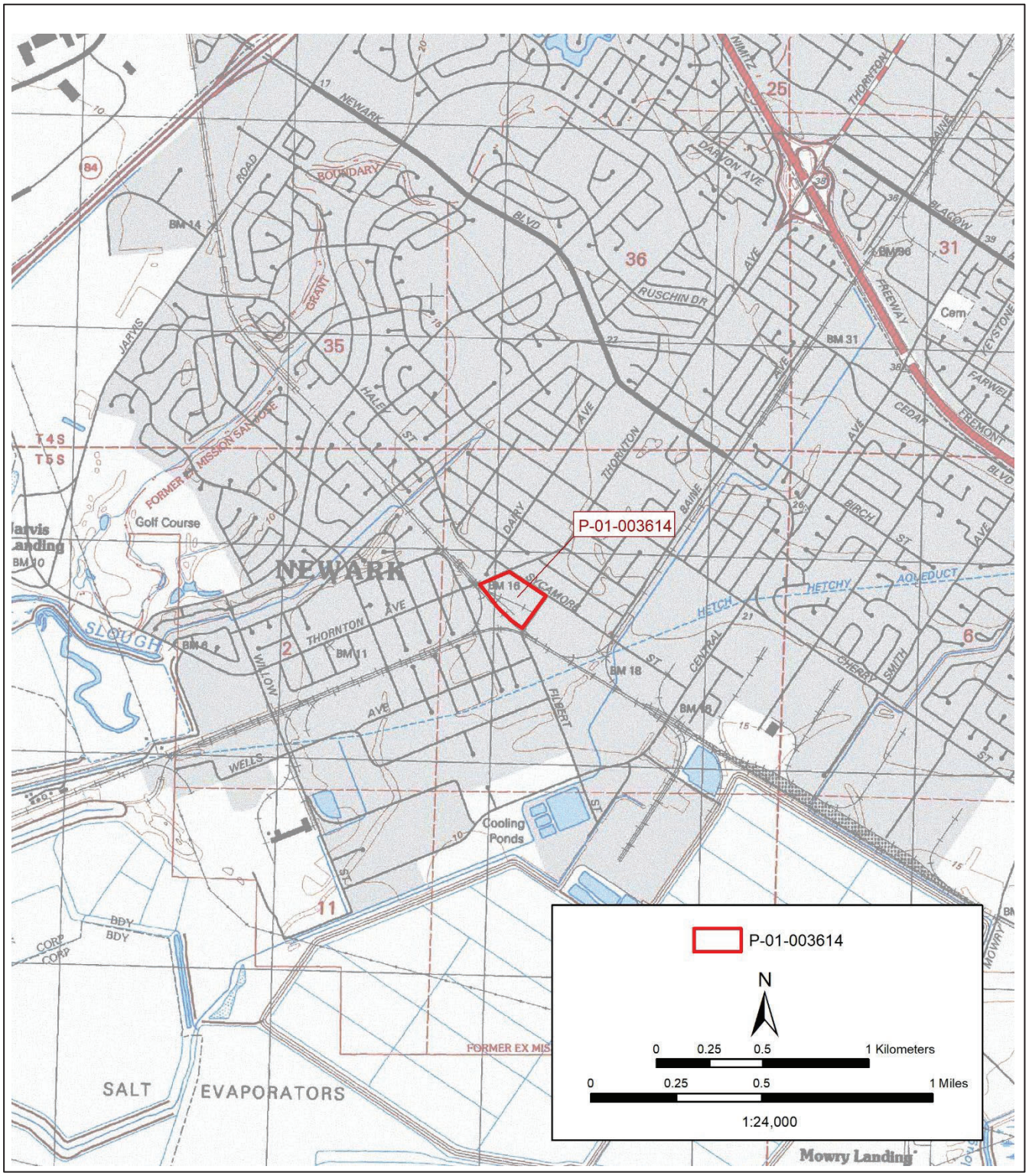
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-003614
HRI#
Trinomial

*Resource Name or #: Newark Railroad Complex

*Map Name: USGS Location Map *Scale: See scale in image *Date of Map: 11/29/2022



*Required information

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

PRIMARY RECORD

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Dyln Apartments

P1. Other Identifier: Dyln Apartments by Trion Living; The Meadows Apartments
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Newark **Date:** 2021 (USGS 2023) **T**_; **R**_; _¼ of _¼ of **Sec:**_; _**B.M.**

c. Address: Leasing Office, 35750 Bettencourt Street, Newark, CA 94560 **City**: Newark **Zip:** 94560

d. UTM: Zone 10S; 583577 mE / 4155290 mN

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

APN#: 092A-0514-004-01; 092A-0514-004-02

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

The Dyln Apartment property sits on two rectangular parcels in Newark southwest of State Route 84 and State Route 880. The property includes 20 multi-family apartments, ancillary buildings, and covered parking structures within the boundaries of Haley Street to the north, Bettencourt Street to the west, private property boundaries along Birkdale Drive to the south, and the railroad line with a low, concrete block wall to the east. The two parcels cover approximately 3.06 acres. The apartment complex displays a modest unifying landscape between buildings, including manicured hedges, low privacy walls along small backyard spaces, and scattered flower beds along pedestrian walkways. This evaluation focuses on all 20 multi-family residential and ancillary buildings across the two parcels. Visual inspection reveals vernacular features of the multi-family building typology among the buildings. (*See Continuation Sheet).*

***P3b. Resource Attributes:** (List attributes and codes) HP3: Multiple family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photo 1. Dyln Apartment building from the intersection of Bettencourt Street and Haley Street, looking SE. ICF 2023.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
ca. 1963 (ParcelQuest 2023; NETR 1960; NETR 1966).

***P7. Owner and Address:**
Bettencourt Investors Tic Owner LLC
700 N San Vicente Boulevard, #G860
West Hollywood, California, 90069-5060

***P8. Recorded by:** (Name, affiliation, address)
Nicole Felicetti
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** April 11, 2023

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Dyln Apartments

B1. Historic Name: The Meadows Apartments
B2. Common Name: Dyln Apartments
B3. Original Use: Residential Multi-family **B4. Present Use:** Residential Multi-family
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The buildings of the Dyln Apartment complex date to c. 1963 (ParcelQuest 2023). The property was included among Tract No. 2298, a development of mostly single-family houses south of the railroad right-of-way associated with the Windsor Land Company (see the tract map in **Figure 1**) (City of Newark 1963). Based on historic aerial photographs dating to 1966, the subject parcels show the 20 apartment complex buildings with the same massing and site configuration as 2023 (Nationwide Environmental Title Research [NETR] 1966; GoogleEarth 2023). A pool was added to the site between 1979 and 1980 (NETR 1979; NETR 1980). The roof cladding materials on approximately seven buildings on the property were replaced between 1993 and 2000. Landscaping and egress (throughout traffic and pedestrian paths) around the property buildings appear to remain unchanged through the late 20th to early 21st centuries (NETR 1993; NETR 2000; NETR 2020). The property ownership and name of the property changed from the Meadows Apartments (at least since 2008) to the Dyln Apartments between 2019 and 2020 (Google Streetview 2008; Google Streetview 2019; Google Streetview 2020).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:**
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

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

See Continuation Sheet.

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

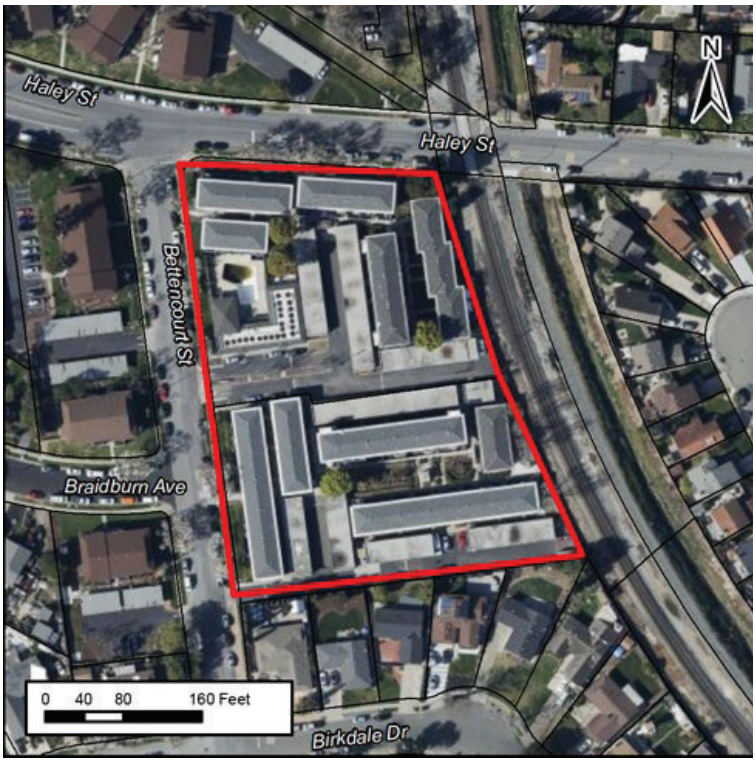
***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Nicole Felicetti
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
June 16, 2023

(This space reserved for official comments.)



Sketch Map of the Dyln Apartment complex. Source: Google Earth, imagery date June 15, 2023.

***P3a. Description (Continued):**

The Dyln Apartment property comprises two-story, I-shaped apartment buildings, covered parking structures, a community pool, and ancillary buildings to house the leasing office and similar use. Buildings are clad in stucco and punctuated with paired sliding windows and single and double pedestrian doors. Hipped roofs with moderate eaves and exposed rafters cap the apartment buildings, and flat roofs top the parking structures. Wood balusters line the second-story balcony guardrails and the privacy walls of small, ground-floor outdoor patios (**Photo 2**). Similar wood pergolas mark the entrances of breezeways through and between buildings (**Photo 3**). Front entrances to the apartment buildings are distinguished by attached porch hoods, flanked by paired windows, and applied vertical wood slat detailing. Metal exterior stairs providing access to the second story attach to the short elevation of apartment buildings. Metal guardrails line some areas of the property boundary and points of pedestrian entry and walkways (**Photo 4 and Photo 5**). A two-way street provides the main point of automobile access to the property from the west off Bettencourt Street (**Photo 6**). Many buildings and structures on the property are not visible from the public right-of-way, including those on the eastern property boundary adjacent to the concrete block wall lining the railroad (**Photo 7**).

Photo 2 West elevation of an apartment building from Bettencourt Street, looking NE. ICF. 2023.

Photo 3 West elevation of an apartment building with small pergola from Bettencourt Street, looking NE. ICF. 2023.

Photo 4 North elevation of an apartment building from Haley Street, looking S. ICF 2023.

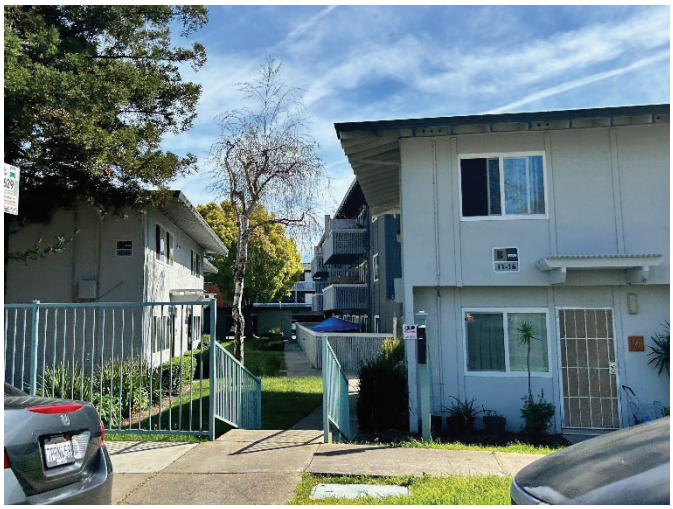


Photo 5 North elevation of an apartment building with fencing and landscaping between buildings on Haley Street, looking S. ICF 2023.

Photo 6 Primary automobile entrance off of Bettencourt Street providing access between buildings, looking NE. ICF. 2023.

Photo 6 East elevations and eastern property boundary, lined by a concrete block wall across Haley Street and the railroad tracks, looking SW. ICF. 2023.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the Dyln Apartment complex include East Bay Residential Development, Multi-family Residential Building Type, and the history of the Dyln Apartments. For additional information on these historic contexts, please see ICF 2023.

Site History

The Dyln Apartment complex dates to ca. 1963 (ParcelQuest 2023; NETR 1960; NETR 1966). Prior to construction, a single building sat on the property with a long and narrow footprint among otherwise undeveloped land. Scattered buildings sit on the adjacent land east of the railroad (NETR 1960). Between 1960 and 1966, the buildings associated with the railroad to the east were demolished, and tract housing developments sprang up to the south, southwest, and northeast of the subject property (NETR 1960; NETR 1966). Research yielded no information on the original owner and developer of the Dyln Apartments. Between 1982 and 2000, the undeveloped land around the subject property was completely populated with new construction of tract housing development. The apartment complex underwent alterations to roof cladding in the same period (NETR 1982; NETR 2000).

CRHR and NRHP Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay Residential Development and the site history of the Dyln Apartments. The Dyln Apartments, dating to ca. 1963, do not reflect the earliest multi-family residential development in the East Bay following World War II or represent a multi-family building typology construction pattern. The Dyln Apartments have no important associations with primary East Bay residential development, specifically a boom in Newark's residential subdivisions and planned community development in the mid-20th century. Historically, Dyln Apartments have no meaningful association with Newark's incorporation in September 1955. Moreover, the Dyln Apartments construction period post-dates the initial boom that occurred adjacent to primary thoroughfares like State Route 84 and Newark Boulevard and was one of the many to populate the growing number of communities throughout the East Bay. Dyln Apartments was and still is completely surrounded by single-family residential tract development in Newark, thus, the apartment complex does not exemplify an important association with the East Bay Residential Development, nor did it catalyze additional residential development. Therefore, Dyln Apartments is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B was evaluated based on East Bay residential development, specifically in Newark, and the site history of Dyln Apartments. To be found eligible under CRHR Criterion 2/NRHP Criterion B, Dyln Apartments would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Newark area, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records, Dyln Apartments has no important associations with notable figures of local, state, or national histories. Though an architect nor a builder was identified in the historical record, it is unlikely that Dyln Apartments, a ubiquitous 1960s apartment complex construction post-dating the East Bay's 20th-century residential development boom, would best embody a design professional's potential

significance to local, state, or national history. No research revealed important associations between Dyln Apartments and the current owners (ParcelQuest 2023). Therefore, Dyln Apartments is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based on and the multi-family residential building type. The Dyln Apartments is one of many examples of a multi-family residential building in Newark and across the United States, specifically in the 1950s and 1960s. The Dyln Apartments date to 1963 and reflect a ubiquitous example of the building typology, comprised of multiple I-shaped, two-story buildings featuring stucco and a lack of cohesive architectural ornament or an applied style. Better examples to demonstrate the typology would include multiple cladding materials and more elaborate architectural detailing (Fowler et al. 2018: 20-21). In contrast, the Dlyn Apartments do not present a cohesive style and lacks high artistic values. The Dyln Apartments lack a distinguished style on its modest "stucco box" form and instead has a collection of disjointed applied ornamentation, including porch hoods and pergola entry/breezeway areas, applied vertical wood slats, and moderate eaves with exposed rafters. Instead, the Dyln Apartments display an array of vernacular features that do exemplify one architectural style. Additionally, the individual units across the residential buildings present several alterations by various owners since their construction. Common alterations include replacing pedestrian doors, vinyl and aluminum windows, roof cladding, and the addition of metal security doors. The Windsor Land Company is associated with the establishment of Tract No. 2298 in 1963, in which the land of the Dyln Apartments was subdivided, and Bettencourt Street and single-family houses to the south. Windsor Land Company appears to be a common example of Post-World War II developer-builders in urban centers across California (Caltrans 2011:16-17,124). The multi-family building typology does not best represent this development type, and the modest, vernacular example suggests the subject property is not the best example of a notable architect, builder, designer, or engineer. Therefore, Dyln Apartments is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly apply to archaeological resources. The Dyln Apartments would need to contain data, or potentially contain data, which could contribute to significant historical topics. The Dyln Apartments are a typical example of a post-WWII apartment complex in the East Bay and Newark, contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this tract would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, Dyln Apartments is not significant under Criterion 4/D.

Conclusion

The Dyln Apartments complex at 35750 Bettencourt Street is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the Dyln Apartments complex was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

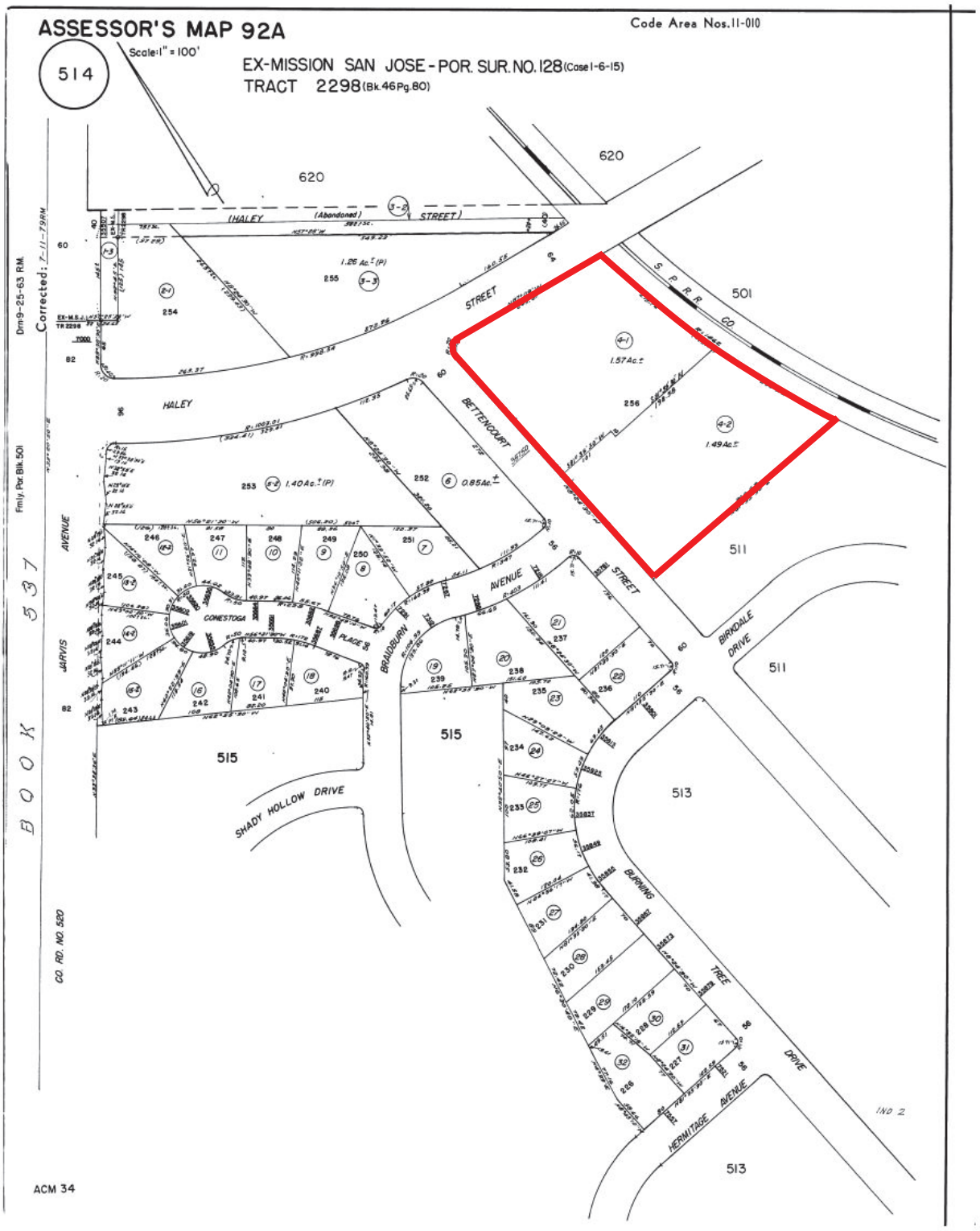


Figure 1 Tract Map for Tract No. 2298. City of Newark 1963. Red notes the parcels adjacent to the railroad right-of-way. Edited by ICF. 2023.

*B12. References

Citations listed alphabetically.

California Department of Transportation (Caltrans). 2011. Tract Housing in California, 1945-1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

City of Newark. 1963. *Tract 2298*. Newark, Alameda County, CA: October. Prepared by W. Edw Dutra P.E.

ICF. 2023. ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

Fowler, Kari, Heather Goers, and Christine Lazzaretto. 2018. “Los Angeles Citywide Historic Context Statement: Multi-Family Residential Development, 1895–1970.” SurveyLA. Prepared for City of Los Angeles Office of Historic Resources. Accessed August 11, 2021. Available: https://planning.lacity.org/odocument/1a7b1647-4516-45da-9cff-db2db3b9b440/Multi-FamilyResidentialDevelopment_1910-1980.pdf.

Nationwide Environmental Title Research (NETR) LLC. 2023. Historic Aerials by NETR Online. 35750 Bettencourt Street, Newark, CA. 1960, 1966, 1968, 1979, 1982, 2000, 2020.

