

# Appendix E

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Architectural Identification and  
Evaluation Report



**Northern San Joaquin 230 kV Transmission Project, San Joaquin  
County, California**

**Architectural Identification and Evaluation Report**

Final

March 2023

Pacific Gas & Electric Company



### Northern San Joaquin 230 kV Transmission Project, San Joaquin County, California

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## Executive Summary

Pacific Gas and Electric Company (PG&E) proposes the Northern San Joaquin 230 kV Transmission Project (Project) in San Joaquin County, California (Appendix A, Figure 1). The Project includes construction of a new 230 kilovolt (kV) transmission line that will connect the existing PG&E Brighton-Bellota 230 kV transmission line through PG&E Lockeford Substation with Lodi Electric Utility (LEU) Industrial Substation. Three existing PG&E 60 kV lines connecting into LEU Industrial Substation will be removed to accommodate the new PG&E transmission line or will be reconfigured in their existing alignments. A new PG&E switching station near LEU Industrial Substation also is proposed as part of the Project.

Jacobs Engineering Group, Inc. developed this report to present the results of the identification and evaluation of architectural resources in the Area of Potential Impacts (API) for the Project. The report also assesses the potential impacts that may occur to the resources evaluated as eligible for listing in the California Register of Historical Resources (CRHR) and considered historical resources for the purposes of the California Environmental Quality Act (CEQA). The report was completed in compliance with Sections 21083.2 to 21084.1 of the Public Resources Code and with the California Code of Regulations and CEQA Guidelines, Title 14, Chapter 3, Sections 15000 to 15387. Notably, this report does not address archaeology. Refer to the companion to this report, *Cultural Resources Inventory Report for the PG&E Northern San Joaquin 230 kV Transmission Project, San Joaquin County, California*, completed by Far Western Anthropological Research Group, Inc. (Far Western), for information on archaeological investigations for the Project.

The API for the Project encompasses 3,662 acres (Appendix A, Figure 2). It includes the maximum Project footprint and all areas related to the Project's construction, implementation, and operation, including areas anticipated to be used as access roads, staging areas, and laydown areas. In addition, the API accounts for potential visual, atmospheric, and audible impacts. The API includes a 500-foot-radius past the Project footprint in rural areas and one parcel past the Project footprint in suburban and industrial areas when Project improvements include the new transmission line or switching station or substation improvements due to the highly visible nature of these features. The vertical extent of the API will not exceed 155 feet above the existing ground surface for the new transmission line poles and 30 feet above the existing ground surface for the switching station and substation improvements. Representative photographs of the API are included in Appendix B.

As part of the archaeology companion to this report, Far Western conducted a records search in 2021 to identify previously recorded cultural resources (consisting of archaeological and architectural resources) and previously conducted cultural resources investigations within the Project footprint and a 0.25-mile-radius study area surrounding the API. The results of the records search indicated that one architectural resource investigation has been previously conducted within the 0.25-mile-radius study area (Report Number SJ-04506), and that it covered less than 1 percent of the API (Appendix A, Figure 3). Additionally, the records search identified three previously recorded architectural resources within the 0.25-mile-radius study area: California Department of Transportation (Caltrans) Bridge Number 29C-341, which carries East Harney Lane over Paddy Creek, as well as the Southern Pacific Railroad (SPRR) (Primary Number P-39-000002) and Central California Traction Railroad (CCTR) (Primary Number P-39-004457) that intersect the API (Appendix A, Figure 3). The bridge is located immediately south of the API, and has been assigned National Register of Historic Places (NRHP) Status Code 5 by Caltrans, signifying it is not eligible for listing in the NRHP. A small segment of the SPRR within the API is previously recorded based on mapping in the PG&E MapGuide Database cultural layer. However, based on review of past recordation forms for the SPRR as well as historic maps and aeriels, the line did not extend through the API. Rather, the geographic information system shape of the previously recorded segment of the SPRR within the API in the MapGuide Database cultural layer appears to be an error. The segment of the CCTR within the API is newly identified. Previously recorded segments of the CCTR either are unevaluated or have been recommend not eligible

for listing in the NRHP and CRHR. Prior to fieldwork, a historic context was developed to facilitate identification and evaluation efforts as part of this report. The historic context was based on records search information and primary and secondary sources available at repositories and online sources. Investigators also reviewed information from the San Joaquin County Assessor and ParcelQuest to identify the age of the resources in the API and determine the date of any major additions or alterations (Appendix A, Figure 4).

An architectural field survey of the entire API was conducted between December 15 and 22, 2022. The survey was conducted from public vantage points and public rights-of-way. If surveyed resources were not visible or accessible from public areas, investigators completed supplemental research to record and evaluate the resources, such as review of current mapping software, historic maps, aerials, historic newspaper databases, city directories, and other sources.

During the survey, investigators took geotagged photographs of each architectural resource constructed on or before the survey cutoff date of 1977, including any accessory resources, and took notes on architectural style, form, condition, and historic integrity. In addition, investigators completed desktop reviews of two Project alternatives (Northern Alternative and Central Alternative) to characterize the general setting, identify common architectural styles and property types, understand construction chronologies, and note alterations and additions to larger properties and individual buildings and structures.

The extent of the API was also field verified to determine if the Project would be visible past the 500-foot-radius buffer surrounding the new transmission line. In several instances, the API was expanded to include the full extent of a parcel and other interrelated properties based on existing conditions, such as flat topography, limited development, and lack of other visual intrusions. Oftentimes, a building cluster would be located immediately outside the API limits; however, since the building cluster was associated with properties within the API, it was recorded as part of an interrelated resource, including the portion outside the API. For example, residences and outbuildings were frequently outside the limits of the API; however, since they were directly and historically associated with agricultural fields and orchards within the API, the entirety of the property was recorded and the API was expanded.

Resources meeting the 1977 survey cutoff date were documented on a survey results matrix included in Appendix C and recorded and evaluated on Department of Parks and Recreation (DPR) 523 series forms included in Appendix D. No resources constructed after the 1977 survey cutoff date appeared to possess exceptional significance; therefore, none of these resources were recorded. In areas where the new transmission line will be constructed alongside an existing transmission line with structures of a similar height as the proposed features, investigators confirmed in the field that no new visual intrusions would occur to properties within the API. This was completed through assessing existing viewsheds from public vantage points, the historic character and setting of the area, building orientation, existing vegetation, topography, and age of existing visual intrusions. If this assessment determined there would be no visual changes from the new line, the resources within the API were not recorded or evaluated as part of this report. Representative photographs of where there would be no visual changes from the new line are included in Appendix B, Photographs 17 through 22.

In total, the API has 188 parcels, 95 of which were constructed prior to 1977. Of these, 68 resources were recorded and evaluated as part of this report (refer to the survey results matrix in Appendix C and DPR 523 series forms in Appendix D). Of these, 67 resources are newly identified and one is a previously unrecorded segment of the CCTR (P-39-004457) within the API. Of the 68 resources, 7 are evaluated as eligible for listing in the CRHR and, therefore, meet the definition of a historical resource for purposes of CEQA for this Project. The recorded resources are mapped in Appendix A, Figure 5. Notably, the survey did not identify any evidence of the previously recorded segment of the SPRR within the API. One resource

(Resource Identifier 62; 13589 East Kettleman Road) was discovered to post-date the 1977 survey cutoff date during post-field research and, therefore, was not recorded or evaluated as part of this report.

No significant impacts will occur to the 7 resources evaluated as eligible for listing in the CRHR. There would be no physical impacts to these resources; therefore, the resources would retain their integrity of location, design, materials, workmanship, feeling, and association. The historic and current uses of these resources would remain intact (e.g., rural residential properties, some of which are engaged in small-scale agriculture on medium sized parcels). In addition, the character-defining features associated with each resource, such as their massing, materials, orientation, and landscape features, would remain intact and would not be diminished by the Project improvements. In most cases, the Project improvements will range from approximately 350 feet to approximately 1,100 feet from contributing resources within the property. Therefore, the resources would continue to convey their significance under their applicable CRHR criteria, such as Criterion 1 for representing early-twentieth century rural residential settlement or Criterion 3 for embodying a distinctive design. While the new transmission line may be visible from certain public vantage points, impacts from Project improvements would be marginal because changes have already impacted the integrity of setting and feeling of those areas. Therefore, a finding of a "Less than Significant Impact to Historical Resources" is recommended for the Project, in accordance with CEQA Guidelines, Appendix G, and Section 21084.1.

A copy of this report will be filed with the Central California Information Center of the California Historical Resources Information System.



## Contents

Executive Summary.....	1
Acronyms and Abbreviations.....	iii
<b>1. Introduction .....</b>	<b>1-1</b>
1.1 Project Description .....	1-1
1.2 Area of Potential Impacts.....	1-1
1.3 Regulatory Framework.....	1-1
1.4 Project Personnel.....	1-2
<b>2. Background Research .....</b>	<b>2-1</b>
2.1 Records Search .....	2-1
2.1.1 Southern Pacific Railroad (P-39-000002) .....	2-2
2.1.2 Central California Traction Railroad (P-39-004457).....	2-2
2.2 Summary of Other Sources .....	2-3
2.3 Desktop Review of Alternatives .....	2-4
<b>3. Historic Context .....</b>	<b>3-1</b>
3.1 Spanish and Mexican Periods (1769 to 1848).....	3-1
3.2 American Period (1848 to the Present).....	3-1
3.2.1 Agriculture .....	3-1
3.2.2 Irrigation, Flood Control, and Water Conveyance.....	3-2
3.2.3 Transportation.....	3-3
3.2.4 Power Infrastructure .....	3-4
<b>4. Survey Methods .....</b>	<b>4-1</b>
<b>5. Survey Results .....</b>	<b>5-1</b>
5.1.1 Central California Traction Railroad (P-39-004457).....	5-1
5.1.2 Previously Unrecorded Resources .....	5-1
<b>6. Resource Eligibility and Assessment of Potential Impacts .....</b>	<b>6-1</b>
6.1 Resource Eligibility.....	6-1
6.2 Assessment of Potential Impacts.....	6-2
6.3 Findings and Conclusions .....	6-4
<b>7. References.....</b>	<b>7-1</b>

### Appendices

- A Figures
- B Representative Photographs
- C Survey Results Matrix
- D Department of Parks and Recreation 523 Series Forms

### Tables

2-1 Previously Recorded Cultural Resources within the API and 0.5-Mile-Radius Study Area.....	2-1
6-1 Assessment of Potential Impacts to CRHR Eligible Resources.....	6-2



## Acronyms and Abbreviations

API	Area of Potential Impacts
APN	assessor's parcel number
Caltrans	California Department of Transportation
CCR	California Code of Regulations
CCTR	Central California Traction Railroad
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
EBMUD	East Bay Municipal Utility District
Far Western	Far Western Anthropological Research Group, Inc.
Jacobs	Jacobs Engineering Group Inc.
kV	kilovolt
NAHC	Native American Heritage Commission
NPS	National Park Service
NRHP	National Register of Historic Places
NSJWCD	North San Joaquin Water Conservation District
PG&E	Pacific Gas and Electric Company
PRC	Public Resources Code
Project	Northern San Joaquin 230 kV Transmission Project
SJ&SNR	San Joaquin and Sierra Nevada Railroad
SLF	Sacred Lands File
SPRR	Southern Pacific Railroad
SR	State Route
U.S.	United States
UPRR	Union Pacific Railroad
USGS	U.S. Geological Survey



# 1. Introduction

Pacific Gas and Electric Company (PG&E) proposes the Northern San Joaquin 230 kV Transmission Project (Project) in San Joaquin County, California. The Project is located east of Highway 99, within and east of the City of Lodi (Appendix A, Figure 1).

Jacobs Engineering Group, Inc. (Jacobs) developed this report to present the results of the identification and evaluation of architectural resources in the Area of Potential Impacts (API) for the Project. The report also assesses the potential impacts that may occur to the resources evaluated as eligible for listing in the California Register of Historical Resources (CRHR) and considered historical resources for the purposes of the California Environmental Quality Act (CEQA). Notably, this report does not address archaeology. Refer to the companion to this report, *Cultural Resources Inventory Report for the PG&E Northern San Joaquin 230 kV Transmission Project, San Joaquin County, California*, completed by Far Western Anthropological Research Group, Inc. (Far Western), for information on archaeological investigations completed as part of the Project.

## 1.1 Project Description

The Project includes construction of a new 230 kilovolt (kV) transmission line that will connect the existing Brighton-Bellota 230 kV transmission line through PG&E Lockeford Substation with Lodi Electric Utility (LEU) Industrial Substation. Three existing PG&E 60 kV lines connecting into LEU Industrial Substation will be removed to accommodate the new PG&E transmission line or will be reconfigured in their existing alignments. A new PG&E switching station near LEU Industrial Substation also is proposed as part of the Project.

## 1.2 Area of Potential Impacts

For the purposes of this report and to analyze the Project's potential impacts to architectural resources, an API was established for the preferred alignment. The API comprises 3,662 acres (Appendix A, Figure 2). It encompasses the maximum Project footprint and all areas related to the Project's construction, implementation, and operation, including areas anticipated to be used as access roads, staging areas, and laydown areas.

In addition, the API accounts for potential visual, atmospheric, and audible impacts. The API includes a 500-foot radius past the Project footprint in rural areas and one parcel past the Project footprint in suburban and industrial areas when Project improvements include the new transmission line or switching station or substation improvements because of the highly visible nature of these features. The vertical extent of the API will not exceed 155 feet above the existing ground surface for the new transmission line poles and 30 feet above the existing ground surface for the switching station and substation improvements. Representative photographs of the API are included in Appendix B.

## 1.3 Regulatory Framework

This report was completed pursuant to Sections 21083.2 to 21084.1 of the Public Resources Code and with the California Code of Regulations and CEQA Guidelines Title 14, Chapter 3, Sections 15000 to 15387.

According to the CEQA Guidelines Appendix G, impacts on cultural resources would be considered significant if the Project would result in any of the following:

- Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.

- Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.
- Disturb any human remains, including those interred outside of formal cemeteries.

A historical resource is a cultural resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR). Historical resources, as defined in subdivision (k) of Section 4020.1, and included as such in a local register, or deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, are presumed to be historically or culturally significant, unless the preponderance of the evidence demonstrates that the resource is not historically or culturally significant. The fact that a resource is not listed in, or determined to be eligible for listing in, the CRHR, not included in a local register, or not deemed significant pursuant to criteria set forth in subdivision (g) of Section 5024.1, does not preclude a lead agency from determining whether the resource may be a historical resource.

Pursuant to Section 15064.5, a cultural resource is considered to be historically significant if it meets the criteria for listing in the CRHR (PRC Section 5024.1, Title 14 CCR, Section 4852) including the following:

1. Associated with events that have made a significant contribution to the broad patterns of local or regional history or the cultural heritage of California or the United States (U.S.); or
2. Associated with the lives of persons important to local, California, or national history; or
3. Embodies the distinctive characteristics of a type, period, region, or method of construction; or represents the work of an important creative individual; or possesses high artistic values; or
4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

Historic integrity is the ability of a property to convey its significance and is defined as the authenticity of a resource's historic identity, evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources must retain enough of their historic character or appearance to be recognizable as historical resources and to convey the reasons for their significance. Integrity must be evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data.

CEQA Guidelines also define the significance of impacts to archaeological and historical resources as:

- Substantial adverse change in the significance of a historical resource by physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings as defined in Section 15064.5.
- Demolishes or materially alters those physical characteristics of a historical resource that convey its significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR, or inclusion in a local register, as defined in Section 15064.5.

### **1.4 Project Personnel**

This report was completed by Amanda Reese, M.A., Marcia Montgomery, M.A., and Kelly N. Morgan, M.P.S., all Architectural Historians at Jacobs. Ms. Morgan authored Sections 1, 2, and 3. Ms. Montgomery provided assistance with Section 3. Ms. Reese authored the remaining sections. Jeremy Hollins, M.A., Senior Architectural Historian at Jacobs, provided project direction, including oversight of the architectural field survey of the API, and completed a technical review of the report. Ms. Reese, Ms. Morgan, Ms.

Montgomery, and Mr. Hollins meet the Secretary of the Interior's Professional Qualification Standards in Architectural History and History.



## 2. Background Research

### 2.1 Records Search

As part of the archaeology companion to this report, Far Western conducted a review of the PG&E MapGuide Database cultural layer in 2021 to identify previously recorded cultural resources and previously conducted cultural resources investigations within the Project footprint and a 0.25-mile-radius study area. The records search completed by Far Western included both archaeological and architectural resources. The cultural layer includes all current files from the Central California Information Center of the California Historical Resources Information System. In addition, Far Western and Jacobs also examined the National Register of Historic Places (NRHP), CRHR, California Inventory of Historic Resources, California Points of Historic Interest, and California Historical Landmarks records as well as the Historic Properties Directory for resources in the API and study area.

The records search indicated that one architectural resource investigation has been previously conducted within the 0.25-mile-radius study area, covering approximately 1 percent of the northwest end of the API (Appendix A, Figure 3). URS Corporation conducted the investigation as part of the proposed Lodi Energy Center Project in 2001. No architectural resources were recorded as a result of the survey. The resultant report, *Lodi Energy Center Cultural Resources (Archaeological and Historic Built Environment Resources) Technical Report* (Report Number SJ-04506), was submitted to the City of Lodi in 2001. The records search also revealed that two regional overviews and two literature search reports cover parts of the API; however, these reports do not include surveys and are not mapped in Appendix A, Figure 3.

The records search identified three previously recorded architectural resources within the 0.25-mile-radius study area, consisting of two railroads that intersect the API and a bridge located 14 feet from the API. Table 2-1 lists these resources, which are mapped in Appendix A, Figure 3. The two railroads within the API are discussed further after the table.

**Table 2-1. Previously Recorded Cultural Resources within the API and 0.5-Mile-Radius Study Area**

Resource Name; Primary Number	Description	Recorder(s); Date	Eligibility
*Southern Pacific Railroad (SPRR); P-39-000002	The former SPRR alignment in San Joaquin. SPRR operation began in 1869, connecting the San Joaquin Valley with Sacramento and the transcontinental mainline. The alignment currently forms part of the present-day Union Pacific Railroad (UPRR).	Wisely, J.; 2018 Ford, Dawn Ramsey; 2012 Pappas, S., D. Quivey, and K. Tipper; 2011 Rainka, Greg; 2010 Martinez, Jesse; 2008 Jones, E. Timothy; 2006 M.R. Bowen; 2005 Jones & Stokes, 2004 Schmidt, M., C. Baker, and J. Dougherty; 2003 JRP Historical Consulting Services; 2003 Jon L. Brady 2003 Dolan, Christy, and Angel Tomes; 2002 Gross, Charlane; 2002 Byrd, David S.; 2002 Reno, R.; 2002 Windmiller, Ric; 2002 Bakic, Tracy and Cindy Baker; 2001 Egherman, R.; 2001 Egherman, R.; 2001	Previously recorded segments are unevaluated or recommended as not eligible for listing in the NRHP or CRHR. A short segment of the SPRR within the API was previously recorded based on the PG&E MapGuide Database cultural layer; however, documentation of this recordation was not located, and its GIS shape in the cultural layer appears to be an error. Refer to Section 2.1.1 for additional information.

## Architectural Identification and Evaluation Report

Resource Name; Primary Number	Description	Recorder(s); Date	Eligibility
		Dore, Christopher, and W.L. Norton; 1997 Caesar, Clarence; 1995 Unknown; 1994 JRP Historical Consulting Services; 1994 JRP Historical Consulting Services; 1994 JRP Historical Consulting Services; 1994 JRP Historical Consulting Services; 1993 Costello, J. and J. Marvin; 1993	
*Central California Traction Railroad (CCTR); P-39-004457	The CCTR alignment in San Joaquin Valley. The railroad was constructed from Sacramento to Stockton between 1907 and 1910.	JRP Historical Consulting Services; 2003 Martinez; 2008 PARUS Consulting, Inc.; 2010 Pappas and Tippet; 2011	Previously recorded segments are unevaluated or are recommended as not eligible for listing in the NRHP or CRHR. The segment within the API is previously unrecorded and unevaluated.
California Department of Transportation (Caltrans) Bridge Number 29C-341; N/A	Bridge carrying East Harney Lane over Paddy Creek outside Lodi, constructed in 1964.	Caltrans; 2019	Assigned NRHP Status Code 5 by Caltrans, signifying not eligible for listing in the NRHP.
*Asterisk denotes that the resource is located within the API			

### 2.1.1 Southern Pacific Railroad (P-39-000002)

Segments of the SPRR in San Joaquin County have been recorded on multiple occasions. These previously recorded segments either have not been previously evaluated or were recommended as not eligible for listing in the NRHP (Dolan and Tomes 2002; Gross 2002).

According to the PG&E MapGuide Database cultural layer, a short segment of the SPRR within the API has been previously recorded. The GIS shapefile shows the segment located on both sides of the CCTR along East Sargent Road, between State Route (SR) 12 and Lodi Junction, and designates it as EBMUD-23. The resource appears in the location map included in a site record completed by Jones & Stokes in 1997. However, EBMUD-23 is not the subject of that record, which instead records two short SPRR segments outside the API, both of which are designated as EBMUD-10. Therefore, EBMUD-23's inclusion in the location map in that site record appears to be an error. The GIS shape for EBMUD-23 in the MapGuide Database cultural layer points to a segment called MR #6; however, MR #6 was recorded by Jones & Stokes in 2002 and is located southwest of Stockton (outside the API). Therefore, it appears that the GIS shape in the MapGuide Database cultural layer is an error. Based on review of historic topographic quadrangles dating back to 1909, the SPRR did not extend through the API. Rather, the SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API. The SPRR Valley Spring Branch followed the alignment of present-day SR 12 approximately 0.26 mile north of the API.

### 2.1.2 Central California Traction Railroad (P-39-004457)

In 2003, JRP Historical Consulting Services recorded a 100-foot-long segment of the CCTR at the railroad's intersection with SR 12, approximately 250 feet north of the API. The segment was not evaluated for listing in the NRHP or CRHR; however, the record noted that the rails, ties, and crossing

guards all appeared to be non-original and recently replaced. Three additional segments of the CCTR have since been recorded in Stockton (outside the API and 0.25-mile-radius study area). The first, in 2008, recommended the segment not eligible for listing in the NRHP and CRH due to a lack of integrity. The remaining two segments were recorded in 2010 and 2011 and are unevaluated.

## 2.2 Summary of Other Sources

Jacobs conducted additional background research to identify architectural resources within the API and develop a historic context. This included review of primary and secondary sources available at repositories and online, such as maps, aerials, regional histories, and historic newspaper. Statewide historic contexts pertinent to the API also were reviewed. These sources included the following:

- California Department of Transportation (Caltrans) publications consisting of:
  - *Water Conveyance Systems in California, Historic Context Development and Evaluation Procedures* (JRP Historical Consulting Services and Caltrans 2000)
  - *A Historical Context and Archaeological Research Design for Agricultural Properties in California* (Caltrans 2007)
  - *Caltrans Guidelines for Identifying and Evaluating Historic Landscapes* (Caltrans 1999)
- *A Model for Identifying and Evaluating the Historic Significance of Post-World War II Housing* (Transportation Research Board 2012)
- San Joaquin County libraries
- Lodi Historical Society
- San Joaquin County Historical Museum
- San Joaquin Delta College Library Archives and Special Collections
- National Park Service
- Ancestry.com
- [ChronicleAmerica.loc.gov](http://ChronicleAmerica.loc.gov) (Library of Congress historic newspaper database)
- General Land Office land records
- [HistoricAerials.com](http://HistoricAerials.com) (NETROnline 2022)
- National Archives
- [Newspapers.com](http://Newspapers.com)
- [NewspaperArchive.com](http://NewspaperArchive.com)
- National Register Focus Database
- ParcelQuest

- Sanborn Fire Insurance Maps
- U.S. Census records
- U.S. Geological Survey (USGS) topographic maps

### 2.3 Desktop Review of Alternatives

The Project has two other alternatives, the Northern Alternative and the Central Alternative, both located north of the preferred alignment. The alternatives are depicted in Appendix A, Figure 1. A records search for these areas was completed as part of the *Cultural Resources Constraints Report: Northern San Joaquin 230 kV Transmission Project* (Far Western 2020).

Jacobs reviewed this data to help characterize the resources located along the alternative alignments, develop a historic context, and to understand property types and periods of development for the API environs. This research was augmented by a desktop review completed using Google Earth, Google Street View, historic aerials, and USGS topographic maps. The following provides more information about the alternatives. Photographs depicting these areas are included in Appendix B.

- Northern Alternative
  - The Northern Alternative from LEU Industrial Substation until Curry Avenue is mainly industrial buildings consisting of warehouses, small offices and small factories, constructed from the 1950s through the present. From Curry Avenue eastward the properties are mainly small to midsize rural residential properties with residences, barns, shops, and garages. As the Northern Alternative runs across SR 88 parcel sizes become more irregularly sized and include agricultural lots with farm buildings, some rural residential, and some vacant lots solely used for agriculture. Most rural residential is situated to face county roads with setbacks varying from 10 to 50 feet.
  - At the western end of the Northern Alternative the built environment is characterized by modern industrial buildings and industrial buildings dating from 1950 through 1977. The industrial environment is characterized by warehouses and small offices (Appendix B, Photograph 1). Once the alternative crosses the CCTR tracks, the built environment is mainly rural residential, agricultural (vacant) land, and farm buildings (Appendix B, Photograph 2, 3). Most appear to date from 1920 through 1970, with a fair degree of infill of modern properties. Most rural residences have replaced building elements, such as windows and siding, and are concentrated near rural roadways.
- Central Alternative
  - The Central Alternative from LEU Industrial Substation until Curry Avenue is mainly industrial buildings consisting of warehouses, small offices and small factories constructed from the 1950s through the present. From Curry Avenue eastward the properties are mainly small to midsize rural residential properties with residences, barns, shops, and garages. As the Central Alternative runs across SR 88, parcel sizes become more irregularly sized and include agricultural lots with farm buildings, some rural residential, and some vacant lots solely used for agriculture. Most rural residential is situated to face county roads with setbacks varying from 10 to 50 feet.
  - At the western end of the Central Alternative, the built environment is characterized by modern industrial buildings and industrial buildings dating from 1950 to 1977. The

industrial environment is characterized by warehouses and small offices (Appendix B, Photograph 4). Once the alternative crosses the CCTR tracks, the built environment is mainly rural residential, agricultural (vacant) land, and farm buildings (Appendix B, Photograph 5, 6). Most appear to date from 1920 to 1970, with a fair degree of infill of modern properties. Most rural residences have replaced building elements, such as windows and siding, and are concentrated near rural roadways.



### **3. Historic Context**

In California, the historic period is generally divided into three periods: the Spanish Period (1769 to 1834), the Mexican Period (1821 to 1848), and the American Period (1848 to the present).

#### **3.1 Spanish and Mexican Periods (1769 to 1848)**

The Spanish Period spans 1769 to 1821, beginning with the founding of the El Presidio Real de San Diego and the Mission San Diego de Alcalá. As early as 1776, the first formal European expedition, led by Lieutenant-Colonel Juan Bautista de Anza, entered San Joaquin Valley (Schenck 1926). Although the Spanish established a vast network of missions along the California coast during the Spanish Period, none of the missions were sited inland within San Joaquin County. A review of Spanish land grant information did not find any information regarding land grants within present-day San Joaquin County that might have relevance to the API's history (State Lands Commission 1982).

Mexico became independent of Spain in 1821, effectively ending the Spanish Period in California. Former Spanish lands were then opened for grants by the Mexican government to citizens who would colonize the area and use the land (Lech 2004). A review of Mexican land grant documented six land grants within San Joaquin County during the Mexican Period; however, none of these ranchos extended into the API (State Lands Commission 1982).

#### **3.2 American Period (1848 to the Present)**

Following the signing of the Treaty of Guadalupe Hidalgo in 1848, the U.S. took possession of what is now California. The discovery of gold in California in 1848 led to the start of the California Gold Rush the following year, bringing many speculators from the eastern U.S. and European countries to California. In 1850, California was admitted into the U.S. as the 31st state, primarily because of the population increase created by the Gold Rush.

San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly-constructed SPRR. The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Historic themes specific to the API include agriculture; irrigation, flood control, and water conveyance, transportation; and power infrastructure. These themes are discussed in greater detail below.

##### **3.2.1 Agriculture**

The earliest maps of the API date from 1856 and 1857 (General Land Office 1855, 1865). They show some roads extending through the area (discussed further in Section 3.2.3), but that the API was otherwise largely undeveloped. Lodi was created as a new railroad town at the west end of the API in 1869, and by 1890 grew to a population of approximately 1,200 residents (No author 1890). Around this time, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007).

During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

### 3.2.2 Irrigation, Flood Control, and Water Conveyance

Dry grain farming, the principal industry in San Joaquin County during the second half of the nineteenth century, required little in the way of irrigation. However, crop diversification occurred during the twentieth century that required the construction of more irrigation features. Natural waterways and canals served as lifelines providing water to farms via features such as smaller canals, laterals, and ditches (JRP Historical Consulting Services and Caltrans 2000). Historic maps and aerials show numerous wells in the API environs, as well as what appear to be small ditches diverting water from creeks to agricultural fields (NETROnline 2022; USGS 2022). This includes the Bear and Paddy creeks, which intersect the center of the API. A 1908 topographic quadrangle, the earliest available for the area, shows their meandering courses extending through the API immediately east of present-day SR 88. This also is reflected in subsequent quadrangles and aerials through 1961. By 1967, however, an aerial shows that all three creeks had been channelized to follow their current, straighter paths. According to a 1977 report by the U.S. Army Corps of Engineers, channelization of Bear Creek in San Joaquin County was completed between 1963 and 1967 as part of a flood protection project that built 24 miles of channel improvements and 41 miles of low levees along the waterway. The project was intended to protect agricultural land, suburban areas, and transportation corridors from the devastating effects of floods (U.S. Army Corps of Engineers 1977). Paddy Creek likely was channelized during the same period for flood protection purposes.

The entire API falls within the North San Joaquin Water Conservation District (NSJWCD), which was formed in 1948 to provide groundwater management (NSJWCD 2022). It represents one of the water storage and conservation districts created in California after the late 1920s in response to the “increased demand for storage and coordination of interest on larger streams” (JRP Historical Consulting and Caltrans 2000:15). The NSJWCD currently encompasses 150,000 acres east of Lodi on both sides of the Mokelumne River and includes features such as pump stations, recharge sites, and reservoirs for water storage (all outside the API). A 2020 map of the district identifies that the NSJWCD South Pipeline, which delivers water from Mokelumne River to the north into Pixley Slough and Bear Creek to the south, intersects the API approximately 0.5 mile east of North Alpine Road (NSJWCD 2020). The pipeline also is used during irrigation season to convey water to farms (Greater San Joaquin County Regional Water Coordinating Committee 2020). The pipeline’s north-south alignment through the API first appears between 1961 and 1968 topographic quadrangles, where it is labeled an aqueduct (NETROnline 2022; USGS 2022).

#### 3.2.2.1 Mokelumne Aqueduct

Another aqueduct intersects the API: the Mokelumne Aqueduct, which extends northeast-southwest through the extreme east end of the API. The resource runs nearly 100 miles in total and is owned and operated by the East Bay Municipal Utility District (EBMUD). The first segment of the line was completed in the 1920 to provide water to the rapidly growing East Bay area. Additional segments were added as the twentieth century progressed (EBMUD 2022). The aqueduct is first depicted through the API between the 1942 and 1947 topographical quadrangles (USGS 2022).

Based on the *Water Conveyance Systems in California* statewide historic context, California’s growing metropolitan areas needed increased water supplies in the early twentieth century. Cities adopted the concept of interbasin water transfer, pulling water from outside the local county around this time. The

context describes, “First, Los Angeles in the Owens Valley (1906-1913), followed by San Francisco at Hetch Hetchy (1913-1935) and Oakland on the Mokelumne River (1924-1928), the state’s major urban areas reached beyond their local and increasingly inadequate watershed to secure ample supplies of high-quality water for municipal and domestic uses” (JRP Historical Consulting Services and Caltrans 2000).

The EBMUD was established in 1923 and acquired rights to the Mokelumne River the following year. Bonds were issued to secure funding for the construction of a water system delivering water from Highland Peak in the Sierra Nevada to the Sacramento-San Joaquin Delta. The original aqueduct was built in 1929, within a 100 foot right-of-way that provided for the eventual expansion of the system to include two more pipelines. Post-World War II population growth spurred the addition of a second pipeline in 1949, which increased the system’s capacity from 42 million gallons per day to 105 million gallons. By 1963, further growth of the region resulted in the addition of the third pipeline. Today, the system provides 1.4 million people and 35 municipalities with water (Austin 2022; Hamman 1949).

The Pardee Dam and Reservoir (38 miles northeast of Stockton) impounds water from the Mokelumne River. The 345-foot-high concrete gravity arch dam provides a capacity of 198,000 acre-feet of municipal water supply. The water from the reservoir travels “through the 2.2-mile Pardee Tunnel and then into the 82-mile three-barreled Mokelumne Aqueduct to cross the foothills and the Central Valley where at Lodi, the aqueduct joins up with the Folsom South Canal” (Austin 2022). From there, water is conveyed to Walnut Creek and is sent to an EBMUD filtration plant or reservoir (Austin 2022).

The 0.95-mile-long section of the Mokelumne Aqueduct within the API is buried and presumably includes the three pipelines dating from 1929, 1949, and 1963. A newspaper article from 1949 described the construction of the aqueduct’s second pipeline, which was built of primarily steel pipe with some concrete pipe sections. Consolidated Western Steel Corporation and the United Concrete Pipe Company provided the two different pipes (Hamman 1949).

### **3.2.3 Transportation**

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and also passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 later shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials

(NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the CCTR, which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by UPRR and BNSF (JRP Historical Consulting Services 2003).