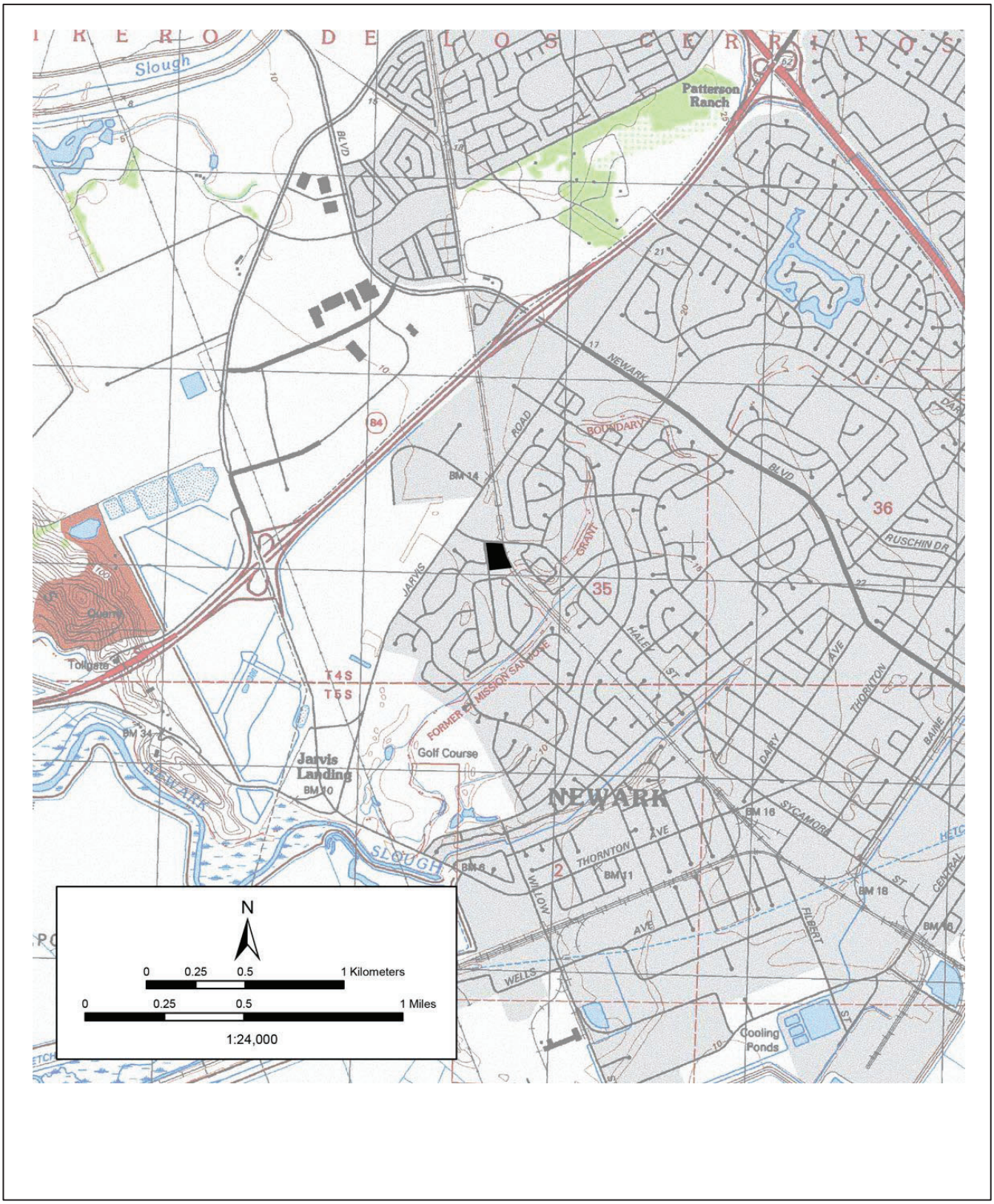
ParcelQuest. 2023. 35750 Bettencourt Street, Newark, CA. Accessed: May 30, 2023. Available: https://pqweb.parcelquest.com/#home.

U.S. Geological Survey (USGS) and ESRI. 2023. USGS Historical Topographic Map Explorer. USGS Maps accessed: Newark 2021. Available: https://ngmdb.usgs.gov/topoview/viewer/#14/37.5407/-122.0524. Accessed: May 26, 2023.

***Map Name:** Dyln Apartments

***Scale:** See scale in image

***Date of Map**: 6/15/2023



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) The J.E. Haley Tract

P1. Other Identifier: Tract No. 2298
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** Newark **Date:** 2021 (USGS 2023) **T**_; **R**_; _¼ of _¼ of **Sec:**_; _**B.M.**
c. Address: Birkdale Drive **City**: Newark **Zip:** 94560-1510
d. UTM: Zone 10S; 583711 mE / 4155127 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Tract No. 2298

APN#: 092A-0511-005-00; 092A-0511-006-00; 092A-0511-007-00; 092A-0511-008-00; 092A-0511-009-00; 092A-0511-010-00; 092A-0511-011-00; 092A-0511-012-00; 092A-0511-013-00; 092A-0511-014-00; 092A-0511-015-00; 092A-0511-016-00; 092A-0511-017-00; 092A-0511-018-00; 092A-0511-019-00

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

The J.E. Haley Tract, or Tract No. 2298, is a roughly triangular-shaped housing tract situated in Newark southwest of the intersection of State Route 84 and State Route 880. The tract includes 79 parcels comprising single-family residences along Birkdale Drive, Brandywine Street, and Bettencourt Street to the latter two streets' intersection with Birkdale and Burning Tree Drive. (*See Continuation Sheet).*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photo 1 J.E. Haley Tract exemplified by L-shape Ranch single-family residences like 7464 Birkdale Drive, looking E. ICF. 2023.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1963 (ParcelQuest 2023; NETR 1960; NETR1966).

***P7. Owner and Address:**
Multiple.

***P8. Recorded by:** (Name, affiliation, address)
Nicole Felicetti
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** April 11, 2023

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) The J.E. Haley Tract

B1. Historic Name: Tract No. 2298; J.E. Haley Tract
B2. Common Name: Birkdale Drive
B3. Original Use: Residential; Single-family
B4. Present Use: Residential; Single-family
***B5. Architectural Style:** Ranch

***B6. Construction History:** (Construction date, alteration, and date of alterations)
The J.E. Haley Tract dates to 1963 (City of Newark 1963; ParcelQuest 2023). Prior to construction, the tract was mostly undeveloped with scattered single-family houses on large plots surrounding the immediate area. Between 1960 and 1966, the houses were demolished to make way for the impending tract subdivisions. Tract development of single-family houses existed to the far north and northeast of the subject properties around Newark Boulevard prior to 1966 (Nationwide Environmental Title Research [NETR] 1960; NETR 1966). In 1962, the Newark city council considered the plans for the Pacific Gas & Electric Company's plans for a new "streamline underground" system for utility installation prior to the Planning Commission making a determination on the J.E. Haley Tract subdivision (*The Argus* 1962:3). In 1963, the Windsor Land Company established J.E. Haley Tract, which was subdivided and built out Birkdale Drive and single-family houses (ParcelQuest 2023; City of Newark 1963). Front and rear additions to residences by property owners in the late 20th to 21st centuries altered massings, roof claddings, and footprint from L-plans to irregular plans (NETR 2000; 2020).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:**
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A

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

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Nicole Felicetti
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
June 16, 2023

(This space reserved for official comments.)

Sketch Map of the J.E. Haley Tract. Source: Google Earth, imagery date June 15, 2023.

***P3a. Description (Continued):**

The individual residences sit on rectangular and irregularly shaped parcels ranging from 7,200 square feet up to 9,882 square feet. The tract does not display an obvious unifying landscape theme along the public right-of-way. This evaluation focuses on the 15 single-family residential buildings located within a 2.71-acre portion of the tract that is located adjacent to the railroad right-of-way. The residences sit at the eastern curve of Birkdale Drive and eastern end of the cul-de-sac intersecting Birkdale Drive on the eastern end of the tract. Visual inspection reveals two house types within the area. These properties exhibit the Ranch style.

House Type 1

Photo 1 7490 Birkdale Drive, House Type 1, looking E. ICF. 2023.

Photo 2 7498 Birkdale Drive, House Type 1, looking NE. ICF. 2023.

Photo 3 7476 Birkdale Drive, House Type 1, looking NE. ICF. 2023.

House Type 1 is defined by the following features: Ranch style footprint, massing, and details (**Photo 1 and Photo 2)**. Originally one-story height; only one example of a second-story addition with additional porch cover (**Photo 3**). Originally L-plan (four examples intact); five examples have been modified to U- and T-plans with the construction of front or rear additions, including two of which with a perpendicular volume protruding from the long residential volume (**Photo 4**). Oriented with a street-facing garage in the protruding massing and the long side parallel to the street; an asymmetrically placed perpendicular garage wing projects from the residential volume; stucco cladding; low-pitched cross-gable roof with moderate eaves extended to form a small covered porch; primary entrances located near the junction of the L-shape residential volume and face the street; one primary entrance flanked by vinyl windows; concrete driveways and pedestrian pathways cut through the landscaped front yard and lead to the attached garages and covered front entries. House Type 1 applies to nine properties evaluated in this form.

House Type 2

Photo 4 7482 Birkdale Drive, House Type 2, looking E. ICF. 2023.

Photo 5 7456 Birkdale Drive, House Type 2, looking NE. Google Maps. 2011.

House Type 2 is defined by the following features: Ranch style footprint, massing, and details. One-story height. Originally L-plan (four examples intact); two examples have been modified to irregular plans with the construction of rear additions. Oriented with street-facing garage recessed in the short volume parallel to the street; one example has a low-pitched hipped roof (**Photo 5**), and one example has a low-pitched hip-on-gable roof (**Photo 6**); stucco cladding with wood trim detailing, including shutters on one example; moderate eaves extended to form a small covered porch; primary entrances located near the junction of the L-shape residential volume and either face the street next to the garage door or face the driveway to the side; two window pairings punctuate the residential volume protruding toward the street; porches lack posts; concrete driveways and pedestrian pathways cut through the landscaped front yard and lead to the attached garages and covered front entries. House Type 3 applies to six properties evaluated in this form.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the J.E. Haley Tract include East Bay Residential Development, Newark and the South Pacific Coast Railroad, Ranch Style, and the history of the J.E. Haley Tract. For additional information on these historic contexts, please see ICF 2023.

CRHR and NRHP Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay Residential Development. The J.E. Haley Tract has associations with the theme of post-World War II residential development in Alameda County as an extant example of single-family residential development dating to the mid-20th century. The J.E. Haley Tract, dating to 1963, does not reflect the earliest residential development in the East Bay or tract development following World War II in the single-family house typology, Ranch architectural style. Similar residential neighborhoods appear before the subject tracts' development along Haley Street and Mayhews Landing Road, northeast and southeast of the subject properties (NETR 1960; NETR 1966). The tract has no important associations to East Bay residential development, specifically a boom in Newark's residential subdivisions and planned community development in the mid-20th century. The J.E. Haley Tract does not have any meaningful association with Newark's incorporation in 1955 (City of Newark ND). Moreover, the J.E. Haley Tract's subdivision post-dates the initial boom that occurred adjacent to primary thoroughfares like State Route 84 and Newark Boulevard and was one of the many to populate the growing number of communities throughout the East Bay. The tract did not serve as a catalyst for intensive residential development in the surrounding area, which began as early as the mid-1950s and appears fully developed by 1966. Finally, these tracts have been subsumed into neighboring residential tracts along Spruce Street and Indian Wells Drive which undermines these tracts' distinction as a separate residential entity. Therefore, the J.E. Haley Tract is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B was evaluated based on East Bay residential development, specifically in Newark, and the site history of the J.E. Haley Tract. To be found eligible under this criterion, the J.E. Haley Tract would need to be directly associated with

a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Newark area, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com and other accessible public records, the J.E. Haley Tract has no important associations with notable figures of local, state, or national histories. No research revealed important associations between the J.E. Haley Tract and the current owners (ParcelQuest 2023). Therefore, the J.E. Haley Tract is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion 3/C was evaluated based on Ranch style architecture. The J.E. Haley Tract is not a significant example of its type, style, or era, lack high artistic value, and is not the work of a master architect, builder, designer, or engineer. The J.E. Haley Tract is one of many common examples present in Newark and across the United States. The residences are typical examples of Ranch style single-family residential buildings of the era and are not architecturally significant. In addition, the tract plan lacks cohesive features, such as landscaping and house forms; it is not notable among the enumerable tracts constructed after World War II. The single-family residences date to 1963 and reflect a ubiquitous tract example of the Ranch style, having an L-shape footprint with a low-pitched roof, an attached detached garage, and covered front entry porch and door on the primary elevation. The houses are ubiquitous examples of the typology and style, lacking high-style Ranch elements, including a prominently visible picture or grouped windows, mixed cladding materials, and distinctive porch supports and detailing. The single-family residence lacks high artistic values. In most cases the residences have undergone alterations by various owners since their construction in 1963. Common alterations include replacement of pedestrian and garage doors, vinyl windows, roof and exterior wall cladding, and altered driveways and street-facing vegetation. Post-World War II developer-builders arose in urban centers across California to meet intensified demand for residential properties with designs meant to be built using mass-production methods (Caltrans 2011:16-17,124). Windsor Land Company appears to be a common example of this trend, but do not appear to be notable builders or developers important to the City of Newark or Alameda County. The modest, late-period example of Ranch architecture suggests that these properties are not the best examples of a notable architect, builder, designer, or engineer. Therefore, the J.E. Haley Tract is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. The J.E. Haley Tract would need to contain data, or potentially contain data, which could contribute to significant historical topics. The J.E. Haley Tract is a typical example of post-WWII residential housing tract in the East Bay and Newark, contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this tract would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, the J.E. Haley Tract is not significant under Criterion 4/D.

Conclusion

The J.E. Haley Tract along Birkdale Drive is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, the J.E. Haley Tract was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

Figure 1 Tract Map for the J.E. Haley Tract . Alameda County 1963. Red notes the parcels adjacent to the railroad right-of-way. Edited. ICF. 2023.

***B12. References**

Citations listed alphabetically.

California Department of Transportation (Caltrans). 2011. Tract Housing in California, 1945-1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

City of Newark. 1963. *Tract 2298*. Newark, Alameda County, CA: October. Prepared by W. Edw Dutra P.E.

-----. ND. Newark History. Accessed May 30, 2023. Available: https://www.newark.org/visitors/about-newark/newark-history.

Google Maps. 2011. *Newark, California, Streetview*. Mountain View, CA: Google, LLC, June. Accessed June 2, 2023.

ICF. 2023. ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

Nationwide Environmental Title Research (NETR) LLC. 2023. Historic Aerials by NETR Online. 7456 Birkdale Drive, Newark, CA. 1960, 1966, 1988, 2000, 2020.

The Argus. 1962. "Council Likes New Utilities Concept." November 14. Page 3.

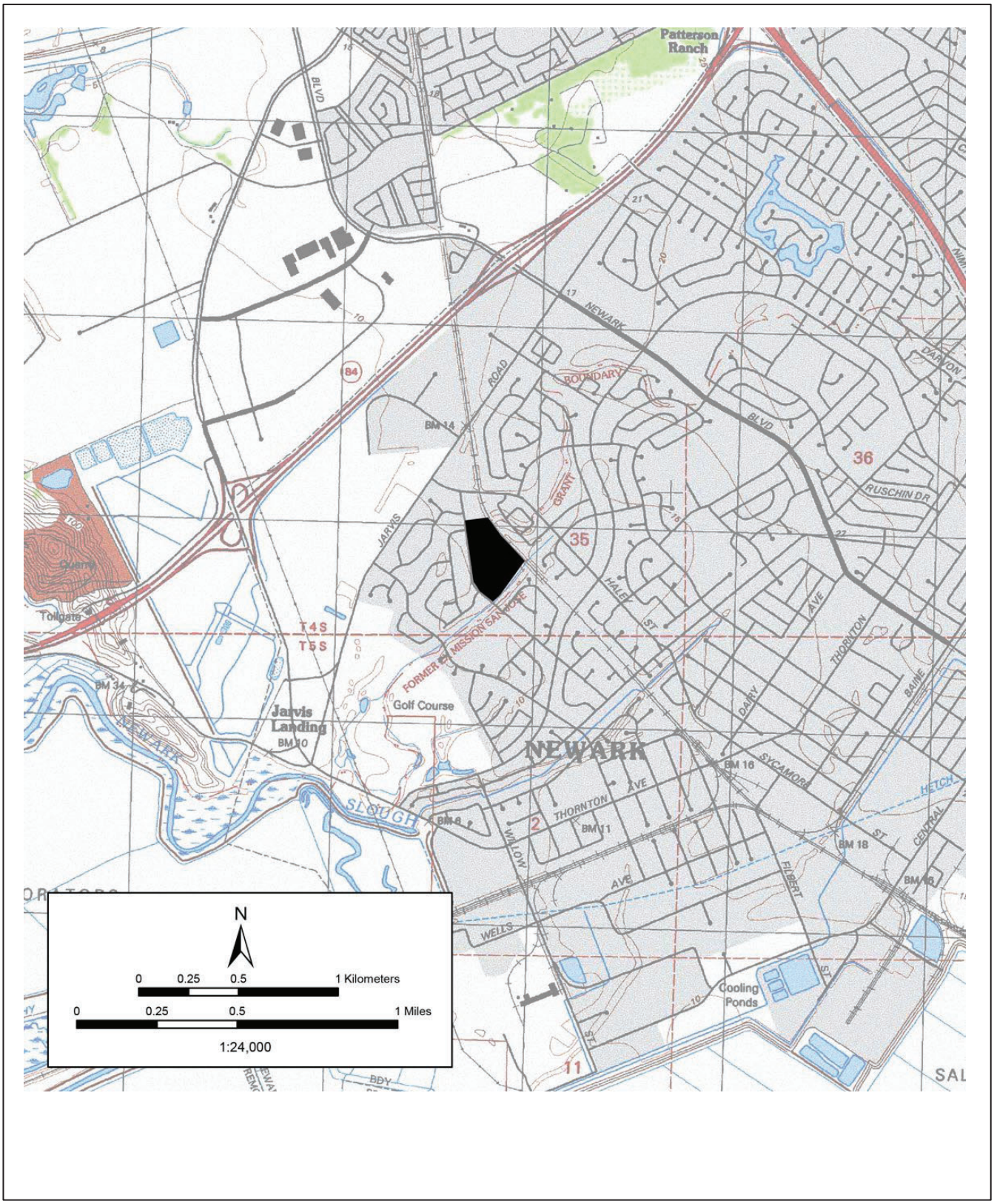
ParcelQuest. 2023. Birkdale Drive, Newark, CA. Accessed: May 30, 2023. Available: https://pqweb.parcelquest.com/#home.

U.S. Geological Survey (USGS) and ESRI. 2023. USGS Historical Topographic Map Explorer. USGS Maps accessed: Newark 2021. Available: https://ngmdb.usgs.gov/topoview/viewer/#14/37.5407/-122.0524. Accessed: May 26, 2023.

***Map Name:** The J.E. Haley Tract

***Scale:** See scale in image

***Date of Map**: 6/15/2023



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

PRIMARY RECORD

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract No. 2088

P1. Other Identifier: _____

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

***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad:** Newark **Date:** 2021 (USGS 2023) **T**_; **R**_; ¼ of __¼ of **Sec:**_; **B.M.**

c. Address: Marne Place, Calais Place **City**: Newark **Zip:** 94560-1638 and 94560-1645

d. UTM: Zone 10S; 583975 m E / 4154974 m N

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

Tract No. 2088

APN#: 092A-0504-023-00; 092A-0504-024-00; 092A-0504-025-00; 092A-0504-026-00; 092A-0504-009-00; 092A-0504-010-00; 092A-0504-011-00; 092A-0504-012-00.Tract No. 2088

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

Tract No. 2088 is an irregular-shaped housing tract situated in Newark southwest of the intersection of State Route 84 and State Route 880. The tract includes approximately 288 parcels comprising single-family residences. Tract No. 2088 spans the following streets from north to south, then west to east (the subject section is the eastern terminus on Sheet 10): Cedar Boulevard, Mirabeau Drive, Biscay Place, Orleans Drive, Cleremont Drive, Normandy Drive, Provance Street, Garrone Place, Barrone Avenue, Flanders Drive, Haley Street, Rochelle Avenue, Toulouse Street, Calais Place, and Marne Place. (*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property

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

P5b. Description of Photo: (View, date, accession #) Photo 1 Tract No. 2088, exemplified by L-shape Ranch single family-residences like 7191 Marne Place, looking SW. ICF 2023.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1961 and 1988 (ParcelQuest 2023)

***P7. Owner and Address:**
Multiple.

***P8. Recorded by:** (Name, affiliation, address)
Nicole Felicetti
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** April 11, 2023

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Pow7ers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract No. 2088

B1. Historic Name: Tract No. 2088
B2. Common Name: Marne Place and Calais Place
B3. Original Use: Residential; Single-family **B4. Present Use:** Residential; Single-family
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alteration, and date of alterations)
Tract No. 2088 dates to 1960-1961 (City of Newark 1960; ParcelQuest 2023). Prior to construction, the tract and immediate area were mostly undeveloped. Tract development of single-family houses existed to the far northeast on the north side of Haley Street and to the far southeast on the east side of Mayhews Landing Road (Nationwide Environmental Title Research [NETR] 1960; NETR 1966). In 1960, the Glen Company established Tract No. 2088, which was subdivided and built out Marne Place, Calais Place, and single-family houses of Tract No. 2088 in 1961 (ParcelQuest 2023; City of Newark 1960). An adjacent tract of single-family houses to the northwest was constructed between 1966-1979 (NETR 1966; NETR 1979). In 1988, a new branch of Toulouse Street was created to the east of Marne Place and the subject properties, and large single-family houses were constructed in the tract (NETR 1982; NETR 1988; ParcelQuest 2023; City of Newark 1990). Rear additions to residences by property owners in the late 20th to 21st centuries altered massings, roof claddings, and footprints from L-plans to irregular plans (NETR 2000; NETR 2020).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:**
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Nicole Felicetti
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
June 16, 2023

(This space reserved for official comments.)

Sketch Map of Tract No. 2088. Source: Google Earth, imagery date June 15, 2023.

***P3a. Description (Continued):**

The individual residences sit on irregularly shaped parcels ranging from 6,390 square feet up to 10,164 square feet. The tract does not display an obvious unifying landscape theme along the public right-of-way. This evaluation focuses on the 8 single-family residential buildings located within a 1.42-acre portion of the tract that is located adjacent to the railroad right-of-way. The residences sit in the southern cul-de-sacs of Marne Place and Calais Place. Visual inspection reveals one house type within the area. These properties exhibit the Ranch style.

House Type 1

Photo 2 7183 Calais Place, House Type 1, looking SW. ICF. 2023.

Photo 3 7198 Calais Place, House Type 1, looking SE. ICF. 2023.

Photo 4 7195 Calais Place, House Type 1, looking SW. ICF. 2023.

Photo 5 7170 Marne Place, House Type 1, looking SE. ICF. 2023.

House Type 1 is defined by the following features: Ranch style footprint, massing, and details. Originally one-story height, only one example of a recessed second-story addition, as well as a modified primary elevation with arches and red clay tile roof cladding alterations to exhibit the Spanish Revival style (**Photo 2**). Originally L-plan (two examples intact); six examples have been modified to irregular plans with the construction of rear additions. Oriented with the long residential volume protruding toward the street and the street-facing garage recessed in the short volume parallel to the street; cross-hipped roofs cap many examples with a street-facing, additional gable at roof apex (**Photo 3**). Stucco, board and batten, or horizontal wood board cladding throughout each example, demonstrating a number of contemporary alterations (**Photo 4 and Photo 5**); moderate eaves extended to form a small covered porch; primary entrances located near the junction of the L-shape residential volume and face the driveway to the side; one or two window pairings punctuate the residential volume facing the street, with many opening alterations and window replacements present; a window pairing flanks the garage door or front entrance on some examples, though visibility from the public right-of way is obscured; porches lack posts; concrete driveways and

pedestrian pathways cut through the landscaped front yard and lead to the attached garages and covered front entries. House Type 1 applies to all eight properties within the APE.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for Tract No. 2088 include East Bay Residential Development, Newark and the South Pacific Coast Railroad, Ranch Style, and the history of Tract No. 2088. For additional information on these historic contexts, please see ICF 2023.

CRHR and NRHP Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay Residential Development. Tract No. 2088 has associations with the theme of post-World War II residential development in Alameda County as an extant example of single-family residential development dating to the mid-20th century. Tract No. 2088, dating to 1960-1961, does not reflect the earliest residential development in the East Bay or tract development following World War II in the single-family house typology, Ranch architectural style. Similar residential neighborhoods appear before the subject tracts' development along Haley Street and Mayhews Landing Road, northeast and southeast of the subject properties (NETR 1960; NETR 1966). The tract has no important associations to primary East Bay residential development, specifically a boom in Newark's residential subdivisions and planned community development in the mid-20th century. Tract No. 2088 does not have any meaningful association with Newark's incorporation in 1955 (City of Newark ND). Moreover, Tract No. 2088's subdivision post-dates the initial boom that occurred adjacent to primary thoroughfares like State Route 84 and Newark Boulevard and was one of the many to populate the growing number of communities throughout the East Bay. The tract did not serve as a catalyst for intensive development in the surrounding area, which began as early as the mid-1950s and appears fully developed by the mid-1960s. Rather, the development of this tract was in response to the intensive development. Finally, these tracts have been subsumed into neighboring residential tracts along Tozier and Colbert Street which undermines these tracts' distinction as a separate residential entity. Therefore, Tract No. 2088 is not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay residential development, specifically in Newark, and the site history of Tract No. 2088. To be found eligible under NRHP Criterion B/CRHR Criterion 2, Tract No. 2088 would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Newark area, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com and other accessible public records, Tract No. 2088 has no important associations with notable figures of local, state, or national histories. Finally, research did not yield information on any significant owners or residents of the residences (ParcelQuest 2023). Therefore, Tract No. 2088 is not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on Ranch style architecture. Tract No. 2088 is not a significant example of its type, style, or era, lacks high artistic value, and is not the work of a master architect, builder, designer, or engineer. Tract No. 2088 is one of many common examples present in Newark and across the United States. The residences are typical examples of Ranch style single-family residential buildings of the era and are not architecturally significant. In addition, the tract plan lacks cohesive features, such as landscaping and house forms; it is not notable among the enumerable tracts constructed after World War II. The single-family residences date to 1960-1961 and reflect a ubiquitous tract example of the Ranch style, having an L-shape footprint with a low-pitched cross-hipped roof, an attached garage, and covered front entry. The houses are ubiquitous examples of the typology and style, lacking high-style Ranch elements, including a prominently visible picture or grouped windows, mixed cladding materials, and distinctive porch supports and detailing. The single-family residence lacks high artistic values. In most cases the residences have undergone alterations by various owners since their construction. Common alterations include rear additions, replacement of pedestrian and garage doors, vinyl windows, roof and exterior wall cladding, and altered driveways and street-facing vegetation. Post-World War II developer-builders arose in urban centers across California to meet intensified demand for residential properties with designs meant to be built using mass-production methods (Caltrans 2011:16-17,124). Glen Company, a Partnership, appears to be a common example of this trend, but do not appear to be notable builders or developers important to the City of Newark or Alameda County. The modest, late-period example of Ranch architecture suggests that these properties are not the best examples of a notable architect, builder, designer, or engineer. Therefore, Tract No. 2088 is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. Tract No. 2088 would need to contain data, or potentially contain data, which could contribute to significant historical topics. Tract No. 2088 is a typical example of post-WWII residential housing tract in the East Bay and Newark, contextualized within a history that is well documented in historical sources, photographs, and

other existing documentation such that there is a low probability that this tract would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, Tract No. 2088 is not significant under Criterion 4/D.

Conclusion

Tract No. 2088 at the cul-de-sacs of Marine Place and Calais Place is not eligible for listing in the CRHR and NRHP due to its lack of significance under applicable evaluative criteria. Additionally, Tract No. 2088 was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

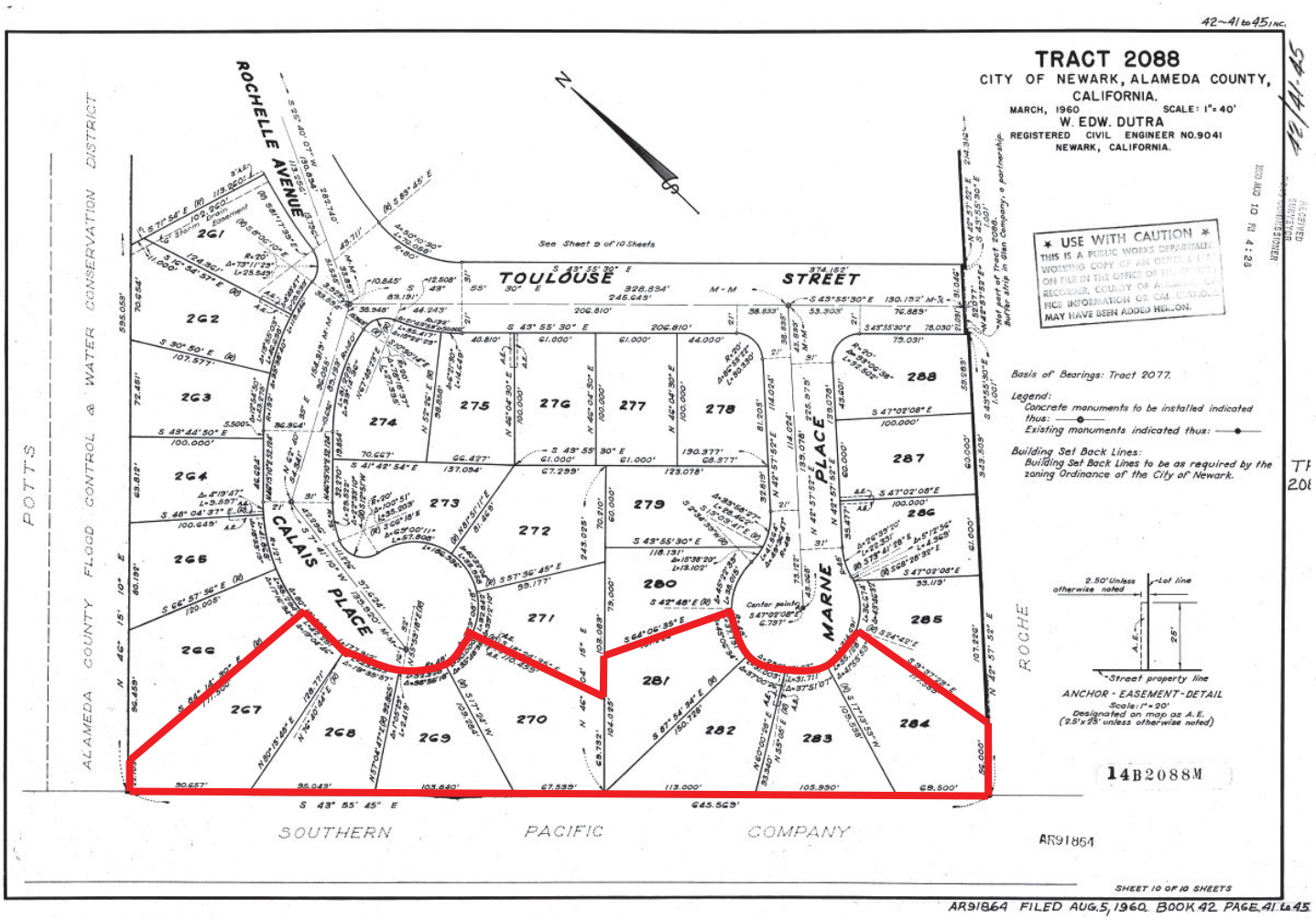


Figure 1 Tract Map for Tract No. 2088. City of Newark 1960. Red notes the parcels adjacent to the railroad right-of-way. Edited by ICF. 2023.

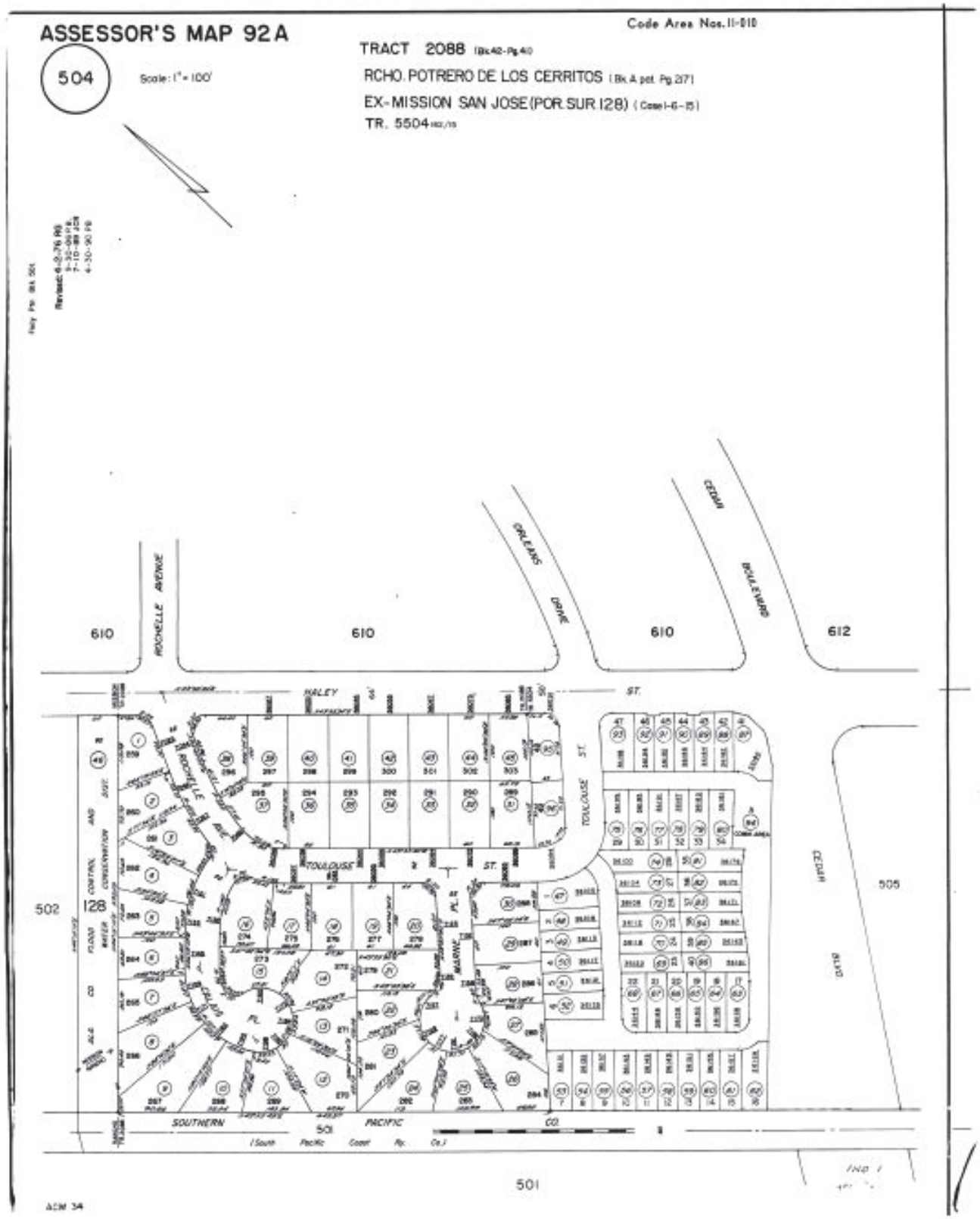


Figure 2 Revised 1990 Tract Map for the subject section of Tract No. 2088. City of Newark 1990. Red notes the parcels adjacent to the railroad right-of-way. Edited by ICF. 2023.

***B12. References**

Citations listed alphabetically.

California Department of Transportation (Caltrans). 2011. Tract Housing in California, 1945-1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

City of Newark. 1960. *Tract 2088*. Newark, Alameda County, CA: March. Prepared by W. Edw Dutra P.E.

-----. 1990. *Tract 2088*. Newark, Alameda County, CA: March. Prepared by W. Edw Dutra P.E.

-----. ND. Newark History. Accessed May 30, 2023. Available: https://www.newark.org/visitors/about-newark/newark-history.

ICF. 2023. ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

Nationwide Environmental Title Research (NETR) LLC. 2023. Historic Aerials by NETR Online. 7177 Marne Place, Newark, CA. 1960, 1966, 1979, 1982, 1988, 2000, 2020.

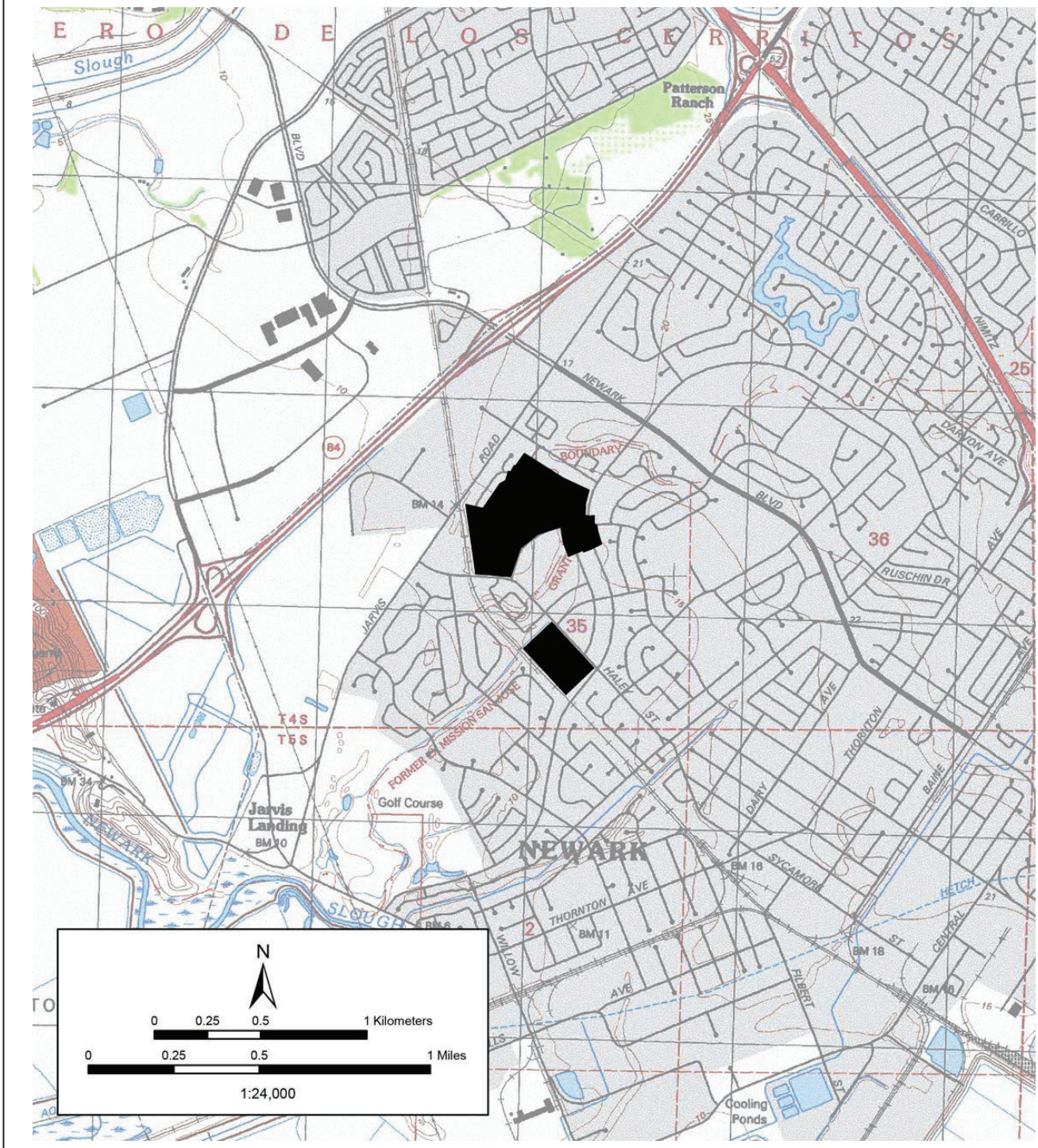
ParcelQuest. 2023. Marne Place, Newark, CA. Accessed: May 30, 2023. Available: https://pqweb.parcelquest.com/#home.

U.S. Geological Survey (USGS) and ESRI. 2023. USGS Historical Topographic Map Explorer. USGS Maps accessed: Newark 2021. Available: https://ngmdb.usgs.gov/topoview/viewer/#14/37.5407/-122.0524. Accessed: May 26, 2023.

***Map Name:** Tract No. 2088

***Scale:** See scale in image

***Date of Map**: 6/15/2023



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract Nos. 2298 and 2446

P1. Other Identifier: N/A
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** Newark **Date:** 2021 (USGS 2023) **T**_; **R**_; _¼ of _¼ of **Sec:**_; _**B.M.**
c. Address: Indian Wells Drive **City**: Newark **Zip:** 94560-2110 and 94560-2112
d. UTM: Zone 10S; 583960 mE / 4154870 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Tract Nos. 2298 and 2446
APN#: 092A-0510-012-00; 092A-0510-013-00; 092A-0510-014-00; 092A-0510-015-00; 092A-0510-016-00; 092A-0510-017-00; 092A-0510-018-00; 092A-0510-019-00; 092A-0510-020-00; 092A-0510-021-00; 092A-0510-022-00; 092A-0510-023-00; 092A-0510-071-00; 092A-0510-072-00; 092A-0510-072

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Tract Nos. 2298 and 2446 are a roughly rectangular-shaped housing tract situated in Newark southwest of the intersection of State Route 84 and State Route 880. The tracts include 255 parcels (Tract No. 2298) and 78 parcels (Tract. No 2446) comprising single-family residences along Indian Wells Drive, Bettencourt Street, two Indian Wells Drive cul-de-sacs, and the Birkshire Place cul-de-sac. (*See Continuation Sheet)*

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photo 1 Tract Nos. 2298 and 2446, exemplified by L-shape Ranch single family houses like 36206 Indian Wells Drive, looking NE. ICF 2023.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1963 and 1965 (ParcelQuest 2023a).

***P7. Owner and Address:**
Multiple.

***P8. Recorded by:** (Name, affiliation, address)
Nicole Felicetti
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** April 11, 2023

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract Nos. 2298 and 2446

B1. Historic Name: Tract Nos. 2298 and 2446
B2. Common Name: Indian Wells Drive
B3. Original Use: Residential; Single family use **B4. Present Use:** Residential; Single family use
***B5. Architectural Style:** Ranch
***B6. Construction History:** (Construction date, alteration, and date of alterations)
Tract Nos. 2298 and 2446 date to 1963 and 1964, respectively (City of Newark 1963; City of Newark 1964). In 1963 and 1965, the single-family houses along Indian Wells Drive were constructed. Prior to subdivision, the tracts were largely undeveloped with scattered single-family houses on large plots to the southeast (where Bettencourt Street would later be planned) of the subject properties around Indian Wells Drive. Tract development of single-family houses existed to the far northeast on the north side of Haley Street and to the far southeast on the east side of Mayhews Landing Road (Nationwide Environmental Title Research [NETR] 1960; NETR 1966). In 1963 and 1964, the Windsor Land Company established Tract No. 2298 and 2446, which were subdivided and built out Indian Wells Drive and single-family houses (ParcelQuest 2023a: City of Newark 1963; City of Newark 1964). Tract No. 2088 was subdivided, and single-family houses were constructed to the immediate north of the subject tracts on the other side of the railroad right-of-way in 1961 (ParcelQuest 2023b; City of Newark 1960).

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:** N/A
***B8. Related Features:**
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance: Theme** N/A **Area:** N/A
Period of Significance: N/A **Property Type:** N/A **Applicable Criteria:** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

See Continuation Sheet.

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

***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Nicole Felicetti
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
June 16, 2023

(This space reserved for official comments.)

Sketch Map of Tract Nos. 2298 and 2446. Source: Google Earth, imagery date June 15, 2023.

***P3a. Description (Continued):**

The individual residences sit on irregularly shaped parcels ranging from 7,040 square feet up to 10,873 square feet. The tracts do not display an obvious unifying landscape theme along the public right-of-way. This evaluation focuses on the 15 single-family residential buildings located within a 2.74-acre portion of the tracts that is located adjacent to the railroad right-of-way. The residences sit at the northern side of Indian Wells Drive and the north and east side of the tracts' northwestern corner of the Indian Wells Drive cul-de-sac. Visual inspection reveals four house types within the area, three in Tract No. 2298 and one in Tract No. 2446. These properties exhibit the Ranch style.

House Type 1 (Tract No. 2298)

Photo 2 36242 Indian Wells Drive, House Type 1, looking N. ICF 2023.

Photo 3 36230 Indian Wells Drive, House Type 1, looking NE. Google Maps 2022.

Tract No. 2298 House Type 1 is defined by the following features: Ranch style footprint, massing, and details. Originally one-story height; only one example of a second-story addition (**Photo 2**). Originally L-plan (three examples intact); two examples have been modified to irregular plans with the construction of rear or front additions. Oriented with the street-facing garage recessed in the short volume parallel to the street; low-pitched hip-on-gable or cross-hipped roofs (**Photo 3**). Stucco cladding with wood trim detailing, including shutters on three examples; moderate eaves extended to form a small covered porch; primary entrances located near the junction of the L-shape residential volume and either face the street next to the garage door or face the driveway to the side; two window pairings punctuate the residential volume protruding toward the street; porches lack posts; concrete driveways and pedestrian pathways cut through the landscaped front yard and lead to the attached garages and covered front entries. Tract No. 2298 House Type 1 applies to five properties evaluated in this form.