### 3.2.4 Power Infrastructure

Power infrastructure within the API consists of PG&E Brighton-Bellota 230 kV transmission line, PG&E Rio Oso-Lockeford 230 kV transmission line, LEU Industrial Substation, and PG&E Lockeford Substation, as well as the following 60 kV power lines associated with the substations: PG&E Industrial Tap, PG&E Lockeford-Industrial, PG&E Lodi-Industrial, PG&E Lockeford #1, PG&E Sutter Home Switching Station-Lockeford-Lodi, PG&E Lockeford-Lodi No. 2, and PG&E Lockeford-Lodi No. 3.

During the first half of the twentieth century, California experienced immense growth, which led to development of a complex utility network. Early hydroelectric and transmissions systems supplied power to agricultural valleys and distant cities along the coast. Long distance electric power lines were developed across California in the first decades of the twentieth century as electricity demands increased (Walker 2017).

PG&E, which formed in 1905 when multiple gas and electric companies in the Bay Area consolidated, emerged as an early leader in electrical systems development. By the end of the 1920s, PG&E expanded its reach by purchasing dozens of smaller geographically focused utilities, such as San Joaquin Light and Power Company (Walker 2017). As such, PG&E enjoyed monopoly status during the Great Depression and entering the post-war period, which brought rapid growth to the valley communities in the region. The company projected that the area load demand would double in the decade between 1945 and 1955 (Walker 2017). To address this growing demand for energy at the midcentury, PG&E announced a \$350,000,000 construction program to expand electricity and natural gas services in Northern and Central California (*Contra Costa Gazette* 1947).

Review of historic aerials and maps show the development of power infrastructure within and around the API during this period (NETROnline 2022; USGS 2022). PG&E Brighton-Bellota 230 kV transmission line represents the first part of this construction. Its northwest-southeast alignment extending through the extreme east end of the API first appears in a 1939 topographical quadrangle. Nearly a decade later, PG&E Lockeford Substation (located along East Kettleman Lane to the east of SR 88) was put in service in December 1948 (No author 1949). PG&E Rio Oso-Lockeford 230 kV transmission line that extends from PG&E Lockeford Substation to the existing alignment of PG&E Brighton-Bellota 230 kV transmission line to the east, which was built later, first appearing between 1961 and 1968 topographic quadrangles (NETROnline 2022; USGS 2022). LEU Industrial Substation southeast of the intersection of South Cluff and East Lodi avenues in Lodi dates from sometime between 1984 and 1993 based on aerials (NETROnline 2022). PG&E Industrial Tap, PG&E Lockeford-Industrial, and PG&E Lodi-Industrial 60 kV power lines reaching LEU Industrial Substation were erected after its construction. The remaining PG&E 60 kV distribution lines within the API (PG&E Lockeford #1, PG&E Sutter Home Switching Station-Lockeford-Lodi, PG&E Lockeford-Lodi No. 2, and PG&E Lockeford-Lodi No. 3) are associated with PG&E Lockeford Substation and were built sometime between 1993 and 2002 based on aerials (NETROnline 2022).

## 4. Survey Methods

Investigators who meet the Secretary of the Interior's Professional Qualification standards in Architectural History and History, per 36 CFR Part 61, oversaw the completion of an architectural field survey of the entire API between December 15 and 22, 2022. The survey was conducted from public vantage points and public rights-of-way. If surveyed resources were not visible or accessible from public areas, investigators completed supplemental research to record and evaluate the resources, such as review of current mapping software, historic maps, aerials, historic newspaper databases, city directories, and other sources.

Prior to initiating fieldwork, investigators exported parcel data for the API from the San Joaquin County Assessor and ParcelQuest and uploaded it to ArcGIS Collector. This information included parcel boundaries as well as relevant information such as parcel address, assessor's parcel number (APN), and construction year. Investigators also uploaded shapefiles showing the locations of previously recorded architectural resources within the API.

During the survey, investigators used the ArcGIS Collector application loaded with the above-mentioned shapefiles to collect geotagged photographs of each property constructed on or before the survey cutoff date of 1977, including any accessory resources, and took notes on architectural style, form, condition, and historic integrity. Investigators also assigned estimated construction dates to properties based on field verification of San Joaquin County Assessor and ParcelQuest data, professional judgement, and historical research, including historic maps, aerials, newspaper databases, and other sources. The distribution of the resources that met the survey cutoff data (i.e., constructed on or before 1977) are presented in Appendix A, Figure 4.

The extent of the API was also field verified to determine if the Project would be visible past the 500-foot-radius buffer surrounding the new transmission line. In several instances, the API was expanded to include the full extent of a parcel and other interrelated properties due to existing conditions, such as flat topography, limited development, and lack of other visual intrusions. Oftentimes, a building cluster would be located immediately outside the API limits; however, since the building cluster was associated with properties within the API, it was recorded as part of an interrelated resource, including the portion outside the API. For example, residences and outbuildings were frequently outside the limits of the API; however, since they were directly and historically associated with agricultural fields and orchards within the API, the entirety of the property was recorded and the API was expanded.

Resources meeting the 1977 survey cutoff date were documented in the survey results matrix in Appendix C and recorded on Department of Parks and Recreation (DPR) 523 series forms in Appendix D. No resources constructed after the 1977 survey cutoff date appeared to possess exceptional significance; therefore, none of these resources were recorded. In areas where the new PG&E transmission line is being constructed alongside an existing transmission line with structures of a similar height as the proposed features, investigators confirmed in the field that no new visual intrusions would occur to properties within the API. This was completed through assessing existing viewsheds from public vantage points, the historic character and setting of the area, building orientation, existing vegetation, topography, and age of existing visual intrusions. If this assessment determined there would be no visual changes from the new line, the resources within the API were not recorded or evaluated as part of this report. Representative photographs of where there would be no visual changes from the new line are included in Appendix B, Photographs 17 through 22.

Survey methods were designed to meet local, state, and federal requirements, and follow guidance put forth in California Office of Historic Preservation's *Instructions for Recording Historical Resources*. The survey was also consistent with the Secretary of the Interior's *Standards and Guidelines for Archeology and Historic Preservation* (48 Federal Register 44716).



## 5. Survey Results

The background research and architectural field survey identified 68 architectural resources within the API meeting the 1977 survey cutoff date that are recorded and evaluated as part of this report (refer to the survey results matrix in Appendix C and DPR 523 series forms in Appendix D). Of these, 67 resources are newly identified and one is a previously unrecorded segment of the CCTR (P-39-004457) within the API.

Notably, the survey did not identify any evidence of the previously recorded segment of the SPRR within the API (P-39-000002). As described in Section 2.1.1, review of previous recordation forms for the SPRR as well as historic maps and aerials indicate that the line did not extend through the API. Therefore, the previously recorded segment within the API in the PG&E MapGuide Database cultural layer appears to be an error. This is corroborated by the survey results, which did not identify any railroad features in this location.

During post-field research, one resource that the San Joaquin County Assessor indicated met the 1977 survey cutoff date was discovered to be built in 1980 (Resource Identifier 62; 13589 East Kettleman Road). The San Joaquin County Assessor provides a construction date of 1915 for the property with an effective year of 1980 (ParcelQuest 2022). Aerial photographs from 1957 and 1967 show the property as purely agricultural land with no buildings, indicating the 1915 date of construction provided by the assessor is inaccurate. The existing residence first appears between the 1967 and 1984 aerials, indicating the 1980 construction date provided by the assessor is accurate (NETROnline 2022). This was corroborated by professional judgement based on field survey results. Based on this information, the property was not recorded or evaluated for listing in the CRHR as part of this report because it does not meet the 1977 survey cutoff date.

The following summarizes the efforts of the architectural field survey. Section 6 presents determinations of eligibility. The resources are mapped in Appendix A, Figure 5.

### 5.1.1 Central California Traction Railroad (P-39-004457)

The segment of the CCTR within the API is newly identified. Other segments of the line outside the API have been previously recorded and are unevaluated or were recommended not eligible for listing in the CRHR and NRHP. The previously recorded segment of the line nearest the API is a 100-foot-long segment at the railroad's intersection with SR 12, approximately 250 feet north of the API. The segment was not evaluated for listing in the CRHR or NRHP, however, the record noted that the rails, ties, and crossing guards associated all appeared to be non-original. The approximately 2.5-mile-long segment of the CCTR within the API also appears to feature non-original rails and ties.

### 5.1.2 Previously Unrecorded Resources

Overall, 67 resources meeting the 1977 survey cutoff date were newly identified within the API. Of these resources, 41 are rural residential, 7 are industrial, 6 are suburban residential, 5 are farm buildings on agricultural land, 4 are water conveyance features, 3 are electrical infrastructure, and 1 is a cemetery. These properties have the following characteristics:

- Rural residential properties consist of mainly Ranch, Minimal Traditional, Queen Anne, and eclectic styles. Most contain outbuildings, including garages, barns, shops, sheds, and carports.
- Industrial properties are mainly utilitarian warehouses, shops, garages, or manufacturing plants.
- Suburban residential include properties on small quarter-acre lots within the City of Lodi

- Farm buildings included sheds, shops, barns, or warehouses related to agricultural production located on a parcel with no residence.
- Water conveyance and control features within the API consist of two earthen levees and two underground pipelines.
- Electrical infrastructure consists of one PG&E substation and two PG&E 230 kV transmission lines.
- The one cemetery is the Lodi Memorial Park and Cemetery.

Eighteen of the newly identified properties within the API were built between 1900 and 1920, 11 were built between 1920 and 1940, 19 were built between 1940 and 1960, and 19 were built between 1960 and 1977.

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## 6. Resource Eligibility and Assessment of Potential Impacts

### 6.1 Resource Eligibility

Previously recorded segments of the CCTR are unevaluated or were evaluated as not eligible for listing in the CRHR. This report recommends the CCTR segment newly identified within the API as not eligible for listing in the CRHR as an individual resource or as a potential contributor to a larger resource. The resource does not have a direct association with important events or trends and is not a design or engineering achievement.

Of the 67 newly identified resources, 7 are evaluated as eligible for listing in the CRHR and, therefore, are considered historical resources for the purposes of CEQA for this Project. One resource is recommended eligible only under Criterion 1, two resources are recommended eligible only under Criterion 3, and four resources are recommended eligible under both Criteria 1 and 3. The following identifies these resources and summarizes the evaluations. Refer to the survey results matrix in Appendix C and DPR 523 series forms in Appendix D for more information on these resources, including full evaluations.

- Resource Identifier 21 (15661 North Curry Avenue; APN 049-230-260) is eligible for listing in the CRHR under Criteria 1 and 3 for illustrating early-twentieth century agricultural settlement in Lodi and as a good, intact representation of a 1920s rural residential property with a Craftsman-style residence, tank house, and garage. The property retains integrity and communicates its character and appearance from its construction.
- Resource Identifier 25 (15277 North Curry Avenue; APN 049-230-100) is eligible for listing in the CRHR under Criterion 3 as a representative example of a Queen Anne-style rural residence within San Joaquin County. The property reflects character-defining features of the style through its high-pitched roof with prominent gable, patterned shingles, asymmetrical massing, and partial-width porch and retains a high degree of integrity.
- Resource Identifier 30 (7106 East Kettleman Lane; APN 061-132-110) is eligible for listing in the CRHR under Criterion 3 as it embodies a Folk Victorian-style residence through its high-pitched roof with prominent gable, full-width front porch, spindle work porch detailing, clapboard exterior, and original windows. Other than a replacement front door, the resource appears to be unchanged.
- Resource Identifier 32 (7150 East Kettleman Lane; APN 061-133-010) is eligible for listing in the CRHR under Criteria 1 and 3 for illustrating early-twentieth century agricultural settlement in Lodi and as a good, intact representation of a 1930s rural residential property with a Craftsman-style residence, tank house, and garage. The property retains integrity and communicates its character and appearance from its construction in 1936.
- Resource Identifier 34 (7280 East Kettleman Lane; APN 061-133-030) is eligible for listing in the CRHR under Criterion 3 as an excellent example of a Craftsman-style residence in rural San Joaquin County. The property possesses intact elements of the style, including a partial-width front porch with its roof supported by battered wood columns, exposed rafter tails, a low-pitched roof with wide unenclosed eaves, triangular knee braces, and its original front door. It would be recognizable to persons from the past and retains integrity.
- Resource Identifier 47 (13915 North Locust Tree Road; APN 630-150-460) is eligible for listing in the CRHR under Criterion 3 for embodying a Mediterranean-style residence in a rural context. It

displays character-defining features of the style such as stucco walls, a low-pitched tile roof, and a simple massing that emphasizes horizontal lines.

- Resource Identified 67 (Mokelumne Aqueduct segment within the API) is eligible for listing in the CRHR under Criterion 1 for its associations with interbasin water transfer to supply domestic and municipal water to growing urban areas and its role in the development of the East Bay area.

The remaining 60 newly identified resources were evaluated as not eligible for listing in the CRHR. Resources not found eligible for listing in the CRHR will not be impacted by the Project. Refer to the survey results matrix in Appendix C and DPR 523 series forms in Appendix D for more information on these resources, including full evaluations.

## 6.2 Assessment of Potential Impacts

The following table summarizes the potential impacts that may occur to the 7 resources evaluated as eligible for listing in the CRHR and considered historical resources for the purposes of CEQA for this Project. Project elements referenced in Table 6-1 correspond to Appendix A, Figure 2.

**Table 6-1. Assessment of Potential Impacts to CRHR Eligible Resources**

Resource Identifier	Address; APN	Project Element Proximity	Assessment
21	15661 North Curry Avenue; 049-230-060	Located approximately 500 feet southeast of structure W38 and approximately 352 feet east of centerline of preferred alignment	Modern-age industrial buildings are viewable from North Curry Avenue. Therefore, integrity of setting has already been diminished. The Project will not impact the aspects of integrity that convey this resource's significance under Criteria 1 and 3. The new transmission line will not impact the property's integrity of location, design, setting, materials, workmanship, feeling, and association. The installation of Project elements over 350 feet from the resource will not modify its historic appearance or character or alter any of its character-defining features. No physical impacts will occur to the property as part of the Project.
25	15277 North Curry Avenue; 049-230-100	Located approximately 572 feet southeast of structure W37 and approximately 480 feet east of centerline of preferred alignment	Modern-age industrial buildings are viewable from North Curry Avenue. Therefore, integrity of setting has already been diminished. The Project will not impact the aspects of integrity that convey this resource's significance under Criterion 3. The new transmission line will not impact the property's integrity of location, design, setting, materials, workmanship, feeling, and association. The installation of Project elements 480 or more feet from the resource will not modify its historic appearance or character or alter any of its character-defining features. No physical impacts will occur to the property as part of the Project.
30	7106 East Kettleman Lane; 061-132-110	Located approximately 1,150 feet northeast of structure W31 and approximately 1,100 feet from centerline of preferred alignment	Modern-age residential buildings are viewable from Vintage Road and East Kettleman Lane. Therefore, integrity of setting has already been diminished. The Project will not impact the aspects of integrity that convey this resource's significance under Criterion 3. The new transmission line will not impact the property's integrity of location, design, setting, materials, workmanship, feeling, and association. The installation of Project elements 1,150 or more feet from the resource will not modify its historic appearance or character or alter any of its character-defining features. No physical impacts will occur to the property as part of the Project.

Resource Identifier	Address; APN	Project Element Proximity	Assessment
32	7150 East Kettleman Lane; 061-133-010	Located approximately 1,100 feet northwest of structure W30 and approximately 1,100 feet from centerline of preferred alignment	The building cluster associated with this property, consisting of a Craftsman-style residence, tank house, and garage, is setback approximately 1,100 feet from the proposed Project improvements and already has limited visibility of proposed improvements due to location and foliage. As a result, the Project improvements will not impact its integrity of location, design, setting, materials, workmanship, feeling, and association, and the property will still convey its significance under Criteria 1 and 3. No physical impacts will occur to the property as part of the Project.
34	7280 East Kettleman Lane; 061-133-020	Located approximately 1,150 feet northwest of structure W30 and approximately 1,100 feet from centerline of preferred alignment	The Craftsman-style residence at this property is setback approximately 1,100 feet from the proposed Project improvements. Views of the proposed improvements will be limited due the setback and existing foliage. As a result, the Project improvements will not impact its integrity of location, design, setting, materials, workmanship, feeling, and association, and the property will still convey its significance under Criterion 3. No physical impacts will occur to the property as part of the Project.
47	13915 North Locust Tree Road; 063-150-460	Located approximately 800 feet southwest of structure W19 and approximately 750 feet south from the centerline of preferred alignment	Modern-age buildings are viewable from North Locust Tree Road. Therefore, integrity of setting has already been diminished. This resource is located approximately 750 feet from the proposed Project improvements. Views of the proposed improvements will be limited due the setback and existing foliage. As a result, the Project improvements will not impact its integrity of location, design, setting, materials, workmanship, feeling, and association, and the property will still convey its significance under Criterion 3. No physical impacts will occur to the property as part of the Project.
67	N/A	Located approximately 650 feet southeast of structure E1 and approximately 700 feet southeast from the centerline of preferred alignment	The property is a buried aqueduct segment that has no above-ground features within the API. The installation of Project elements 650 feet or more from the resource will not impact its integrity of location, design, materials, workmanship, feeling, and association, and the property will still convey its significance under Criterion 1. PG&E Brighton-Bellota 230 kV transmission line already intersects with the aqueduct segment. Therefore, because the setting already is characterized by electrical infrastructure, the Project elements will not diminish its integrity of setting. No physical impacts will occur to the property as part of the Project.

No significant impacts will occur to the 7 resources evaluated as eligible for listing in the CRHR as part of this report. In most cases, the Project improvements will range from at least approximately 352 feet to approximately 1,100 feet from the contributing resources within the property. There would be no physical impacts to these resources. Therefore, the resources would retain the aspects of integrity that convey their significance. The historic and current uses of these resources would remain intact (e.g., rural residential properties, some of which are engaged in small-scale agriculture on medium-sized parcels). In addition, the character-defining features associated with each resource, such as their massing, materials, orientation, and landscape features, would remain intact and not be diminished by the Project improvements. In addition, while the new PG&E transmission line may be visible from certain public vantage points, modern-era development has already diminished integrity of setting in these instances,

and the Project improvements would be a marginal change that would not diminish the characteristics that make the resource significant.

### **6.3 Findings and Conclusions**

In total, the API has 188 parcels, 95 of which were constructed prior to the survey cutoff date of 1977. Sixty-seven newly identified architectural resources and one newly identified segment of the CCTR (P-39-004457) within the API were recorded and evaluated in this report. Seven resources were evaluated as eligible for listing in the CRHR and, therefore, are considered historical resources for the purposes of CEQA for this Project. These resources will not be physically impacted by the Project, and existing visual intrusions and the distance of the proposed Project elements from the resources also limit impacts. Therefore, a finding of "Less than Significant Impacts to Historical Resources" is recommended for the Project, in accordance with CEQA Guidelines, Appendix G, and Section 21084.1.

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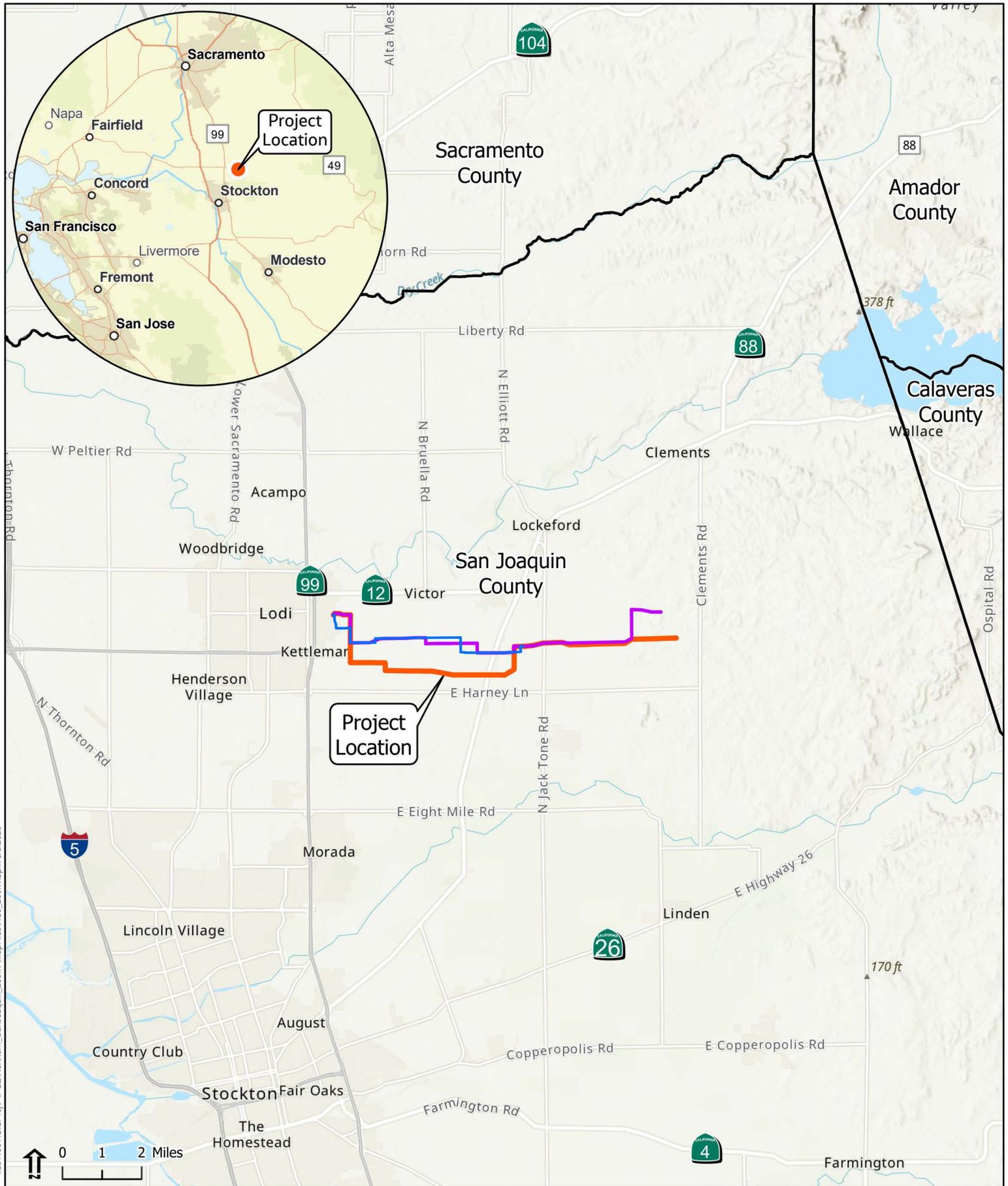


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## Appendix A

### Figures



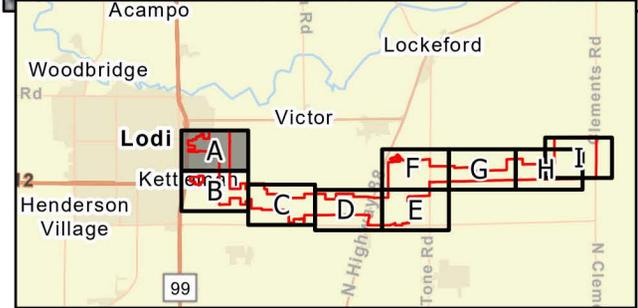
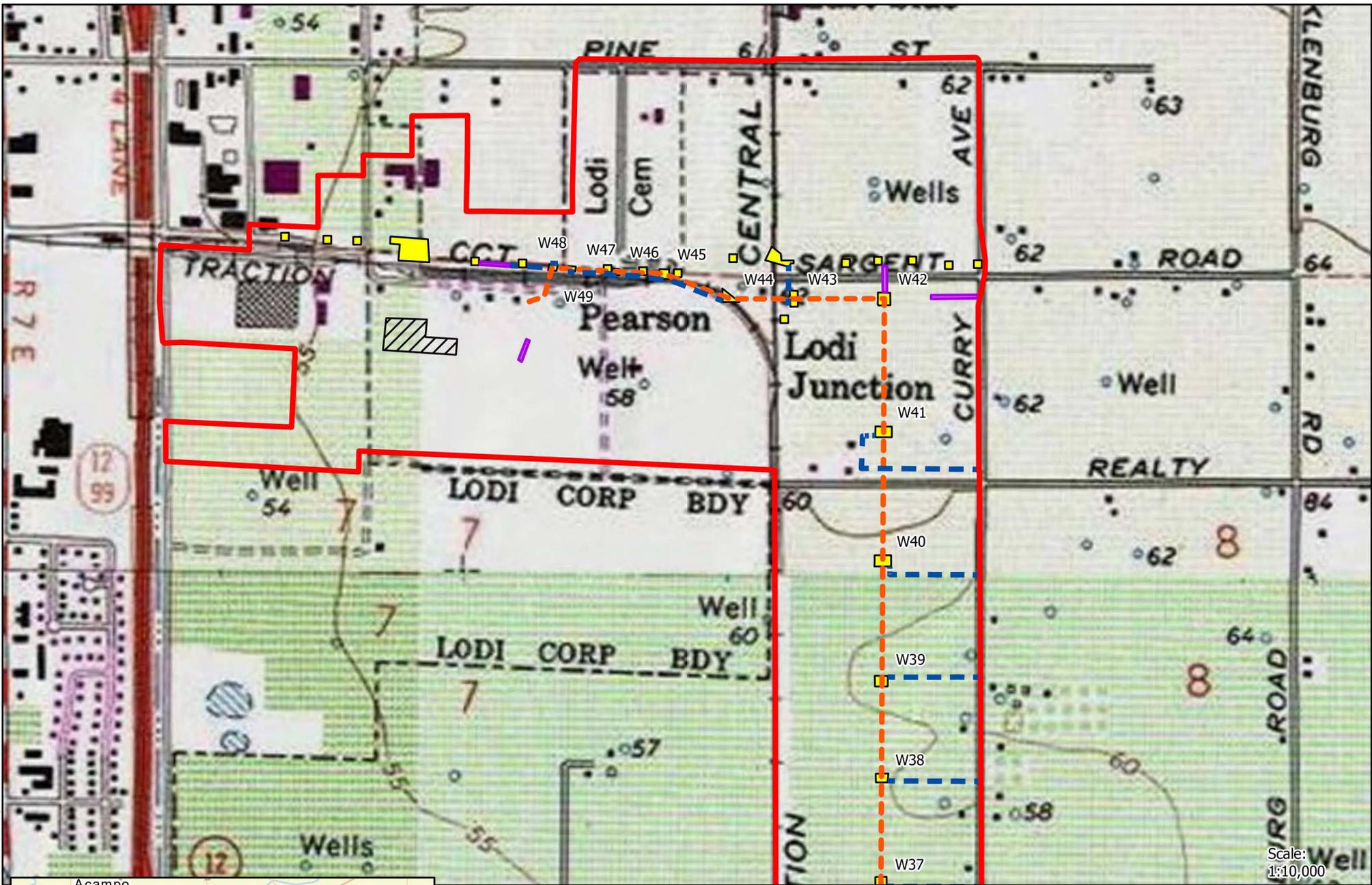


- Preferred Alignment
- Central Alternative
- Northern Alternative
- County Boundaries

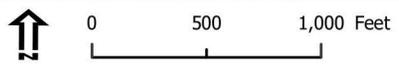
**FIGURE 1**  
**Project Location**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

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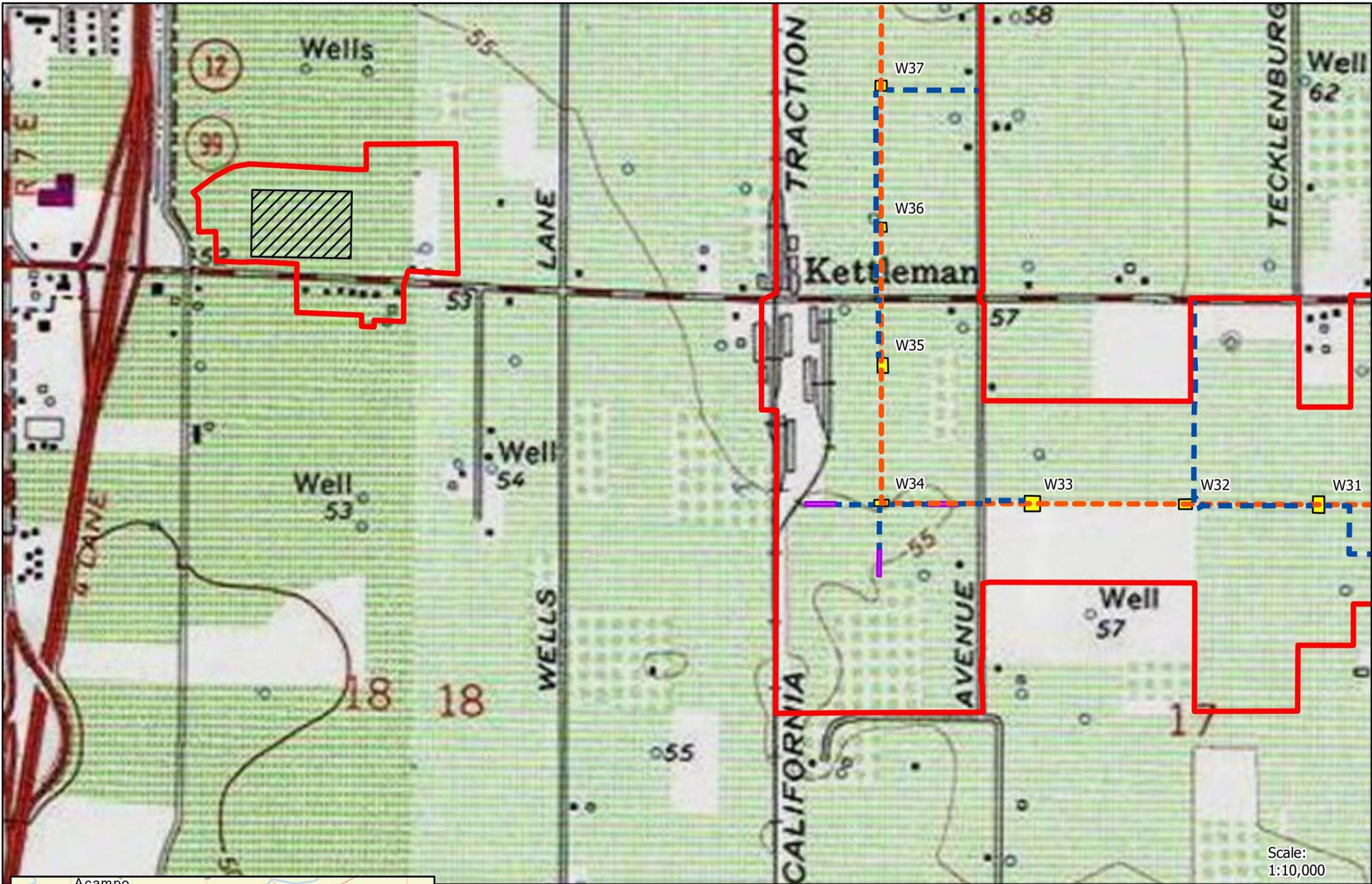
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Staging Areas
- Work Areas



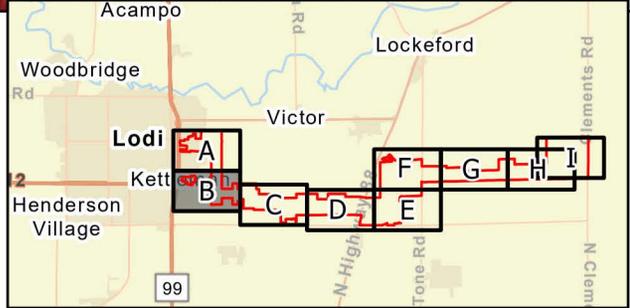
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Township/Range:  
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Section 5, 6, 7, 8, 12, 13, 14, 15, 16, 17, and 18  
3N 8E  
Section 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2A**  
**Area of Potential Impacts**  
Northern San Joaquin 230 kV  
Transmission Project  
San Joaquin County, California