House Type 2 (Tract No. 2298)

Photo 5 36194 Indian Wells Drive, House Type 2, looking NW. ICF 2023.

Photo 5 36212 Indian Wells Drive, House Type 2, looking NW. ICF 2023.

Tract No. 2298 House Type 2 is defined by the following features: Ranch style footprint, massing, and details. Originally one-story height; one example of a second-story addition. Originally L-plan (two examples intact); four examples have been modified to U- and T-plans with the construction of front or rear additions (**Photo 4**). Oriented with street-facing garage in the protruding massing and long side parallel to the street; an asymmetrically placed perpendicular garage wing projects from the residential volume; stucco cladding; wood trim detailing, with one example of applied stone cladding; low-pitched hip-on-gable or cross-gabled roofs (**Photo 5**). Moderate eaves extend to form a small, covered porch; primary entrances located near the junction of the L-shape residential volume and face the street; concrete driveways and pedestrian pathways cut through the landscaped front yard and lead to the attached garages and covered front entries. Tract No. 2298 House Type 2 applies to six properties evaluated in this form.

House Type 3 (Tract No. 2298)

Photo 6 36200 Indian Wells Drive, House Type 2, looking NW. ICF 2023.

Tract No. 2298 House Type 3 is defined by the following features: Ranch style footprint, massing, and details. One-story height; I-plan; oriented with street-facing garage and the long side parallel to the street; stucco cladding; wood trim detailing; low-pitched cross-gable roof with moderate eaves extended to form a centered covered porch; wood posts with stairs leading to the covered primary entrance (**Photo 6**). Concrete driveways and pedestrian pathways cut through the landscaped front yard and lead to the attached garage and covered front entrance. Tract No. 2298 House Type 3 applies to one property evaluated in this form.

House Type 1 (Tract No. 2446)

Photo 7 36258 Indian Wells Drive, House Type 1, looking N. ICF 2023.

Photo 8 36266 Indian Wells Drive, House Type 1, looking NE. Google Maps 2022.

Tract No. 2446 House Type 1 is defined by the following features: Ranch style footprint, massing, and details. One-story height; originally L-plan (**Photo 7**). Oriented with street-facing garage in the protruding massing and long side parallel to the street; an asymmetrically placed perpendicular garage wing projects from the residential volume; stucco cladding; low-pitched hip-on-gable roof with moderate eaves extended to form a small, covered porch, two examples have an a gable protruding from the hip roof (**Photo 8**). Primary entrance located near the junction of the L-shape residential volume and faces the street; concrete driveways and pedestrian pathways cut through the landscaped front yard and lead to the attached garages and covered front entries. Tract No. 2446 House Type 1 applies to three properties evaluated in this form.

***B6. Construction History:** (continued from page 2)

Tract No. 2778 at the southeast corner of Tract No. 2446, was subdivided in 1965, but construction of single-family houses along Cedar Boulevard, Beech Place, and Hazelnut Drive did not occur until 1969 and 1970 (ParcelQuest 2023b; NETR 1968; NETR 1979). Rear additions to residences by property owners in the late 20th to 21st centuries altered massings, roof claddings, and footprint from L-plans to irregular plans (NETR 2000; 2020).

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for Tract Nos. 2298 and 2446 include East Bay Residential Development, Ranch Style, and the history of Tract Nos. 2298 and 2446. For additional information on these historic contexts, please see ICF 2023.

CRHR and NRHP Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay Residential Development. Tract Nos. 2298 and 2446 have associations with the theme of post-World War II residential development in Alameda County as an extant example of single-family residential development dating to the mid-20th century. The tracts, dating to 1963 and 1964, respectively, do not reflect the earliest residential development in the East Bay or tract development following World War II in the single-family house typology, Ranch architectural style. Similar residential neighborhoods appear before the subject tracts' development along Haley Street and Mayhews Landing Road, northeast and southeast of the subject properties (NETR 1960; NETR 1966). The tracts have no important associations to East Bay residential development, specifically a boom in Newark's residential subdivisions and planned community development in the mid-20th century. Tract Nos. 2298 and 2446 do not have any meaningful association with Newark's incorporation in 1955 (City of Newark ND). Moreover, Tract Nos. 2298 and 2446's subdivision post-dates the initial boom that occurred adjacent to primary thoroughfares like State Route 84 and Newark Boulevard and was one of the many to populate the growing number of communities throughout the East Bay. These tracts did not serve as catalysts for intensive development in the surrounding area, which began as early as the mid-1950s and appears fully developed by the mid-1960s.Rather, these tracts appear to have developed in response to the development of the surrounding area. Finally, these tracts have been subsumed into neighboring residential tracts along Birkdale Drive

and Buckeye Street which undermines these tracts' distinction as a separate residential entity. Therefore, Tract Nos. 2298 and 2446 are not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay residential development, specifically in Newark, and the site history of Tract Nos. 2298 and 2446. To be found eligible under NRHP Criterion B/CRHR Criterion 2, Tract Nos. 2298 and 2446 would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Previously conducted local-level research supplies historical information on individuals considered significant to the Newark area, often including where such individuals lived or worked. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com and other accessible public records, Tract Nos. 2298 and 2446 have no important associations with notable figures of local, state, or national histories. Finally, research did not yield information on any significant owners or residents of the residences (ParcelQuest 2023). Therefore, Tract Nos. 2298 and 2446 are not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on Ranch style architecture. Tract Nos. 2298 and 2446 are not a significant example of its type, style, or era, lack high artistic value, and are not the work of a master architect, builder, designer, or engineer. Tract Nos. 2298 and 2446 are two of many common examples present in Newark and across the United States. The residences are typical examples of Ranch style single-family residential buildings of the era and are not architecturally significant. In addition, the tract plans lack cohesive features, such as landscaping and house forms; they are not notable among the enumerable tracts constructed after World War II. The single-family residences date to 1963 and 1965 and reflect ubiquitous tract examples of the Ranch style, having an L-shape footprint with a low-pitched roof, an attached garage, and covered front entry porch and door on the primary elevation. The houses are ubiquitous examples of the typology and style, lacking high-style Ranch elements, including a prominently visible picture or grouped windows, mixed cladding materials, and distinctive porch supports and detailing. The single-family residence lacks high artistic values. In most cases the residences have undergone alterations by various owners since their construction in 1963 and 1965. Common alterations include replacement of pedestrian and garage doors, vinyl windows, roof and exterior wall cladding, and altered driveways and street-facing vegetation. Post-World War II developer-builders arose in urban centers across California to meet intensified demand for residential properties with designs meant to be built using mass-production methods (Caltrans 2011:16-17,124). Windsor Land Company appears to be a common example of this trend, but do not appear to be notable builders or developers important to the City of Newark or Alameda County. The modest, late-period example of Ranch architecture suggests that these properties are not the best examples of a notable architect, builder, designer, or engineer. Therefore, Tract Nos. 2298 and 2446 are not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. Tract Nos. 2298 and 2446 would need to contain data, or potentially contain data, which could contribute to significant historical topics. Tract Nos. 2298 and 2446 is a typical example of post-WWII residential housing tract in the East Bay and Newark, contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this tract would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. Therefore, Tract Nos. 2298 and 2446 are not significant under Criterion 4/D.

Conclusion

Tract Nos. 2298 and 2446 along Indian Wells Drive are not eligible for listing in the CRHR and NRHP due to their lack of significance under applicable evaluative criteria. Additionally, Tract Nos. 2298 and 2446 was evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and they do not appear to be historical resources for the purposes of CEQA.

Figures

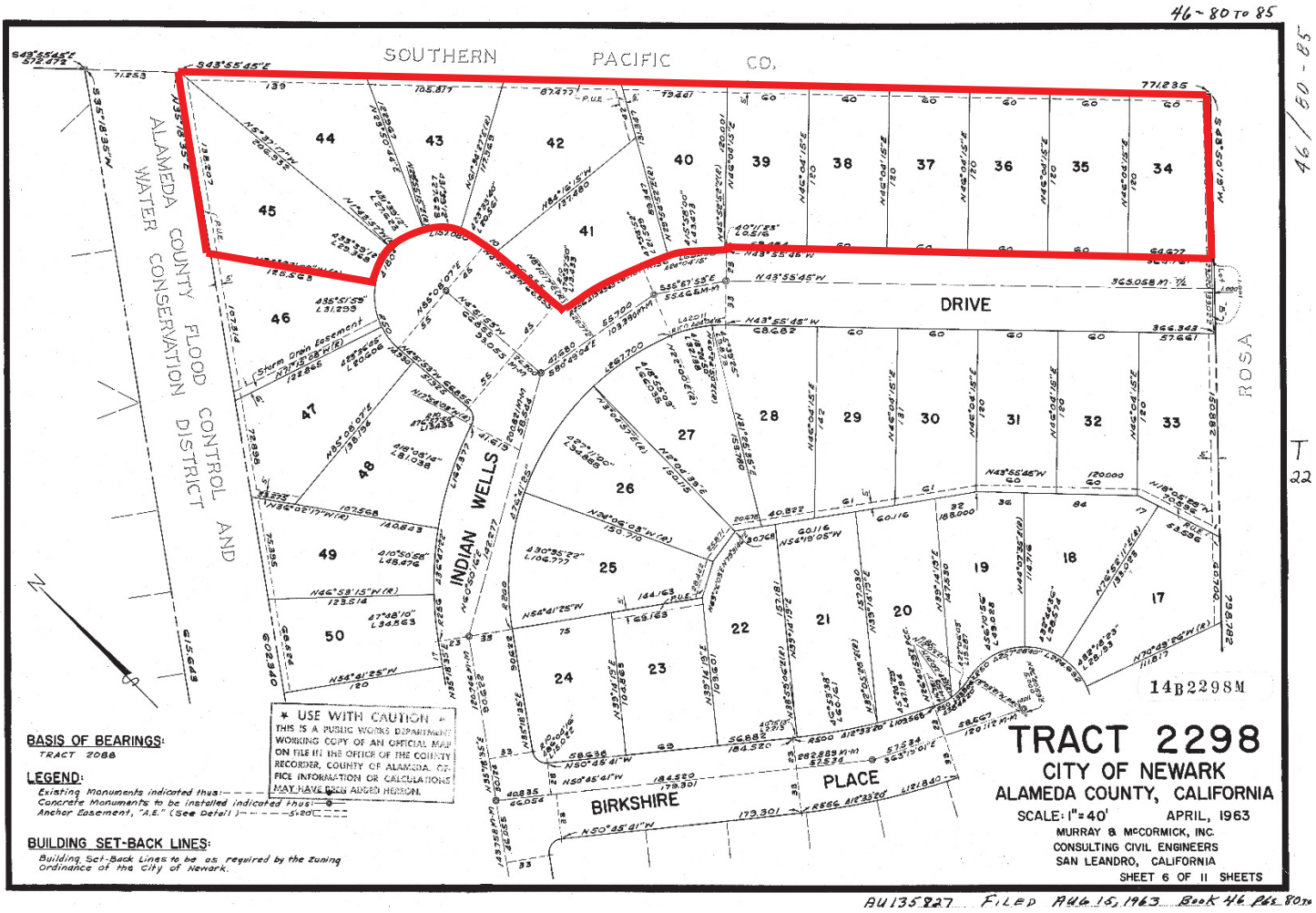


Figure 1 Tract Map for Tract No. 2298. City of Newark 1963. Red notes the parcels adjacent to the railroad right-of-way. Edited by ICF. 2023.

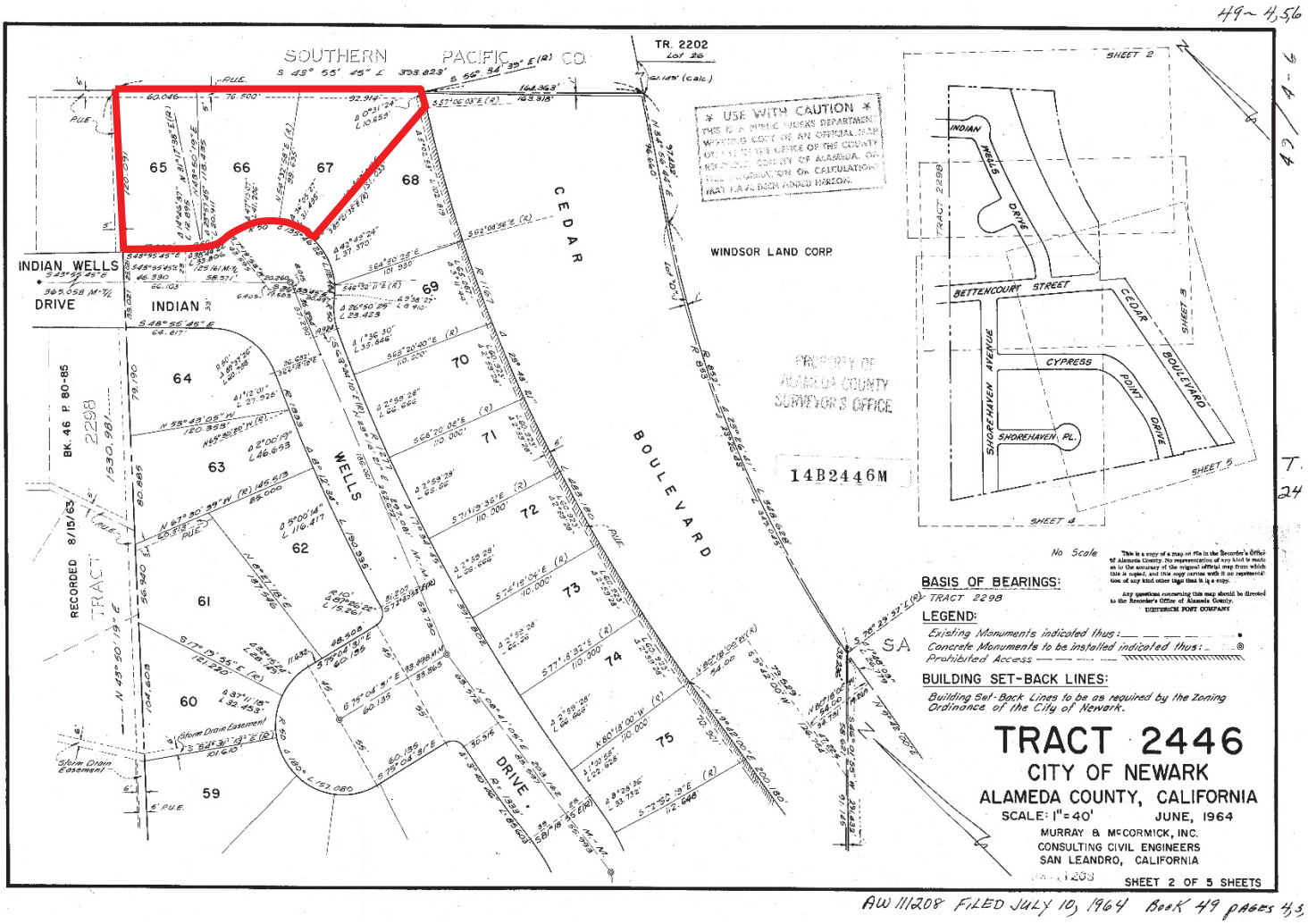


Figure 2 Sheet 2 of 1964 Tract Map for Tract No. 2446. City of Newark 1964. Red notes the parcels adjacent to the railroad right-of-way. Edited by ICF. 2023.

***B12. References**

Citations listed alphabetically.

California Department of Transportation (Caltrans). 2011. Tract Housing in California, 1945-1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

Google Maps. 2022. *Newark, California, Streetview*. Mountain View, CA: Google, LLC, June. Accessed June 2, 2023.

City of Newark. 1960. *Tract 2088*. Newark, Alameda County, CA: March. Prepared by W. Edw Dutra P.E.

-----. 1963. *Tract 2298*. Newark, Alameda County, CA: August. Prepared by Murray & McCromick, Inc.

-----. 1964. *Tract 2446*. Newark, Alameda County, CA: June. Prepared by Murray & McCromick, Inc.

-----. ND. Newark History. Accessed May 30, 2023. Available: https://www.newark.org/visitors/about-newark/newark-history.

ICF. 2023. ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

Nationwide Environmental Title Research (NETR) LLC. 2023. Historic Aerials by NETR Online. 36176 Indian Wells Drive, Newark, CA. 1960, 1966, 1968, 1979, 2000, 2020.

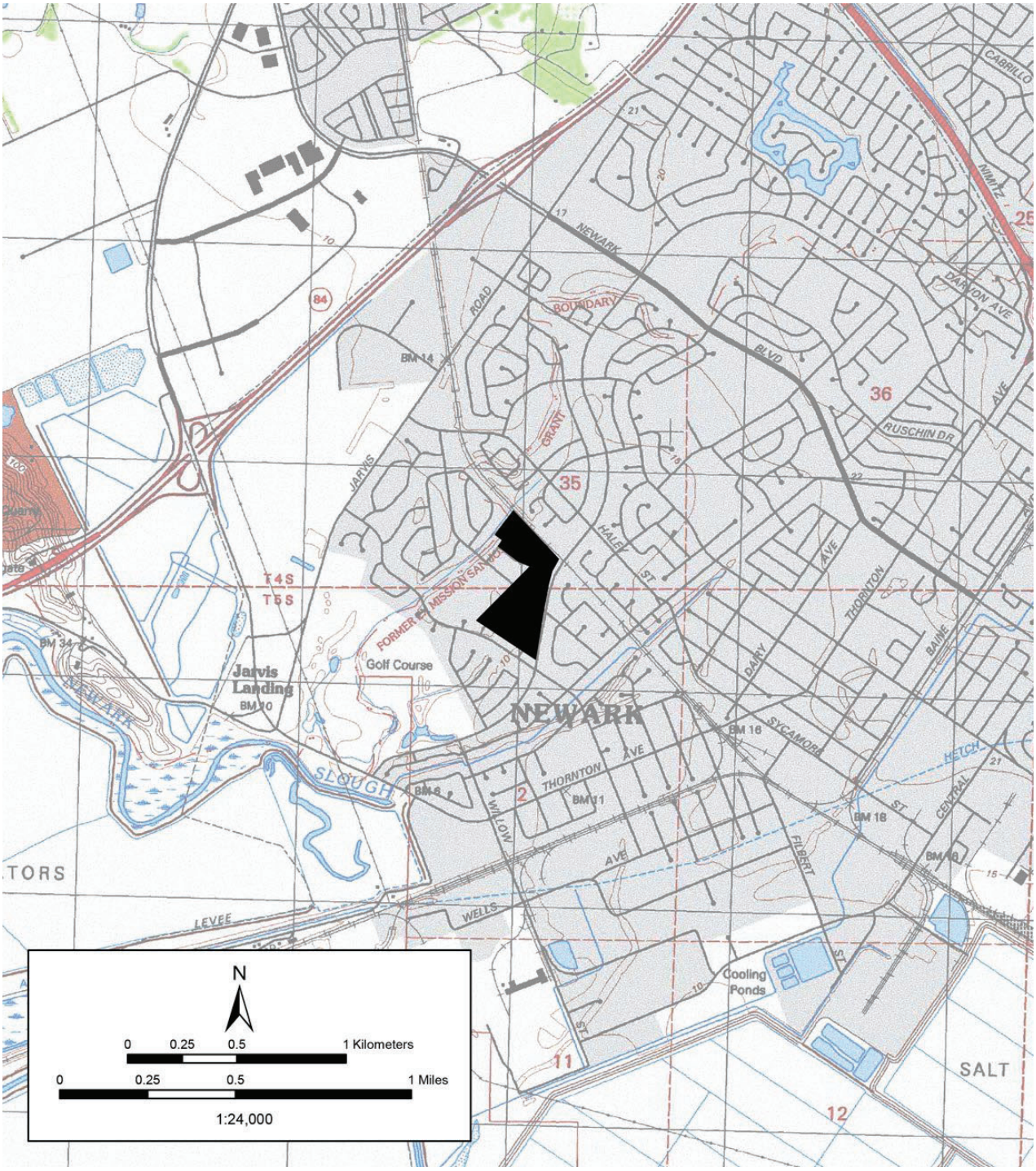
ParcelQuest. 2023a. Indian Wells Drive, Newark, CA. Accessed: May 30, 2023. Available: https://pqweb.parcelquest.com/#home.

-----. 2023b. Beech Place, Newark, CA. Accessed: May 30, 2023. Available: https://pqweb.parcelquest.com/#home.

U.S. Geological Survey (USGS) and ESRI. 2023. USGS Historical Topographic Map Explorer. USGS Maps accessed: Newark 2021. Available: https://ngmdb.usgs.gov/topoview/viewer/#14/37.5407/-122.0524. Accessed: May 26, 2023.

***Resource Name or #:** Tract Nos. 2298 and 2446

***Map Name:** Tract Nos. 2298 and 2446 ***Scale:** See scale in image ***Date of Map**: 6/15/2023



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

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract Nos. 2202 and 2503

P1. Other Identifier: _____
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** _____ **Date:** _____ **T**_____; **R**____; __ ¼ of __¼ of **Sec:**_____; _____ **B.M.**
c. Address: Colbert Street, Dumas Place, Nancy Place, Colbert Place, Haley Street **City**: Newark **Zip:** 95928
d. UTM: Zone 10S; 584267.49 mE; 4154647.19 mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Tract Nos. 2202 and 2503

APNS: 092A-0505-027-00, 092A-0505-028-00, 092A-0505-029-00, 092A-0505-030-00, 092A-0505-031-00, 092A-0505-032-00, 092A-0505-033-00, 092A-0505-034-00, 092A-0506-038-00, 092A-0506-039-00, 092A-0506-041-00, 092A-0506-042-00, 092A-0506-043-00, 092A-0506-044-00, 092A-0506-045-00, 092A-0506-046-00, 092A-0506-047-00, 092A-0506-048,-00, 092A-0506-049-00, 092A-0506-050-00, 092A-0506-113-00

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource is comprised of a group of 91 residential single-family properties across two tracts, Tracts 2202 and 2503, in Newark.