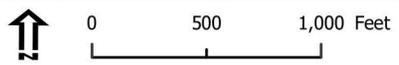
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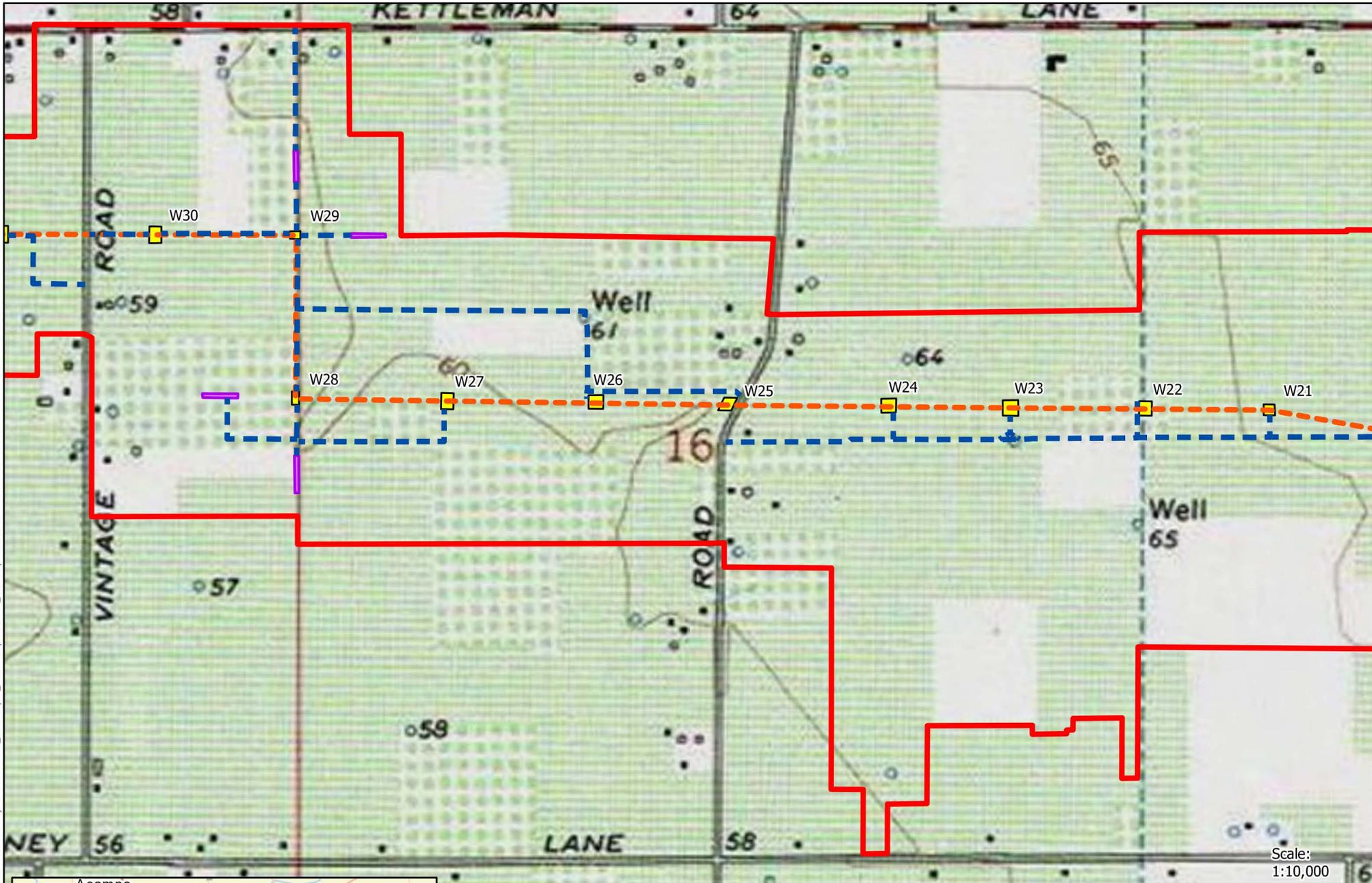
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Staging Areas
- Work Areas



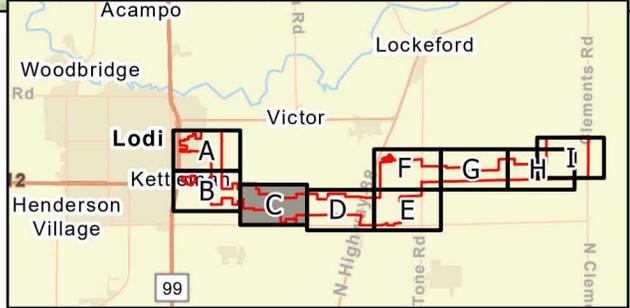
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 Sections 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2B**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

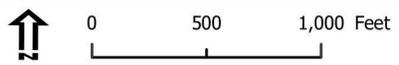
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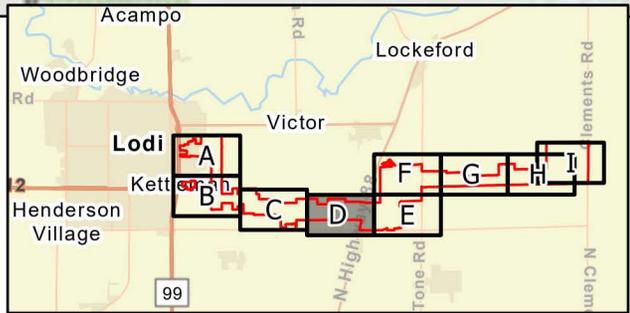
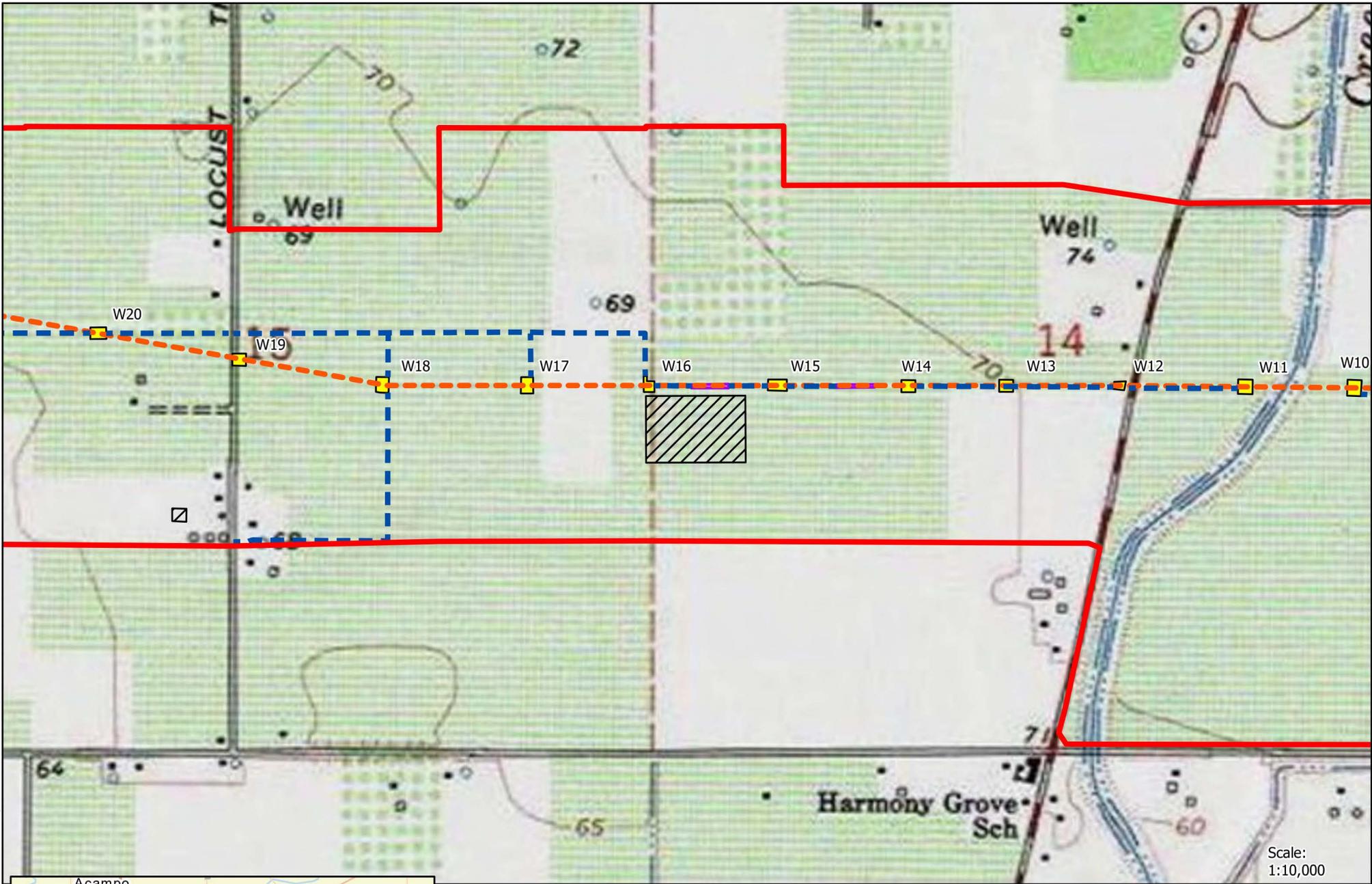
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Work Areas



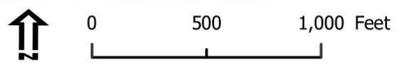
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 Township/Range:  
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 3N 8E  
 Sections 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2C**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

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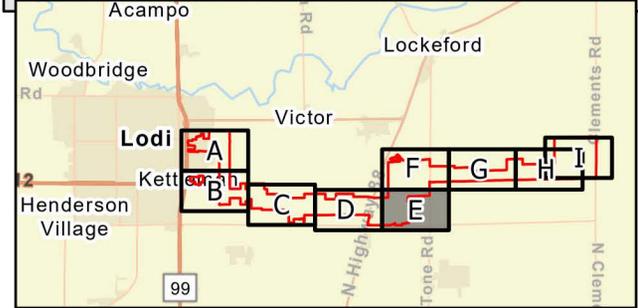
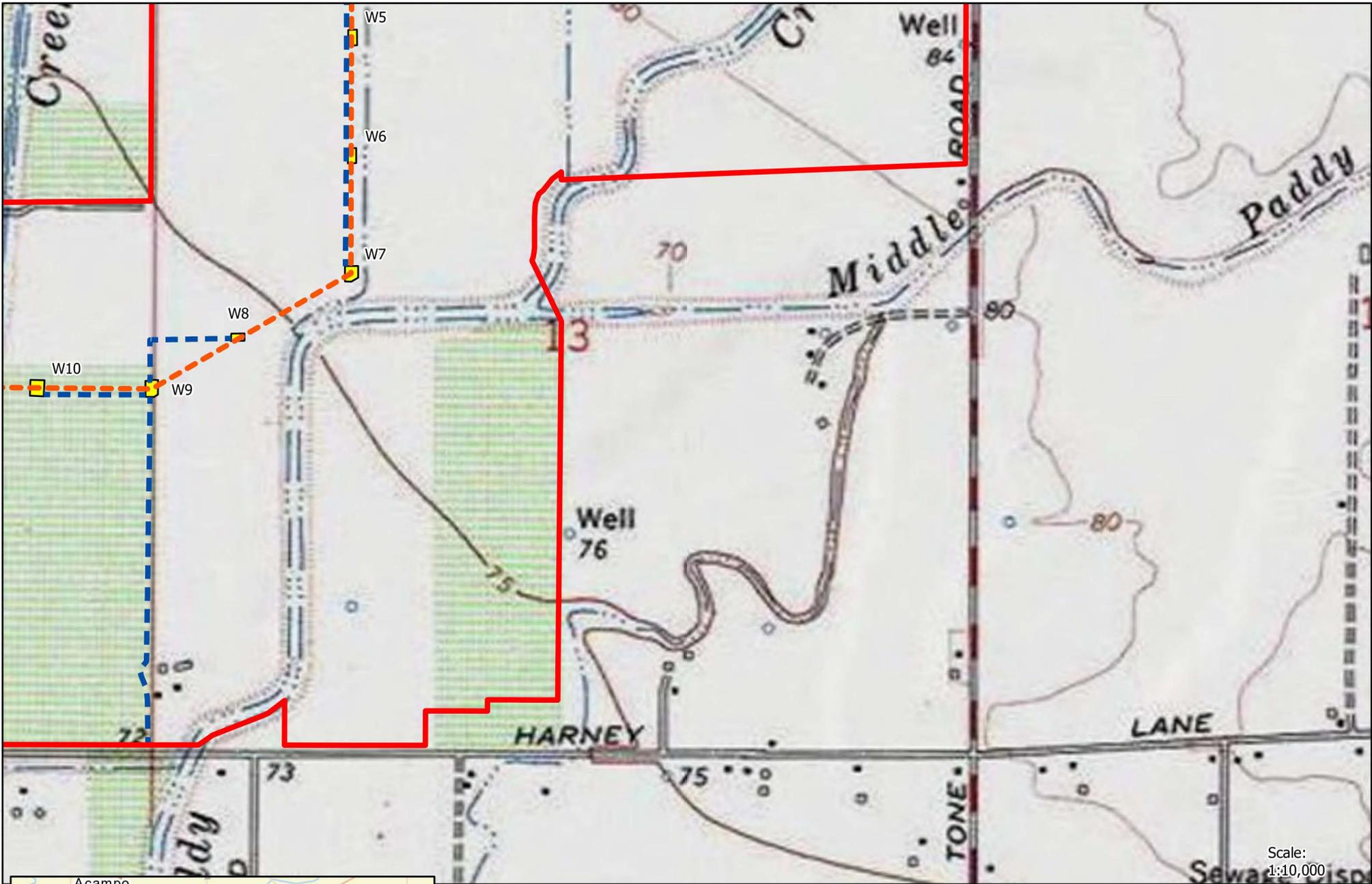
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Staging Areas
- Work Areas



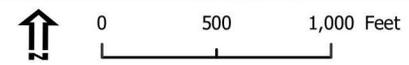
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 3N 8E  
 Section 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2D**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

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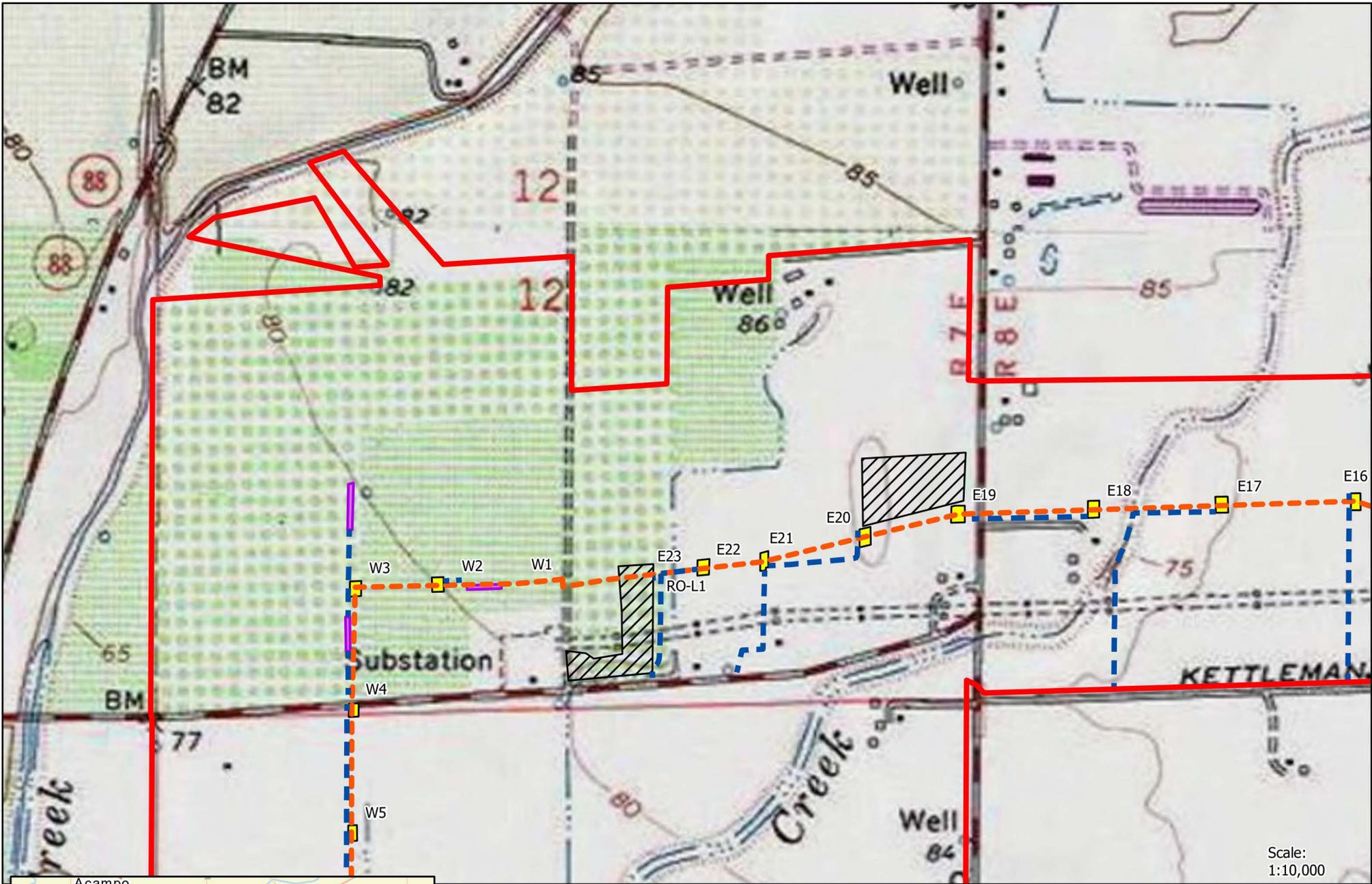
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Work Areas



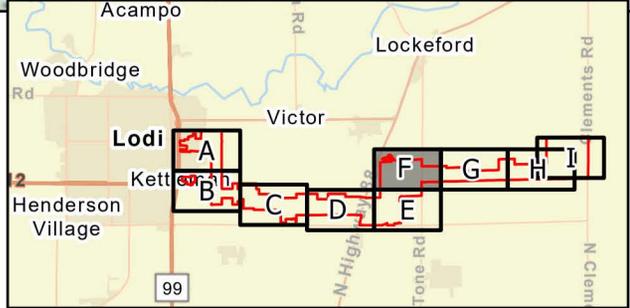
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 3N 8E  
 Sections 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2E**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

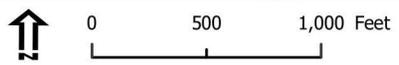
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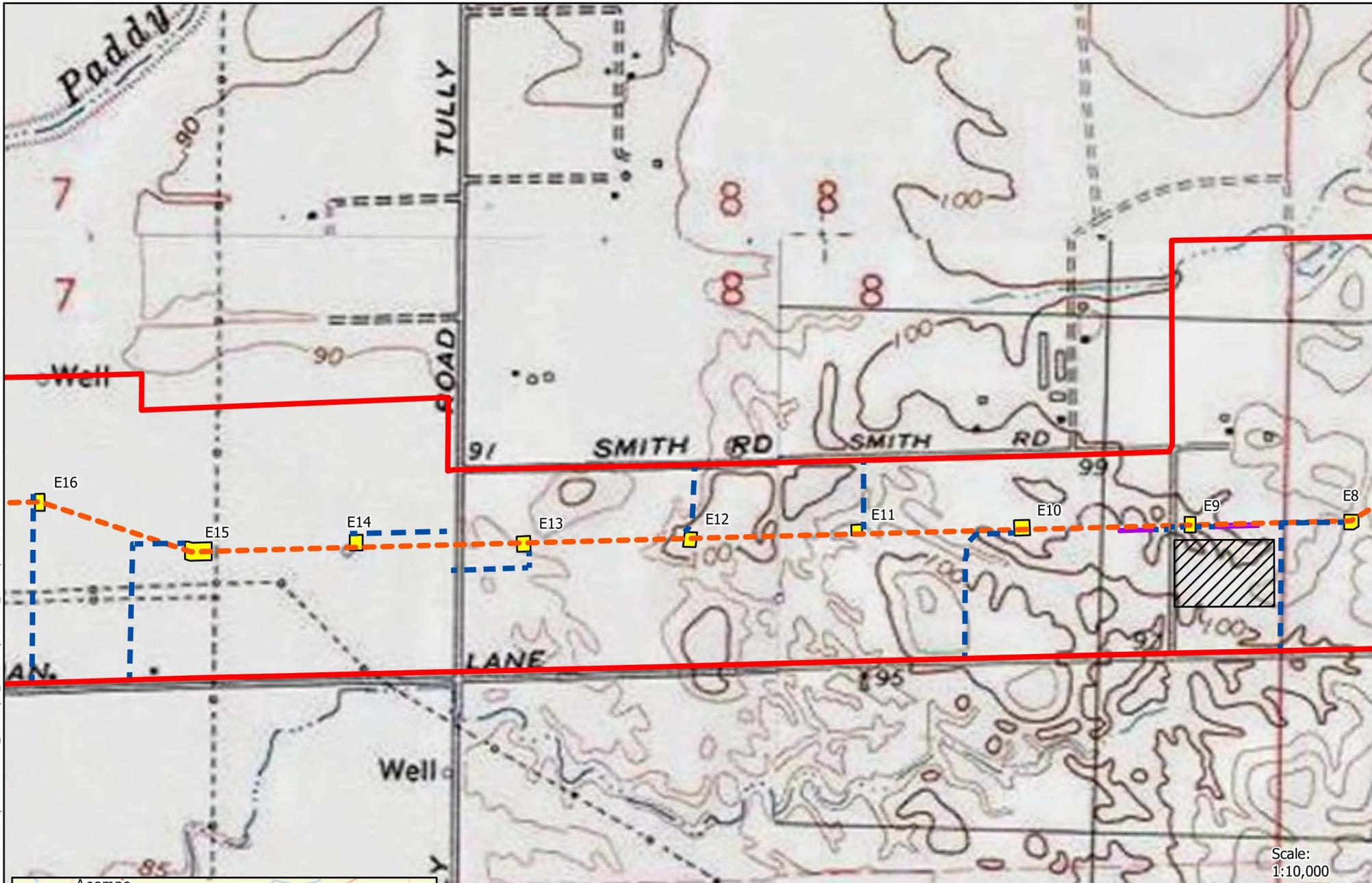
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Staging Areas
- Work Areas



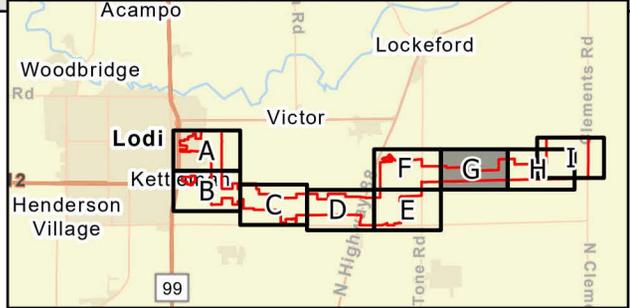
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3N 8E  
Section 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2F**  
**Area of Potential Impacts**  
Northern San Joaquin 230 kV  
Transmission Project  
San Joaquin County, California

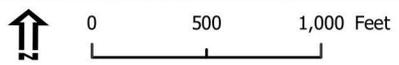
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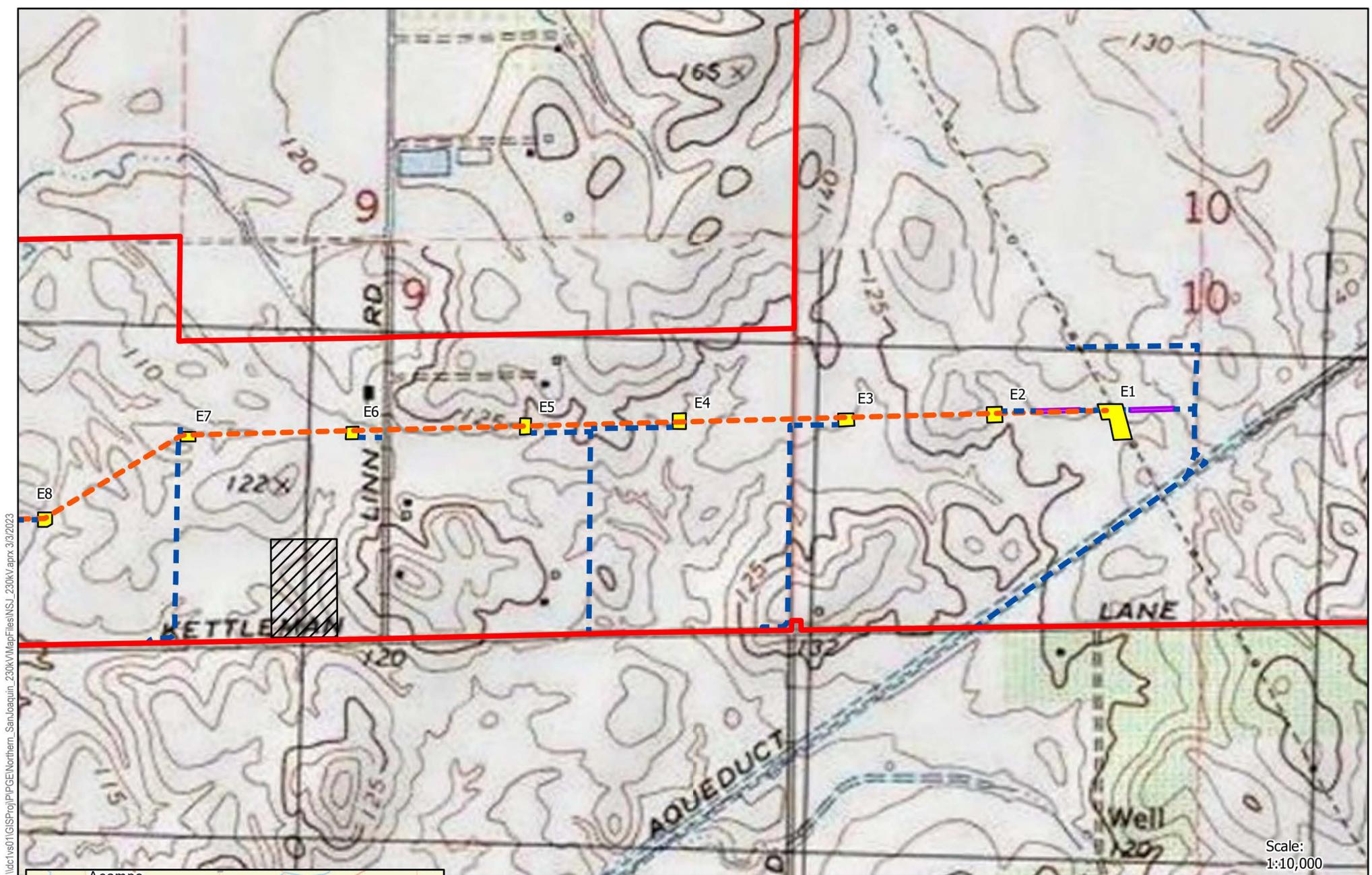


-  Area of Potential Impacts
-  Preferred Alignment
-  Access Route
-  Pull Sites
-  Staging Areas
-  Work Areas



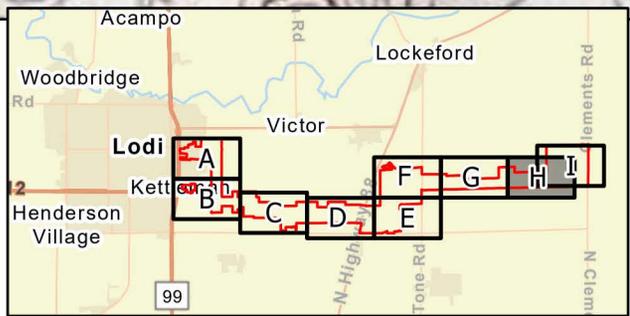
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3N 8E  
Section 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2G**  
**Area of Potential Impacts**  
Northern San Joaquin 230 kV  
Transmission Project  
San Joaquin County, California

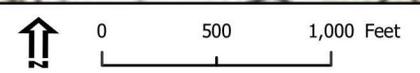


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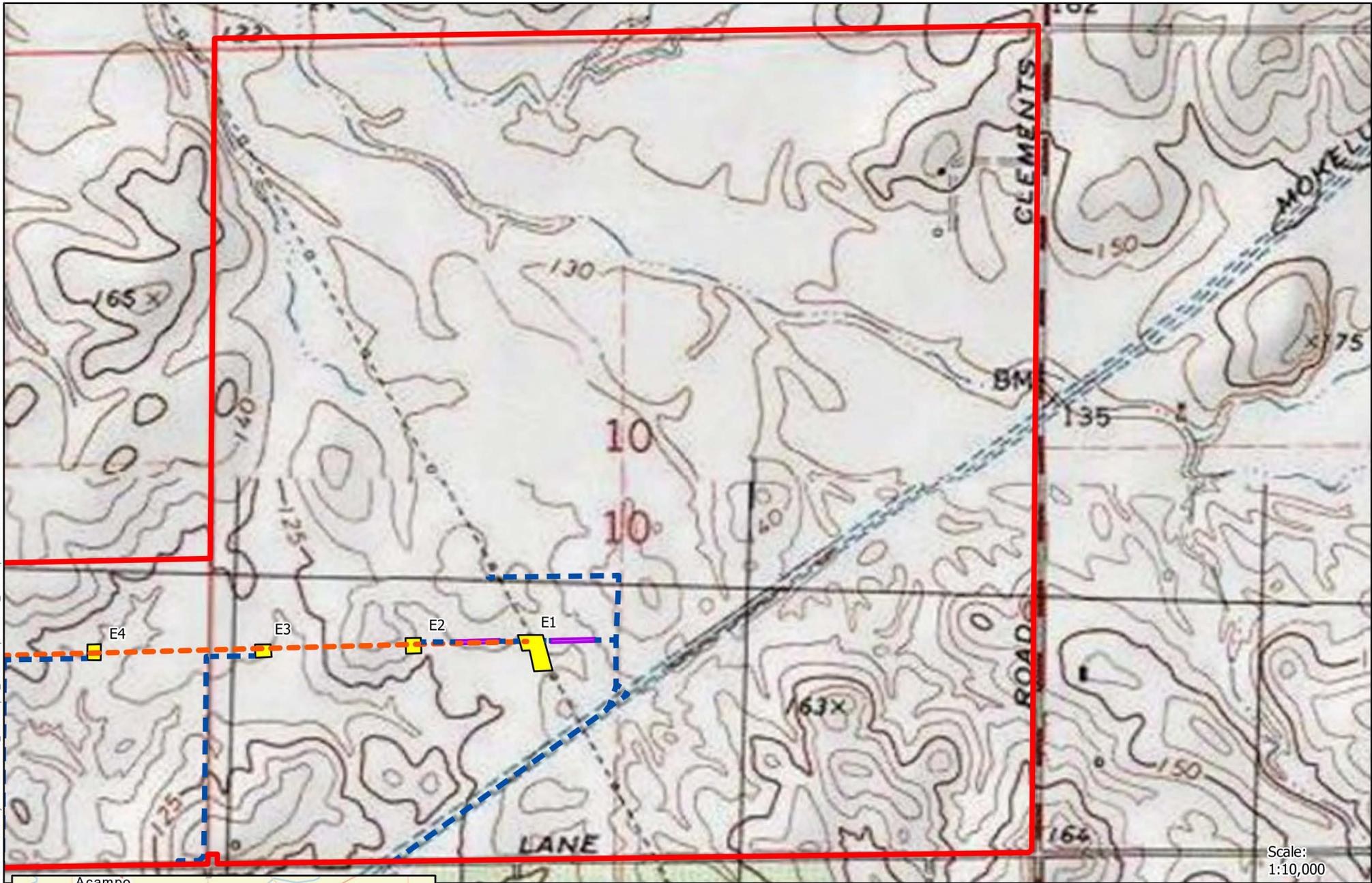
- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Staging Areas
- Work Areas



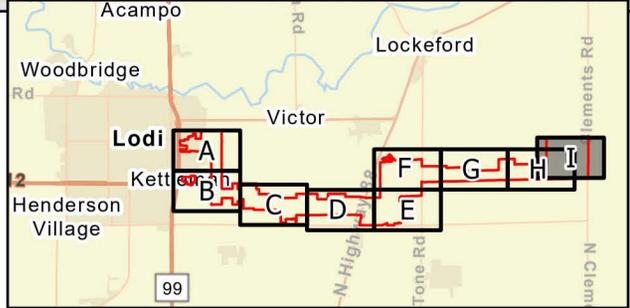
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Section 7, 8, 9, 10, 15, 16, 17, and 18

**FIGURE 2H**  
**Area of Potential Impacts**  
Northern San Joaquin 230 kV  
Transmission Project  
San Joaquin County, California

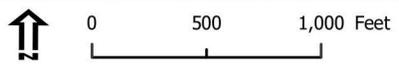
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- Area of Potential Impacts
- Preferred Alignment
- Access Route
- Pull Sites
- Work Areas

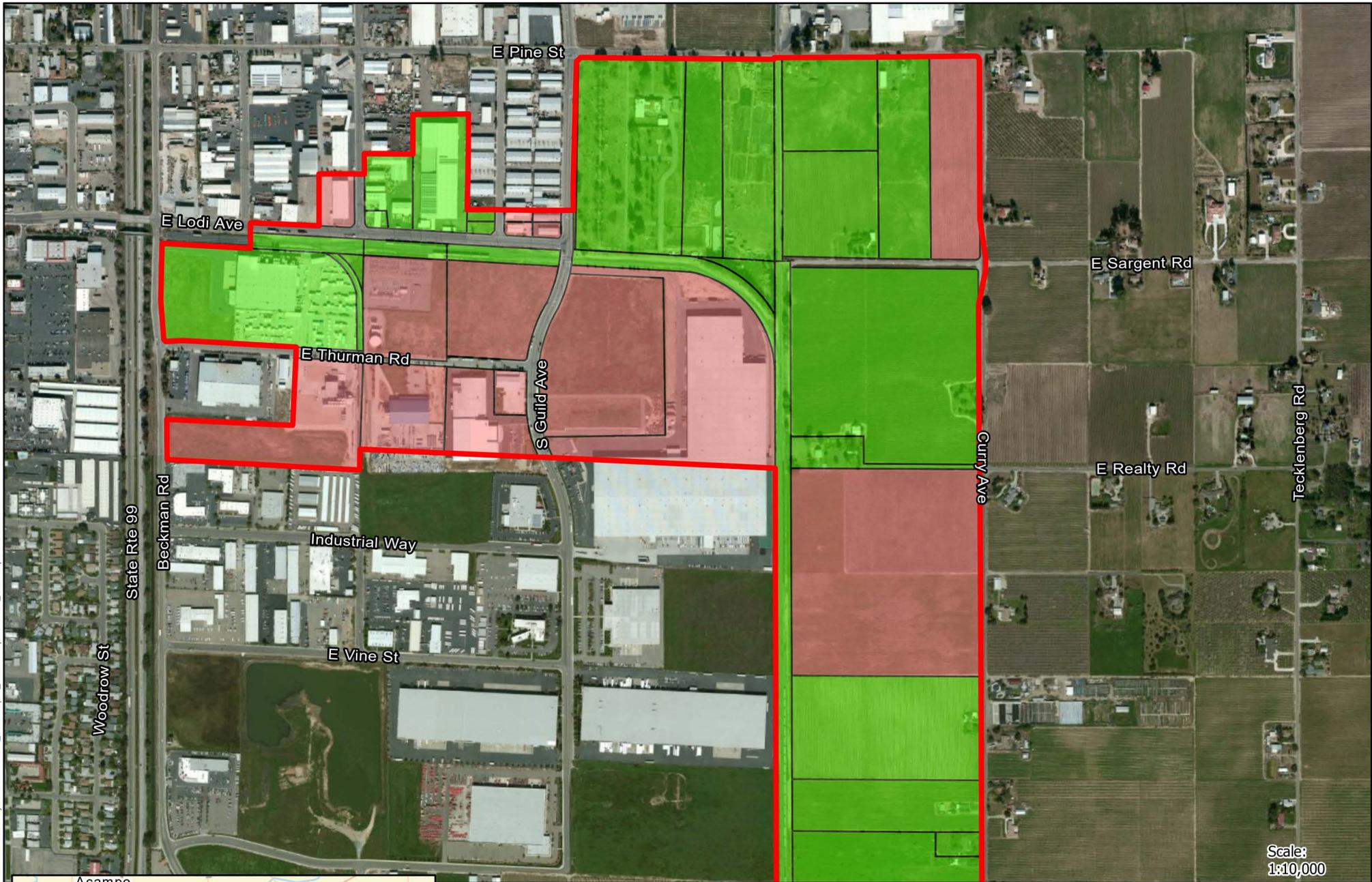


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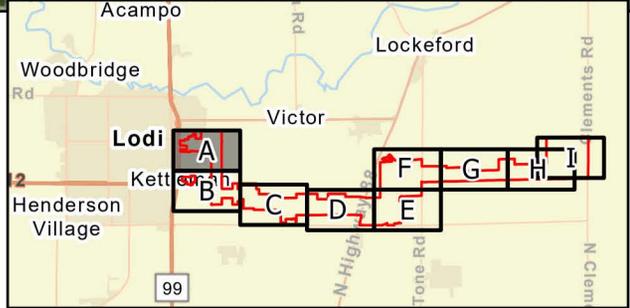
**FIGURE 2I**  
**Area of Potential Impacts**  
Northern San Joaquin 230 kV  
Transmission Project  
San Joaquin County, California