Tract No. 2202

Tract No. 2202 is a trapezoidal shaped housing tract situated in Newark bounded by the Union Pacific (UP) railroad tracks to the south, Mayhews Landing Road to the east, Haley Street to the north, and undeveloped parcels to the west. The tract includes 41 parcels comprised of single-family residences along Colbert Place, Colbert Street, Fontaine Avenue, and Haley Street (**Figure 1** and **Figure 2**). (*See Continuation Sheet)*
***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property.
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) House Type 2, Tract 2202, looking south. ICF 2023.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1961-1963 (tracts); 1962-1963 (single-family residences) (City of Newark 1961, 1963; ParcelQuest 2023)

***P7. Owner and Address:**
Multiple

***P8. Recorded by:** (Name, affiliation, address)
Joshua Severn
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** April 11, 2023

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

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

***NRHP Status Code** 6Z

***Resource Name or #** (Assigned by recorder) Tract Nos. 2202 and 2503

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Residential **B4. Present Use:** Residential
***B5. Architectural Style:** Ranch

***B6. Construction History:** (Construction date, alteration, and date of alterations) Tract No. 2202 dates to 1961 and Tract No. 2503 dates to 1963 (City of Newark 1961, 1963). Prior to construction, agricultural fields spanned the tracts and surrounding areas. Residential development appeared northeast of Cedar Boulevard and east of Mayhews Landing Road by 1960 (Nationwide Environmental Title Research [NETR] 1960). In December 1960, Thomas H. Bevilacqua and Edward U. Bevilacqua, partners in Glen Company, established Tract 2202 (City of Newark 1961). In 1963 agents of Palm View Homes, Inc. and California Coast Associates, Inc. established Tract 2503 (City of Newark 1963; NETR 1966). Developers built single-family homes along Colbert Street and Colbert Place by 1966 (NETR 1966, 1979). Tract layouts appear consistent from construction to now (NETR 1979; Google Maps 2022). Individual homes display owner or occupant-initiated alterations over time, including door and window replacements, roof replacements, full rebuilds or additions across multiple elevations (Google Maps 2022). Research yielded little information about the entities listed above.

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:**
B9. Architect: Unknown **b. Builder:** Bevilacqua Homes, Inc (Tract No. 2202)
***B10. Significance: Theme** N/A **Area:** Newark
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.)

See Continuation Sheet.

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

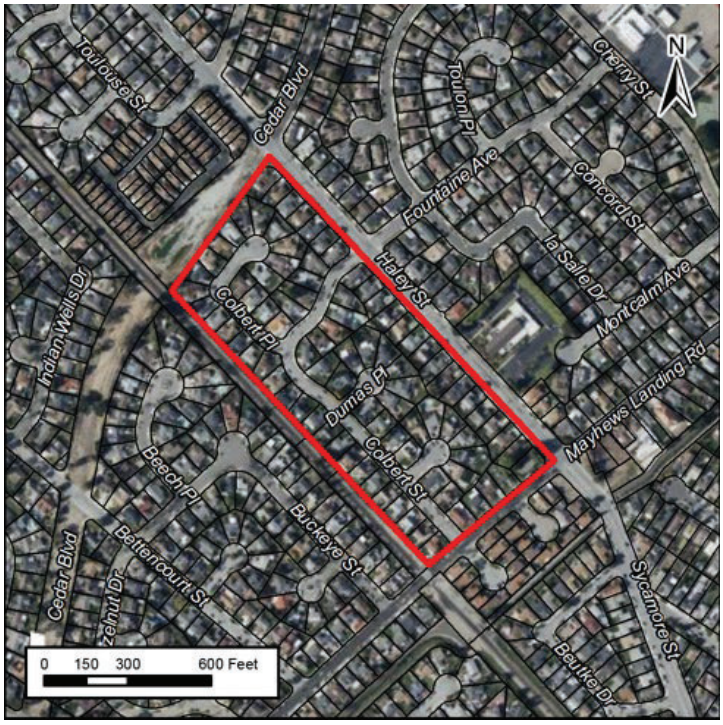
***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
June 16, 2023

(This space reserved for official comments.)



Sketch Map of Tract Nos. 2202 and 2503. Source: Google Earth, imagery date June 15, 2023.

*P3a. Description (Continued):

Tract No. 2202 (continued):

The individual residences sit on irregularly shaped parcels ranging from 6,000 square feet to 8,000 square feet. Chain link, wood, and decorative brick or wrought iron fencing in a variety of heights stretch from the sidewalk along driveways, delineating the property lines. The tract does not display an obvious unifying landscape theme along the public right-of-way. This DPR discusses the seven single-family residential buildings located within a 1.07-acre portion of the tract that is located adjacent to the railroad right of way. The residences sit at the south end of Colbert Street from Colbert Place to Fontaine Avenue. Visual inspection reveals four house types adjacent to the railroad right of way. These properties exhibit typical Ranch style dwellings.

House Type 1 (Tract 2202)

House Type 1 has the following features:

One-story height, L-plan single-family residence; an asymmetrically placed perpendicular garage wing sits back from the street with a street-facing entrance; stucco cladding; moderate-pitched hip or gable on hip roof with minimal eaves clad in composite shingles or red clay tile (**Photo 2**); primary entrances face perpendicular to the street; one primary recessed entrance flanked by two two-light horizontal slider windows; concrete pads and brick make up the driveway fronting the attached garage; chain link fencing and a vertical wood board fence defines the property lines. House Type 1 applies to three properties adjacent to the railroad right of way, some are mirrored with the garage on the opposite side of the primary entrance.

House Type 2 (Tract 2202)

House Type 2 has the following features:

One-story height, L-plan single family residence; an asymmetrically placed perpendicular garage wing projects from the residential volume; garage wing includes a street-facing entrance; stucco cladding; low-pitched gable on hip or gable roof with minimal eaves with composite asphalt shingles (**Photo 3**); one primary recessed entrance centered on the residential volume faces the street; two-light slider windows and a smaller one or two-light fixed pane window flank the primary entrance; landscaping includes gravel and rock with drought-resistant ground cover and other plantings, lawn, or a concrete pad forms the front yard with concrete pads forming the driveway fronting the garage; low chain-link or vertical wood board fencing defines the property lines.

House Type 2 applies to two properties adjacent to the railroad right of way, mirrored with the garage on the opposite side of the primary entrance.

House Type 3 (Tract 2202)

House Type 3 has the following features:

One-story height, L-plan single family residence; an asymmetrically placed perpendicular garage wing projects from the residential volume; garage wing includes an entrance facing parallel to the street; horizontal shiplap cladding; low-pitched hip roof with minimal eaves with composite asphalt shingles (**Photo 4**); one asymmetrically place primary recessed entrance on the residential volume faces the street; two-light slider windows and a smaller two-light vertical slider window flank the primary entrance; landscaping includes lawn with concrete pads forming the driveway fronting the garage; dense foliage or vertical wood board fencing defines the property lines.

House Type 2 applies to one property adjacent to the railroad right of way.

House Type 4 (Tract 2202)

House Type 4 has the following features:

Two-story height, T-plan altered single family residence; an asymmetrically placed perpendicular garage wing projects from the residential volume; garage wing includes an entrance facing the street; horizontal shiplap and T1-11 wood panel cladding; low-pitched gable on hip, gable, and shed-style combination roof forms with minimal eaves with composite asphalt shingles; one primary recessed entrance centered on the residential volume faces the street; one two-light slider window flanks the primary entrance; second-story front gable addition with a recessed porch area and a large two-light sliding glass door caps the garage volume (**Photo 5**); landscaping includes an enclosed lawn with concrete pads forming the driveway fronting the garage; decorative brick and wrought iron and chain link fencing defines the property lines.

House Type 2 applies to one property adjacent to the railroad right of way.

Photo 2 36283 Colbert Place, House Type 1, looking W. Google. 2022.

Photo 3 36297 Colbert Place, House Type 2, looking SW. ICF. 2023.

Photo 4 36317 Colbert Place, House Type 3, Looking S. ICF. 2023.

Photo 5 36347 Colbert Place, House Type 4, looking S. ICF. 2023.

Tract No. 2503

Tract No. 2503 is a rectangular housing tract situated in Newark, south of the UPRR tracks and bounded by Haley Street on the north, Mayhews Landing Road to the east, the UPRR to the south, and Fontaine Avenue to the west. The tract includes 50 parcels comprised of single-family residences (**Figure 3**). The individual residences sit on irregularly shaped parcels ranging from 6,800 square feet up to 8,400 square feet. Low, stepped brick and concrete block walls or wood or decorative wrought iron fencing stretches from the sidewalk along many of the driveways, delineating the property lines. The tract does not display an obvious unifying landscape theme along the public right-of-way. This DPR discusses the fourteen single-family residential buildings located within a 2.377-acre portion of the tract that is located adjacent to the railroad right of way. The residences sit at the south side of Colbert Street from just southeast of Fontaine Avenue's intersection with Colbert Street east to Mayhews Landing Road. Visual inspection reveals three house types adjacent to the railroad right of way. These properties exhibit Ranch-style characteristics.

House Type 1 (Tract 2503)

House Type 1 has the following features:

Two-story height, irregular plan single-family residence; an asymmetrically placed perpendicular square garage volume projects from the residential volume with garage door openings facing the street or perpendicular to the street; mixed media wood, stucco, or rock veneer wall cladding, some with battens (**Photo 6**); high-pitch residential volume with one shed-roof dormer on the rear elevation appears set back with the long side parallel to the street and a moderate-pitched gable or gable-on-hip projecting garage volume with minimal-to-moderate eaves, roofs are clad in composite asphalt shingles; primary entrances appear on the interior angle of the residential-garage intersection facing the street sheltered by small roof extensions; one primary entrance accompanied by one prominent multi-light vinyl picture window facing the street; concrete pads identify the primary driveways, accessing the garage; low wood, decorative wrought iron, dense foliage, or concrete block fencing defines many of the property lines. House Type 1 applies to eight properties adjacent to the railroad right of way.

House Type 2 (Tract 2503)

House Type 2 has the following features:

One-story height, L-plan single-family residence; an asymmetrically placed perpendicular garage wing projects from the residential volume, and the residential volume parallels the street; garage wing entries face parallel to the street; wood shiplap or vertical T1-11 wood panel cladding; intersecting low-pitched hip or gable on hip roof with minimal or moderate eaves, roof clad in composite asphalt shingles; one asymmetrically placed primary entrance near the intersection of the residential and garage volume facing the street (**Photo 7**); one prominent multi-light metal or vinyl frame slider window and one small horizontal or vertical two-light slider window flank the primary entrance; low wood fencing or vegetation defines the property lines; House Type 2 applies to two properties adjacent to the railroad right of way.

House Type 3 (Tract 2503)

House Type 3 has the following features:

One-story height, L-plan plan single-family residence; asymmetrically placed garage wing attached to the residential volume; garage includes a street-facing entrance; intersecting low-pitched gable or gable on hip roofs with minimal-to-moderate eaves, roof clad in red clay tile or composite asphalt shingles (**Photo 8**); one street-facing recessed or flush primary entrance, some obscured by security doors and some sheltered under a covered porch; Two-light or three-light horizontal slider vinyl windows in varying sizes appears along the façade neighboring the primary entrance; lawn fronts the residence, with a concrete driveway and walkways to the entrances; short wooden fences separate some of the property lines while others have no demarcation. House Type 3 applies to four properties adjacent to the railroad right of way.

Photo 6 36435 Colbert Street House Type 1, view southwest. ICF. 2023.

Photo 7 36363 Colbert Street, House Type 2, view south. ICF. 2023.

Photo 8 36493 Colbert Street, House Type 3, view south. ICF. 2023.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for Tract Nos. 2202 and 2503 include East Bay Residential Development, Bevilacqua Homes, Inc., and Ranch style architecture. For additional information on these historic contexts, please see ICF 2023.

Bevilacqua Homes, Inc.

Thomas and Ulisse Bevilacqua began building homes in New York state in 1921 before moving to California and beginning their California home-building business in San Leandro in 1935, working steadily through the closing years of World War II. Ulisse co-founded and served as president of the First State Bank of San Leandro (The Argus 1969:2; Oakland Tribune 1960:112). Brothers Edward and Thomas Jr., sons of the two founders, took over management of the firm in 1953, with each brother taking over distinct aspects of the firm's land acquisition and design/construction work. By 1960 the firm had acquired and built some 5,000 homes in the region. In May 1960, the company inaugurated their "Lido Faire" development with an initial sale of 600 homes in Newark, covering an area bordered by Newark Boulevard, Jarvis Avenue, the UPRR, and Haley Street, northwest of the subject tract (Oakland Tribune 1960:112). As of 1963 the Bevilacqua firm invested heavily into the region, holding shared ownership interests in a variety of regional companies including the Windsor Land Company, Ready Hung Door Company, and Ul-Mach Mfgr. Company (Oakland Tribune 1963:2). By 1969 the firm had built out subdivisions across the East Bay region. Ulisse Bevilacqua died in September 1969 (The Argus 1969:2; Oakland Tribune 1964:108).

CRHR and NRHP Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay Residential Development. Tract Nos. 2202 and 2503 have associations with the theme of post-World War II residential development in Alameda County as an extant example of single-family residential development dating to the mid-20th century. Tract Nos. 2202 and 2503 do not have any meaningful association with Newark's incorporation in September 1955. Moreover, the subdivision post-dates the initial boom that occurred adjacent to primary thoroughfares like State Route 84 and Newark Boulevard and was one of the many to populate the growing number of communities throughout the East Bay. The tracts, dating to 1961 and 1963, do not reflect the earliest examples of single-family residential development in Alameda County or Newark, which intensified in the aftermath of World War II. Similar residential neighborhoods appear as early as 1958 along Cherry Street and Thornton Avenue and by 1960 along Cedar Avenue and Haley Street, east and north of the subject properties (NETR 1958, 1960). Tract Nos. 2202 and 2503 have no important associations with Newark's rise as a suburban community for residents leaving traditional urban centers in Oakland and Berkeley (City of Newark ND). These homes did not serve as the catalyst for intensive residential development in the surrounding area, which began as early as the mid-1950s. Finally, these tracts have been subsumed into neighboring residential tracts along Haley Street and Mayhews Landing Road which undermines these tracts' distinction as a separate residential entity. Therefore, Tract Nos. 2202 and 2503 are not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B was evaluated based on East Bay Residential Development. To be found eligible under this criterion, Tract Nos. 2202 and 2503 would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. While numerous individuals and families have owned these homes over the years, based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records, Tract Nos. 2202 and 2503 have no important associations with notable figures who contributed to the history of Newark, Alameda County, or state or national histories. Therefore, Tract Nos. 2202 and 2503 are not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on East Bay Residential Development, Bevilacqua Homes, Inc., and Ranch style architecture. Tract Nos. 2202 and 2503 are not significant examples of their type, style, or era, lack high artistic value, and are not the work of a master architect, builder, designer, or engineer. The homes display ubiquitous elements of the single-family residential property type dating to the mid-20th century and are not superior examples of the type. The homes have some elements of the Ranch style of architecture such as attached garages, low-pitch gable or hip roofs, and picture windows. The homes lack notable features such as rambling horizontal massing and wide overhanging eaves sheltering façade porches seen in better examples. The residences are typical of Ranch style single-family residential buildings of the era and are not architecturally significant. In addition, the tract plan lacks cohesive features, such as landscaping and house forms; it is not notable among the enumerable tracts constructed after World War II. Similar residential neighborhoods proliferate the landscape across Alameda County and California such that these homes are ubiquitous, designed using mass-production principles, and purpose designed for quick and easy construction to the point that they lack high artistic value. Post-World War II developer-builders arose in urban centers across California to meet intensified demand for residential properties with designs meant to be built using mass-production methods (Caltrans 2011:16-17,124). While the Bevilacqua Homes, Inc, were active developers across Alameda County during the early and mid-1960s, Tract No. 2202 appears to be a small-scale undertaking for the firm and does not represent its first or foremost entry into Alameda County or the home-building business, both which began as early as the mid-1930s. Glen Company, California Coast Associates, Inc., and Palm View Homes, Inc. returned minimal results during

research and appear to be common examples of the post-World War II proliferation of developer-builders across the Bay Area and none appear to be notable builders or developers important to the City of Newark or Alameda County. Thus, Tract Nos. 2202 and 2503 do not reflect the first, foremost, or distinguished example of their type in Alameda County nor of the broader single-family residential property type. The late period interpretation of Ranch architecture suggests that these homes are not the best examples of a notable architect, builder, designer, or engineer. Therefore, Tract Nos. 2202 and 2503 resource is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. Tract Nos. 2202 and 2503 would need to contain data, or potentially contain data, which could contribute to significant historical topics. The buildings that make up Tract Nos. 2202 and 2503 resource are typical examples of mid-20th-century single-family homes contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this property facility would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. For this reason, Tract Nos. 2202 and 2503 are not significant under Criterion 4/D.

Conclusion

Tract Nos. 2202 and 2503 are not eligible for listing in the CRHR and NRHP due to a lack of significance under applicable evaluative criteria. Additionally, Tract Nos. 2202 and 2503 were evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

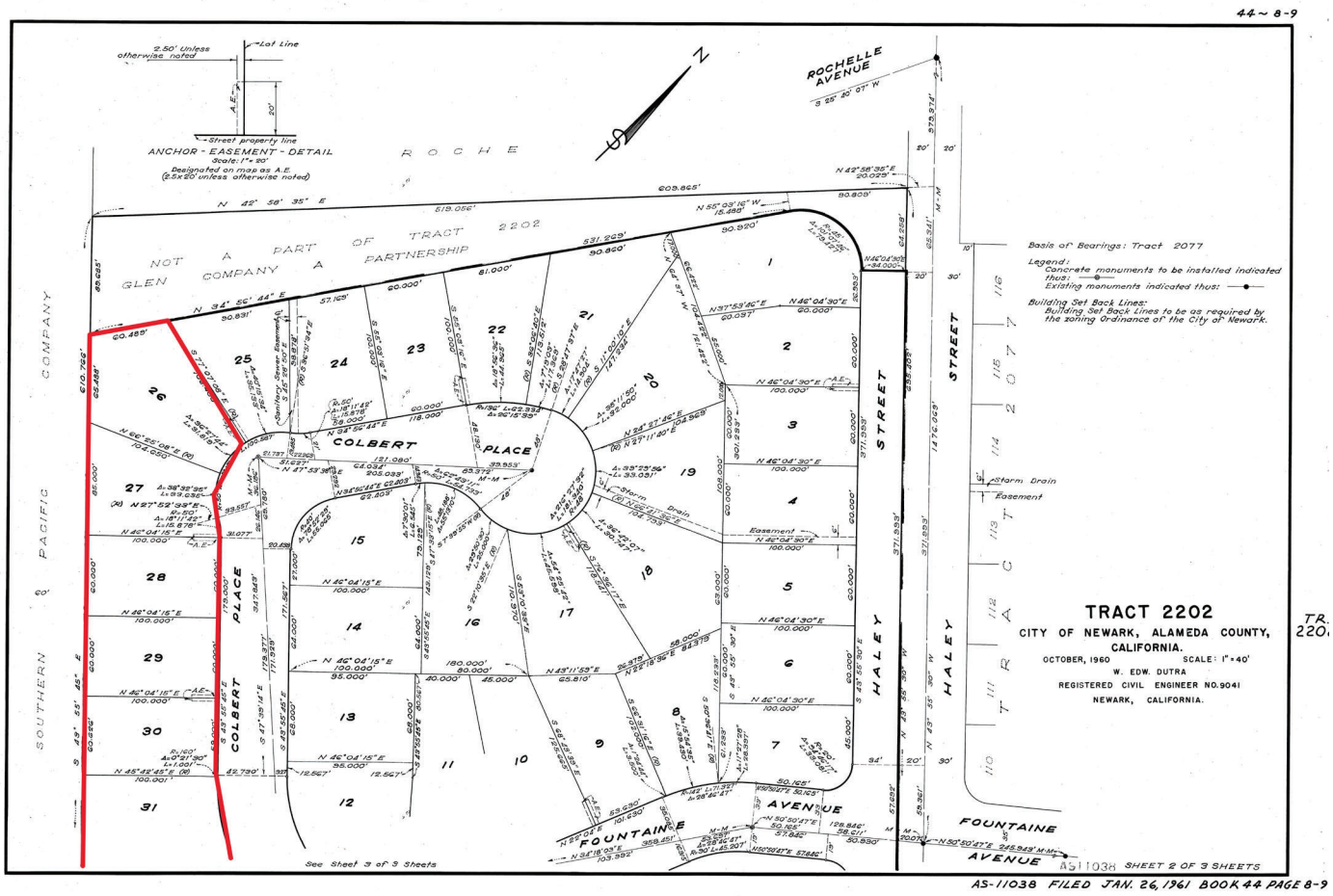


Figure 1 Tract Map for Tract No. 2202. City of Newark 1961. Red notes the parcels adjacent to railroad right-of-way. Edited by ICF. 2023.

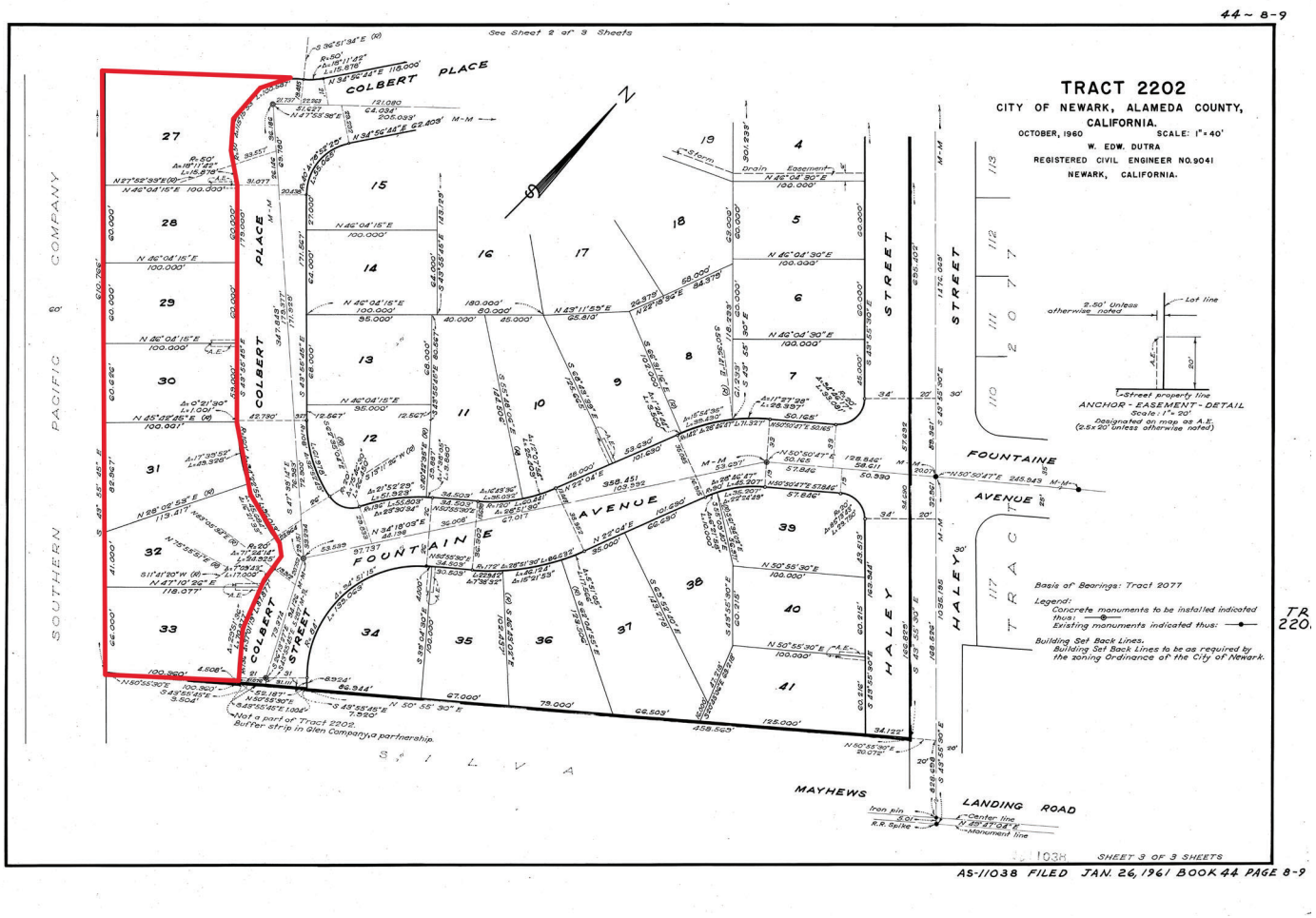


Figure 2 Tract Map for Tract No. 2202. City of Newark 1961. Red notes the parcels adjacent to railroad right-of-way. Edited by ICF. 2023.

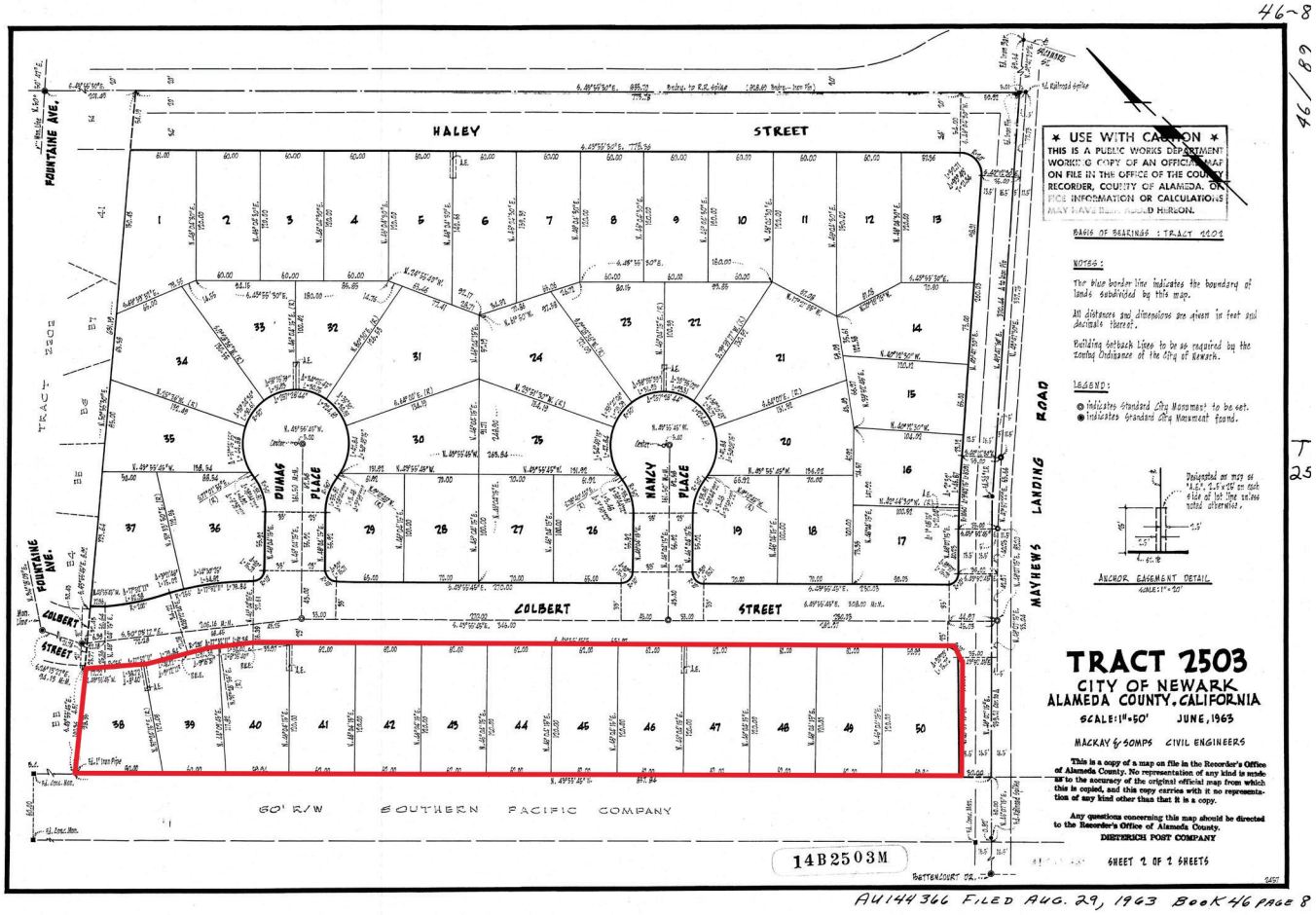


Figure 3 Tract Map for Tract No. 2503. City of Newark 1963. Red notes the parcels adjacent to railroad right-of-way. Edited by ICF. 2023.

***B12. References**

Citations listed alphabetically.

California Department of Transportation (Caltrans). 2011. Tract Housing in California, 1945-1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

City of Newark. 1961. *Tract 2202*. Newark, Alameda County, CA: October. Prepared by W. Edw Dutra P.E.

-----. 1963. *Tract 2503*. City of Newark, Alameda County, CA: June. Prepared by Mackay & Somps Civil Engineers.

-----.ND. Newark History. Accessed May 30, 2023. Available: https://www.newark.org/visitors/about-newark/newark-history.

Google Maps. 2022. *Newark, California, Aerial Photograph*. Mountain View, CA: Google, LLC, June. Accessed May 31, 2023.

ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

Nationwide Environmental Title Research (NETR) LLC. 2023. Historic Aerials by NETR Online. Newark, California. 1958, 1960, 1966, 1968, 1979.

Oakland Tribune. 1960. Bevilacqua Announces Six Hundred New “Lido Faire” Homes in Newark Development. May 29. Page 112.

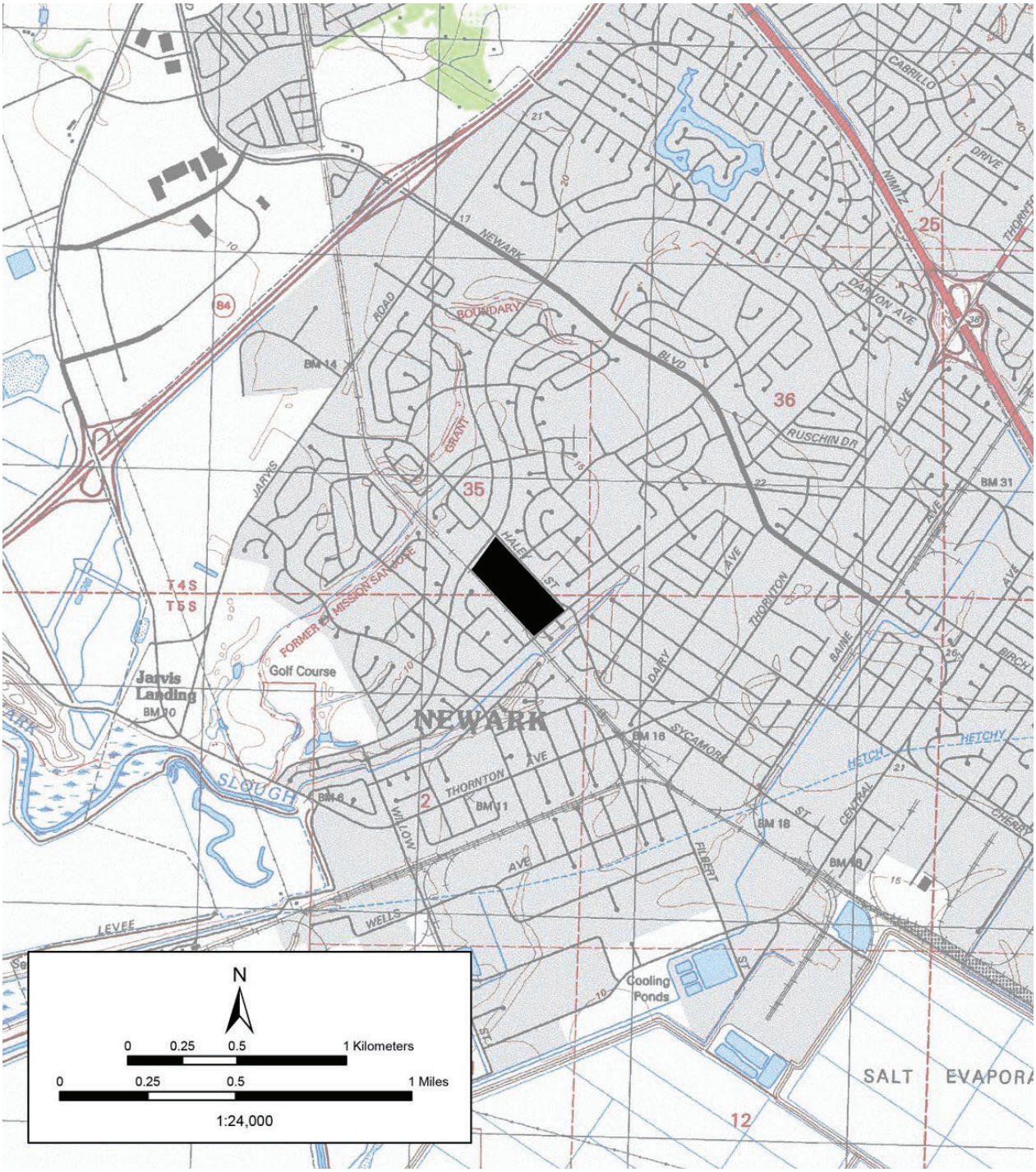
-----. 1963. Jury Ends Probe at Newark. March 6. Page 2.

-----. 1964. Presenting Unit II of VII Hills. December 13. Page 108.

ParcelQuest. 2023. Colbert Street, Newark, CA. Accessed May 31, 2023. Available: https://pqweb.parcelquest.com/#home.

The Argus. 1969. Ulisse Bevilacqua, Developer, Dies. September 17. Page 2.

*Map Name: Tract Nos. 2202 and 2503 *Scale: See scale in image *Date of Map: 6/15/2023



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

PRIMARY RECORD

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract Nos. 2778 and 2520

P1. Other Identifier: _____
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**
***a. County:** Alameda **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad:** _____ **Date:** _____ **T**_____; **R**_____; ¼ of ¼ of **Sec:**_____; _____ **B.M.**
c. Address: Bettencourt Street, Beech Place, Hazelnut Drive, Buckeye Street **City**: Newark **Zip:** 95928
d. UTM: Zone 10S; 584255.00 m E; 4154548.00 m N
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

Tract 2778 and Tract 2520

APNS: 092A-506-051-00, 092A-506-052-00, 092A-506-053-00, 092A-506-054-00, 092A-506-055-00, 092A-506-056-00, 092A-506-057-00, 092A-506-058-00, 092A-506-059-00, 092A-506-060-00, 092A-506-062-00, 092A-506-063-00, 092A-506-115-01, 092A-0509-028-00, 092A-0509-027-00, 092A-0509-017-00, 092A-0509-016-00, 092A-0509-015-00

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource comprises a group of 82 residential single-family properties across two tracts, Tracts 2778 and 2520, in Newark.

Tract No. 2778:

Tract No. 2778 is a trapezoidal shaped housing tract situated in Newark south of the Union Pacific (UP) railroad tracks west of Mayhews Landing Road. The tract includes 28 parcels comprising single-family residences along Bettencourt Street, Hazelnut Drive, Beech Place, and Buckeye Street (**Figure 1**). (*See Continuation Sheet)*.

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single family property
***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photo 1: House Types 1 and 2 in Tract 2520 along Buckeye Street, looking N. ICF 2023.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1963-1965 (tracts); 1969-1970 (single-family residences) (City of Newark 1963, 1965; ParcelQuest 2023)

***P7. Owner and Address:**
Multiple

***P8. Recorded by:** (Name, affiliation, address)
Joshua Severn
980 9th Street, Suite 1200
Sacramento, CA, 95814

***P9. Date Recorded:** April 11, 2023

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

***P11. Report Citation:** (Cite survey report and other sources or enter "none"). ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

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

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) Tract Nos. 2778 and 2520

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Residential **B4. Present Use:** Residential
***B5. Architectural Style:** Ranch

***B6. Construction History:** (Construction date, alteration, and date of alterations) Tract No. 2520 dates to 1963 and Tract No. 2778 dates to 1965 (City of Newark 1963, 1965). Prior to construction, agricultural fields spanned the tracts and surrounding areas. Residential development appeared northeast of Cedar Boulevard and east of Mayhews Landing Road (Nationwide Environmental Title Research [NETR] 1960). In 1963, Branford Homes, Inc. and California Coast Associates, Inc. established Tract 2520 (City of Newark 1963). In 1965 the Windsor Land Company established Tract 2778, which was built by 1966 (City of Newark 1965; NETR 1966). Developers built Beech Place and single-family homes west of Hazelnut Drive between 1968 and 1979 (NETR 1968, 1979). Tract layouts appear consistent from construction to now (NETR 1979; Google Maps 2022). Individual homes display owner or occupant-initiated alterations over time, including door and window replacements, roof replacements, full rebuilds or additions across multiple elevations (Google Maps 2022). Research yielded little information about the entities listed above.

***B7. Moved?** ☒ No ☐ Yes ☐ Unknown **Date:** NA **Original Location:** NA
***B8. Related Features:**
B9. Architect: Unknown **b. Builder:** Unknown
***B10. Significance:** N/A **Area:** Newark
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.)
See Continuation Sheet.

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

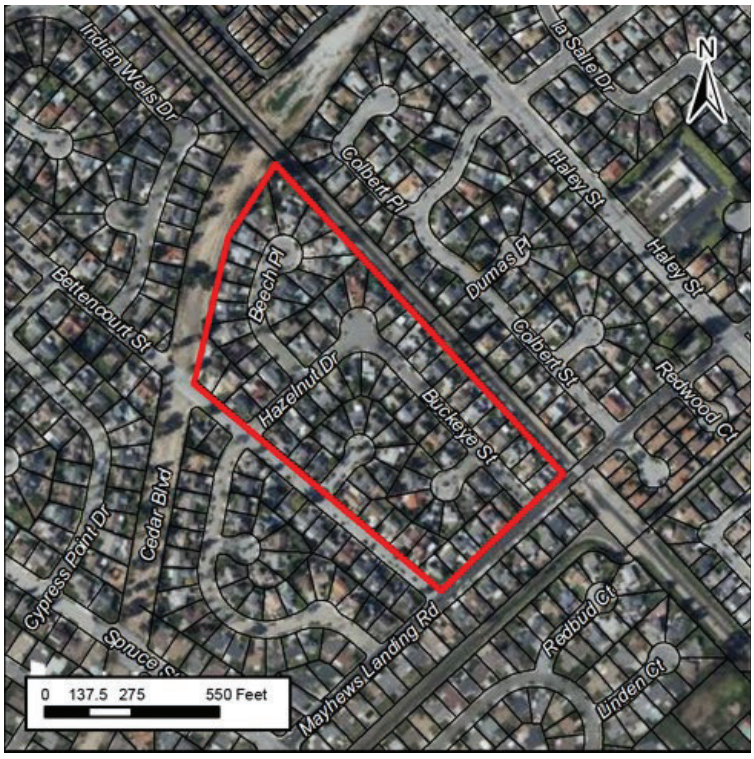
***B12. References:**
See Continuation Sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA, 95814

***Date of Evaluation:**
June 16, 2023

(This space reserved for official comments.)



Sketch Map of Tract Nos. 2778 and 2520. Source: Google Earth, imagery date June 15, 2023.

*P3a. Description (Continued):

Tract No. 2778 (continued):

The individual residences sit on irregularly shaped parcels ranging from 6,180 square feet to 16,800 square feet. Chain link and wood fencing in a variety of heights stretch from the sidewalk along the driveways, delineating the property lines. The tract does not display an obvious unifying landscape theme along the public right-of-way. This evaluation focuses on the six single-family residential buildings located within a 1.26-acre portion of the tract that is located adjacent to the railroad right-of-way. The residences sit at the north end of the cul-de-sac on Beech Place and on the north side of a small cul-de-sac at the intersection of Buckeye Street and Hazelnut Drive, with two house types in the area. The tracts display Ranch style homes.

House Type 1 (Tract 2778)

House Type 1 has the following features:

Asymmetrical perpendicular garage wing projects from the residential volume with a street-facing entrance (**Photo 2**); Wood shiplap cladding; Moderate-pitched cross-gable roof with minimal eaves; Primary entrances face the street along the side-gable volume; One primary entrance accompanied by one large picture window and a small two-light slider window; Concrete pads make up the driveway fronting the attached garage while an accessory driveway appears at the border of the parcel providing access to the backyard; A low-slung stepped concrete block wall and short vertical wood board fence defines the property lines.

House Type 1 applies to three properties adjacent to the railroad right-of-way, some mirror this layout with the garage on the opposite side of the primary entrance.

House Type 2 (Tract 2778)

House Type 2 has the following features:

One-story height; S-plan; Asymmetrical garage wing projecting towards the street with a street-facing entrance; Wood shiplap cladding; Low-pitched cross gable roof with minimal eaves (**Photo 3**); One primary recessed entrance centered on the façade; A large three-light picture window and a smaller multi-light slider window flanking the primary entrance; L-plan patches of grass or concrete pads form the driveway fronting the garage; Low chain-link or low vertical wood board fencing defines the property lines.

House Type 2 applies to three properties adjacent to the railroad right-of-way, some mirror this layout with the garage on the opposite side of the primary entrance.

Photo 2 36408 Hazelnut Drive, House Type 1, looking N. ICF. 2023.

Photo 3 36304 Beech Place, House Type 2, looking N. Google. 2022.

*P3a. Description (Continued):

Tract No. 2520

Tract No. 2520 is a rectangular housing tract situated in Newark, south of the UPRR tracks and bounded by Bettencourt Street on the south, Mayhews Landing Road to the east, the UPRR to the north, and Hazelnut Drive to the west. The tract includes 54 parcels comprised of single-family residences (**Figure 2**). The individual residences sit on irregularly shaped parcels ranging from 6,000 square feet up to 8,379 square feet. Low, stepped brick and concrete block walls or wood or decorative wrought iron fencing stretches from the sidewalk along many of the driveways, delineating the property lines. The tract does not display an obvious unifying landscape theme along the public right-of-way. This DPR discusses the thirteen single-family residential buildings located within a 2.15-acre portion of the tract that is located adjacent to the railroad right-of-way. The residences sit at the north side of Buckeye Street from Hazelnut Drive to Mayhews Landing Road. Visual inspection reveals three house types adjacent to the railroad right-of-way. These properties exhibit Ranch-style characteristics.

House Type 1 (Tract 2520)

House Type 1 has the following features:

One and one-half stories in height; Irregular plan; Asymmetrical perpendicular garage wing projects from the residential volume with garage doors parallel to or perpendicular to the street; Wood or stucco wall cladding; High-pitch residential volume with two cross gable dormers appears set back with a moderate-pitched cross-gable or gable-on-hip projecting garage volume with minimal-to-moderate eaves (**Photo 4**); Primary entrances appear on the interior angle of the residential-garage intersection facing the street sheltered by small roof extensions; One primary entrance accompanied by one prominent multi-light vinyl picture window facing the street; Secondary entrance to the garage volume appears on the interior wall perpendicular to the primary entrance.; Concrete forms the primary driveway, accessing the garage; Low wood, decorative wrought iron, concrete block fencing or planters defines the property lines;

House Type 1 applies to eight properties adjacent to the railroad right-of-way.

House Type 2 (Tract 2520)

House Type 2 has the following features:

One story height; L-plan or S-plan; Asymmetrical perpendicular garage wing projects from the residential volume towards the street with a street-facing entrance (**Photo 5**); Wood and stucco cladding; Intersecting low-pitched gable roof with minimal eaves; One asymmetrically placed primary entrance near the intersection of the residential and garage volume, facing the street; Two vinyl windows flank the primary entrance; Low wood, decorative wrought iron, or concrete block fencing or planters defines the property lines;

House Type 2 applies to four properties adjacent to the railroad right-of-way.

House Type 3 (Tract 2520)

House Type 3 has the following features:

Two-story height.; Rectangular plan.; Asymmetrical garage attached to the residential volume at the western corner of the residential volume with a street-facing entrance (**Photo 6**); Intersecting low-pitched gable roofs with minimal eaves; One street-facing recessed primary entrance; One multi-light bay window on the first floor with multi-light vinyl windows topped with a separate fan-shaped upper window; One column supports a short front gable roof overhang sheltering the recessed entry; Lawn fronts the residence, with a concrete driveway and walkways to the entrances; A short wooden fence and low slate stone walls define the property lines.

House Type 3 applies to one property adjacent to the railroad right-of-way.

Photo 4 36416 Buckeye Street, House Type 1, looking N. ICF. 2023.

Photo 5 36424 Buckeye Street, House Type 2, looking N. ICF. 2023.

Photo 6 36474 Buckeye Street, House Type 3, looking N. ICF. 2023.

***B10. Significance:** (continued from page 2)

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for Tract Nos. 2778 and 2520 include East Bay Residential Development and Ranch style architecture. For additional information on these historic contexts, please see ICF 2023.