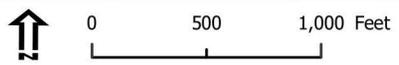
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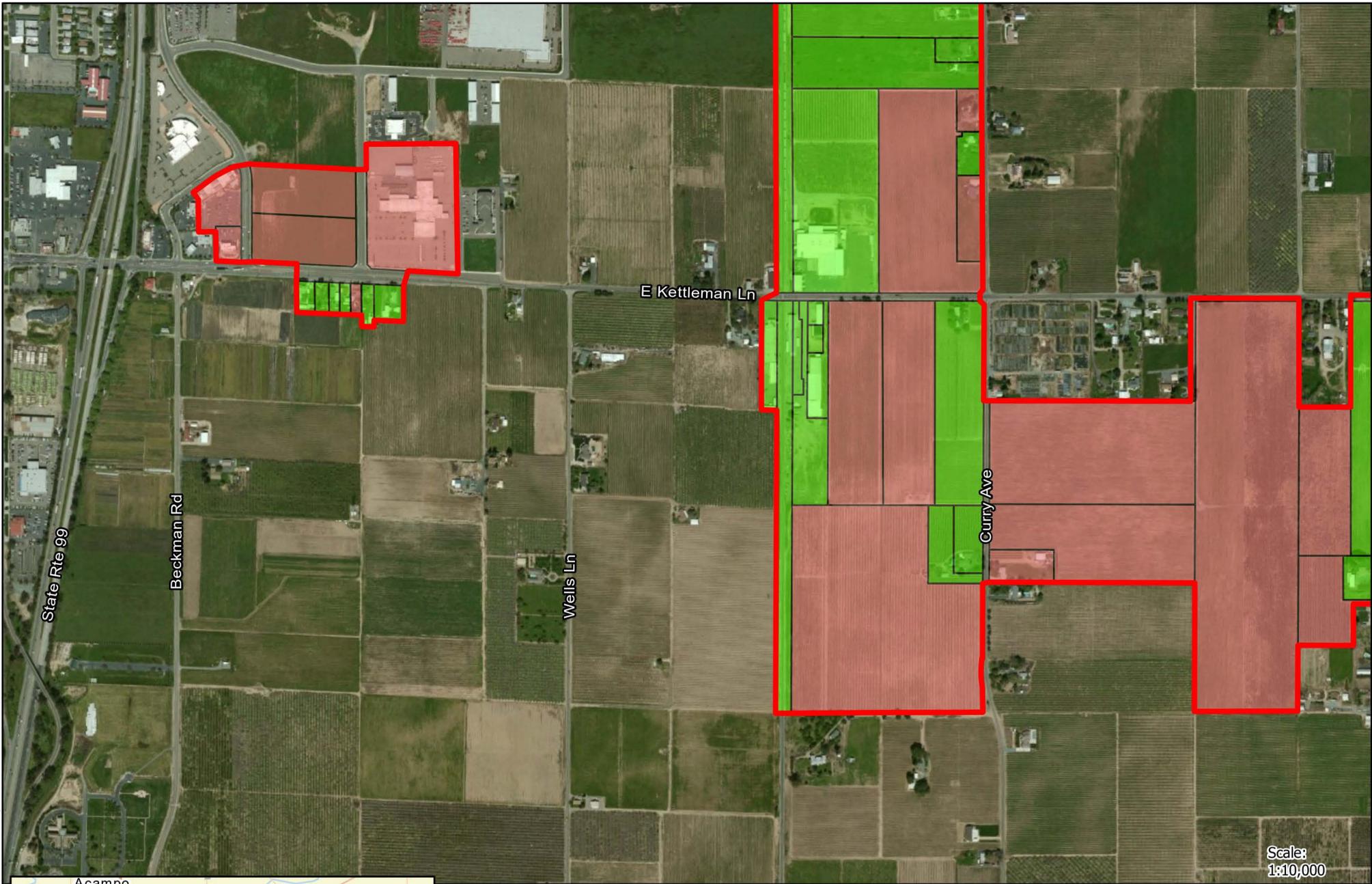


- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

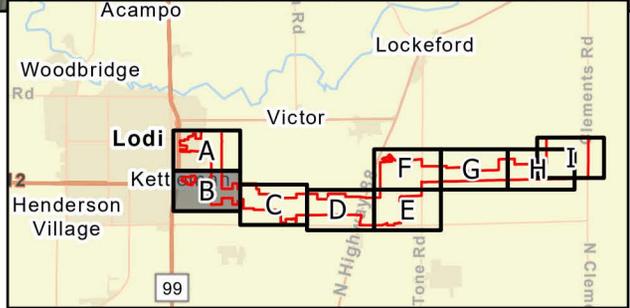


**FIGURE 4A**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

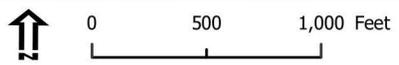
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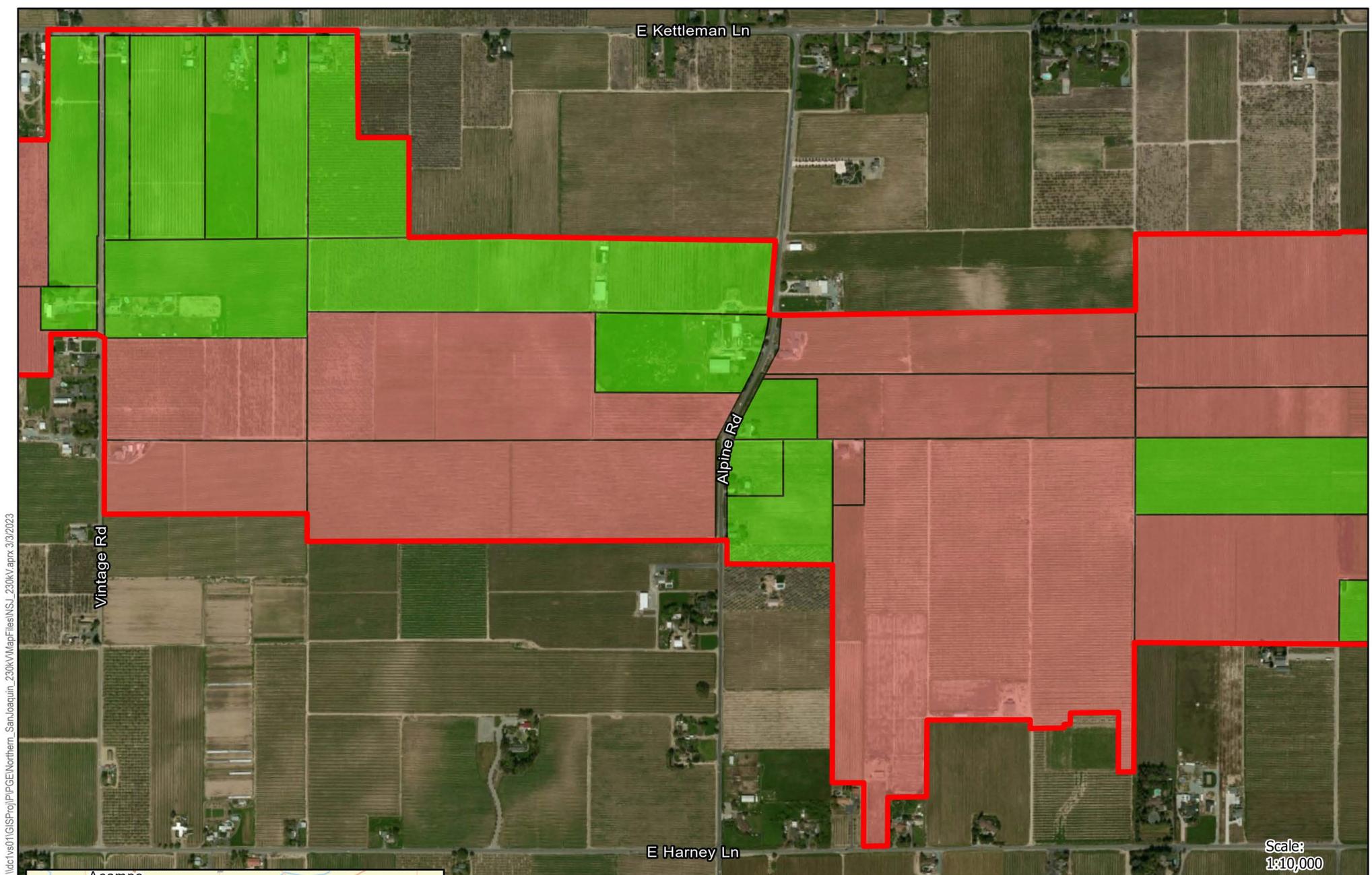
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- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

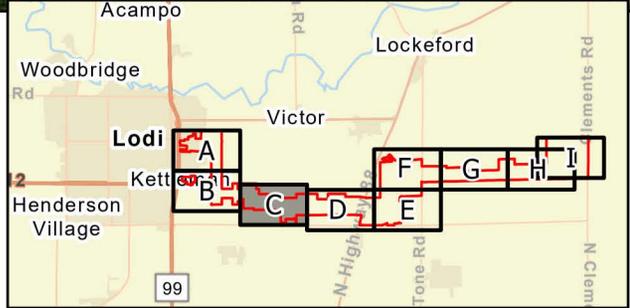


**FIGURE 4B**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

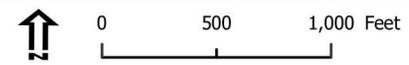


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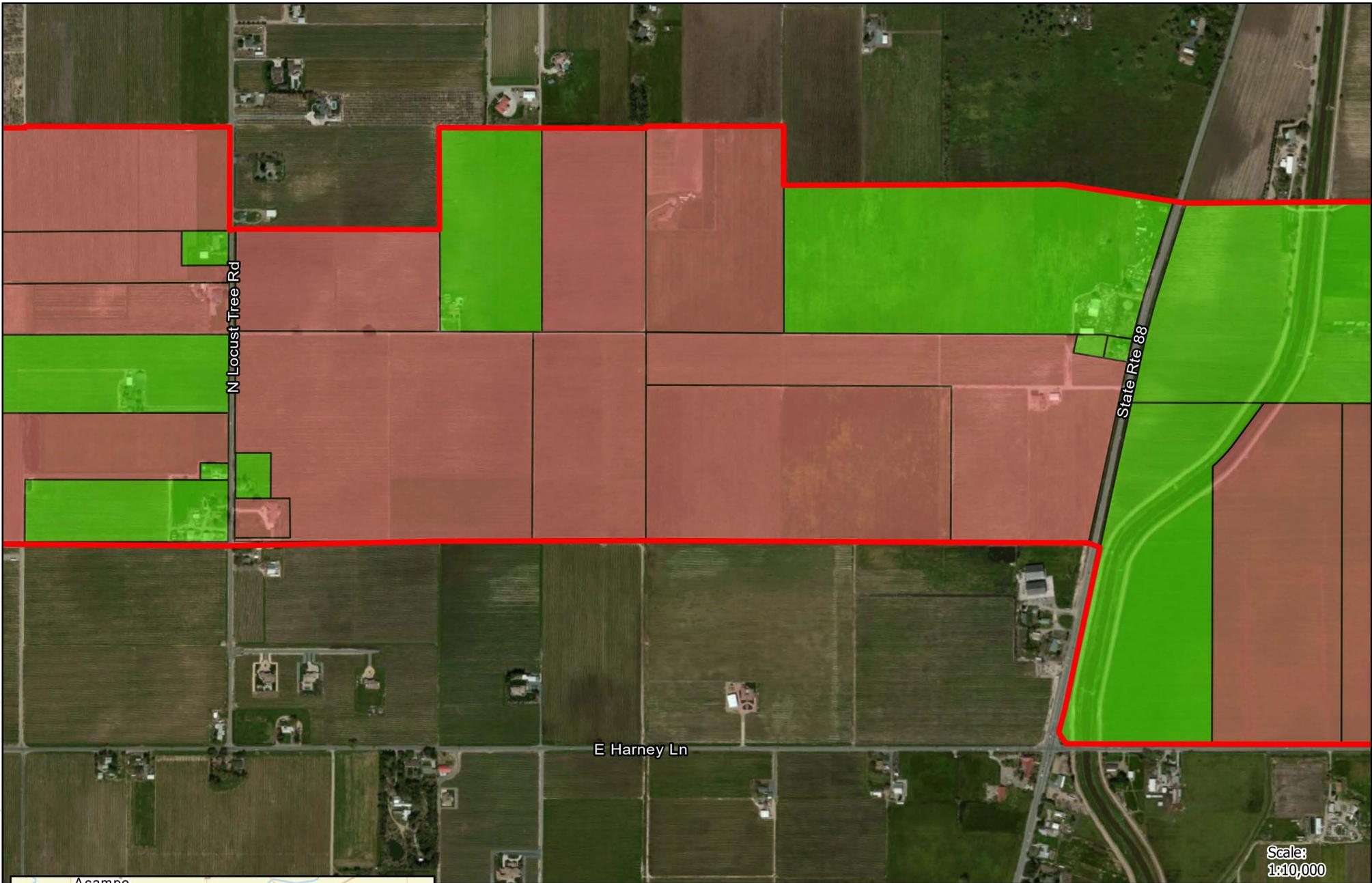


- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

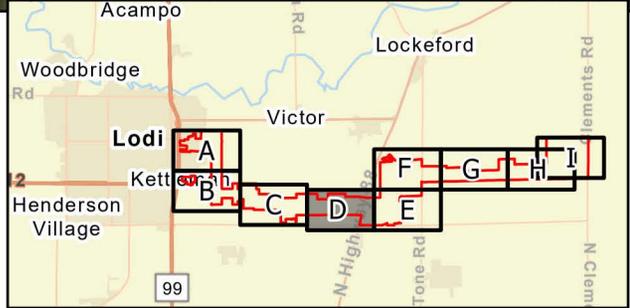


**FIGURE 4C**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

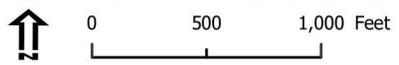
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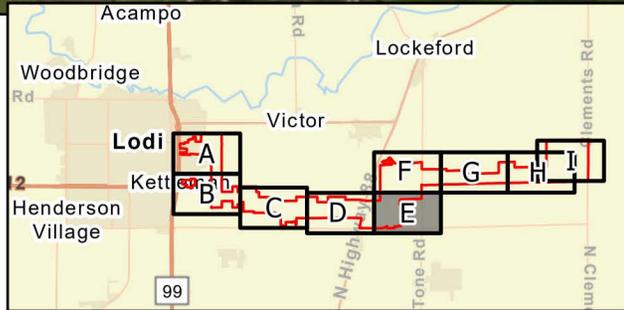
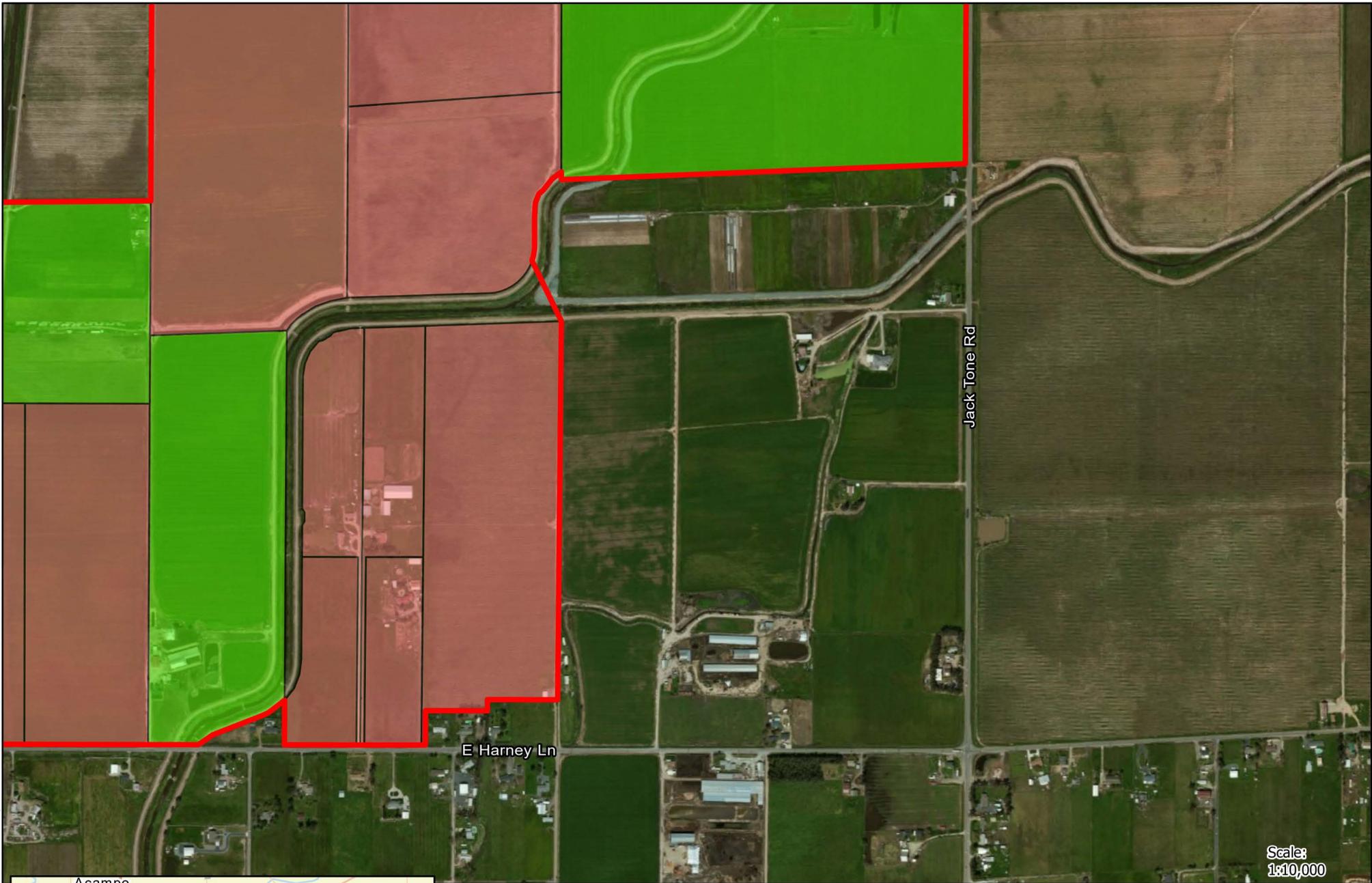


- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977



**FIGURE 4D**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

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- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

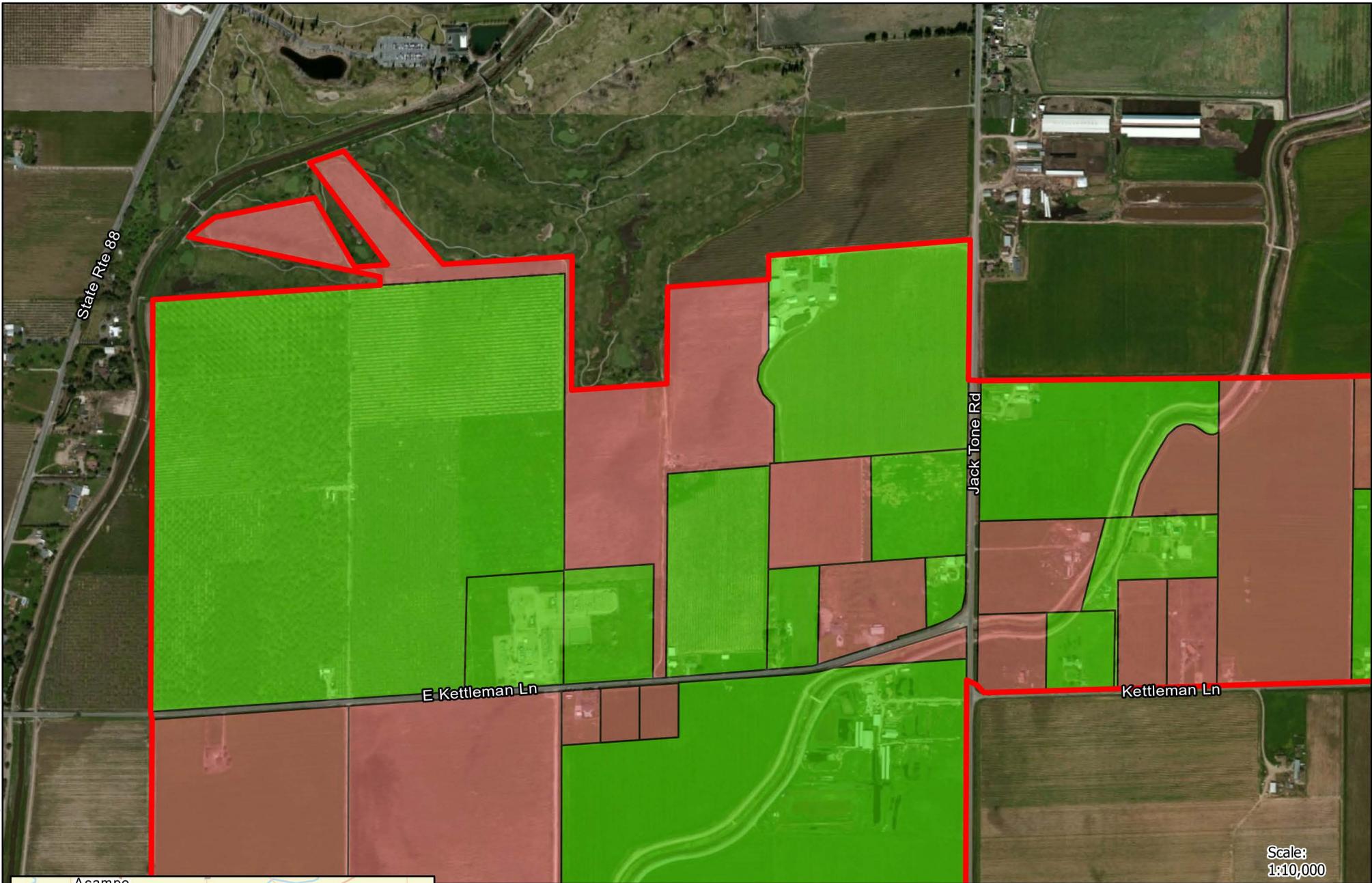


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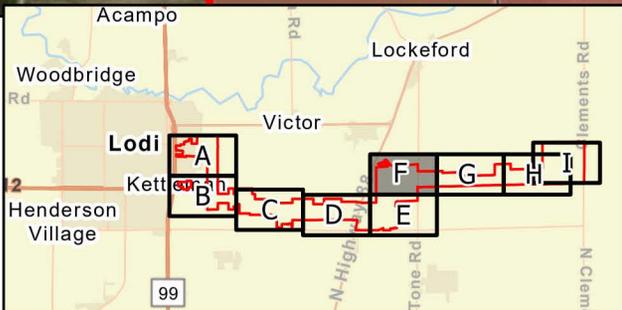
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**FIGURE 4E**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

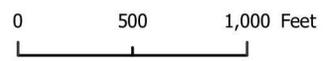
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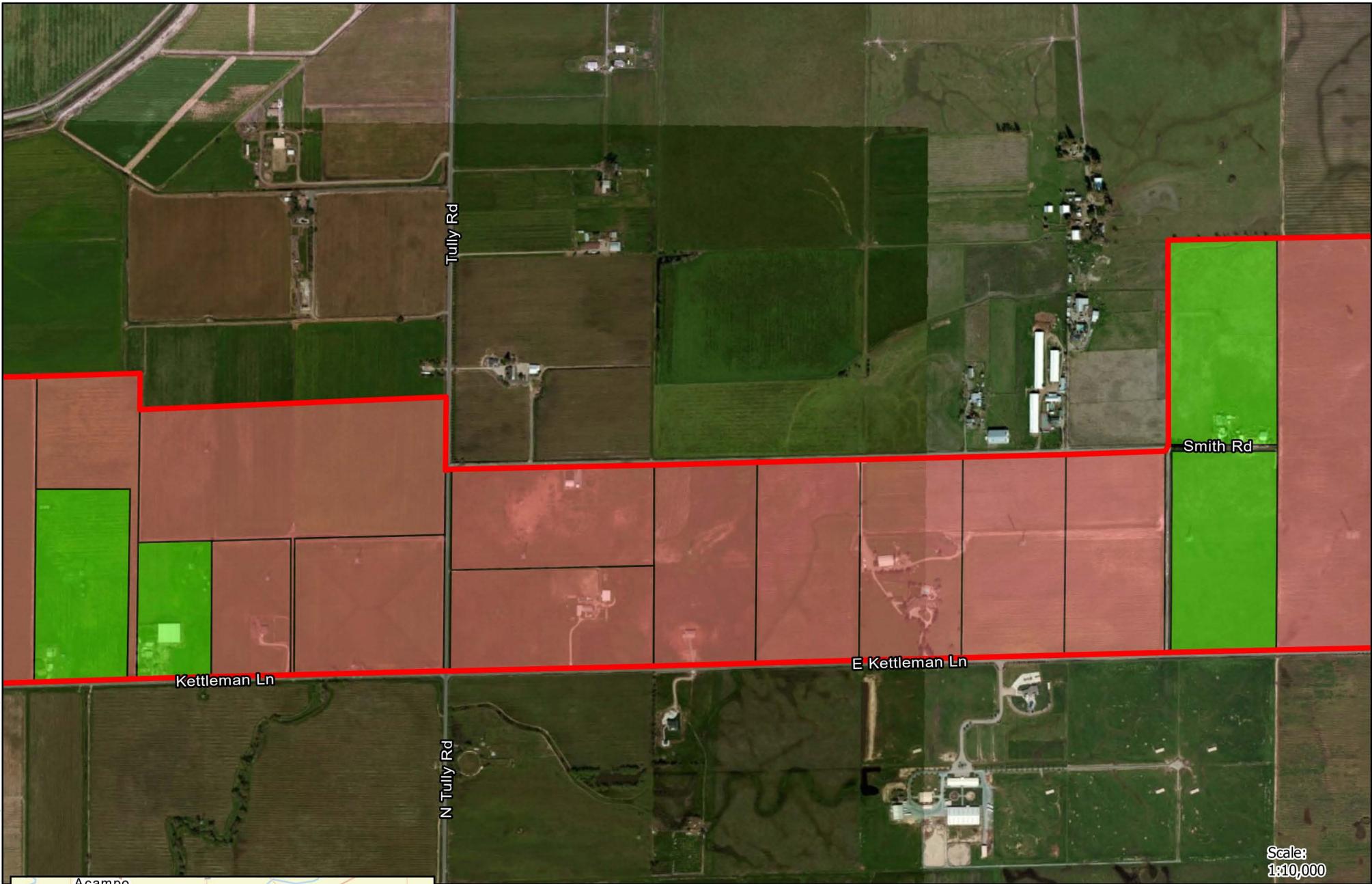


- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

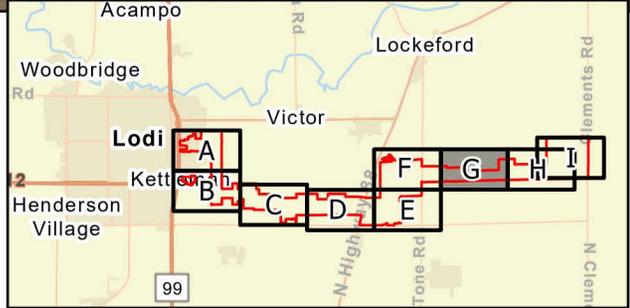


**FIGURE 4F**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

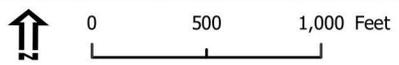
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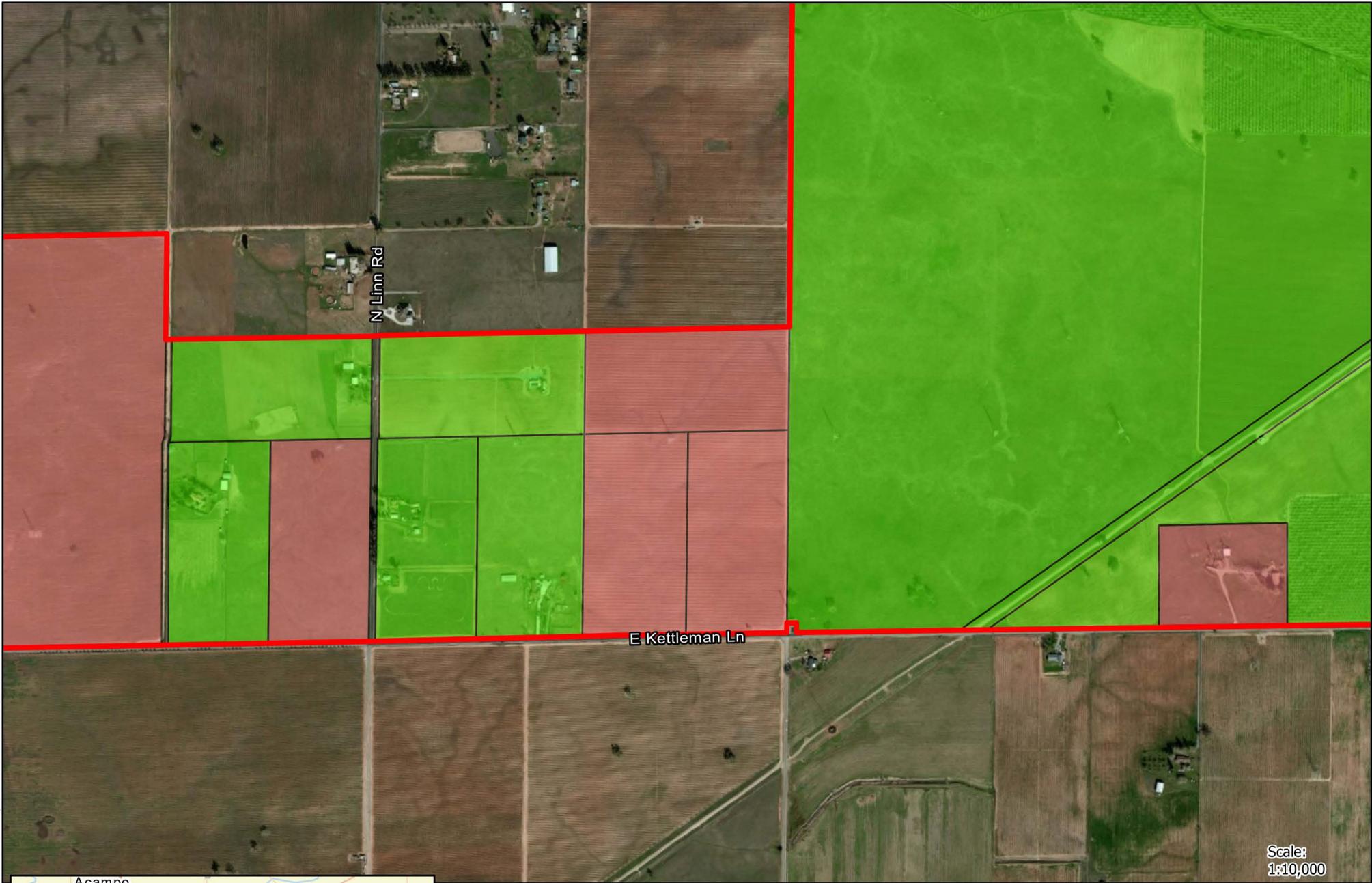


- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

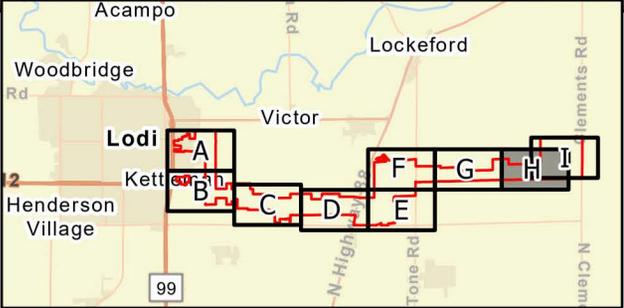


**FIGURE 4G**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

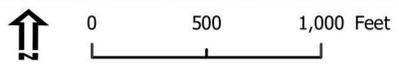
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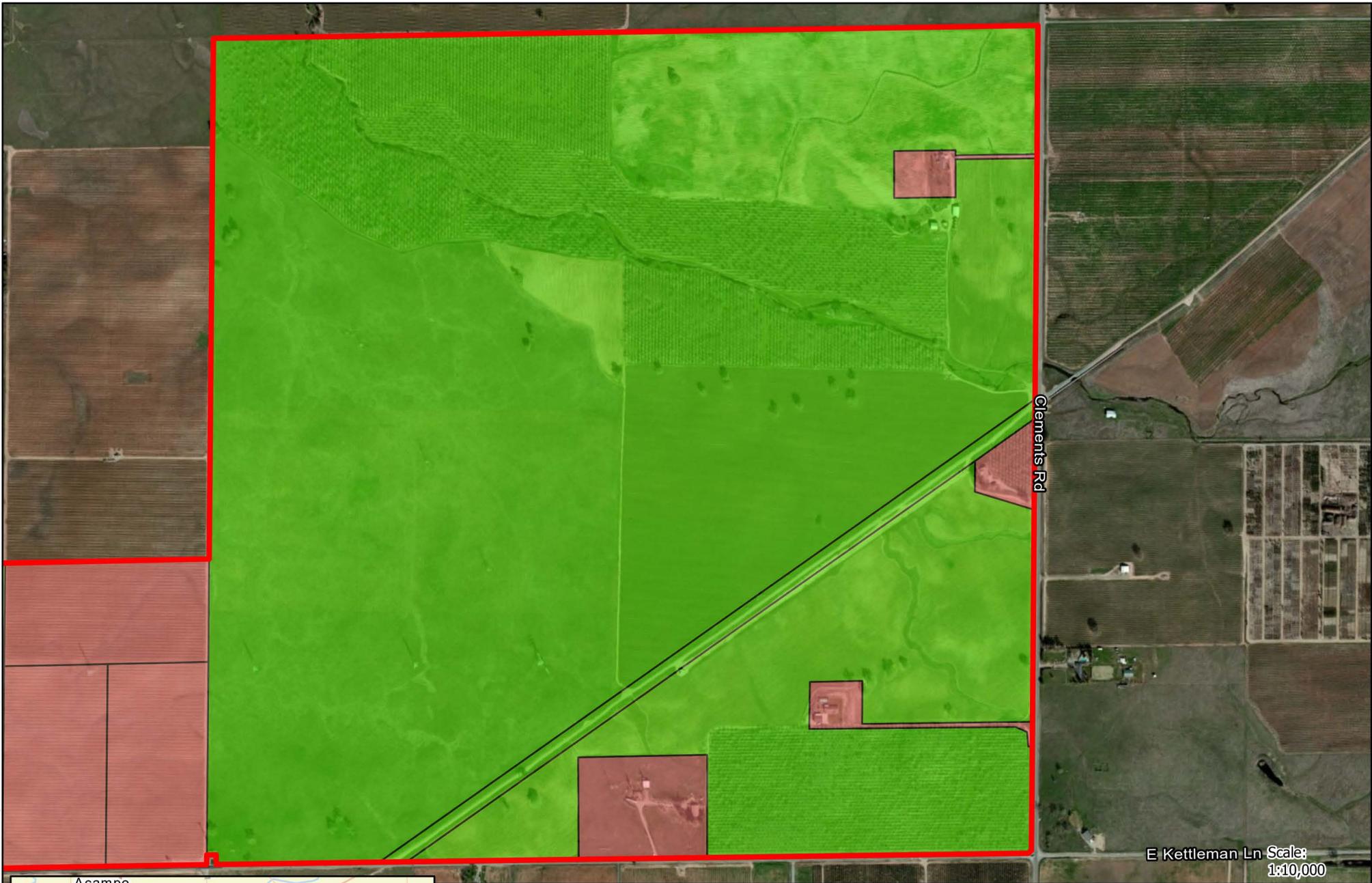


- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977

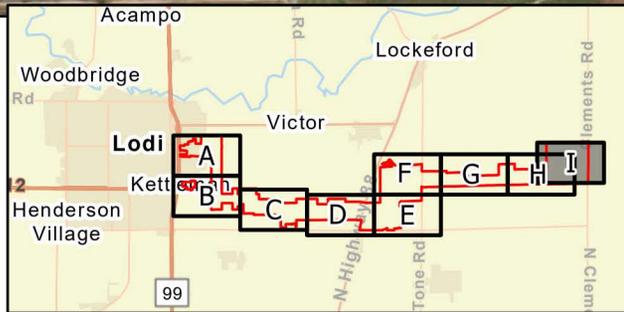


**FIGURE 4H**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

\\dc1vs01\GIS\Proj\PP\CE\Northern\_SanJoaquin\_230kV\MapFiles\NSJ\_230kV\aprx\_3/3/2023



E Kettleman Ln Scale: 1:10,000



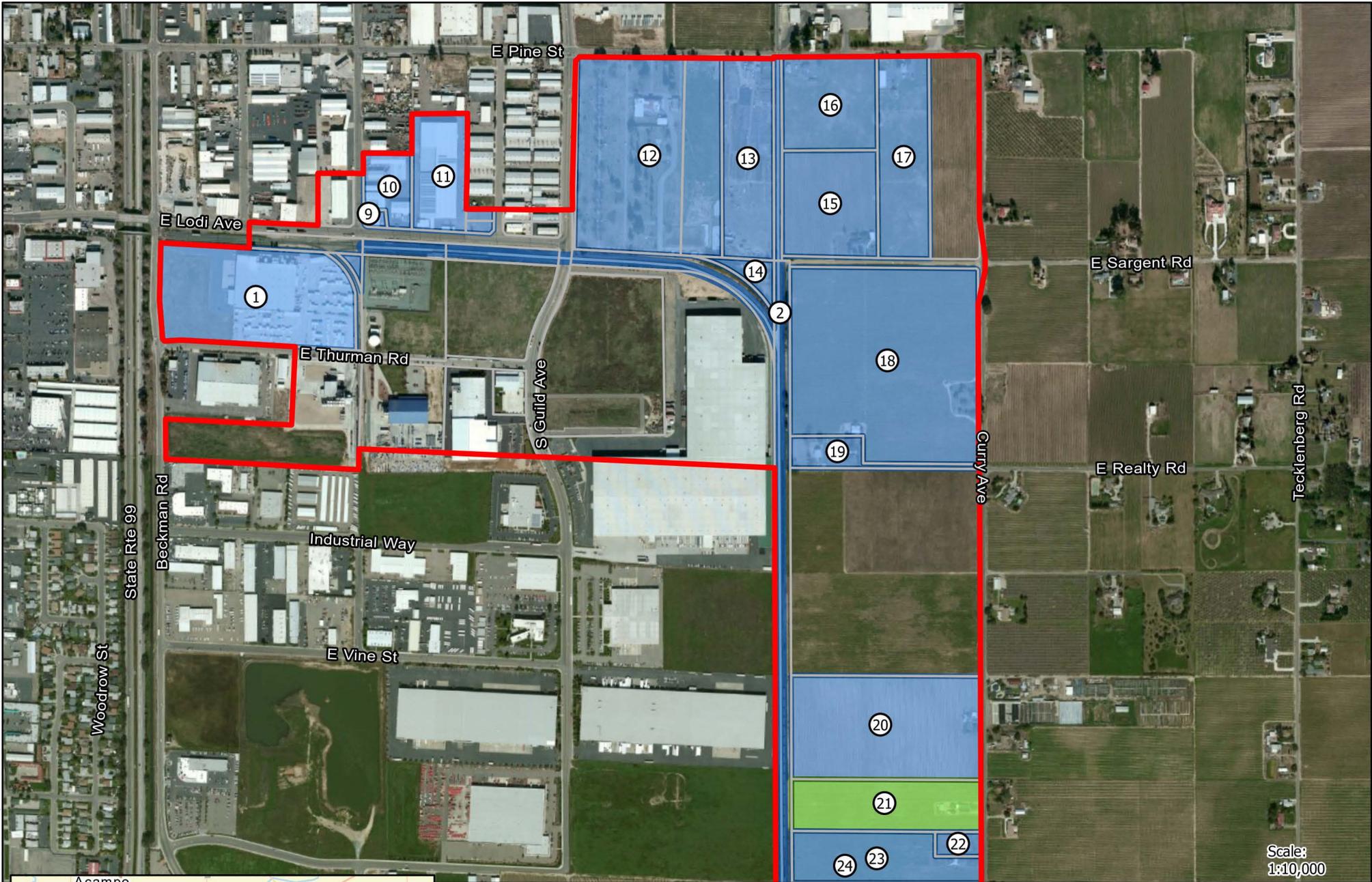
- Area of Potential Impacts
- Properties Meeting the Survey Cutoff Date of 1977
- Properties Post-Dating the Survey Cutoff Date of 1977



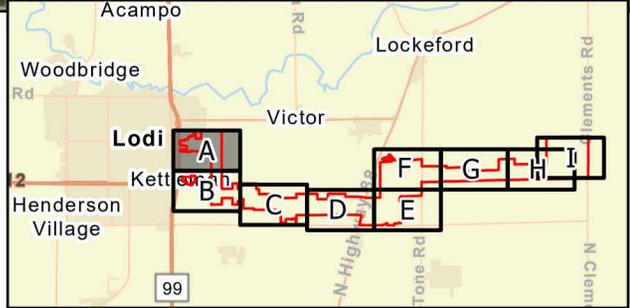
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**FIGURE 4I**  
**Age of Properties within**  
**Area of Potential Impacts**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

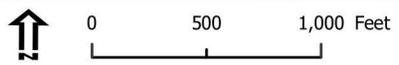
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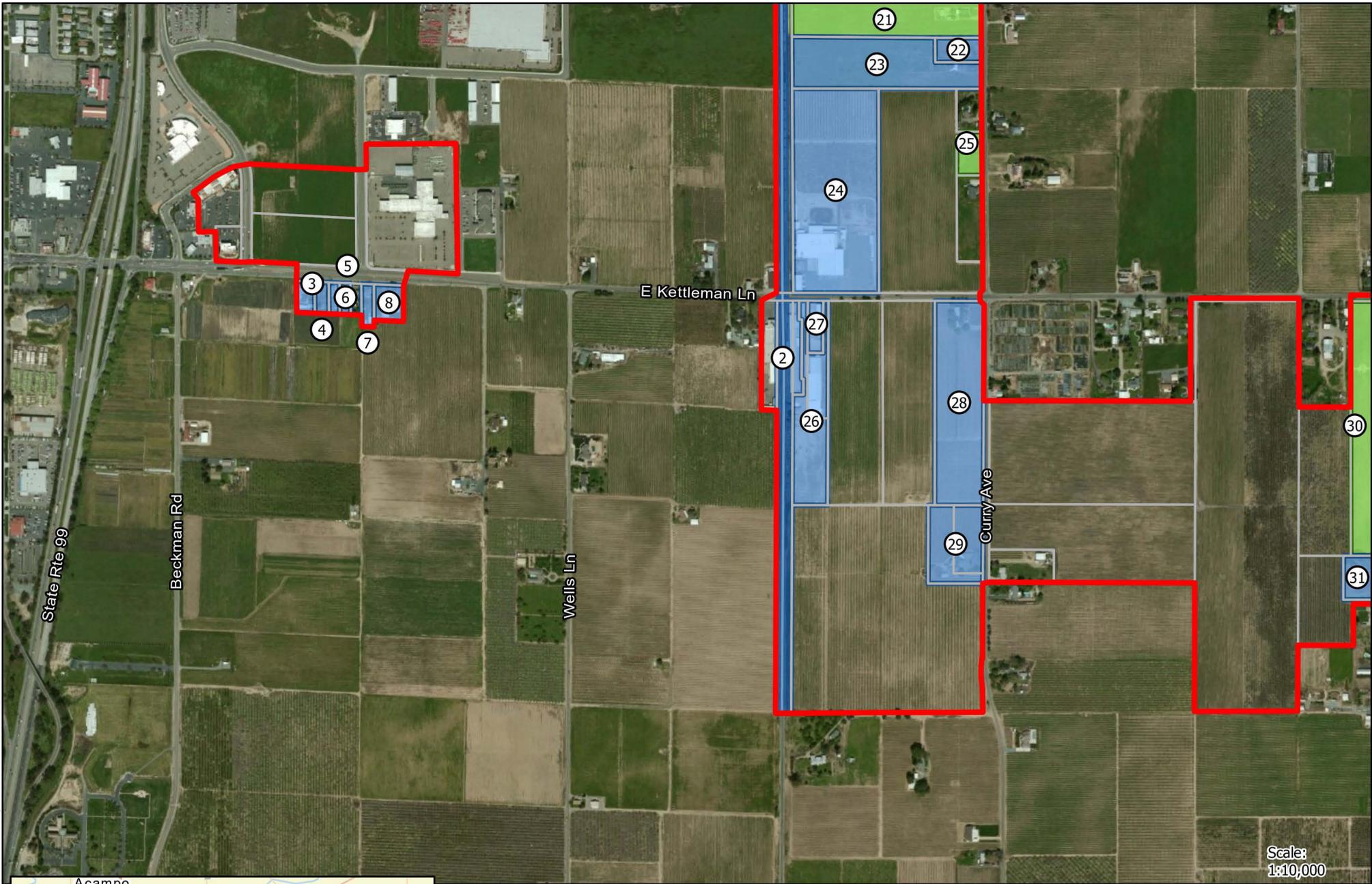
- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



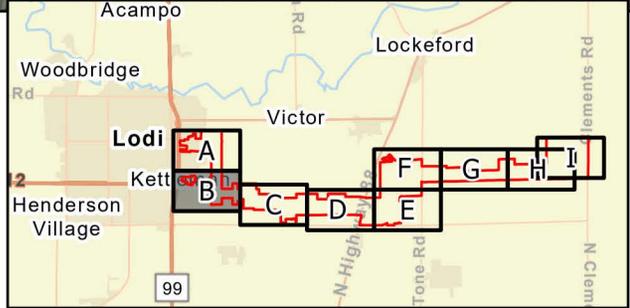
**FIGURE 5A**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

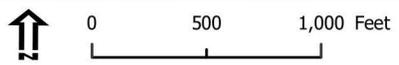
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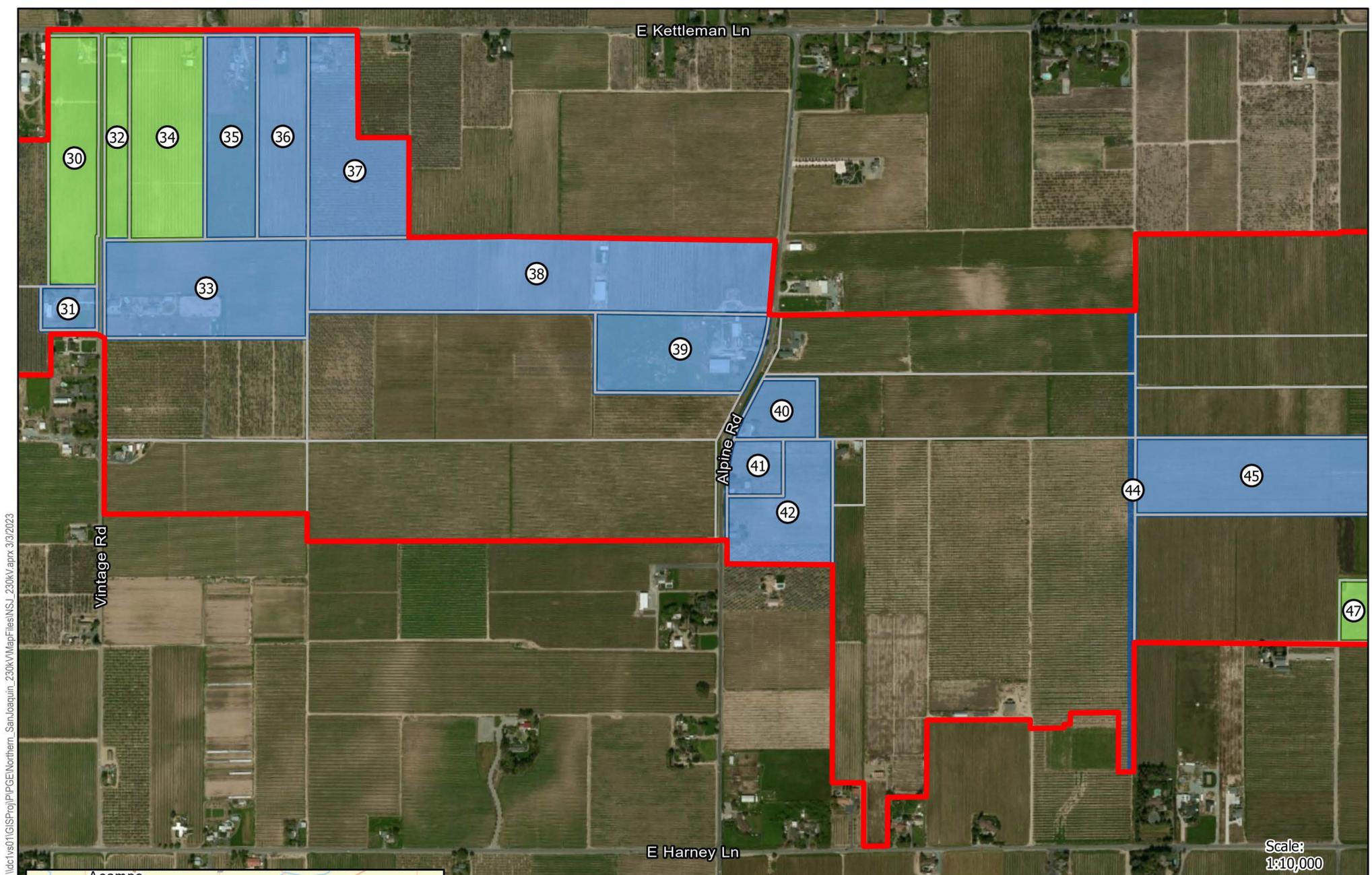


- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



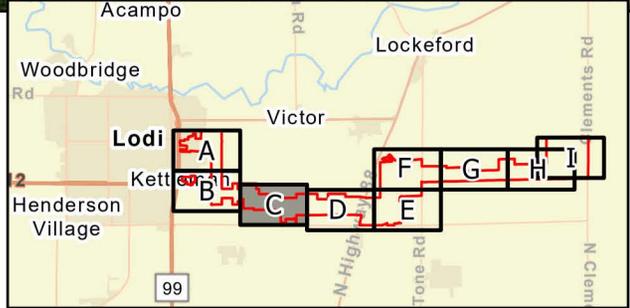
**FIGURE 5B**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

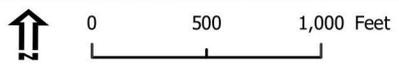


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Scale:  
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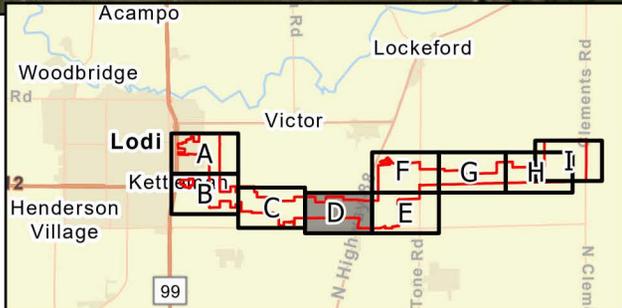
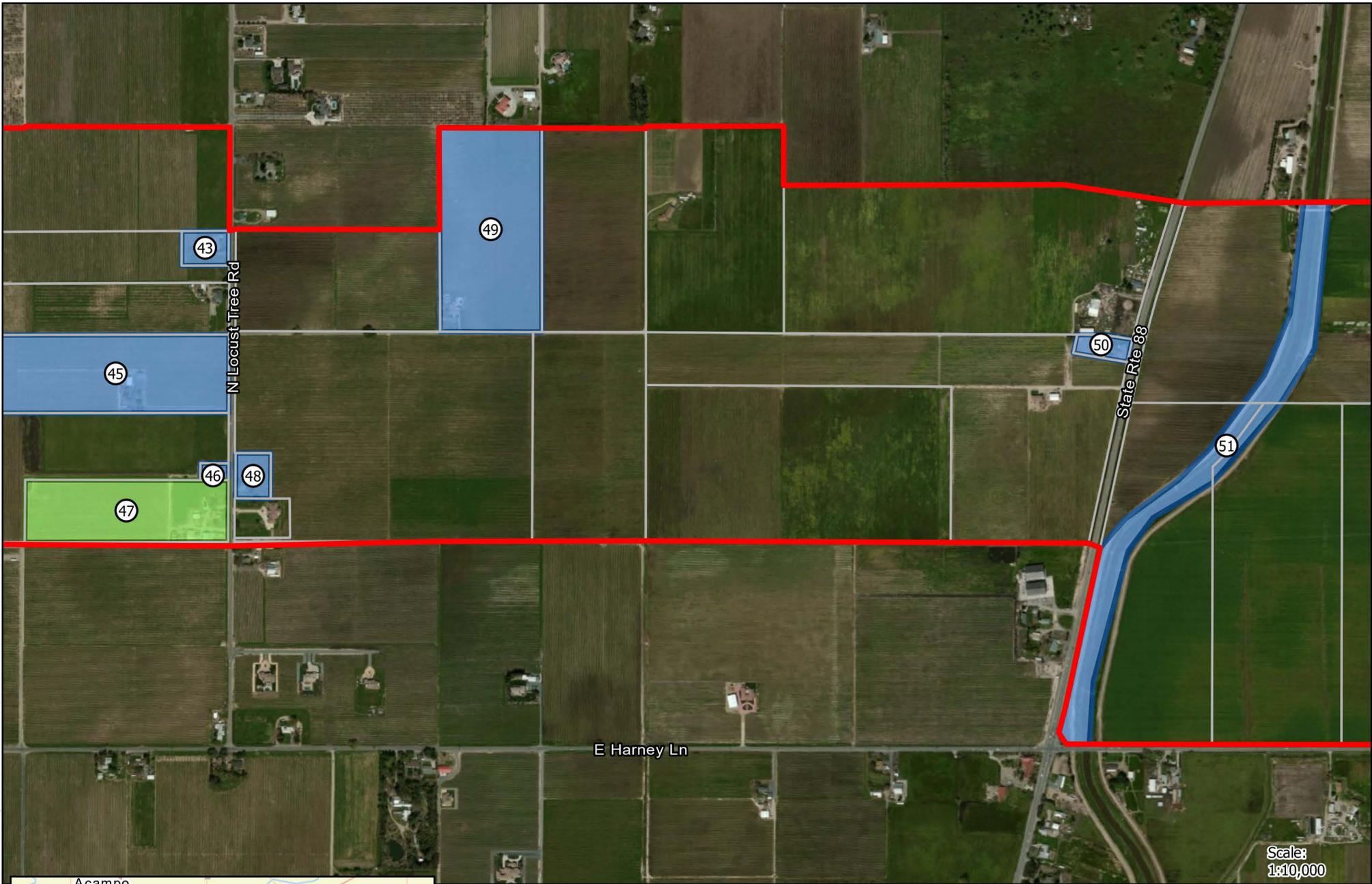
- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



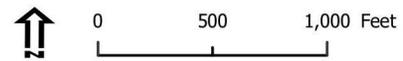
**FIGURE 5C**  
**Survey Results**  
Northern San Joaquin 230 kV  
Transmission Project  
San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

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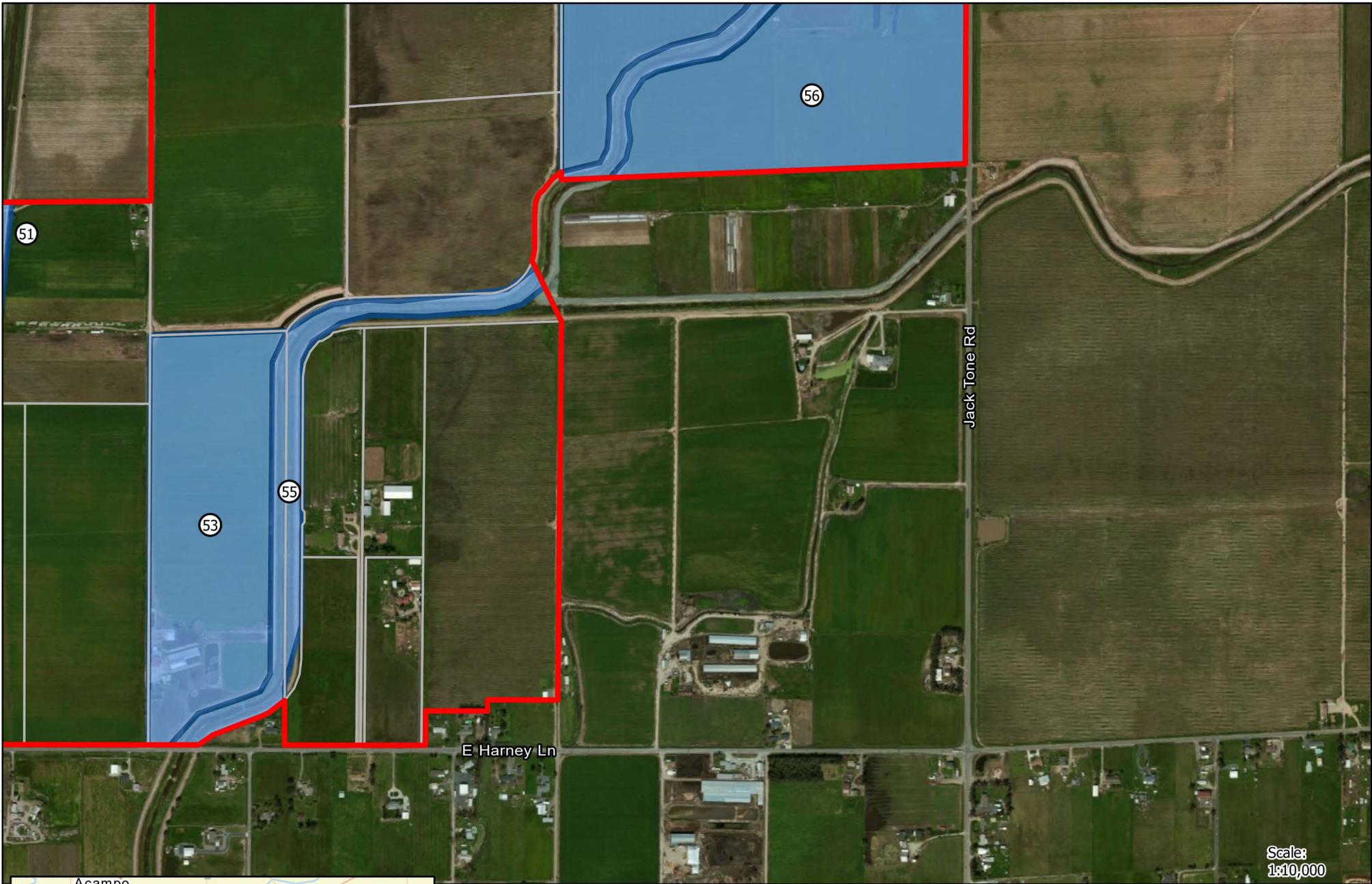
- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



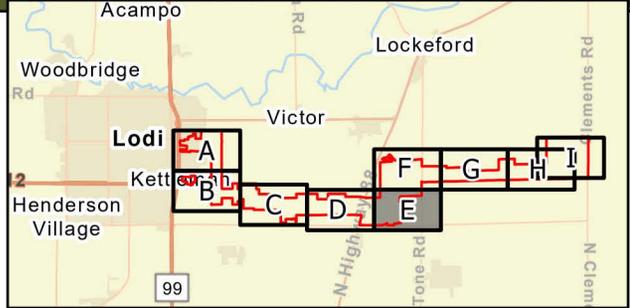
**FIGURE 5D**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

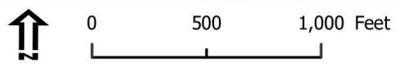
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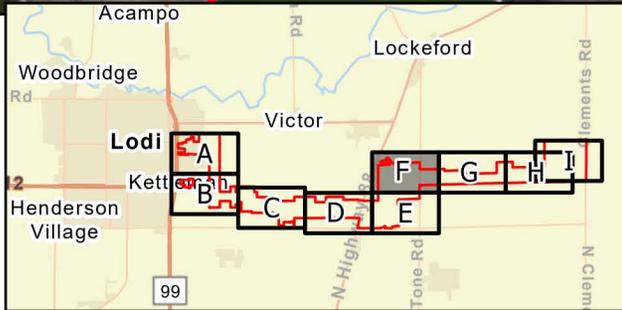
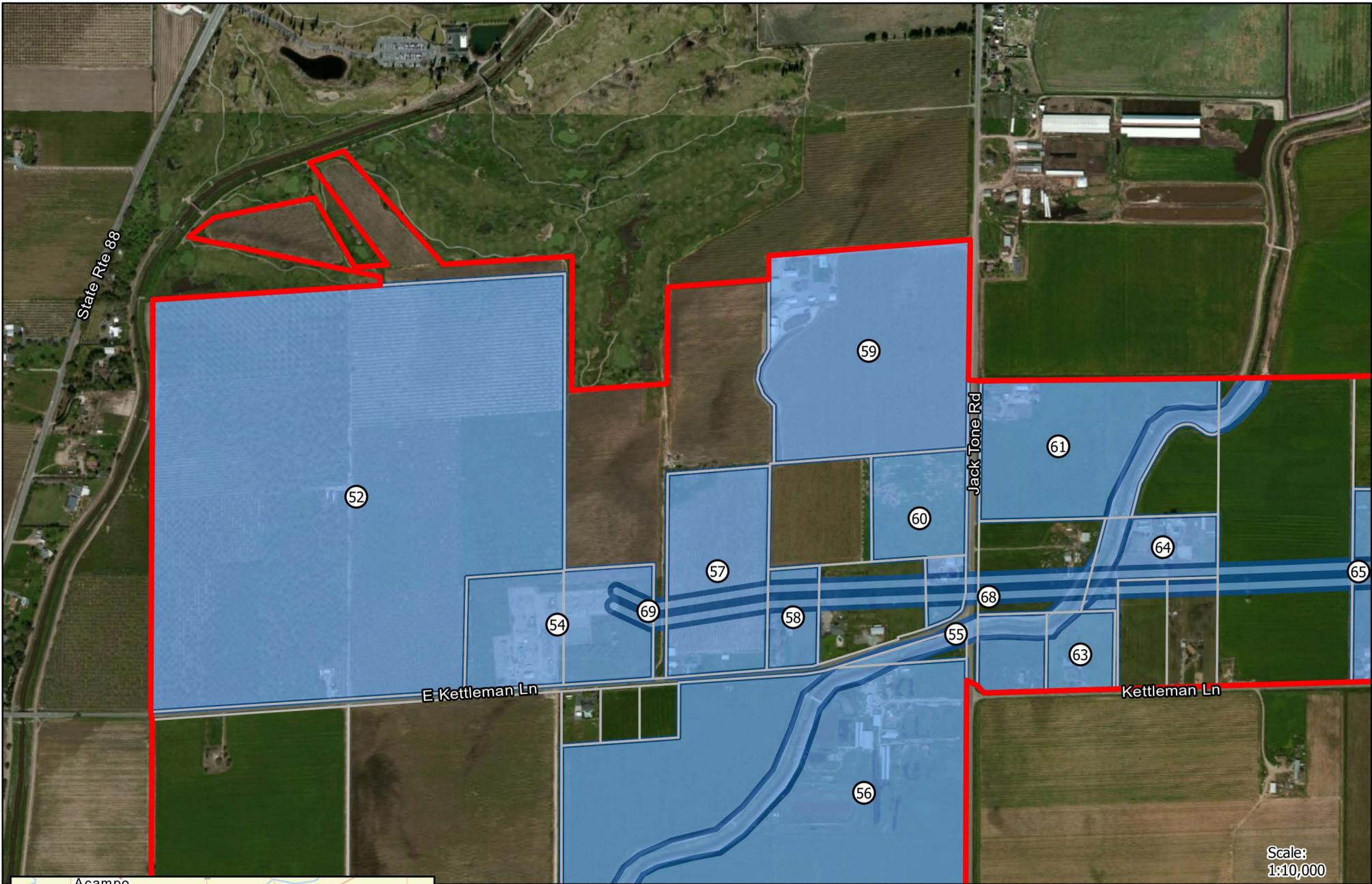
- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



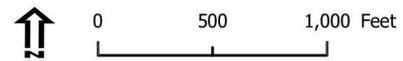
**FIGURE 5E**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