CRHR and NRHP Eligibility

Criterion 1/A

Eligibility for CRHR and NRHP Criterion 1/A was evaluated based on East Bay Residential Development. Tract Nos. 2778 and 2520 have associations with the theme of post-World War II residential development in Alameda County as an extant example of single-family residential development dating to the mid-20th century. Tract Nos. 2778 and 2520 do not have any meaningful association with Newark's incorporation in September 1955. Moreover, the subdivision post-dates the initial boom that occurred adjacent to primary thoroughfares like State Route 84 and Newark Boulevard and was one of the many to populate the growing number of communities throughout the East Bay. The tracts, dating to 1963 and 1965, do not reflect the earliest examples of single-family residential development in Alameda County or Newark, which intensified in the aftermath of World War II. Similar residential neighborhoods appear as early as 1958 along Cherry Street and Thornton Avenue and by 1960 along Cedar Avenue and Haley Street, east and north of the subject properties (NETR 1958, 1960). Tract Nos. 2778 and 2520 have no important associations with Newark's rise as a suburban community for residents leaving traditional urban centers in Oakland and Berkeley (City of Newark ND). These homes did not serve as the catalyst for intensive residential development in the surrounding area, which began as early as the mid-1950s and appears

fully developed by 1966. Finally, neighboring residential along Bettencourt Street and Mayhews Landing Road have subsumed the subject tracts which undermine their distinction as a separate residential entity. Therefore, Tract Nos. 2778 and 2520 are not significant under Criterion 1/A.

Criterion 2/B

Eligibility for CRHR and NRHP Criterion 2/B was evaluated based on East Bay Residential Development. To be found eligible under this criterion, Tract Nos. 2778 and 2520 would need to be directly associated with a person considered historically significant at the local, state, or national level, and it would need to be the place (or part of the place) where that person performed the work for which he or she is known. Based on research conducted through digital newspaper archival collections, Newspapers.com, Ancestry.com, and other accessible public records, Tract Nos. 2778 and 2520 have no important associations with notable figures who contributed to the history of Newark, Alameda County, or state or national histories. Therefore, Tract Nos. 2778 and 2520 are not significant under Criterion 2/B.

Criterion 3/C

Eligibility for CRHR and NRHP Criterion C/3 was evaluated based on Ranch style architecture. Tract Nos. 2778 and 2520 are not significant examples of their type, style, or era, lack high artistic value, and are not the work of a master architect, builder, designer, or engineer. The homes display ubiquitous elements of the single-family residential property type dating to the mid-20th century and are not notable examples of the type. The homes have some elements of the Ranch style of architecture such as attached garages, low-pitch gable or hip roofs, and picture windows. The homes lack notable features such as rambling horizontal massing, mixed media wall cladding, and wide overhanging eaves sheltering façade porches seen in better examples. The residences are typical of Ranch style single-family residential buildings of the era and are not architecturally significant. In addition, the tract plan lacks cohesive features, such as landscaping and house forms; it is not notable among the enumerable tracts constructed after World War II. Similar residential neighborhoods proliferate the landscape across Alameda County and California such that these homes are ubiquitous, designed using mass-production principles, and purpose-designed for quick and easy construction to the point that they lack high artistic value. Post-World War II developer-builders arose in urban centers across California to meet intensified demand for residential properties (Caltrans 2011:16-17,124). Branford Homes, Inc., California Coast Associates, Inc., and Windsor Land Company all appear to be common examples of this trend, but none appear to be notable builders or developers important to the City of Newark or Alameda County. The modest, late-period expression of Ranch architecture suggests that these homes are not the best examples of a notable architect, builder, designer, or engineer. Therefore, Tract Nos. 2778 and 2520 resource is not significant under Criterion 3/C.

Criterion 4/D

CRHR and NRHP Criterion 4/D most commonly applies to archaeological resources. Tract Nos. 2778 and 2520 would need to contain data, or potentially contain data, which could contribute to significant historical topics. The buildings that make up Tract Nos. 2778 and 2520 are typical examples of mid-20th-century single-family homes contextualized within a history that is well documented in historical sources, photographs, and other existing documentation such that there is a low probability that this property facility would fill any data gaps not already contained in the historical record. The lack of historical significance described in the application of NRHP Criteria A, B, and C and CRHR Criteria 1, 2, and 3 above supports a conclusion that this built-environment resource is not likely to yield information important to history. For this reason, Tract Nos. 2778 and 2520 are not significant under Criterion 4/D.

Conclusion

Tract Nos. 2778 and 2520 are not eligible for listing in the CRHR and NRHP due to a lack of significance under applicable evaluative criteria. Additionally, Tract Nos. 2778 and 2520 were evaluated in accordance with Section 15064.5(a) (2)-(3) of the California Environmental Quality Act (CEQA) Guidelines using the criteria outlined in Section 5024.1 of the California Resources Code, and it does not appear to be a historical resource for the purposes of CEQA.

Figures

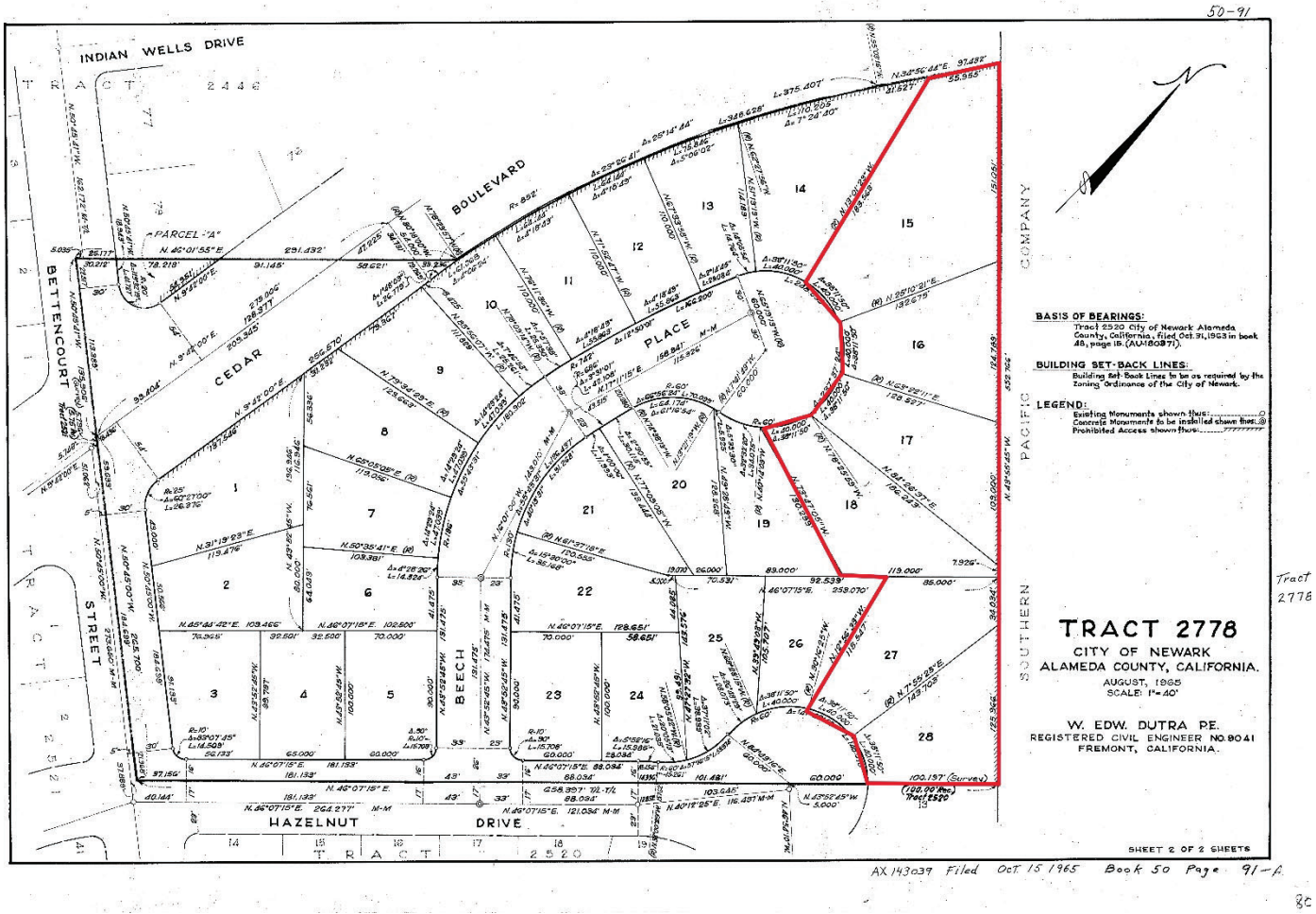


Figure 1 Tract Map for Tract No. 2778. Source: City of Newark 1963. Red notes the parcels adjacent to railroad right-of-way. Edited by ICF. 2023.

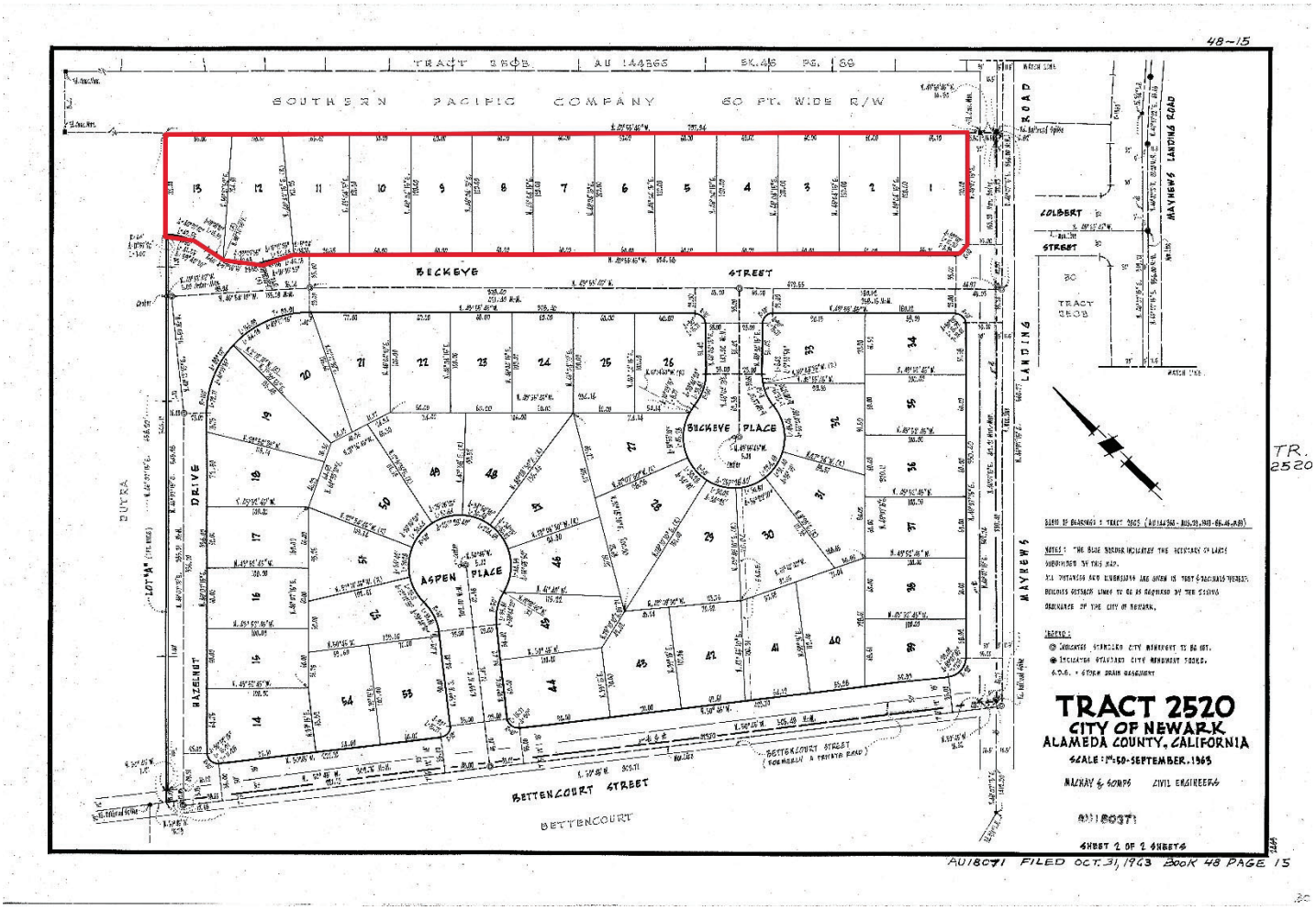


Figure 2 Tract Map for Tract No. 2520. Source: City of Newark 1965. Red notes the parcels adjacent to railroad right-of-way. Edited by ICF. 2023.

***B12. References**

Citations listed alphabetically.

California Department of Transportation (Caltrans). 2011. Tract Housing in California, 1945-1973: A Context for National Register Evaluation. Final. Prepared by The California Department of Transportation (Caltrans). Sacramento, CA.

City of Newark. 1963. *Tract 2520*. City of Newark, Alameda County, CA: September. Prepared by Mackay & Somps, Civil Engineers.

-----. 1965. *Tract 2778*. City of Newark, Alameda County, CA: August. Prepared by W. Edw. Dutra P.E.

-----.ND. Newark History. Accessed May 30, 2023. Available: https://www.newark.org/visitors/about-newark/newark-history.

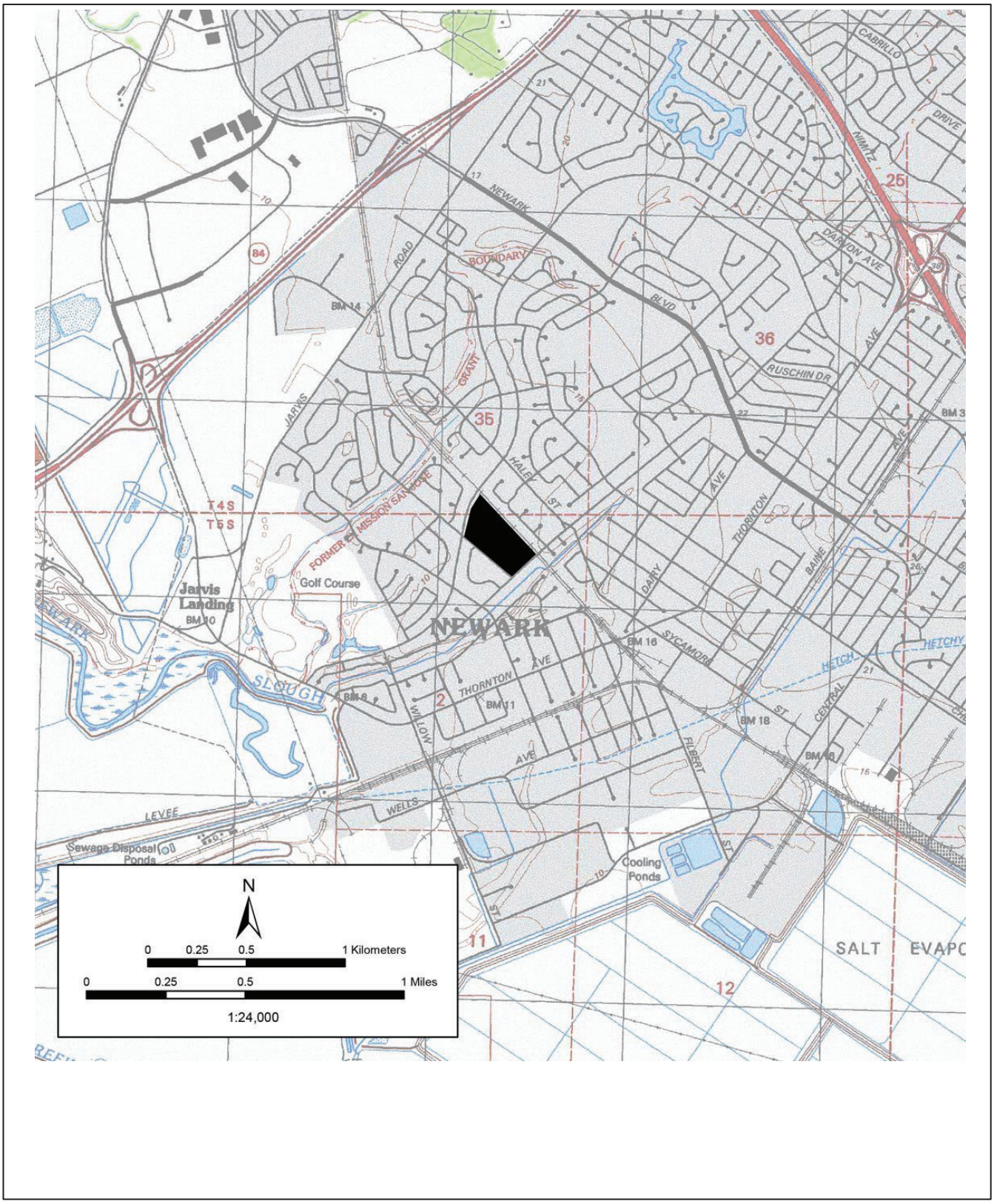
Google Maps. 2022. *Newark, California, Aerial Photograph*. Mountain View, CA: Google, LLC, June. Accessed May 26, 2023.

ICF. 2023. Historical Resource Inventory and Evaluation Report Capitol Corridor Joint Powers Authority (CCJPA) Capitol Corridor South Bay Connect Project. Draft. Sacramento, CA.

Nationwide Environmental Title Research (NETR) LLC. 2023. Historic Aerials by NETR Online. Newark, California. 1958, 1960, 1966, 1968 1979.

ParcelQuest. 2023. Buckeye Street, Newark, CA. Accessed May 30, 2023. Available: https://pqweb.parcelquest.com/#home.

***Map Name:** Tract Nos. 2778 and 2520 ***Scale:** See scale in image ***Date of Map**: June 15, 2023



Attachment 2

Archaeological Resources – Additional Background Information

Information in this section is excerpted from non-confidential elements of the confidential Archaeological Resources Study Report prepared for the Capitol Corridor South Bay Connect Project by ICF. (ICF. 2024. *Archaeological Resources Study Report for the South Bay Connect Project.* April. (ICF 103615) San Francisco, CA. Prepared for HDR and HNTB Corporation, Oakland, CA.)

Environment

The Project alignments are within unsectioned lands of Townships 2 South, Range 3 West; 3 South, Range 2 West; 3 South, Range 3 West; 4 South, Range 1 West; 4 South, Range 2 West; 5 South, Range 1 West; and 5 South, Range 2 West Mount Diablo Base Line and Meridian, as depicted on the United States Geological Survey (USGS) *San Leandro, Calif; Hayward, Calif.; Newark Calif*; and *Niles, Calif.* 7.5-minute topographic quadrangles. Freshwater sources within and adjacent to the Project alternatives are discussed in Chapter 1, *Introduction*, Section 1.1, *Project Description*, of this study report.

The alternatives are along the western margin of the Diablo Range of the Coast Ranges geomorphic province on a broad, gently sloping alluvial plain (California Geological Survey 2002; Dibblee and Minch 2005a, 2005b). The entirety of the Project is landward of the pre-development bay shoreline. The Diablo range is primarily composed of uplifted, Mesozoic-aged (between 250 and 66 million years old) and Cenozoic-aged (less than 66 million years old) sedimentary rock, while the alluvial plain was formed via the downslope movement of sediment during the Pleistocene and Holocene epoch (Dibblee and Minch 2005a, 2005b). In the present day, large portions of the Project have been graded and paved.

The native vegetation consists of California coastal prairie scrub mosaic (Küchler 1977). The native plant community associated with the Coastal Prairie-Scrub Mosaic includes low to moderate-sized shrubs; common species include oatgrass (*Danthonia californica*), red fescue (*Festuca rubra*), tufted hairgrass (*Deschampsia cespitosa*), California brome (*Bromus carinatus carinatus),* meadow barley (*Hordeum brachyantherum*), and coyotebush (*Baccharis pilularis*). Seeds from some of these locally available grasses were collected and eaten for food, including barley hairgrass and brome, as evidenced by charred seeds collected from archaeological site CA-ALA-566 in Hayward and at other sites throughout Central California (Gmoser 1998; Wohlgemuth 1996, 2004).

Native vegetation communities of this region supported a variety of wildlife, including those of economic importance to the Ohlone (see Section 3.3, *Ethnography*), the native occupants of the area. Native fauna of the valley included Tule elk (*Cervus elaphus nannodes*), pronghorn (*Lynx rufus*), black-tailed deer (*Odocoileus hemionus*), and grizzly bear (*Ursus horribilis*), as well as a myriad of small mammals, reptiles, amphibians, and birds.

Precontact Cultural Chronology[1]

In the San Francisco Bay Area region of central California, researchers have developed chronologies to describe the general evolution of precontact cultures through time. These chronologies include the Central California Taxonomic System which identified three broad culture periods based on artifact variations associated with burials in the lower Sacramento Valley and the Archaic-Emergent temporal sequence developed by Fredrickson (1974) which identified four chronological periods based on technological, subsistence, economic, social, and political behavior. To account for advances in archaeological dating technology and archaeological field data regarding the nature of Native California occupation during the precontact period, these chronologies have been revised into an integrative scheme which accounts for both a temporal and cultural sequence for the area (Milliken et al. 2007). This scheme, summarized below, consists of an updated chronological sequence comprised of six periods: the Early Holocene/ Lower Archaic (8000-3500 cal B.C.), Early Period (3500-500 cal B.C.), Lower Middle Period (500 cal B.C. – A.D. cal 430), Upper Middle Period (cal A.D. 430-1050), Initial Late Period (cal A.D. 1050-1550), and Terminal (Phase 2) Late Period (cal. A.D. 1550-1850) (Milliken et al. 2007).[2]

Early Holocene/ Lower Archaic (8000-3500 cal B.C.)

The Early Holocene is characterized by "a generalized mobile forager pattern," as indicated by assemblages containing milling slabs and handstones, as well as large wide-stemmed and leaf-shaped projectile points (Milliken et al. 2007:114). Early Holocene archaeological sites are rare, although this may in part be due to ancient deposits likely underlying several feet of sediment or submerged by sea-level rise (Meyer and Rosenthal 2007). However, Early Holocene deposits have been identified at a few scattered locations in Central California. In the East Bay, a radiocarbon date of 7920 cal B.C was obtained from charcoal beneath an inverted milling slab associated with a deeply buried component. The contents of sites from this period include terrestrial mammal remains, chipped stone tools, milling implements, and remnants of acorns and wild cucumber (Meyer and Rosenthal 1997:III.64–III.65; Wohlgemuth 1997). In the South Bay, Early Holocene occupation was present at CA-SCL-178 south of the project alignments, where an archaeological feature identified 450 cm below the surface yielded a radiocarbon date of 9430 cal BP (Meyer and Rosenthal 2007).