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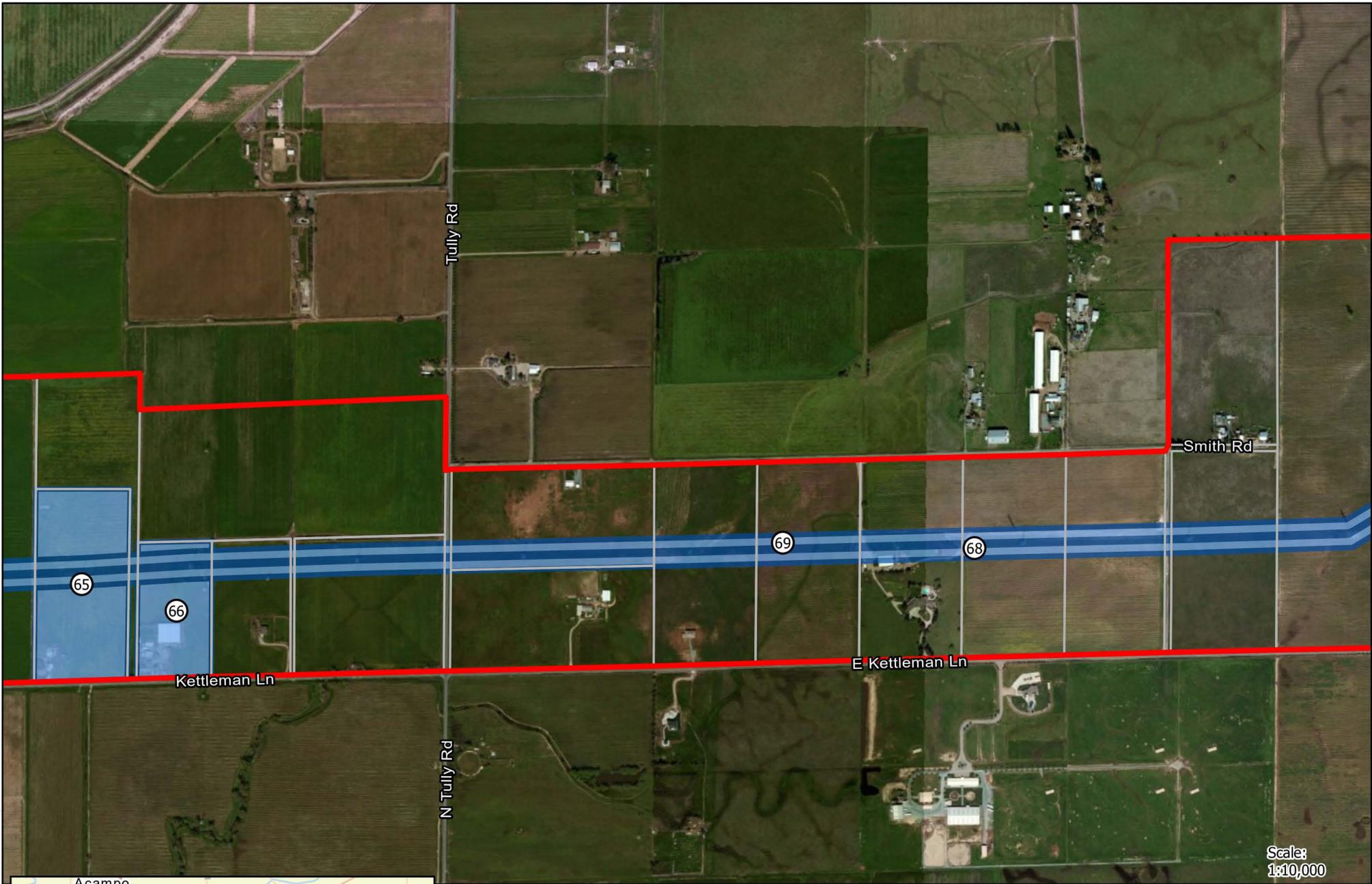
- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



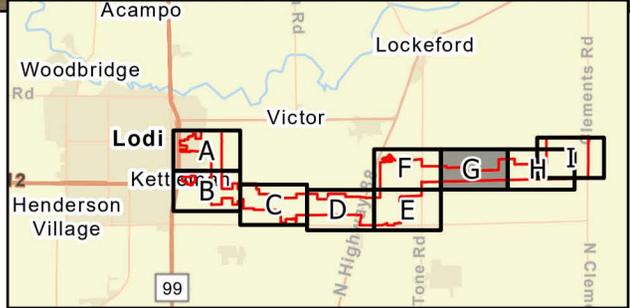
**FIGURE 5F**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

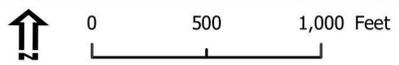
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Scale:  
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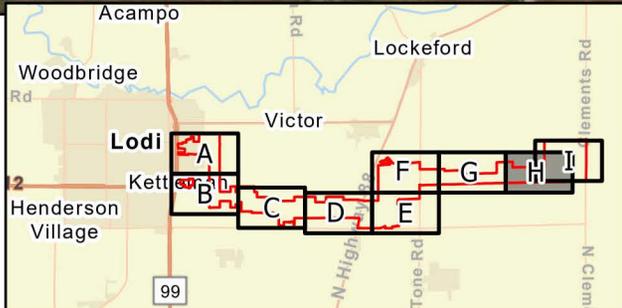
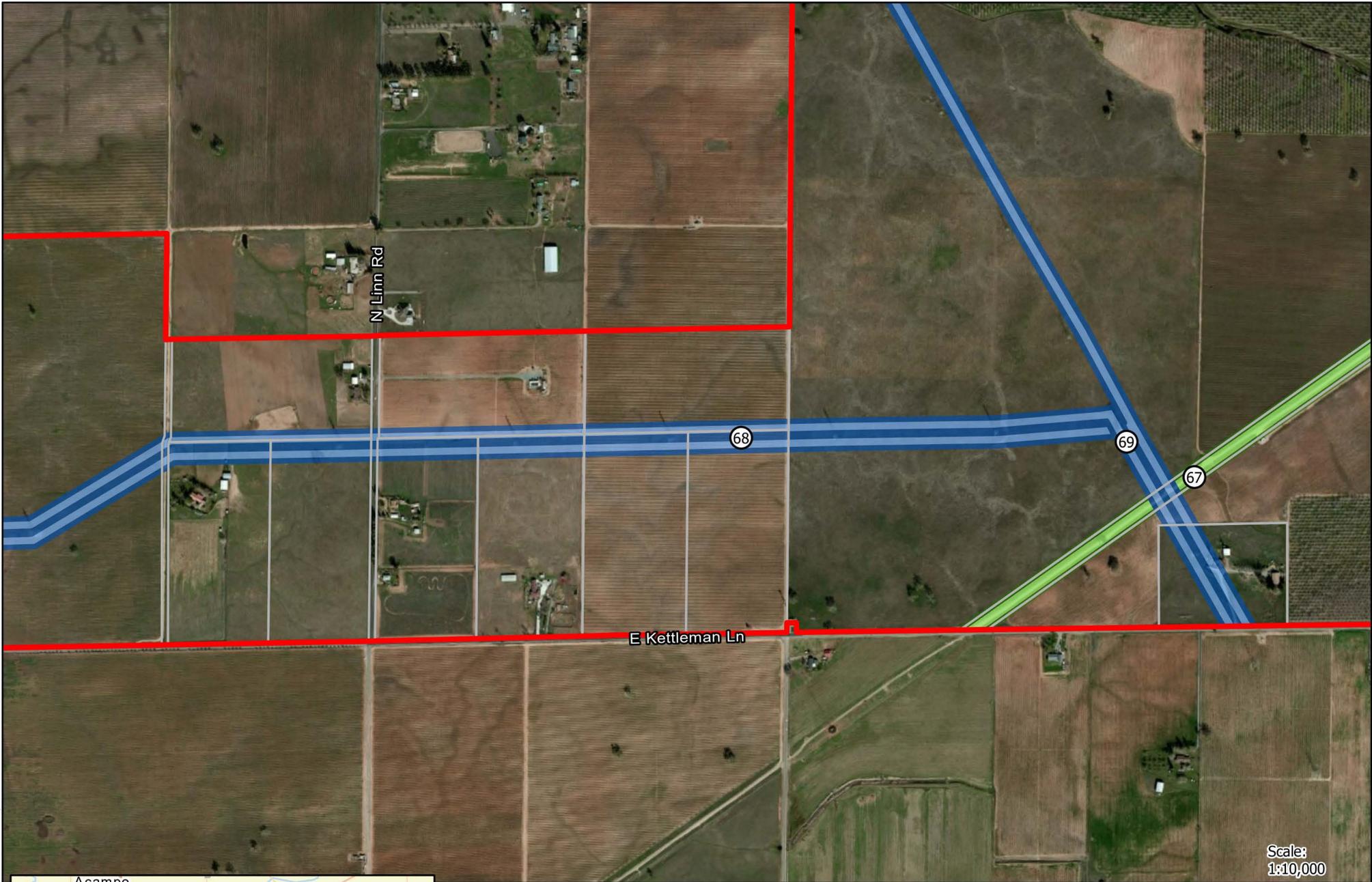
- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



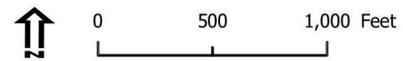
**FIGURE 5G**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

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- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



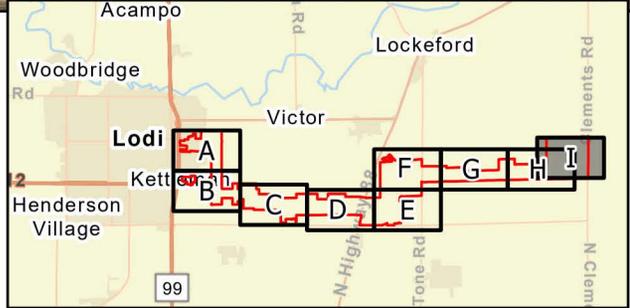
**FIGURE 5H**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

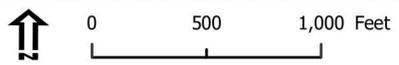
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E Kettleman Ln Scale: 1:10,000



- Area of Potential Impacts
- Parcel Boundaries
- Eligibility Determination
- Eligible for the California Register of Historical Resources
- Not Eligible for the California Register of Historical Resources



**FIGURE 5I**  
**Survey Results**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

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## **Appendix B**

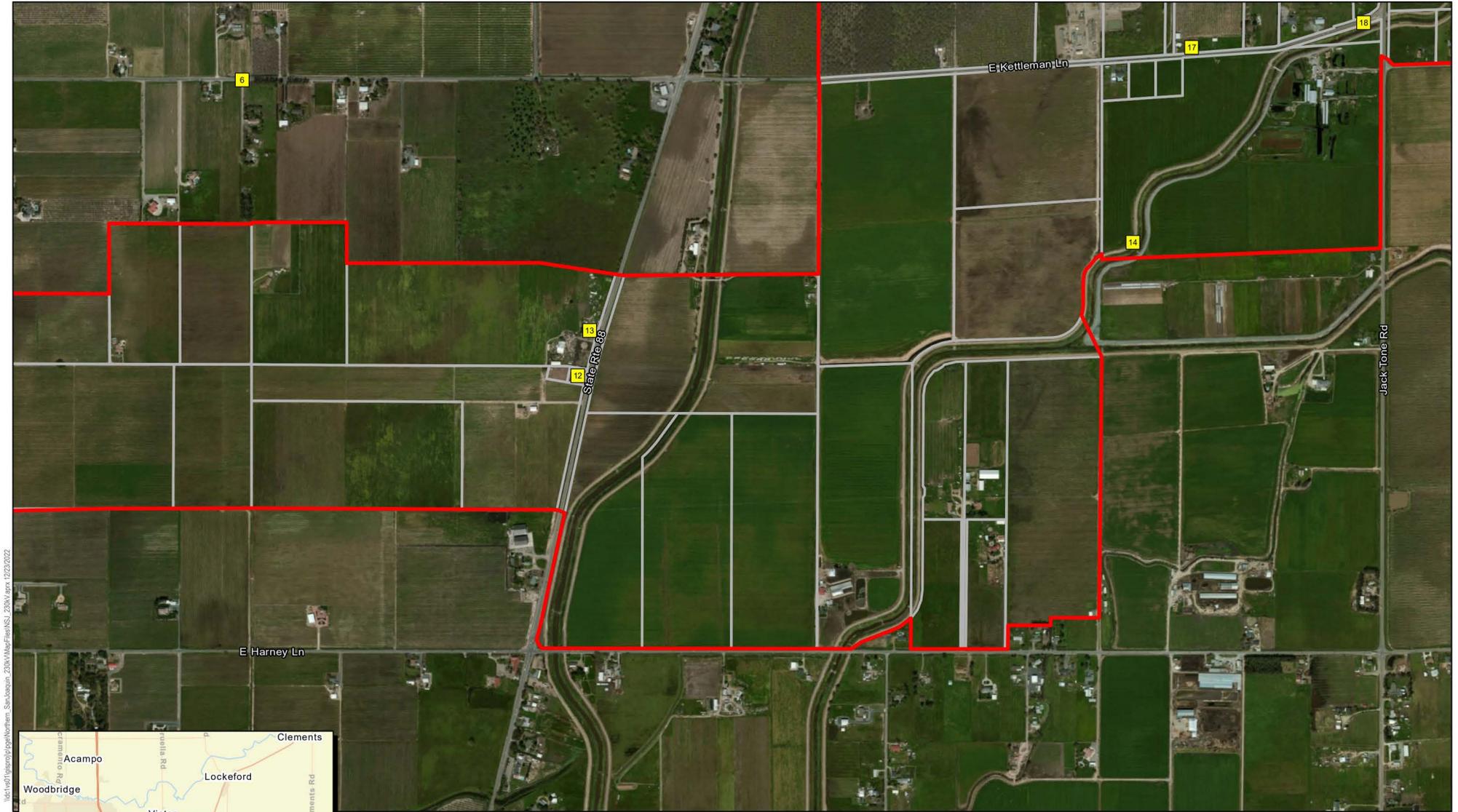
### **Representative Photographs**



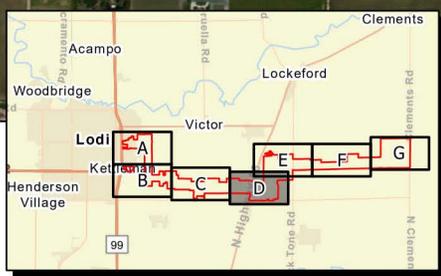








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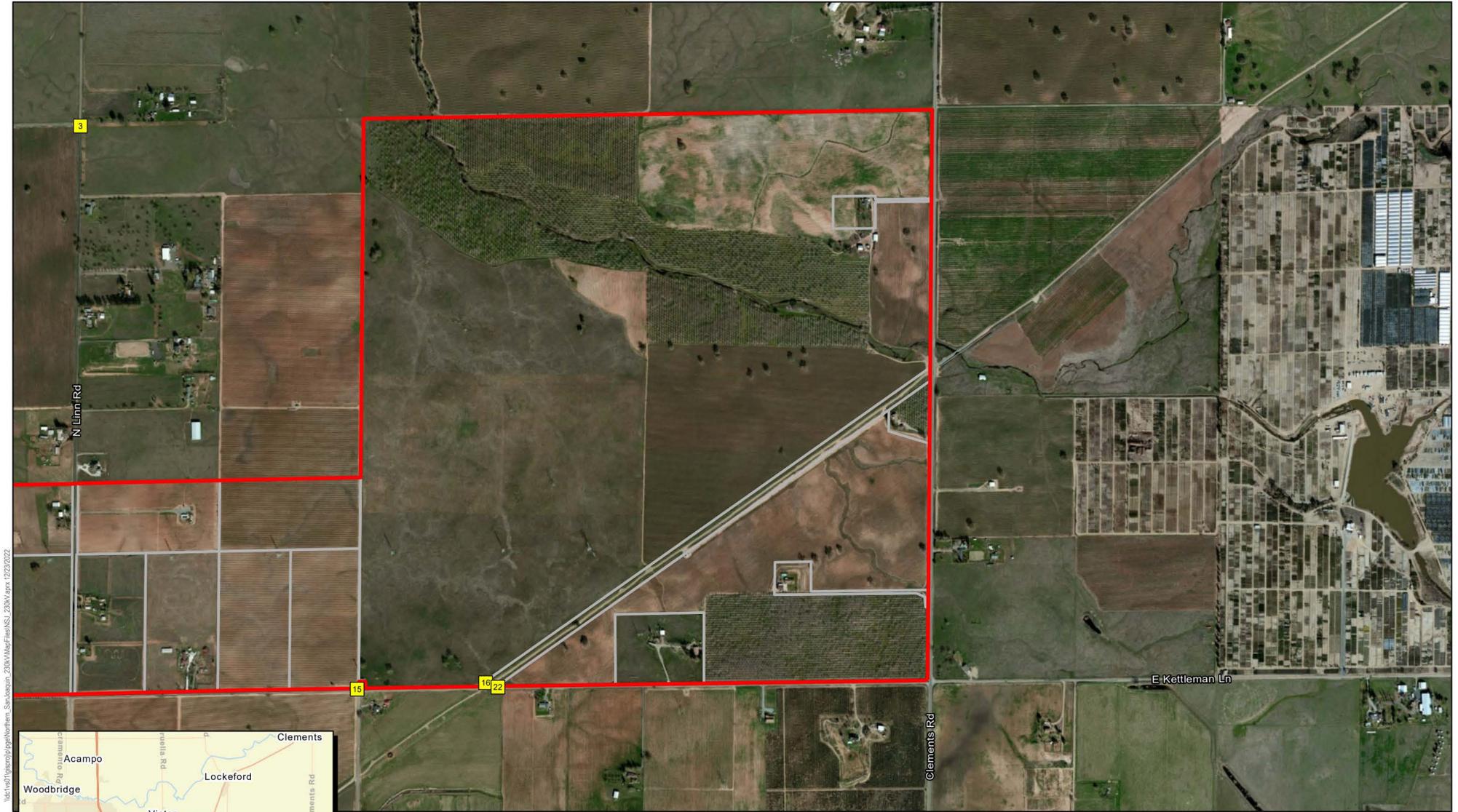
- Area of Potential Impacts
- Parcel Boundaries
- 1 Photograph Location with Photograph Key Number



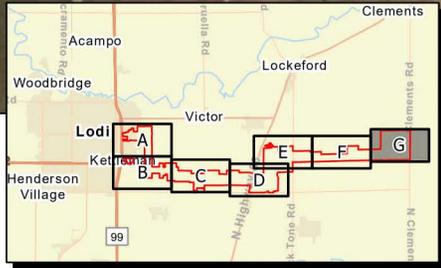
**Photograph Key**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California







I:\GIS\Projects\GIS\Projects\230kV\Map\FreshNSJ\_230kV.aprx 12/22/2022



- Area of Potential Impacts
- Parcel Boundaries
- Photograph Location with Photograph Key Number



**Photograph Key**  
 Northern San Joaquin 230 kV  
 Transmission Project  
 San Joaquin County, California

Representative Photos – North and Central Alignments



Photograph 1. North Alternative at E Lodi Ave and S Guild Ave, view south (Google Earth 2022).



Photograph 2. North Alternative at the divergence from the Preferred Alternative at Curry Avenue, view south (Google Earth 2022)



Photograph 3. North Alternative at E Sargent Road and N Linn Road, view south (Google Earth 2022)



Photograph 4. Central Alternative south of E Thurman Road on S Guild Avenue, view south. (Google Earth 2022)



Photograph 5. Central Alternative at Newfield Road and North Locust Tree Road, view north (Google Earth 2022).



Photograph 6. Central Alternative at E Kettleman Lane, view south (Google Earth 2022).

Representative Photos – API



Photograph 7. Western end of API with view of LEU Industrial Substation, view west (Jacobs 2022).



Photograph 8. View of Preferred Alignment location, view west (Jacobs 2022).



Photograph 9. View of Preferred Alignment location at southeastern end of API, view east (Jacobs 2022).



Photograph 10. Rural property south of Preferred Alignment location, view northeast (Jacobs 2022).



Photograph 11. Preferred Alignment location at Alpine Road, view north (Jacobs 2022).



Photograph 12. Center of API from SR 88, view southwest (Jacobs 2022).



Photograph 13. View of Preferred Alignment location at Bear Creek, view south (Jacobs 2022).



Photograph 14. View of Preferred Alignment location at Paddy Creek, view north (Jacobs 2022).



Photograph 15. View of Preferred Alignment location and current PG&E 230 kV transmission line at eastern end of API, view north (Jacobs 2022)



Photograph 16. View of Preferred Alignment location and current PG&E 230 kV transmission lines at far eastern end of API (Jacobs 2022).

Representative Photos – New Transmission Line located alongside Existing Line



Photograph 17. Beginning of the area where the new PG&E transmission line would be located alongside PG&E Brighton-Bellota and Rio Oso-Lockeford 230 kV transmission lines, leaving PG&E Lockeford Substation. Preferred Alignment location is approximately 450 feet north of current towers. View north from E Kettleman Lane (Jacobs 2022).



Photograph 18. Area where the new PG&E transmission line would be located alongside PG&E Brighton-Bellota and Rio Oso-Lockeford 230 kV transmission lines, at E Kettleman Lane and Jack Tone Road. Preferred Alignment location is approximately 450 feet north of current towers. View northeast from E Kettleman Lane (Jacobs 2022).



Photograph 19. Area where the new PG&E transmission line would be located alongside PG&E Brighton-Bellota and Rio Oso-Lockeford 230 kV transmission lines on E Kettleman Lane between Jack Tone Road and N Tully Road. Preferred Alignment location is approximately 300 feet north of current towers. View north from E Kettleman Lane (Jacobs 2022).



Photograph 20. Area where the new PG&E transmission line would be located alongside PG&E Brighton-Bellota and Rio Oso-Lockeford 230 kV transmission lines on E Kettleman Lane and Smith Road. Preferred Alignment location is approximately 80 feet north of current towers. View south from Smith Road (Jacobs 2022).



Photograph 21. Area where the new PG&E transmission line would be located alongside PG&E Brighton-Bellota and Rio Oso-Lockeford 230 kV transmission lines on E Kettleman Lane. Preferred Alignment location is approximately 75 feet north of current towers. View north from E Kettleman Lane (Jacobs 2022).



Photograph 22. Area where the new PG&E transmission line would be located alongside PG&E Brighton-Bellota and Rio Oso-Lockeford 230 kV transmission lines at far eastern end of API. Preferred Alignment location is approximately 100 feet north of current towers. View north from E Kettleman Lane (Jacobs 2022).

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## **Appendix C**

### **Survey Results Matrix**



Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
1	N/A	300 S BECKMAN RD	049-310-060	Westlake Chemical/NAPCO Pipe & Fittings	1968	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
2	P-39-004457	N/A	049-310-020	Central California Traction Railroad	1907-1910	Segments previously recorded outside the API are unevaluated or were recommended not eligible for listing in the CRHR and NRHP. Segment within the API is previously unrecorded and is recommended not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
3	N/A	5070 E KETTLEMAN LN	061-020-160	N/A	1905	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
4	N/A	5100 E KETTLEMAN LN	061-020-170	N/A	1960	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
5	N/A	5136 E KETTLEMAN LN	061-020-180	N/A	1949	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
6	N/A	5174 E KETTLEMAN LN	061-020-190	N/A	c. 1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
7	N/A	5242 E KETTLEMAN LN	061-030-010	N/A	1935	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

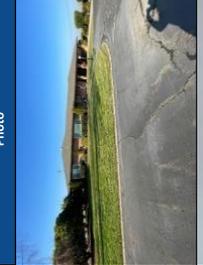
Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
8	N/A	5260 E KETTLEMAN LN	061-030-580	N/A	1933	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
9	N/A	1203 E LODI AVE	049-090-410	California Farm Supply	c. 1967	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
10	N/A	214 S CLUFF AVE	049-090-400	N/A	c. 1967	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
11	N/A	1303 E LODI AVE, 269 COMMERCE ST, 283 COMMERCE ST	049-090-430, 049-190-150, 049-190-140	Meehleis Modular Buildings, Inc.	c. 1975	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
12	N/A	5750 E PINE ST, 5890 E PINE ST	049-090-360, 049-090-120	Lodi Memorial Park and Cemetery	1951	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
13	N/A	1560 E PINE ST	049-090-130	Pride Landscape	c. 1908	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
14	N/A	5990 E SARGENT RD	049-310-050	N/A	1928	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
15	N/A	6195 E SARGENT RD	049-111-020	N/A	1970	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
16	N/A	6058 E PINE ST	049-111-010	N/A	c. 1908-1940	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
17	N/A	6250 E PINE ST	049-111-030	N/A	1928	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
18	N/A	16463 N CURRY AVE	049-112-010	N/A	c. 1942-1957	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
19	N/A	16141 N CURRY AVE	049-112-020	N/A	1921	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
20	N/A	15661 N CURRY AVE	049-230-010	N/A	1920	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
21	N/A	15505 N CURRY AVE	049-230-060	N/A	1928	Eligible for the CRHR under Criteria 1 and 3 for illustrating early-twentieth century agricultural settlement in Lodi and as a good, intact representation of a 1920s rural residential property with a Craftsman-style residence, tank house, and garage.	Modern-age industrial buildings are viewable from North Curry Avenue. Therefore, integrity of setting has already been diminished. The Project will not impact the aspects of integrity that convey this resource's significance under Criteria 1 and 3. The new transmission line will not impact the property's integrity of location, design, setting, materials, workmanship, feeling, and association. The installation of Project elements over 350 feet from the resource will not modify its historic appearance or character or alter any of its character-defining features. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
22	N/A	15415 N CURRY AVE	049-230-080	N/A	1969	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
23	N/A	15403 N CURRY AVE	049-230-070	N/A	1900	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
24	N/A	6021 E KETTLEMAN LN, 5950 E KETTLEMAN LN, 5990 E KETTLEMAN LN	049-230-110, 061-030-150, 061-050-120, 061-030-540	Delta Packing Company	c. 1948-1968	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
25	N/A	15277 N CURRY AVE	049-230-100	N/A	1906	Eligible for the CRHR under Criterion 3 as a representative example of rural Queen Anne-style residence within San Joaquin County.	Modern-age industrial buildings are viewable from N Curry Avenue. Therefore, integrity of setting has already been diminished. The Project will not impact the aspects of integrity that convey this resource's significance under Criterion 3. The new transmission line will not impact the property's integrity or location, design, setting, materials, workmanship, feeling, and association. The installation of Project elements 480 or more feet from the resource will not modify its historic appearance or character or alter any of its character-defining features. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	
26	N/A	6050 E KETTLEMAN LN, 6044 E KETTLEMAN LN, 6030 E KETTLEMAN LN	061-050-140, 061-050-130	N/A	c. 1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
27	N/A	6042 E KETTLEMAN LN	061-050-050, 061-050-040	N/A	c. 1957	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
28	N/A	6312 E KETTLEMAN LN	061-050-090	N/A	1917	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
29	N/A	14541 N CURRY AVE, 14501 CURRY AVE	061-131-020, 061-131-010	N/A	1959	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
30	N/A	7106 E KETTLEMAN LN	061-132-110	N/A	1900	Eligible for the CRHR under Criterion 3 for embodying a Folk Victorian-style residence.	Modern-age residential buildings are viewable from Vintage Road and E Kettleman Lane. Therefore, integrity of setting has already been diminished. The Project will not impact the aspects of integrity that convey this resource's significance under Criterion 3. The new transmission line will not impact the property's integrity of location, design, setting, materials, workmanship, feeling, and association. The installation of Project elements 1,150 or more feet from the resource will not modify its historic appearance or character or alter any of its character-defining features. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	
31	N/A	14453 N VINTAGE RD	061-132-420	N/A	1960	Not eligible for CRHR.	Not a historical resource for the purposes of CEQA.	
32	N/A	7150 E KETTLEMAN LN	061-133-010	N/A	1936	Eligible for the CRHR under Criterion 1 and 3 for illustrating early-twentieth century agricultural settlement in Lodi and as a good, intact representation of a 1930s rural residential property with a Craftsman-style residence, tank house, and garage.	The building cluster associated with this property, consisting of a Craftsman-style residence, tank house, and garage, is setback approximately 1,100 feet from the proposed Project improvements and already has limited visibility of proposed improvements due to location and foliage. As a result, the Project improvements will not impact its integrity of location, design, setting, materials, workmanship, feeling, and association, and the property will still convey its significance under Criteria 1 and 3. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	
33	N/A	14496 N VINTAGE RD	061-133-050	N/A	1911	Not eligible for CRHR based on field survey.	Not a historical resource for the purposes of CEQA.	
34	N/A	7280 E KETTLEMAN LN	061-133-020	N/A	1901	Eligible for the CRHR under Criterion 3 as an excellent representation of Craftsman-style residence in rural San Joaquin County.	The Craftsman-style residence at this property is setback approximately 1,100 feet from the proposed Project improvements. Views of the proposed Project improvements will be limited due to the setback and existing foliage. As a result, the Project improvements will not impact its integrity of location, design, setting, materials, workmanship, feeling, and association, and the property will still convey its significance under Criterion 3. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	
35	N/A	7362 E KETTLEMAN LN	061-133-030	N/A	1910	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
36	N/A	7452 E KETTLEMAN LN	061-133-040	N/A	1915	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
37	N/A	7540 E KETTLEMAN LN	061-133-270	N/A	1958	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
38	N/A	14537 N ALPINE RD	061-133-190	J & M Farms	1935	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
39	N/A	14415 N ALPINE RD	061-133-310	N/A	1918	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
40	N/A	14300 N ALPINE RD	063-070-600	N/A	1965	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
41	N/A	14170 N ALPINE RD	063-070-500	N/A	1906	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
42	N/A	14090 N ALPINE RD	063-070-620	N/A	1920	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
43	N/A	14413 N LOCUST TREE RD	063-150-510	N/A	1959	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
44	N/A	N/A	N/A	South Pipeline	c. 1961-1968	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
45	N/A	14117 N LOCUST TREE RD	063-150-350	N/A	1918	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
46	N/A	13987 N LOCUST TREE RD	063-150-330	N/A	1938	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
47	N/A	13915 N LOCUST TREE RD	063-150-460	N/A	c. 1945	Eligible for the CRHR under Criterion 3 for embodying a Mediterranean-style residence in a rural context.	Modern-age buildings are viewable from North Locust Tree Road. Therefore, integrity of setting has already been diminished. This resource is located approximately 750 feet from the proposed Project improvements. Views of the proposed improvements will be limited due to the setback and existing foliage. As a result, the Project improvements will not impact its integrity of location, design, setting, materials, workmanship, feeling, and association, and the property will still convey its significance under Criterion 3. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	
48	N/A	13972 N LOCUST TREE RD	063-150-520	N/A	1954	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
49	N/A	14262 N LOCUST TREE RD	063-150-170	N/A	1970	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
50	N/A	14345 N STATE ROUTE 88, 14213 N STATE ROUTE 88, 14211 N STATE ROUTE 88	063-160-170, 063-160-150, 063-160-140	N/A	1919, 1941	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
51	N/A	11425 E HARNEY LN, 14454 N STATE ROUTE 88	063-160-370, 063-160-340	Bear Creek (Levee)	c. 1963-1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
52	N/A	12401 E KETTLEMAN LN	051-260-190	N/A	c. 1942	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
53	N/A	12021 E HARNEY LN	063-250-160	N/A	c. 1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
54	N/A	12651 E KETTLEMAN LN, 12861 E KETTLEMAN LN	051-260-230, 051-260-220	PG&E Lockeford Substation	1948	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
55	N/A	N/A	N/A	Paddy Creek (Levee)	c. 1963-1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
56	N/A	13310 E KETTLEMAN LN	063-250-320	N/A	c. 1908-1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
57	N/A	12971 E KETTLEMAN LN	051-260-130	N/A	1958	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
58	N/A	13137 E KETTLEMAN LN	051-260-110	N/A	1948	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
59	N/A	15703 N JACK TONE RD	051-260-060	Baker Brothers Ranch	c. 1954-1967	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
60	N/A	15289 N JACK TONE RD, 15153 N JACK TONE RD	051-260-070, 051-260-080	N/A	1949	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
61	N/A	15510 N JACK TONE RD	053-040-180	N/A	c. 1942-1957	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
62	N/A	N/A	N/A	N/A	N/A	Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population.	N/A	N/A
63	N/A	13701 E KETTLEMAN LN	053-040-240	N/A	1975	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

Resource ID	Resource Number(s)	Address	APN(s)	Property Name (if applicable)	Year Built	Eligibility Recommendation	Effects	Photo
64	N/A	13749 E KETTLEMAN LN	053-040-280	Oxford Ranch	1977	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
65	N/A	14239 E KETTLEMAN LN	053-040-420	N/A	c. 1954	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
66	N/A	14433 E KETTLEMAN LN	053-040-200	N/A	1948	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
67	N/A	N/A	N/A	Mokelumne Aqueduct	c. 1942-1947	Eligible for the CRHR under Criterion 1 for its associations with inter-basin water transfer to supply domestic and municipal water to growing urban areas and its role in the development of the East Bay area.	The property is a buried aqueduct segment that has no above-ground features within the API. The installation of Project elements 650 or more feet from the resource will not impact its integrity of location, design, materials, workmanship, feeling, and association, and the property will still convey its significance under Criterion 1. The PG&E Brighton-Bellota 230 kV transmission line already intersects with the aqueduct segment. Therefore, because the setting already is characterized by electrical infrastructure, the Project elements will not diminish its integrity of setting. No physical impacts will occur to the property as part of the Project. Therefore, there is no significant impact.	
68	N/A	N/A	N/A	PG&E Brighton-Bellota 230 kV Transmission Line	1939	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	
69	N/A	N/A	N/A	PG&E Rio Oso-Lockeford 230 kV Transmission Line	c. 1961-1968	Not eligible for the CRHR.	Not a historical resource for the purposes of CEQA.	

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**Appendix D**  
**Department of Parks and Recreation 523 Series Forms**



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 300 South Beckman Road (Resource ID 01)

P1. Other Identifier: Westlake Chemical/NAPCO Pipe & Fittings

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi North Date 1978 T 3N; R 7E; NW 1/4 of Sec 7; MD B.M.

c. Address 300 South Beckman Road City Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653001 mE/ 4221672 mN

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

Assessor's Parcel Number: 049-310-060

\*P3a. Description:

The property at 300 South Beckman Road is a chemical plant and processing factory consisting of a cement tilt-up warehouse, corrugated metal industrial facility, and metal silos. The property is set in an industrial section of Lodi adjacent to the Central California Traction Railroad (CCTR), which serves the facility. The warehouse has a rectangular footprint, flat roof, eight garage bays, and a small one-story office extension at the north façade with blue metal siding and large rectangular windows. The industrial facility has an irregular footprint with one triple-height section and a double-height section at the façade with one garage bay. There appears to be a loading bay at the western elevation. Siding is corrugated metal with piping and industrial fans. A plain, unglazed door provides access to the east of the garage bay. There are approximately twelve concrete silos of various heights to the west of the warehouse and industrial facility, facing the CCTR tracks. The property is located within the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 8, Industrial Building

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



P5b. Description of Photo: (view, date, accession #) View southeast, December 2022

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

1968 (Parcelquest.com 2022)

\*P7. Owner and Address:  
North American Specialty Products  
2801 Post Oak Blvd  
Houston, TX 77056

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 300 South Beckman Road (Resource ID 01) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A  
B2. Common Name: Westlake Chemical/NAPCO Pipe & Fittings  
B3. Original Use: Industrial  
B4. Present Use: Industrial  
\*B5. Architectural Style: Utilitarian

\*B6. Construction History: Factory constructed in 1968 (Parcelquest.com 2022); aerial photographs indicate new roofing materials and siding were applied by 1993, and new windows, garage bays, additional silos and unglazed entry doors appear to be replacements (NETROnline 2023).

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance: Theme Industry

Area San Joaquin Valley

Period of Significance N/A

Property Type Industrial

Applicable Criteria N/A

The property at 300 South Beckman Road does not appear to meet the criteria for listing in the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity and does not meet any of the significance criteria necessary for listing in the CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 300 South Beckman Road (Resource ID 01)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 300 South Beckman Road is in the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly-constructed SPRR. The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and also passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 later shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the CCTR, which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by UPRR and BNSF (JRP Historical Consulting Services 2003).

#### *300 South Beckman Road*

The property at 300 South Beckman Road is currently owned by North American Specialty Products, an LLC headquartered in Houston, Texas. Their controlling company, Westlake Chemical Corporation, operates the factory at 300 South Beckman Road. The factory produces PVC pipe products. The previous owner, CertainTeed, which was owned by Saint-Gobain, sold the business to Westlake in 2013. It appears Saint-Gobain were the original owners of the factory (saint-gobain.com 2013; parcelquest.com 2022).

This property is previously unrecorded and unevaluated. It is evaluated below.

## CONTINUATION SHEET

Property Name: 300 South Beckman Road (Resource ID 01)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Evaluation

Under CRHR Criterion 1, this property has no direct associations with events or trends important to history. The property produces PVC piping. Its construction in the late 1960s reflects PVC's expanding use in post-World War II America. However, research did not reveal that the property played an important role in the development or manufacture of PVC or any broader trends in the PVC industry. Research also did not show that the business has played a pivotal role in the growth and development of Lodi or in spurring Lodi's overall industrial development. Lodi was founded in 1869, almost a century prior to the factory, and other industrial enterprises existed in the town prior to the subject property's construction. Therefore, the property at 300 South Beckman Road is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. The property is currently owned by the Westlake Chemical Corporation, which was founded in Louisiana, and was formerly owned by Saint-Gobain, a French multi-national tracing back to the seventeenth century. Research did not uncover any direct and important associations with any individuals from either company or to PVC manufacturing in general. Therefore, the property at 300 South Beckman Road is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property is not an important example of a type, period, or method of construction. The factory is utilitarian in design and is not demonstrative of any popular architectural style common to commercial or industrial properties during the late 1960s, such as New Formalism or the International Style. Other 1960s factories with a similar appearance and materials exist in Lodi and San Joaquin County. The subject property does not possess high artistic value or represent a design or engineering achievement. Additionally, research did not uncover any direct associations with important designers or engineers. Regardless, the replacement of the roofing material and siding in the early 1990s as well as the undated replacements of new windows, garage bays, additional silos and unglazed entry doors has compromised its integrity of design, materials, and workmanship such that it is no longer able to convey its original appearance. Therefore, the property at 300 South Beckman Road is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* Resources comprising the property at 300 South Beckman Road have not been moved. Therefore, the property's integrity of location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design has been diminished by the installation of replacement roofing, siding, windows, garage bays, additional silos and unglazed entry doors.

*Setting is the physical environment of a historic property.* When the property was constructed, the surrounding area included the CCTR alignment and agricultural land. Although these uses still remain, the industrial and residential population of the surrounding area has greatly increased, which has diminished the rural character of the property's original setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* As mentioned, many of the original materials of the property have been replaced through subsequent renovations and improvements. Therefore, the integrity of materials has been compromised.

## CONTINUATION SHEET

Property Name: 300 South Beckman Road (Resource ID 01)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. As mentioned, the property has been altered since it was originally constructed through the installation of replacement materials as well as renovations, which has compromised the integrity of workmanship.*

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The property continues to convey its industrial character, despite alterations. Therefore, the property retains integrity of feeling.*

*Association is the direct link between an important historic event or person and a historic property. The property is an example of a industrial factory constructed in the late 1960s. It would be recognizable to persons from the past conveys its integrity of association.*

In conclusion, the property at 300 South Beckman Road does not possess the significance or integrity necessary for listing in the CRHR. Therefore, the property is not considered a historical resource for the purposes of CEQA.

### B12. References (continued)

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Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

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Saint Gobain. 2013. Accessed January 9, 2023. [https://www.saint-gobain.com/sites/saint-gobain.com/files/CP\\_PVC\\_AN.pdf](https://www.saint-gobain.com/sites/saint-gobain.com/files/CP_PVC_AN.pdf)

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>

## CONTINUATION SHEET

Property Name: 300 South Beckman Road (Resource ID 01)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

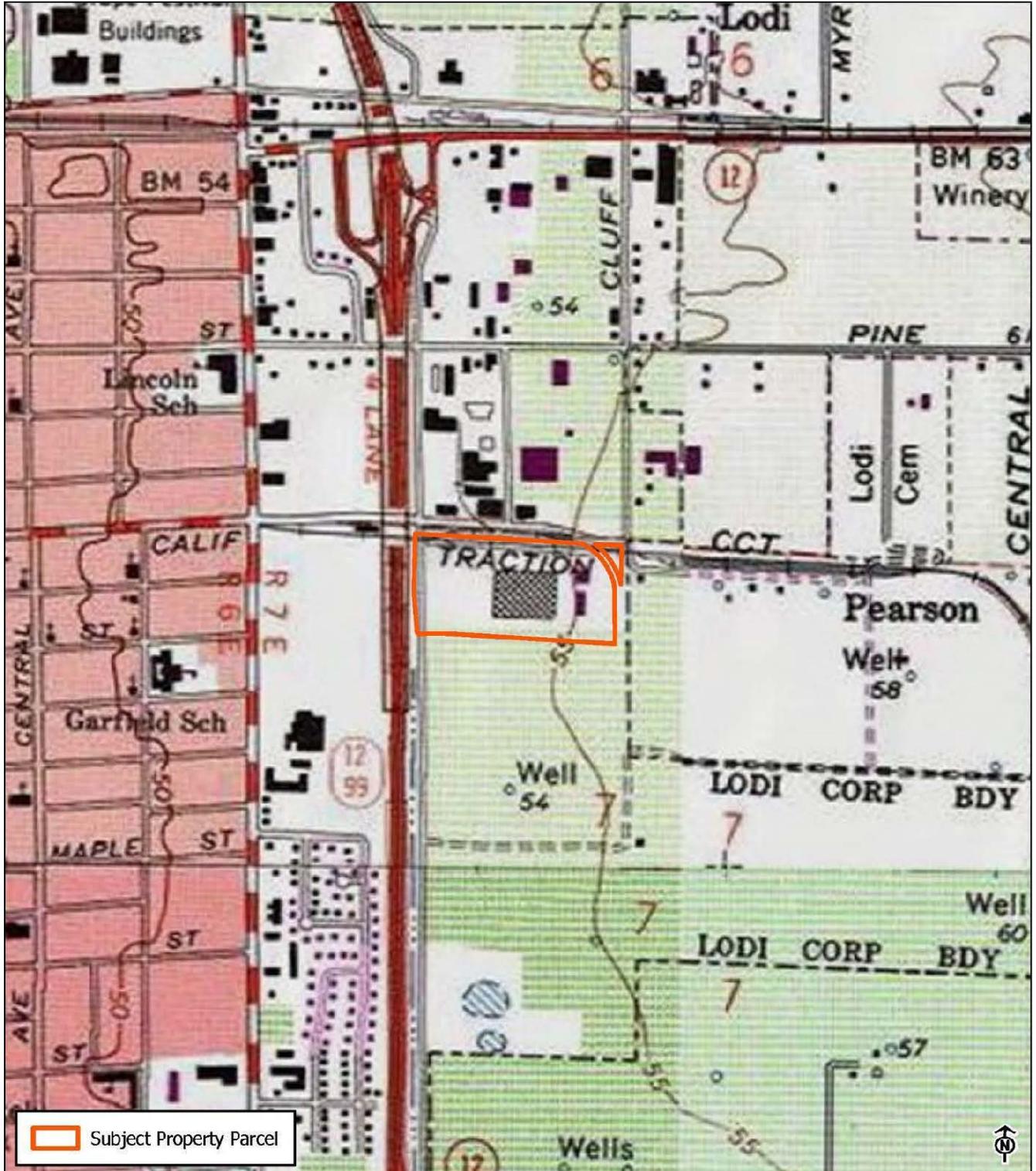
### P5. Photographs (continued)



Resource 01, view southwest (Jacobs 2022).



Resource 01 (in background), view southwest (Jacobs 2022).



# PRIMARY RECORD

Primary # P-39-004457 (UPDATE)

HRI #

Trinomial

NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) P-39-004457 (Resource ID 02) UPDATE

P1. Other Identifier: Central California Traction Railroad

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi North Date 1978 T 3N; R 7E; NW 1/4 of Sec 7; MD B.M.

c. Address N/A Lodi Zip 95240

d. UTM:

Seg. 1: Northern Terminus: Zone 10S, 653955 mE/4222172 mN, Southern Terminus: Zone 10S, 654054 mE/4219322 mN

Seg. 2: Eastern Terminus: Zone 10S, 653984 mE/4221579 mN, Western Terminus: 10S, 653051 mE/4221737 mN

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

Assessor's Parcel Number: 049-310-020

\*P3a. Description:

This form records and evaluates two segments of the Central California Traction Railroad (CCTR) within the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project within and east of the City of Lodi in San Joaquin County. Segment 1 extends north-south and is a 2-mile-long segment of the larger Central Valley Branch mainline that runs between Stockton and Lodi. Segment 2 extends east-west and is a 0.63-mile-long segment of a larger, 1-mile-long industrial lead that branches off the west side of Segment 2 at Lodi Junction to connect to businesses in Lodi. The segments feature steel tracks set in standard gauge with wooden ties, gravel ballast, and steel rivets. Segment 2 is set within an industrial portion of Lodi. The surroundings of Segment 1 are characterized as rural/residential with industrial development west of the north end of the segment.

\*P3b. Resource Attributes: (List attributes and codes) HP 11. Engineering Structure

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



P5b. Description of Photo: (view, date, accession #) Segment 1, view northeast near Lodi Junction, December 2022

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

1907 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Central California Traction Company  
920 Southeast Quincy Street  
Topeka, KS 66612

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) P-39-004457 (Resource ID 02) UPDATE \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: CCTR
- B2. Common Name: CCTR
- B3. Original Use: Passenger and freight railroad
- B4. Present Use: Freight railroad
- \*B5. Architectural Style: N/A

\*B6. Construction History: Segments 1 and 2 were constructed in 1907 as electric interurban rail lines with passenger service. All electrical implements, including overhead electric wires and the electrified third rail, were removed by 1947 (*Lodi News Sentinel* 1947a). Segment 1 ceased passenger service in the 1930s and was then used solely for freight (OAC 2020). As originally constructed, Segment 2 extended further west, terminating at the Lodi Rail Depot. The depot and the track to the west of the current Segment 2 were abandoned in the late 1940s, with the petition for abandonment in November 1947. After that point, Segment 2 operated as a freight line serving businesses in Lodi (*Lodi News Sentinel* 1947b). The segments have been continuously maintained and repaired as needed over its lifetime, so ties, rails, and other railroad components are likely to have been repaired or replaced.

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Transportation and Industrial Development

Area San Joaquin Valley

Period of Significance N/A

Property Type Railroad

Applicable Criteria N/A

Segments 1 and 2 do not appear to meet the criteria for listing in the California Register of Historical Resources (CRHR), and therefore do not appear to be historical resources for purposes of the California Environmental Quality Act (CEQA). The segments do not meet any of the significance criteria necessary for eligibility for listing in the CRHR. They have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

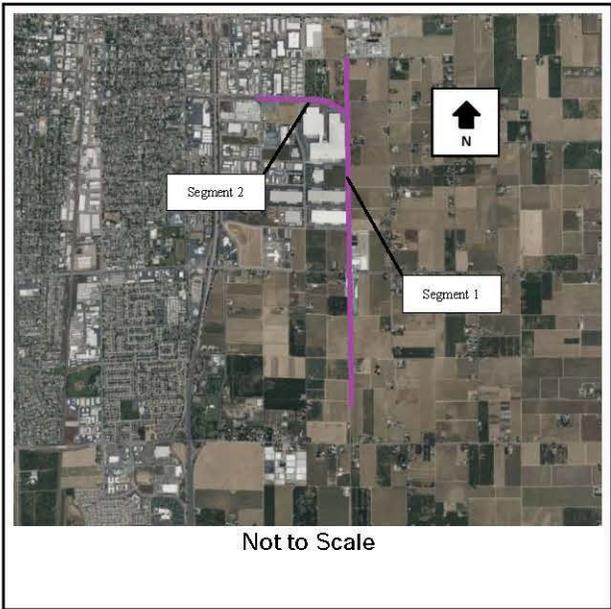
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: P-39-004457 (Resource ID 02) UPDATE

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The CCTR is located within and to the east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

#### *Central California Traction Railroad*

The CCTR is currently owned by the Central California Traction Railroad Company, which is a subsidiary of the Union Pacific and Burlington Northern Santa Fe Railroads. The line was constructed between Stockton and Lodi in 1907 and between Lodi and Sacramento in 1910. Segments 1 and 2 were built in 1907 and originally used as an electric interurban passenger rail line. "Traction" referred to the workings of the overhead electric wires and electrified third rail which helped propel cars. Segment 1 operated passenger service every half hour during peak usage, but interurban passenger service was abandoned in the 1930s. All electrical infrastructure including overhead wires and third rails were removed in 1947. As originally constructed, Segment 2 extended further west, terminating at the Lodi Rail Depot. However, the depot and the track to the west of the current Segment 2 were abandoned in the late 1940s. After that point, Segment 2 operated as a freight line serving businesses in Lodi (Abandonedrails.com 2023).

## CONTINUATION SHEET

Property Name: P-39-004457 (Resource ID 02) UPDATE

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

Segments of the CCTR have been previously recorded in San Joaquin County, all of which were determined not eligible for listing in the National Register of Historic Places. Segments 1 and 2 within the API are previously unrecorded and unevaluated and is recommended not eligible for the CRHR. They are evaluated below.

### Evaluation

Under CRHR Criterion 1, Segments 1 and 2 have no associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. The segments are associated with the expansion of rail infrastructure in the San Joaquin Valley during the early twentieth century, however, they are not an early or important example of this infrastructure. The San Joaquin Valley was already an established rail corridor by the time Segments 1 and 2 were built in 1907, the SPRR having been built through the area in 1869. Additionally, while the CCTR electric interurban rail service was an important transit development within Lodi, Stockton, and Sacramento, it was not the first interurban network within the San Joaquin Valley or California. For example, the Northern Electric Railway in Sacramento predates the CCTR. Further, research does not show that the Segments 1 and 2 made significant contributions to the Lodi's settlement or patterns of development. Lodi was founded in 1869, nearly four decades prior to their construction, and development already existed in the area. Therefore, Segments 1 and 2 are not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, Segments 1 and 2 are not significant for any associations with the lives of persons important to history. They do not have a direct association with any important persons from Lodi, the CCTR, or any businesses shipping freight on the line. Therefore, Segments 1 and 2 are not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, Segments 1 and 2 do not embody the distinctive characteristics of a type, period, or method of construction or represent the work of a master. They are typical rail segments and have no significant engineering, architectural, or artistic features. Any evidence of the engineering from its electric interurban use has been removed, leaving a standard gauge diesel railroad meant for heavy freight. Further, research did not indicate that they overcame a design or engineering challenge. Therefore, Segments 1 and 2 are not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, Segments 1 and 2 are not significant for their research potential. They do not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore are not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The segments have not been moved since they were built and therefore retain integrity of location.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of the CCTR has been modified from its original design through the removal overhead wires and electric third rail in 1947. Therefore, Segments 1 and 2 are unrecognizable as an electric interurban passenger line. However, the segments were used for moving freight during the historic-era, and maintain their designs as a diesel freight railroad from this period. Therefore, Segments 1 and 2 retain integrity of design.

*Setting is the physical environment of a historic property.* The segments remains characterized by industrial and agricultural surroundings, and therefore retain integrity of setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The segments do not retain integrity of materials from their period of construction and use as an electric interurban rail lines as materials reflecting this use, such as an electric third rail and overhead wires, have been removed. However, they retain the materials related to their historic-era use as diesel freight lines. They have been regularly maintained and upgrades appear to be in-kind. Therefore, Segments 1 and 2 retain integrity of materials.

## CONTINUATION SHEET

Property Name: P-39-004457 (Resource ID 02) UPDATE

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The workmanship of the segments remains intact.*

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Segments 1 and 2 retain their original form in their original settings and are able to convey their historic character and appearance. As a result, they retain integrity of feeling.*

*Association is the direct link between an important historic event or person and a historic property. This property retains integrity of association as an active freight line serving industrial properties.*

In conclusion, although they retain integrity, Segments 1 and 2 do not meet any of the CRHR criteria. Therefore, the segments are not considered historical resources for the purposes of CEQA.

### B12. References (continued)

Abandonedrails.com 2023. "The Central California Traction Company". Accessed January 23, 2023.

<https://www.abandonedrails.com/central-california-traction-company>.

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.loadi.gov/602/History-of-the-City-of-Lodi>.

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--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022.

<http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023.

<https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023.

<https://www.historicaerials.com/viewer>.

Online Archive of California (OAC) 2020. "Central California Traction Co. Collection". Accessed January 30, 2023.

[https://oac.cdlib.org/findaid/ark:/13030/c8rb7566/entire\\_text/](https://oac.cdlib.org/findaid/ark:/13030/c8rb7566/entire_text/)

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

## CONTINUATION SHEET

Property Name: P-39-004457 (Resource ID 02) UPDATE

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>

### P5. Photographs (continued)



South end of Segment 1, view north (Jacobs 2022).



Segment 1 crossing East Kettleman Lane, view west (Jacobs 2022).



**CONTINUATION SHEET**

Primary # P-39-004457 (UPDATE)

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

Trinomial CA-SJO-294H (UPDATE)

Page 1 of 6

\*Resource Name or #: (UPDATE)

\*Recorded By: D. Garvey, Far Western Anthropological Research Group, Inc.

\*Date: 5/9/2021

This update documents an approximately 200-meter section of the Central California Traction Railroad (CCTRR) in the city of Lodi, located between Sargent Road and Lodi Junction. The segment is approximately one kilometer due south of Highway 12. The CCTRR was first recorded in 2003 by Larson and Johnson, who documented the short 100-foot section of railroad in the Caltrans right-of-way across Highway 12, just north of the present project area. Three additional segments of the railroad have since been recorded in Stockton (by Martinez in 2008, Morris in 2010, and Pappas and Tippett in 2011). The segment recorded herein has not been evaluated for listing in the National Register of Historic Places.

This segment was visited during survey for the PG&E Northern San Joaquin 230 kV Transmission Project. Travelling north-south through the eastern half of Lodi, the railroad consists of a single track on a low gravel berm. The line still operates between Lodi and Stockton, including the spur at Lodi Junction which turns ninety degrees toward eastern Lodi. As noted at other previously recorded segments, the original rails and ties have been replaced.



Folder: 2778 Lodi pics File: P5090045  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, outside of project area.  
(View: west)



Folder: 2778 Lodi pics File: P5090046  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, outside of project area.  
(View: southwest)



Folder: 2778 Lodi pics File: P5090045  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, outside of project area.  
(View: west)



Folder: 2778 Lodi pics File: P5090046  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, outside of project area.  
(View: southwest)



Folder: 2778 Lodi pics File: P5090051  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, at intersection with project area. (View: north)



Folder: 2778 Lodi pics File: P5090052  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, at intersection with project area. (View: south)



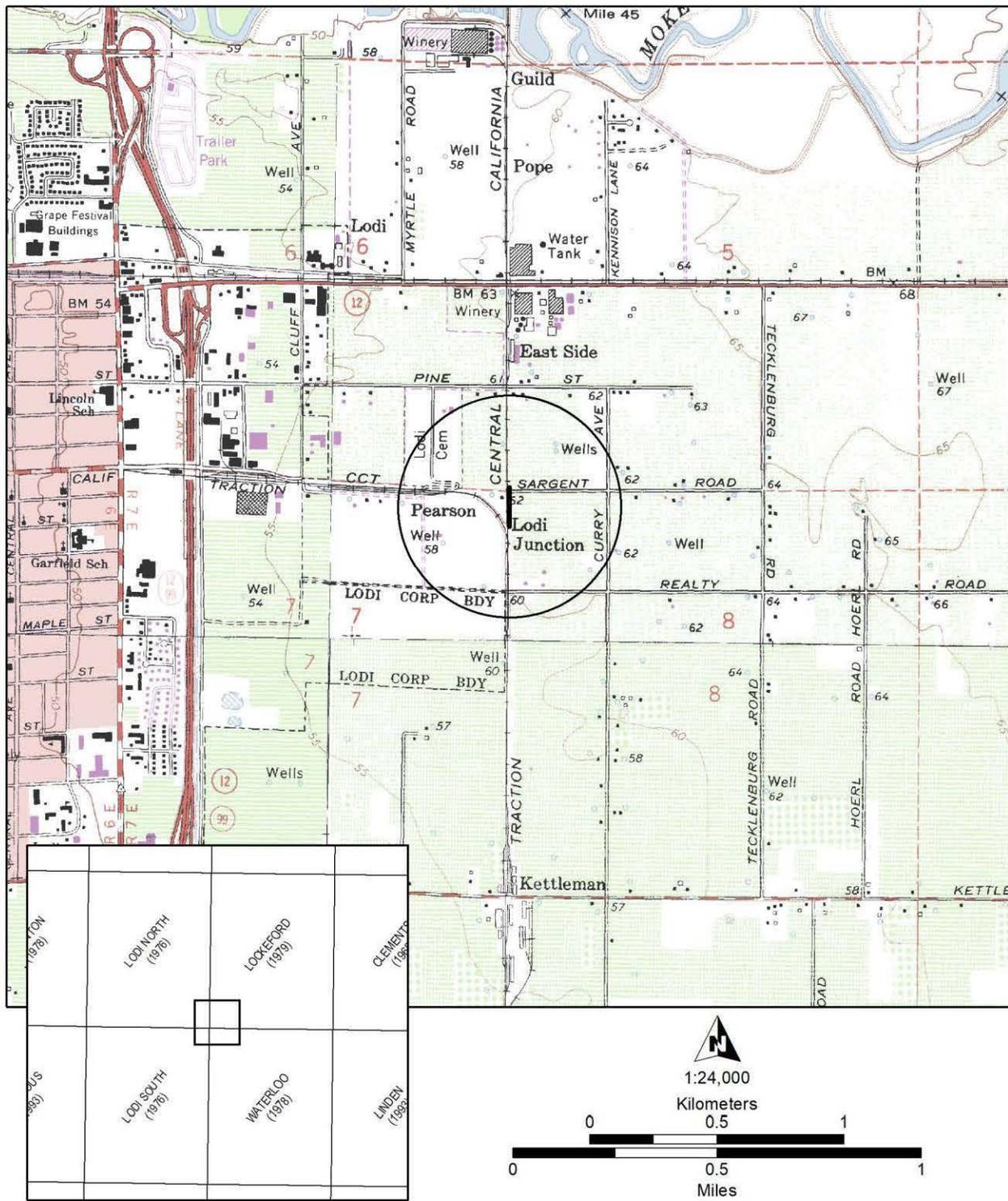
Folder: 2778 Lodi pics File: P5090053  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, at intersection with project area. (View: northwest)



Folder: 2778 Lodi pics File: P5090054  
Plan view of linear resource Central California Traction Railroad, CA-SJO-294H, at intersection with project area. (View: plan)



Folder: 2778 Lodi pics File: P5090057  
Overview of linear resource Central California Traction Railroad, CA-SJO-294H, outside of project area.  
(View: west)



chelsea 7/22/2021 11:17:46 AM

## Resource Detail: P-39-004457

### Identifying information

Primary No.: P-39-004457

Trinomial: CA-SJO-000294H

Name: Central California Traction Company Railroad

Other IDs: Type	Name
Other	Central CA Traction Railroad J-11
Resource Name	Central California Traction Company Railroad
Other	Central California Traction Railroad

Cross-refs:

### Attributes

Resource type: Structure

Age: Historic

Information base: Survey

Attribute codes: AH07 (Roads/trails/railroad grades) - Railroad; HP11 (Engineering structure) - engineering structure

Disclosure: Not for publication

Collections: No

Accession no(s):

Facility:

### General notes

ADOE 6Y2

### Recording events

Date	Recorder(s)	Affiliation	Notes
11/11/2011	Pappas & Westwood	By ECORP, for Cardno ENTRIX	
2/28/2003	B. Larson, E. Johnson	JRP Historical Consulting Services	
8/8/2008	Jesse Martinez	PBS & J	
4/5/2010	Peter J. Morris	PARUS Consulting, Inc.	

### Associated reports

Report No.	Year	Title	Affiliation
AP-05501	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume III: Geoarchaeological Study.	Far Western Anthropological Research Group, Inc., et al
CA-05498	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume I: Summary of Methods and Findings.	Far Western Anthropological Research Group, Inc., et al
SJ-05498	2004	Cultural Resource Inventory of Caltrans District 10 Rural Conventional Highways; Volume I: Summary of Methods and Findings	Far Western Anthropological Research Group, Inc.
SJ-05501	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume III: Geoarchaeological Study	Far Western Anthropological Research Group, Inc.
SJ-05503	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume II F: San Joaquin County.	Far Western Anthropological Research Group, Inc., et al
SJ-06702	2008	Cultural Resources Sue Diligence Analysis of the Weber Property near Stockton, San Joaquin County, California	LSA Associates, Inc.
SJ-07048	2008	Cultural Resources Survey and Subsurface Testing Report: Altamont Commuter Express Maintenance Facility Project West of West Lane, Stockton, California	PBS&J
SJ-07220	2010	An Archaeological Survey for the Department of Water Resources Geotechnical Levee Investigation of Bear Creek Wing Levee, Brookside, Mosher Diversion Canal, Mosher	PARUS Consulting, Inc.

## Resource Detail: P-39-004457

---

		Slough, Pixley Slough, Shima Tract, and Upper Calaveras River	
SJ-07539	2011	Cultural Resources Inventory Report, Stockton "A" Reconductoring Project, San Joaquin County, California; ECORP Project No. 2011-123	ECORP Consulting & Cardno ENTRIX
SJ-07598	2012	Cultural Resources Constraints Study of the Stockton A Weber #1 Wood Pole Replacement Project, San Joaquin County, California, PG&E No. 30764919	Parus Consulting

### Location information

*County:* San Joaquin

*USGS quad(s):* Lockeford, Stockton West, Waterloo

*Address:*

*PLSS:* T1N R6E Sec. MDBM

T1S R6E Sec. MDBM

T3N R7E NW¼ of SW¼ of Sec. 5 MDBM

*UTMs:* Zone 10 654045mE 4222590mN NAD27

Zone 10 654060mE 4222111mN NAD27

Zone 10 650393mE 4205296mN NAD27

Zone 10 650666mE 4204602mN NAD27

Zone 10 654134mE 4216075mN NAD27

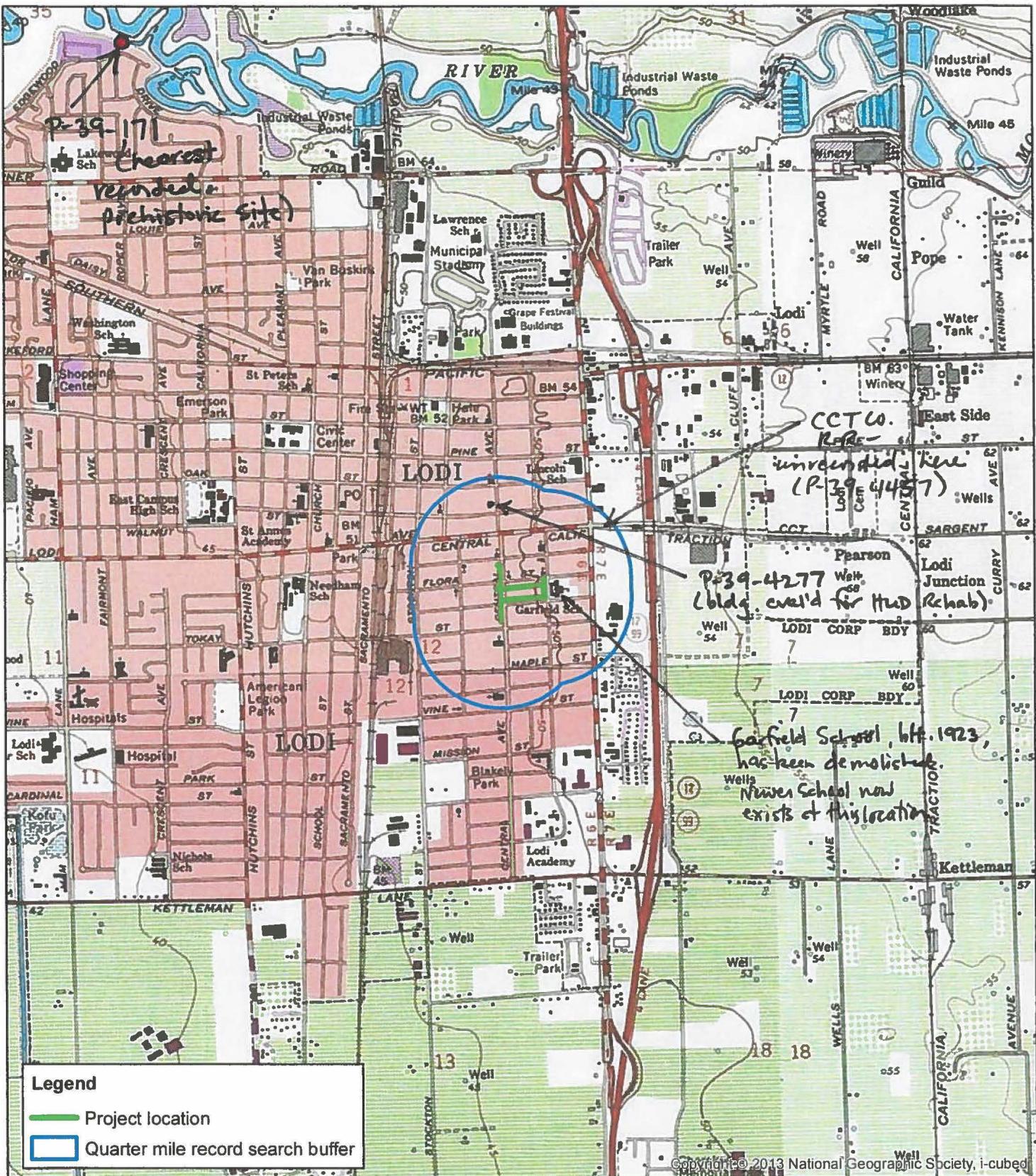
Zone 10 654169mE 4214774mN NAD27

### Management status

#### Database record metadata

	<i>Date</i>	<i>User</i>	
<i>Entered:</i>	5/9/2011	jay	
<i>Last modified:</i>	10/16/201	Anthro	
<i>IC actions:</i>	<i>Date</i>	<i>User</i>	<i>Action taken</i>
	5/9/2011	jay	Appended records from old OHP database.
	10/16/201	Anthro	edit by RH

*Record status:*



**Legend**

- █ Project location
- Quarter mile record search buffer

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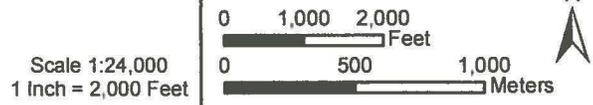


USGS 7.5' Quad:  
Lodi North (1972)  
Legal Description:  
T3N, R6E Section 12

CCIC # 9127L  
Resource Locations  
P-39-#



**Record Search Map**  
Gas Main Central Ave. &  
Eden St., Lodi,  
San Joaquin County



**CCIC Resource Detail: P-39-004457**

**Identifying Information**

Primary No.: P-39-004457  
 HRI No.:  
 Trinomial: CA-SJO-294H  
 Name: Central CA Traction Railroad J-11  
 Other IDs: Other:  
 Disclosure: Not for publication

**Attributes**

Resource Type:  Building  Structure  Object  Sit  District  Element of District  Other  
 Age:  Prehistoric  Protohistoric  Historic  Unknown  
 Information Base:  Surface survey  Surface collection  Testing  Excavation  Analysis  
 Collections: No  
 Attribute Codes: AH07 Roads/trails/railroad grades Railroad  
 HP11 Engineering structure engineering structure

**Recording Events**

Date	Recorder(s)	Affiliation	Notes
11/11/2011	Pappas & Westwood	ECORO, Cardno ENTRIX	
2/28/2003	B. Larson, E. Johnson	JRP Historical Consulting Services	
8/8/2008	Jesse Martinez	JRP Historical Consulting Services	
4/5/2010	Peter J. Morris	PARUS Consulting, Inc.	