Early Period/Middle Archaic (3500-500 cal B.C.)

The Early Period is generally marked by increased sedentism, regional trade, and symbolic integration as evidenced by ground stone technology and thick rectangular Olivella shell beads in a mortuary context. Beads recovered from an occupation site in the interior of Contra Costa County, produced dates from this period (1746-1591 cal B.C). A transition from a forager adaption to semi-sedentism is also indicated in the archaeological record of bayshore shellmounds during this period. One site in West Berkeley yielded four beads with dates between 1440 and 800 cal B.C. (Groza et. al 2011).

[1] The term "precontact" as used here is synonymous with the term "prehistory," meaning the time prior to Euro-American contact with indigenous tribes of California. The term is exchanged to avoid pejorative implications that have previously been the subject of tribal concerns.

[2] These phases are academic constructs and do not necessarily reflect the views of Native American tribes

Lower Middle Period/Initial Upper Archaic (500 cal B.C. – A.D. cal 430)

Symbolic integration and technology evolved during the Lower Middle Period. At the onset of the Middle Period—referred to as the Early-Middle Transition (EMT, 600-200 cal B.C.)—rectangular shell beads, markers of the Early Period, are replaced in the archaeological record with stylistically new beads, including split-beveled and saucer Olivella types. Other artifacts introduced during this period include barbless fish spears, elk femur spatula, tubes, whistles, and bone basketry awls (Elsasser 1978:39).

Upper Middle Period/ Late Upper Archaic (cal A.D. 430-1050)

The Upper Middle Period is characterized by dramatic cultural and demographic disruption which began during the EMT and climaxed during the Upper Middle Period circa cal A.D. 1000. During this time a new population, known as the Meganos Aspect, migrated from the San Joaquin Delta to most of the East Bay's interior valleys and the Santa Clara Valley as evidenced at ALA-343 in Fremont (Bennyhoff 1994a). This new population was distinguished by a distinct mortuary complex, which typically includes internments with extended burial posture. Stylistic and temporally distinct Olivella saddle bead horizons M2 (cal A.D. 420-585), M3 (cal A.D. 585-750), and M4 (cal A.D. 750-1020) characterize the Upper Middle Period (Groza et al. 2011). Notably, roughly half of the archaeological sites dating from the Lower Middle Period were abandoned during the Upper Middle Period (Milliken et al. 2007:116), although the reasons for this are unclear.

Initial Late Period/ Lower Emergent (cal A.D. 1050-1550)

The Initial Late Period represents the ethnographically documented cultures present at the time of European contact. This period is marked in part by increased sedentism, status ascription, and social stratification observed in burial practices, and by the emergence of the Kuksu Cult, a ceremonial system that unified several language groups in central California. Late Period deposits in central California have been documented from most interior valleys and bayshore locations, as well as from upland contexts, where habitation and task-specific sites have been reported (e.g., Gleaton 2015; Hylkema 2007; Psota 1997; Richards 1988; Wiberg 1996). New technology was also introduced during this period, notably the bow-and-arrow, which is evidenced in the archaeological record by small dart-sized projectile points. Other artifacts associated with the Initial Late Period include Haliotis banjo-shaped ornaments, collared smoking pipes, and temporally distinct L1 Olivella callus cup beads (cal A.D. 1265-1520) and L2 Olivella lipped beads (cal A.D. 1520-1770) (Bennyhoff 1994b; Groza 2011 et al. 2011).

Terminal (Phase 2) Late Period (cal. A.D. 1550-1850)

Archaeologists refer to the time after circa A.D. 1500 until Euro-American contact as Phase 2 of the Late Period in central California, characterized in part by new bead types such as those made from saltwater clam shells (Saxidomus sp. and Tresus sp.), Dentalium shells, and magnesite (Von der Porten et al. 2014). These new artifacts were used as a medium of monetized exchange until Euro-American contact, representing social and economic integration previously unseen in the archaeological record for central California.

Ethnography

The PCL is situated within the ancestral territory of the Ohlone, also referred to by ethnographers as Costanoan, derived from the Spanish word *Costeños* meaning coast people which was the name given by the Spanish when establishing Missions in Ohlone territory (Margolin 1978:1). Ohlone territory consists of the area from the southern edge of the Carquinez Strait to a portion of the Big Sur and Salinas Rivers south of Monterey Bay, to approximately 50 miles inland from the coast (Levy 1978).

Ohlone is a sub-family of the Utian language group, which includes Miwokan languages spoken in the North Bay, Clear Lake Basin, and the Consumnes, Mokelumne, and lower Sacramento River drainages of the Central Valley and western Sierra foothills. In the San Francisco Bay Area, linguists have identified six Ohlone languages with three dialects with the Chochenyo dialect spoken in the East Bay (Milliken 2009:35).

The Ohlone occupied a territory dotted with seasonal resource-related occupational and specialized task sites, lesser villages, as well as semi-sedentary and sedentary villages. Communities generally consisted of one main, strategically situated principal ceremonial village occupied year-round and a series of smaller hamlets with resource gathering and processing locations occupied intermittently or seasonally. Encompassing the territorial areas of each group were larger regions composed of several villages and their outliers (ceremonial shrines, cemeteries and specialized task sites). The Spanish explorers called these territorial units rancherias and anthropologists have described these larger regions variably (Arellano et. al 2021; Krober 1955).

Acorns gathered from different oak species were a staple of the Ohlone diet, as well as nuts from the buckeye tree; hazelnuts; grassland and plant seeds from buttercup, chia, redmaids, tarweed, and grey pine; wild strawberries, elderberries, and madrone berries; and wild grapes. Hunting and gathering of numerous creek, shore, and terrestrial species supplemented the diet (Levy 1978:491–492; Margolin 1978:40). Groups with access to bay and estuarine resources used tule balsas for watercraft, and acquired shellfish, waterfowl, salmon, sturgeon, and lamprey eels. Larger terrestrial mammals (e.g., grizzly bear, Roosevelt elk, black tailed deer) were hunted with the bow and arrow, while communal drives and nets were used to capture smaller game (e.g., rabbits, mice, rats). Bow and arrow, cordage, bone tools, and twined basketry to procure and process their foodstuffs. Larger mammals, in addition to being a food source, had ceremonial and religious importance, as demonstrated in the archaeological record by ceremonial burials of elk, coyotes, wolves, and bears in the archaeological record (Cambra et al. 1996; Pastron and Bellifemine 1999).

The most common type of dwelling was a thatched domed structure consisting of a framework of poles and pole binders. Other common structures included sweathouses, dance enclosures and assembly houses consisting of excavated semi-subterranean buildings which likely uses boughs of hardwood or redwood trees as center posts for structural support. The sweat lodges and dance houses (túupentak in the Chochenyo dialect, but more commonly referred to in the literature by the Mexican term “temescal”) may also have been earth covered as elsewhere in California (Arellano et. al 2021).

Between 1776 and 1797, seven Spanish missions were founded in Ohlone territory and where many Ohlone were forcefully brought to live and work. While living within the mission system, the Ohlone commingled with other groups, including the Esselen, Yokuts, Miwok, and Patwin. Exposure to European diseases, unsanitary living conditions, and malnutrition was devastating to the Ohlone

population residing at the missions. By 1832, the Ohlones numbered less than 2,000 (Milliken 1995).

Under the Mexican government, secularization of the mission lands began in earnest in 1834. Most of the former mission land was divided into ranchos and granted to loyal Mexican subjects. Following the secularization of the missions, the surviving missionized Ohlone continued to live and work in several Post-Contact communities as well as on the various rancherias and Californio ranchos surrounding each of the other greater Bay Area missions.

On the rancherias, there was a partial return to Ohlone religious practices and food collection practices. Consequently, several multiethnic communities (consisting of individuals of Chochenyo, Plains Miwok, Northern Valley Yokuts, Patwin, and/or Coast Miwok descent) were established in the mid-19th century within Ohlone territory. A religious revitalization movement referred to as the Ghost Dance spread across California in the 1870s (Arellano et. al 2021; Levy 1978:486).

In 1850, California became a part of the United States and laws were established which restricted the civil rights of the Ohlone and other tribal communities and prevented them from having representation in the government, eliminate the right to testify in court, serve on juries, or be recognized as citizens. Laws allowed members of the Ohlone and other tribal communities to be arrested for vagrancy and auctioned out as laborers for periods of four months at a time. Another law provided that children could be given to white citizens as wards until adulthood (Miliken 2009).

In 1851 U.S. government agents negotiated treaties, signed by representatives of groups living to the north and east of the old mission lands, agreeing to set aside large tracts of Central Valley and northern California land as reservations. However, due to pressure from the California Congressional delegation, the United States Senate refused to sign the treaties that had been negotiated and placed the treaties under seal. Between the un-ratified treaties and the Land Claims Act of 1851, many Ohlone and other members of tribal communities became homeless (Miliken 2009).

During the early 20th century, descendants of the Ohlone and other groups participated in legal efforts to obtain recognition by the federal government, including two legal suits brought against the U.S. government by Indians of California (1928–1964) for reparation due to them for the loss of traditional lands. Although descendants of the Ohlone have yet to receive formal recognition from the federal government, they are becoming increasingly organized as a political unit and have developed an active interest in preserving their ancestral heritage and advocating for Native American issues.

History

Fremont/Niles

The southern portions of the Project alignments are within the former lands of Mission San José, founded in 1797. By 1820, the mission had vast tracts of land used to graze cattle and sheep, as well as to cultivate crops including wheat, corn, barley, peas, beans, and fruit. Wheat was a staple crop, and Mission San José was one of the most prosperous of all the missions.

Mexican Independence in 1821 led to the demise of the California mission system, including Mission San José. The Rancho class wanted the agriculturally rich mission lands and sought to end the era of

religious control of the land and the agricultural economy. Between 1834 and 1836, all of the California missions were secularized. Jose de Jesus Vallejo, brother of Mariano Vallejo, was appointed the *comisionado* in charge of the secularization of Mission San José until 1840. In his influential position, Jose de Jesus Vallejo was able to acquire approximately 17,000 acres of the former mission land, which became Rancho Arroyo de la Alameda. In 1841, he constructed a grist mill on a flat area of land north of Alameda Creek and adjacent to the present-day southern terminus of Niles/Oakland.

During the early American period (1848–1865), the village of Vallejo Mills continued to grow as gold miners who, upon becoming disillusioned with prospecting, returned to farming in the area; many squatted on Vallejo's land. By the 1850s, Vallejo Mills was the central gathering place for the agricultural community and consisted of stores, a hotel, and a restaurant. The hills and ridges above Vallejo Mills, northeast of the Project alignments, were utilized for grazing livestock. However, due to unwise investments and hefty property taxes, Vallejo was forced to sell off portions of the original rancho land; by the mid-1860s, the majority of the former rancho land, including the Vallejo Mills site, was sold.

In 1865, the Western Pacific Railroad Company began construction of an 11.6-mile-long segment of the transcontinental railroad through Niles Canyon. Completed in 1869, the rail line ran through the canyon to San Francisco and was the final segment of the First Transcontinental Railroad providing the first rail connection between the San Francisco Bay Area and the rest of the United States. During this time, the Central Pacific Railroad acquired the Western Pacific Railroad Company.

The new railroad benefited the surrounding areas but led to the decline of the Vallejo Mills settlement. The railroad bypassed Vallejo Mills and established a station and facilities in Niles, 1,500 feet to the northwest of the mill site. As Niles continued to develop around the railroad operations, Vallejo Mills declined; mill operations ceased in 1884.

In 1880, the rail line through Niles Canyon became secondary to a new main line constructed through the towns of Benicia and Martinez. In 1889, the Central Pacific Railroad became a subsidiary of the Southern Pacific Railroad (SPRR) and the two merged in 1959. The tracks through Niles Canyon were in service until 1984 when SPRR deeded the section of the railroad and ROW from Sunol to Niles to Alameda County. Today, the Pacific Locomotive Association operates the Niles Canyon Railway for historical tours (Archaeological/Historical Consultants 1992; Holland 2019; Hoover et al. 1966; National Park Service 2022).

Hayward

The modern city of Hayward is on one of two divisions of Rancho San Lorenzo. The division containing Hayward and Castro Valley was awarded to Guillermo Castro in 1841 by Governor Juan B. Alvarado. Castro had a map surveyed for a town covering 28 blocks near his adobe home (now occupied by Hayward's Historic City Hall) and began selling land to settlers. Castro sold a large tract of land to William Hayward, who built a general store and lodging house at present day A and Main Streets, a mile north of the current Project alignments. A settlement grew around these establishments and was initially called Haywards and then later shortened to Hayward.

The area around the settlement had rich soil and plentiful water to support farming and ranching industries. Several farms and ranches were established in the area, most ranging in size from 100 to 500 acres, though a few encompassed 1,000 acres or more. William Meek owned over 3,000 acres of

land south and west of San Lorenzo Creek and Hayward where he pastured sheep and grew almonds, plums, oranges, lemons, limes, cherries, currants, wheat, oats, barley, and corn.

Railroad development helped urban and agricultural growth in the region. A local rail line was established in 1865 with service between Hayward and Alameda, where trains connected with ferries to San Francisco. The line was bought by the Central Pacific Railroad and by 1869 transcontinental trains began running through Hayward. In 1878, a second railroad began service along the bay shore with a station at Eden Point. Hayward had a population of 1,000 and a prosperous commercial district by 1870 and was incorporated in 1876 (Hoover et al. 1966).

Union City

The city of Union City is within the former lands of Rancho Potrero de las Cerritos, which was granted to Agustin Alviso and Tomas Pacheco on March 21, 1844. The Alviso family adobe was approximately a half-mile east of the current Coast Subdivision alignment and was later replaced by a framed house after the earthquake of 1868. Tomas Pacheco's adobe was on the south bank of Alameda creek, on the west side of Decoto Road.

In 1850, John M. Horner purchased 110 acres of the rancho land at a bend in Alameda Creek and founded a settlement called Union City, named for his steamship "The Union." Around the same time, Henry Smith purchased 465 acres from Alviso and Pacheco and founded the settlement of New Haven in the vicinity of present-day Smith Street and Union City Boulevard approximately a half-mile west of the current Coast Subdivision. These two settlements combined to form the town of Alvarado.

When Alameda County first established in 1853, Alvarado became the first county seat and home to the first county courthouse. In 1856, due to recurring flooding, the county seat was relocated to San Leandro. However, Alvarado's abundance of water proved profitable to local agriculture, and one of the nation's first successful beet sugar manufacturers was establish by E.H. Dyer. The California Sugar Beet Manufacturing Company was founded in 1870 (California Historical Landmark No. 768) on present-day Dyer Street, 100 feet north of the Coast Subdivision.

In 1869, a segment of the transcontinental railroad was constructed in the area and another small community of Decoto was established through formation of a town plan in 1870. The rail line led to further development in the area, including canning factories that processed the local produce grown in the area for shipment across the United States. In the late 1930s, the Pacific State Steel factory was built on the Decoto/Niles border within the current alignments of Niles/Oakland and was the primary employer in Decoto for many years.

In the 1950s the cities of Hayward and Fremont were seeking to incorporate lands within Alvarado and Decoto, and residents formed to petition for incorporation to keep Hayward from annexing both towns. On January 13, 1959, the issue was to put to a vote and Union City was incorporated, uniting the towns of Alvarado and Decoto (City of Union City 2019; Hoover et al. 1966; OHP 2022a).

Newark

The city of Newark is within the former lands of Rancho Potrero de las Cerritos. During the early American period, Origin Mowry, who in 1850 established Mowry's Landing, settled in the Newark area. Landings such as Mowry's, as well as Mayhew's Landing to the north, provided the main source

of commerce to the area. Warehouses at these landings housed coal, wheat, and other goods for transport.

In March 1878, the railroad came into service and a train station was established at Carter Avenue, aiding the development of the area's commercial salt industry. Commercial salt produced by using evaporation ponds in the southwestern portion of Newark was a significant industry in the area, as salt was in high demand for treating silver ore and curing fish and meat. By 1900, substantial portions of marshland on the western edge of Newark had been diked, bermed, and converted to salt evaporation ponds. Companies employed Chinese and Japanese labor to shovel salt from the flats onto conveyer belts that emptied onto railroad cars for transport. Many of these laborers were single men living in barracks at these facilities. Industries have continued to develop in the area since the 1950s, ranging from brick making, to chemical blending, to semitruck assembly (City of Newark 2013; Hoover et al. 1996; HRI: P-01-003613).

San Leandro

San Leandro is within the lands of Rancho San Leandro, which contained the cattle ranch of Don José Joaquín Estudillo, who secured the land grant in 1842. In the 1850s, squatters and settlers moved into the area and eventually the Estudillo family consented to provide land for county buildings and 200 acres to lay out a town. The family home served as a temporary courthouse until 1855, when the house was destroyed by a fire. Located approximately 1.5 miles from the current Coast Subdivision is the original house site, California Historical Landmark No. 279. In 1856, the county seat was officially moved from Union City and San Leandro remained the county seat until 1873 when it was transferred to Oakland.

San Leandro continued to develop farms and orchards that produced cherries, tomatoes, onions, potatoes, asparagus, sugar beets, rhubarb, and apricots. In 1872, the city incorporated; by the early 20th century, the population had grown to 2,300 as railroad corridors running through the city were developed with industry. San Leandro continued to grow steadily in the first half of the 20th century, with a punctuated period of rapid growth in the 1940s–1950s due to the need for wartime and post-war housing (Hoover et al. 1966; City of San Leandro 2014).

Previously Recorded Archaeological Resources

The record searches conducted in 2019, 2021, 2022, and 2023 identified seven previously recorded archaeological resources and two informal resources within the PCL, and twelve previously recorded archaeological resources and one informal resource within the RSA. The following State of California inventories for the PCL and RSA were also reviewed:

- *Five Views: An Ethnic Historic Site Survey for California* (OHP 1988);
- California Historical Landmarks (OHP 2022a);
- California Points of Historical Interest (OHP 2022b); and
- Archaeological Determinations of Eligibility (OHP 2012).

Geological Map Analysis

This section includes a review of geologic maps to assess the Project's potential for containing as-yet undocumented buried archaeological resources. For the purposes of this analysis, the phrase *buried archaeological sensitivity* is used to characterize a given area's likelihood for containing buried archaeological resources. For example, if an area is defined as having a high degree of buried archaeological sensitivity, it is considered to have a high likelihood for containing buried archaeological resources. This study considers two factors to determine archaeological sensitivity: landform age and depositional environment.

- Landform age: As of the writing of this document, the general scientific consensus regarding the timing of human occupation of North America is that humans have occupied North America since around 13,500 years, or just before the end of the Pleistocene epoch (Braje et al. 2017; Erlandson et al. 2007; Waters et al. 2011). This means that landforms formed before this period have limited sensitivity for containing buried archaeological resources, whereas landforms formed after this period retain sensitivity for containing buried archaeological resources. An additional factor is that while landforms formed during the early Holocene epoch retain some degree of potential for containing buried archaeological resources, it is extremely uncommon. Although there are several hypotheses as to why this is the case (e.g., poor preservation, fewer humans in the early Holocene, the places where people lived during the early Holocene are either inundated or deeply buried), the specific reasons for this phenomenon are not well understood for the Bay Area. As a result, this study considers landforms formed during the early Holocene (prior to 10,000 years ago) as having limited sensitivity for buried archaeological resources.
- Depositional environment: The phrase *depositional environment* refers to the way in which a landform is formed. Depositional environment is an important consideration both for whether humans can occupy a landform long enough to form an archaeological resource and for the preservation of archaeological resources if they do. In general, archaeological resources tend to preserve poorly in persistently high-energy alluvial environments (e.g., river channels with coarse bedload, wave-washed coastlines) and humans tend to not inhabit permanently or regularly inundated environments (e.g., tidal flats). On the other hand, humans frequently inhabit landforms formed in low-energy alluvial environments and that are infrequently inundated, such as floodplains and alluvial fans.

Based on the two factors described above, the Project is divided into three categories of archaeological sensitivity: *high*, *moderate*, and *low*. For the purposes of this study, landforms identified as having formed prior to the Holocene were considered to have *low sensitivity* for buried archaeological resources. Terrestrial landforms formed during the early Holocene were also considered to have low sensitivity for buried archaeological sites, while terrestrial landforms formed during the middle to late Holocene were considered to have *high sensitivity* for buried archaeological resources. Historic landforms formed within the past 150 years, including artificial fill, were also considered to have moderate sensitivity for buried archaeological sites.

Geologic Map Analysis Results

The Project Footprint extends across numerous geologic units that range in age from the Pleistocene to within the last 150 years. Additional information about these units, including their geologic abbreviations, age, and archaeological sensitivity are described in Table 4-3.

The majority of the footprint (76.15%) was determined to have a high degree of sensitivity for containing buried archaeological resources. A portion (2.9 acres of 609.1 total acres) was excluded from these proportions as these areas are currently underwater.

Table 4-1. Geologic Units within the Resource Study Area

Geologic Abbreviation	Geologic Unit	Archaeological Sensitivity
Recent <150 years		
ac	Artificial stream channel (Historic)	Moderate
afbm	Artificial fill over San Francisco Bay Mud (Historic)	Moderate
alf	Artificial levee fill (Historic)	Moderate
Qhc	Recent stream channel deposits	Low
Latest Holocene <~1000 years		
Qhfy	Alluvial fan deposits	High
Qhly	Alluvial fan levee deposits	High
Qhty	Stream terrace deposits	High
Holocene<10,000 years		
Qha	Alluvium, undifferentiated	High
Qhbm	San Francisco Bay Mud	Moderate
Qhf	Alluvial fan deposits	High
Qhf1	Younger alluvial fan deposits	High
Qhf2	Older alluvial fan deposits	High
Qhff	Fine-grained alluvial fan deposits	High
Qhl	Alluvial fan levee deposits	High
Qht	Stream terrace deposits	High
Latest Pleistocene to Early Holocene <~30,000 years		
Qf	Alluvial fan deposits	Low
Ql	Alluvial fan levee deposits	Low
Qt	Stream terrace deposits	Low

Geologic Abbreviation	Geologic Unit	Archaeological Sensitivity
Latest Pleistocene 10,000 to ~30,000 years		
Qpt	Stream terrace deposits	Low
Pre-Pleistocene ~30,000 years to 1.6 million years		
br	Bedrock	Low

Knudsen, Keith L., Janet M. Sowers, Robert C. Witter, Cal M. Wentworth, and Edward J. Helley 2000