**Associated Documents**

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SJ-05501	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume III: Geoarchaeological Study
SJ-05503	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume II F: San Joaquin County.
SJ-06702	2008	Cultural Resources Sue Diligence Analysis of the Weber Property near Stockton, San Joaquin County, California
SJ-07048	2008	Cultural Resources Survey and Subsurface Testing Report: Altamont Commuter Express Maintenance Facility Project West of West Lane, Stockton, California
SJ-07220	2010	An Archaeological Survey for the Department of Water Resources Geotechnical Levee Investigation of Bear Creek Wing Levee, Brookside, Mosher Diversion Canal, Mosher Slough, Pixley Slough, Shima Tract, and Upper Calaveras River
SJ-07539	2011	Cultural Resources Inventory Report, Stockton "A" Reconductoring Project, San Joaquin County, California; ECORP Project No. 2011-123
ST-07598	2012	Cultural Resources Constraints Study of the Stockton A Weber #1 Wood Pole Replacement Project, San Joaquin County, California, PG&E No. 30764919

**Notes**

ADOE 6Y2

**Location Info**

County: San Joaquin  
 USGS 7.5' Quads: Stockton West  
 Lockeford  
 Waterloo

Address:

PLSS Info: Township/range Section BL/M or Land Grant

**CCIC Resource Detail: P-39-004457**

	T	1	S	R	6	E		of		of	Sec.	MDBM	Campo Los Franceses	
	T	3	N	R	7	E	NW	of	SW	of	Sec.	5	MDBM	Campo Los Franceses
<i>UTM Info:</i>														
		<i>Datum</i>		<i>Zone</i>		<i>Easting</i>		<i>Northing</i>		<i>At point</i>				
		NAD27		10		654134		4216075						
		NAD27		10		654169		4214774						
		NAD27		10		654045		4222590		N end				
		NAD27		10		654060		4222111		S end				
		NAD27		10		650393		4205296		N				
		NAD27		10		650666		4204602						

**Cross-references**

**Management status**

**Database Record Metadata**

	<i>Date</i>	<i>User</i>	
	Entered: 5/9/2011	jay	
	Last Modified: 3/11/2014	anthro	
	<i>IC Actions: Date</i>	<i>User</i>	<i>Action taken</i>
	5/9/2011	jay	Appended records from old OHP database.

(Parent Record)

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

Primary # P-39-004457  
HRI # \_\_\_\_\_  
Trinomial CA-SJO-0002944  
NRHP Status Code 7

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

**P1. Other Identifier:**

\* **P2. Location:**  Not for Publication  Unrestricted \*a. County: San Joaquin

4/2004

\* b. USGS Quad: Lockeford (1968; photorevised 1979, photoinspected 1990); T3N R7E, ; MDBM

c. Address:

SW 1/4 of the NW 1/4, and NW 1/4 of the SW 1/4 S-5

d. UTM: Zone 10; 654045 mE/ 4222590 mN NAD27 at the N end; 654060 mE/ 4222111 mN at the S end.

**e. Other Locational Data:**

The resource is located on the border between sections 5 and 6 in Township 3 N, Range 7 E.

Highway 12, post mile 18.9, both (north and south) sides, intersects the Highway 12 edge-of-pavement, passes through (partially within) the Caltrans right-of-way.

From the junction of Highways 99 and 12 in Lodi, travel approximately 0.75 miles east on Highway 12 to the railroad crossing. GPS data were collected for linear feature and north and south edges-of-pavement.

**\* P3a. Description:**

This resource, a segment of the Central California Traction Railroad, was recorded during the Caltrans District 10 Rural Roads Inventory. It is the only segment of the railroad located within the project area for this study, which is limited to the Caltrans right-of-way; and is described in detail on the attached Linear Feature Record.

The Central California Traction (CCT) Company incorporated in 1905 with the goal of building an interurban electric railroad between Sacramento and Stockton. Construction began the following year, and by 1907 the CCT had completed the first leg of the line as between Stockton and Lodi. The segment from Lodi north to Sacramento was completed in 1910.

(See Continuation Sheet)

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

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

**P5a. Photo or Drawing:** none

\* **P5b. Description of Photo:**  
See Linear Feature Record.

\* **P6. Date Constructed/Age & Sources:**  
 Historic  Prehistoric  Both  
1907-1910

\* **P7. Owner and Address:**  
Union Pacific Railroad, Burlington  
Northern Santa Fe Railroad

\* **P8. Recorded by:**  
B. Larson, E. Johnson, JRP Historical  
Consulting Services, 1490 Drew Ave.,  
Suite 110, Davis, CA 95616

\* **P9. Date Recorded:** 2/28/2003

\* **P10. Survey Type:**  
Reconnaissance

\* **P11. Citation:** Leach-Palm, L. et al. 2004. Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways, Alpine, Amador, Calaveras, Mariposa, Merced, San Joaquin, Stanislaus, and Tuolumne Counties, California.

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

\*Recorded By: B. Larson and E. Johnson

\*Date: 2/28/2003  Continuation  Update

P3a. Description (continued):

CCT was the first electric interurban railroad to run on 1200 volts using an electric third rail. The railroad initially provided both freight and passenger service, but in 1928 the Atchison, Topeka & Santa Fe and Western Pacific railroad companies jointly purchased CCT and soon eliminated the passenger service. In 1946 the CCT line was converted to diesel, resulting in the removal of the electric third rail and all related equipment. The CCT line, currently jointly owned by Union Pacific and Burlington Northern Santa Fe, discontinued use of the Sacramento-Lodi run in 1998, the same year that it initiated freight service to the Port of Stockton using the Lodi-Stockton branch.

References:

Hatoff, Brian. "(Draft) Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project." Woodward-Clyde Consultants, 1995.

Klitgaard, Otto. "History of the Central California Traction Company," typescript, 1971. On file at the California State Railroad Museum Library.

**L1. Historic and/or Common Name:** Central California Traction Railroad

**L2a. Portion Described:**  Entire Resource  Segment  Point Observation **Designation:** JJ-11

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

Highway 12, post mile 18.9, both (north and south) sides, intersects the edge-of-pavement. The railway passes through the Caltrans right-of-way. From the junction of Highways 99 and 12 in Lodi, travel approximately 0.75 miles east on Highway 12 to the railroad crossing.

GPS data were collected for the railway segment and the north and south edges-of-pavement.

**L3. Description:**

This segment of the old CCT line crosses Highway 12 at grade, following a north-south alignment. It consists of a single track carried on a very low berm (almost flat) capped with a thin layer of gravel. None of the engineering features within the study area appear to be original: the rails (stamped 1949), ties, and crossing guards are all replacements.

**L4. Dimensions:**

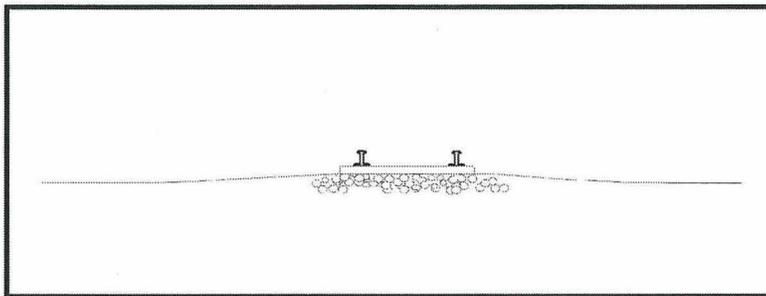
- a. Top Width: 6 feet
- b. Bottom Width: n/a
- c. Height or Depth: 6 inches
- d. Length of Segment: 100 feet

**L5. Associated Resources:**

Modern crossing guards.

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

**Facing:** North

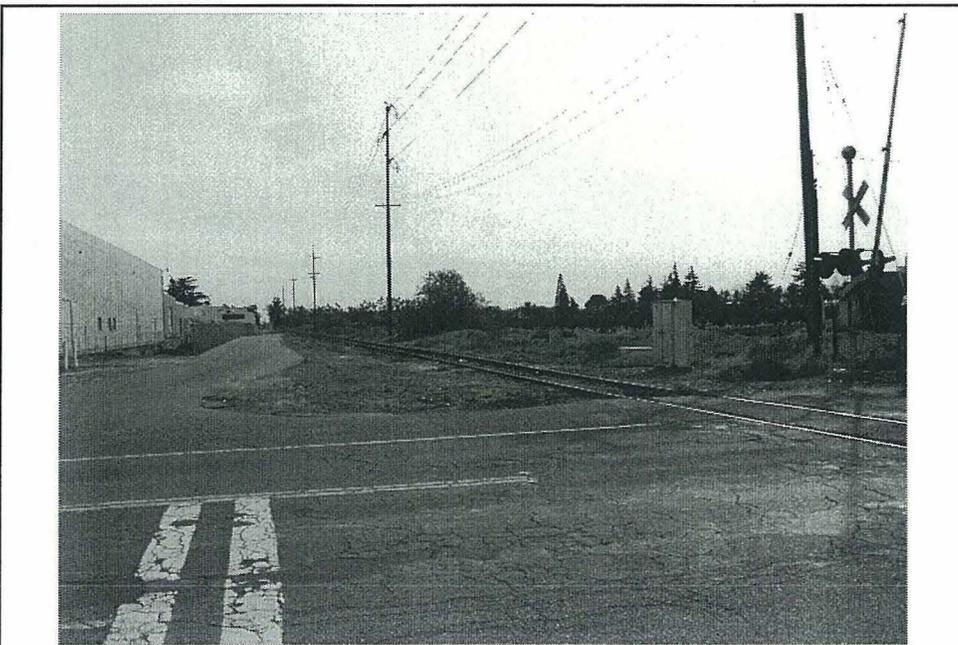


**L6. Setting:**

Light industrial surroundings with warehouses to the east and northwest. Vineyards are located to the southwest.

**L7. Integrity Considerations:**

Although the original alignment is intact, the railroad has lost historic integrity following its conversion from electric to diesel, and through the replacement of its original rails and ties.



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

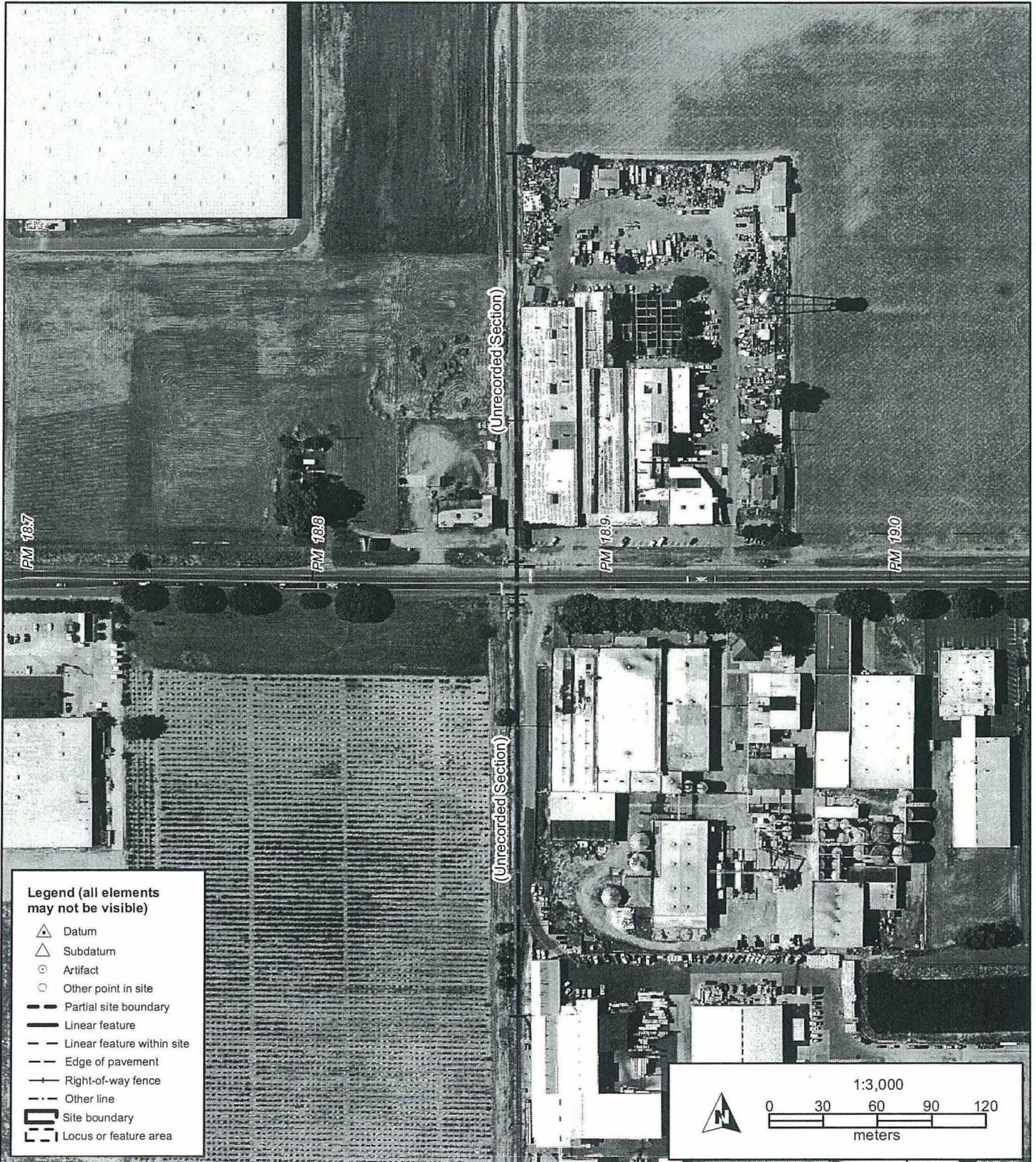
Facing north, Highway 12 visible at center.

**L9. Remarks:**

**L10. Form Prepared By:**

B. Larson, E. Johnson, JRP Historical Consulting Services, 1490 Drew Avenue, Suite 110, Davis, CA 95616

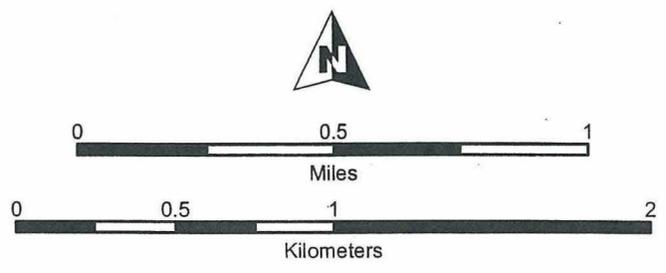
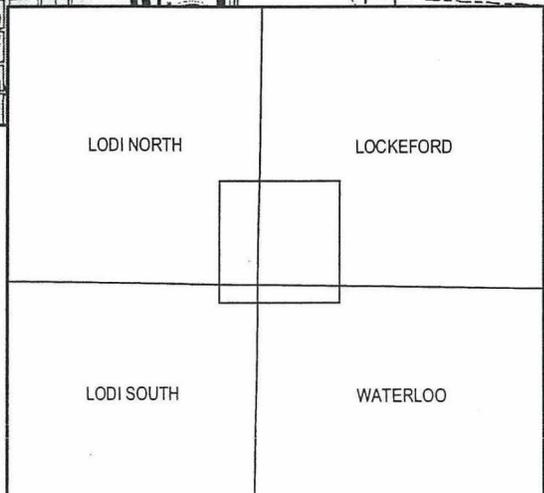
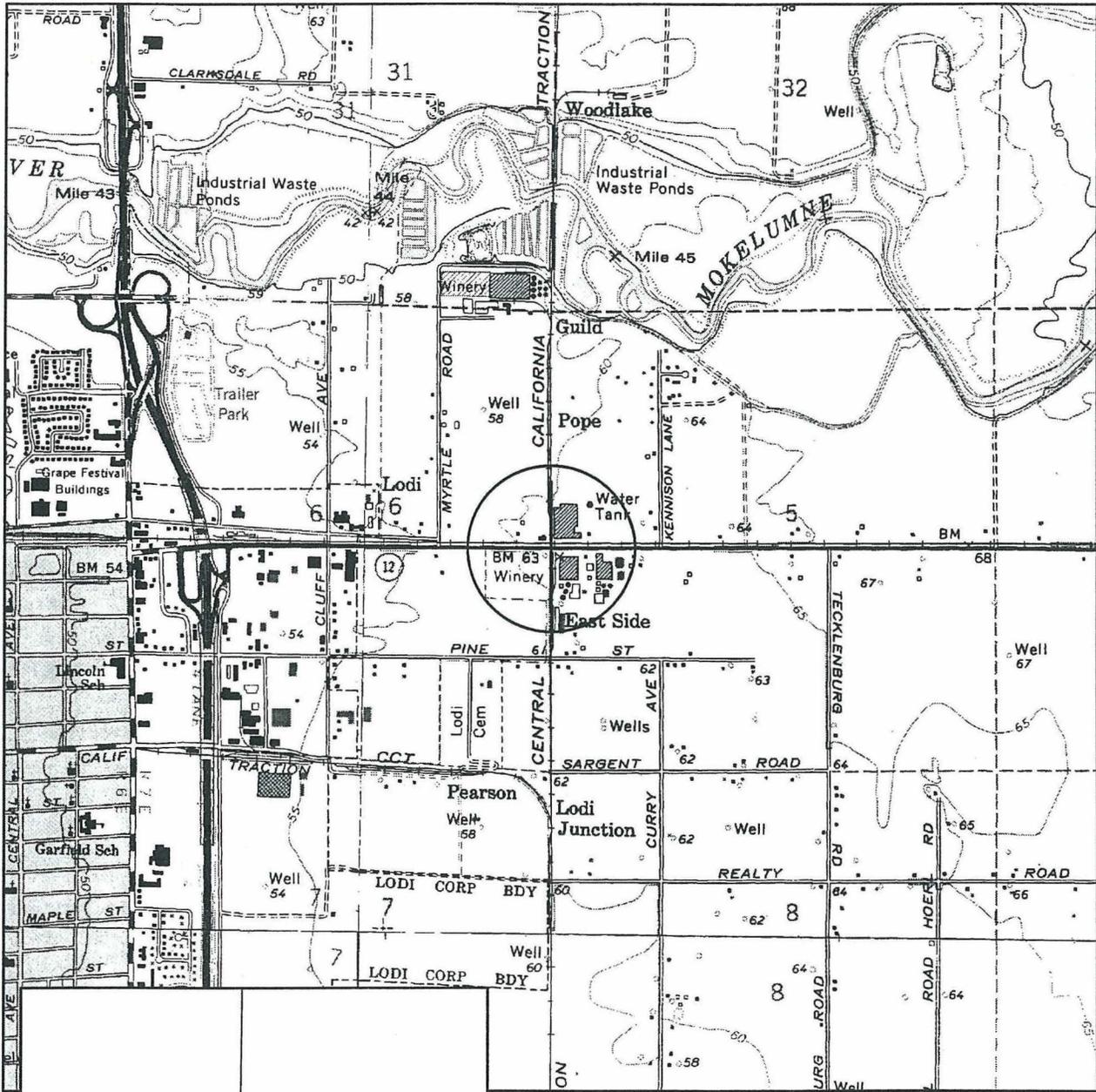
**L11. Date:** 2/28/2003



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

Primary # P-39-004457  
 HRI # \_\_\_\_\_  
 Trinomial CA-550-0002944

\*Resource Name or #: Central California Traction Railroad; JJ-11 *Lockeford 7.5'*



SCALE 1:24,000

Key to USGS 7.5' quads depicted

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

Primary # 39-004457  
 HRI #  
 Trinomial CA-SJO-000294H  
 NRHP Status Code

Other Listings  
 Review Code Reviewer Date

Page 1 of 2

\*Resource Name or #: Central California Traction Railroad Update

*update  
7/10*

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: San Joaquin

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

\*b. USGS 7.5' Quad: Waterloo Date: PR 1978 T 3N; R 7E;  $\frac{1}{4}$  of  $\frac{1}{4}$  of Sec ; M.D. B.M.

c. Address: City: Stockton Zip:

d. UTM: Zone: 10; 654134 mE/ 4216075 mN (G.P.S.) North end (at Live Oak Road)  
 654169 mE/ 4214774 mN South end (at Bear Creek)

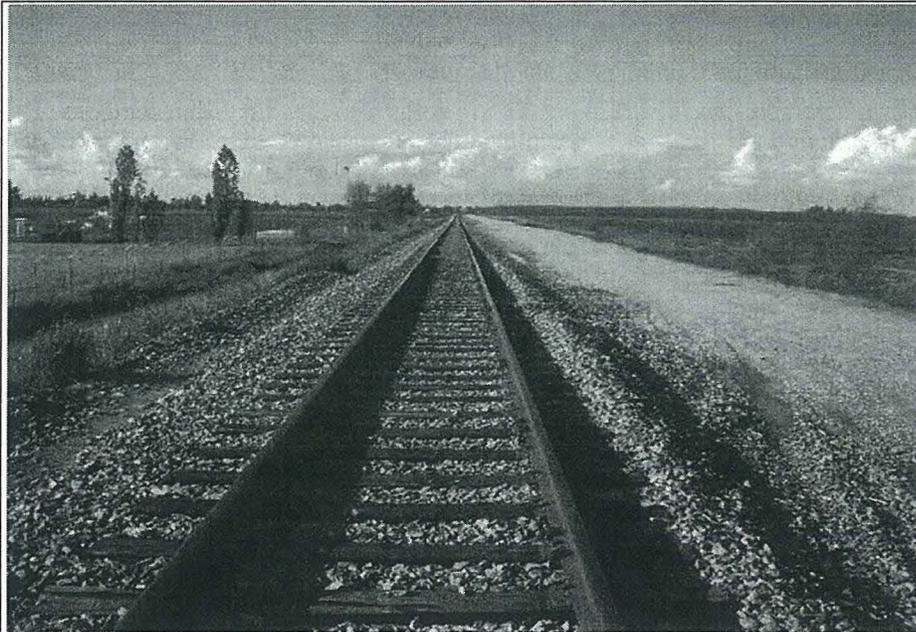
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: From SR99 North in Stockton take the East 8 Mile Road exit, and continue north onto the 99 Frontage Road. At approximately 1.5 miles turn right onto Live Oak Road; the CCTRR is approximately .9 miles east on Live Oak Road, on the south side, and extends South to Bear Creek.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This segment of the CCTRR is approximately .8 miles in length, and extends between Live Oak Road and Bear Creek.

In this segment of the railroad there is one set of standard gauge tracks resting on a slightly elevated bed of coarse granite rock track ballast. The railroad tracks are 62 inches wide, from the outer edges of the tracks. The railroad tracks sit approximately 10 feet on the west of the levee.

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

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



P5b. Description of Photo: (View, date, accession #) Looking north, from south end of segment at Bear Creek; April 5, 2010; photo #100\_2054

\*P6. Date Constructed/Age and Sources:  Historic  Prehistoric  Both  
 1907-1910 (from Larson et al, 2003)

\*P7. Owner and Address: Union Pacific Railroad

\*P8. Recorded by: (Name, affiliation, and address) Peter J. Morris, PARUS Consulting, Inc., 1508 Eureka Road, Suite 108, Roseville, CA 95661

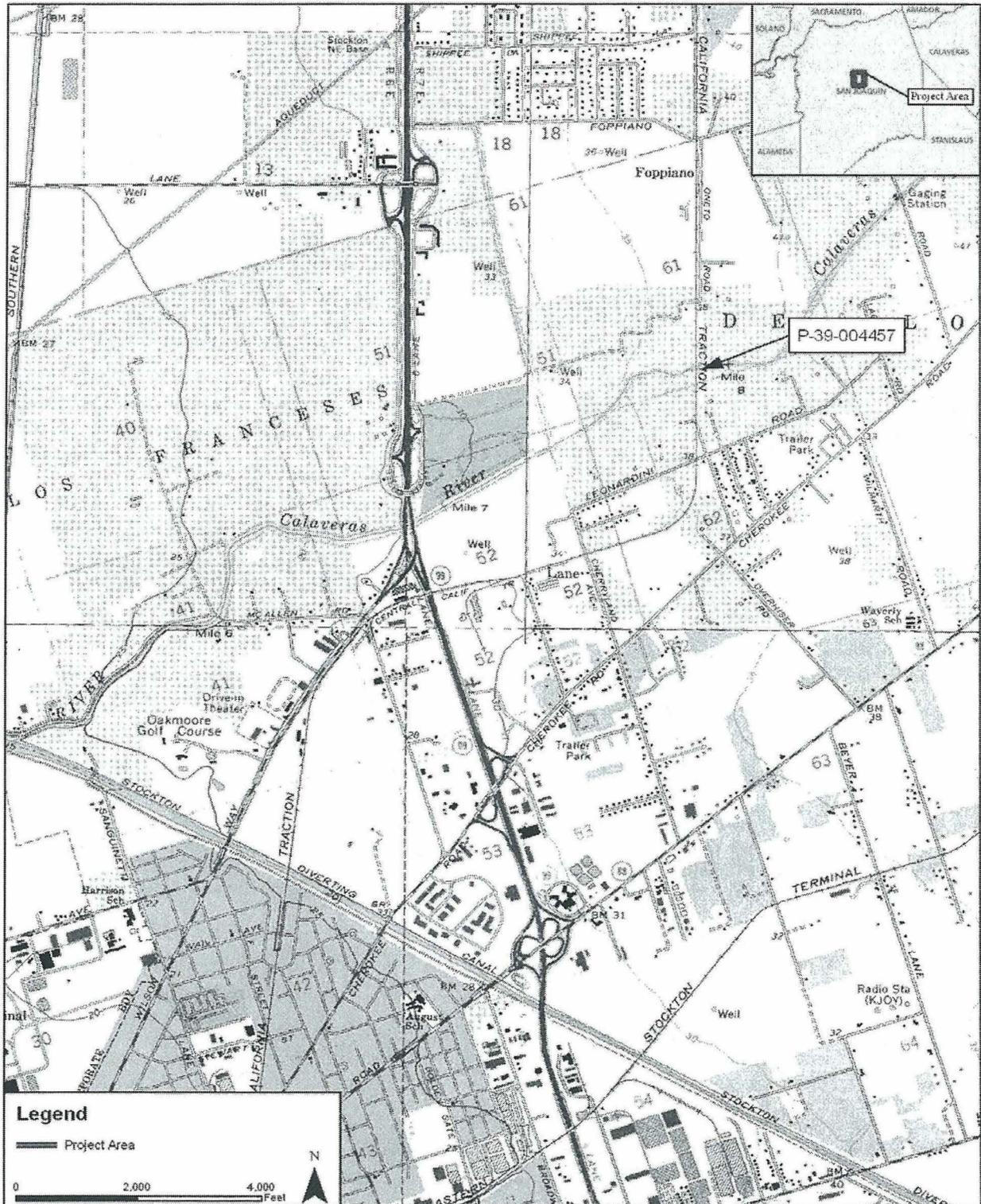
\*P9. Date Recorded: April 5, 2010  
 \*P10. Survey Type: (Describe) Intensive pedestrian

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") C. ARRINGTON 2010: AN ARCHEOLOGICAL SURVEY FOR THE DEPARTMENT OF WATER RESOURCES' GEOTECHNICAL LEVEE INVESTIGATION OF BEAR CREEK WING LEVEE, BROOKSIDE, MOSHER DIVERSION CANAL, MOSHER SLOUGH, PIXLEY SLOUGH, SHIMA TRACT, AND UPPER CALAVERAS RIVER, SAN JOAQUIN COUNTY, CALIFORNIA

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

DPR 523A (1/95)

\*Required information



**CONTINUATION SHEET**

9/09

\*Recorded by: Jesse Martinez

*Stockton West*

\*Date: August 8, 2008  Continuation  Update

The resource was first recorded in 2003 by JRP Historical Consulting Services. The Central California Traction company formed in 1905 with the goal of building an electric railroad between Stockton and Sacramento. The line was completed in 1910. The line provided both freight and passenger service initially, but when later purchased (jointly by the Atchison, Topeka, & Santa Fe and Western Pacific) passenger service was suspended. The line converted to diesel in 1946. Currently, the line is owned jointly by the Union Pacific and Burlington Northern Santa Fe. The Lodi-Sacramento run was discontinued in 1998.

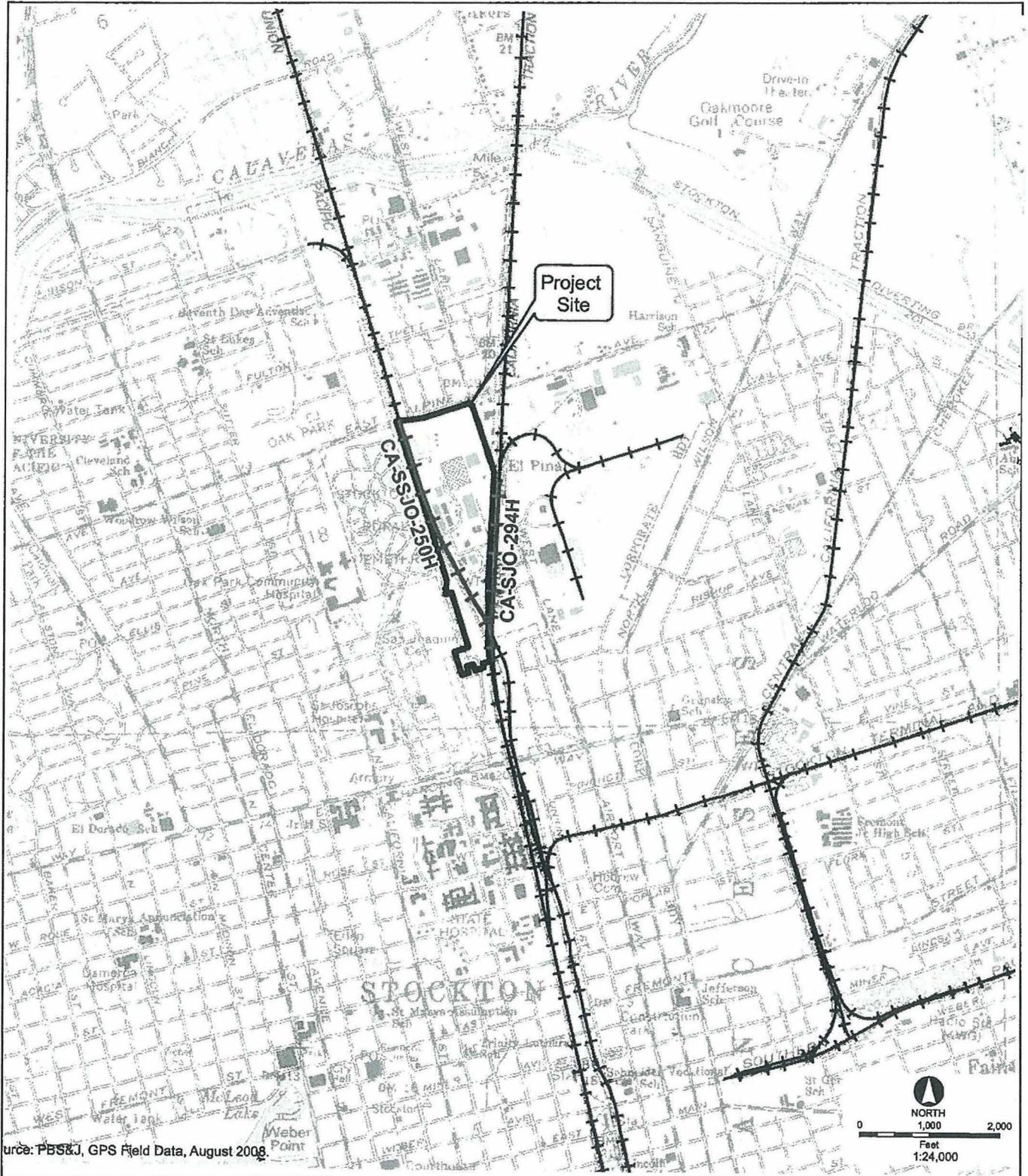
The updated segment is just over 2300 feet in length. JRP noted that the railroad had lost integrity when it was converted to diesel, with many of its original parts having been replaced. This resource does not maintain sufficient historic integrity for NRHP or CRHR eligibility. The surrounding setting has been heavily altered with urbanization and roadway improvements. The ties and tracks have been replaced numerous times. These alterations detract from the integrity of design, workmanship, and feeling of the resource. Therefore, this resource segment is recommended as not eligible for the listing in the NRHP or the CRHR. It is still in use.

UTM coordinates for the section being updated are given below.

UTM coordinates are given in Nad83.

North End: 650393mE/4205296mN

South End: 650666mE/4204602mE



Source: PBS&J, GPS Field Data, August 2008

DPR 523J (1/95)

\*Required information

Page 1 of 3

\*Resource Name or # Central California Traction Railroad

\*Updated by: S. Pappas, K. Tippett

*Stockton West 7.5'*

\*Date: 11/2/2011

Continuation

Update

*3/12*

An approximate 1.4 mile portion of the Central California Traction Railroad was identified during ECORP's 2011 survey for the PG&E Stockton "A" Reconductoring project. The segment identified by ECORP began at the intersection of Waterloo Road and Hiawatha Avenue (north end) and ended at the intersection of B Street and East Hazelton Avenue (southern end). The portion identified by ECORP had not previously been recorded, and the nearest recorded portion is located 0.77 mile northwest of the northern end (Martinez 2008).

According to the previous records, many parts of the original railroad grade were replaced when the railroad was converted to diesel power. During ECORP's identification, several portions appeared to be updated with modern rails and ties.

**Reference:**

Martinez, Jesse

2008 Site update record for P-39-4457 (Central California Traction Railroad). Site record provided by Central California Information Center, CSU Stanislaus.

\*P11. Report Citation: Lisa Westwood. 2011. Pacific Gas & Electric Company's Stockton "A" Reconductoring Project, San Joaquin County, California. Prepared by ECORP Consulting Inc. Rocklin, California. Prepared for Cardno ENTRIX, Sacramento, California



Overview of CCTRR at northern end of recorded segment, view SW, Photo #057, 11/2/2011



Overview of CCTRR at East Fremont Street, view north, Photo #043, 11/2/2011

# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 5070 East Kettleman Lane (Resource ID 03)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NW 1/4 of Sec 18; MD B.M.

c. Address 5070 East Kettleman Lane, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653106 mE/ 4220096 mN

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

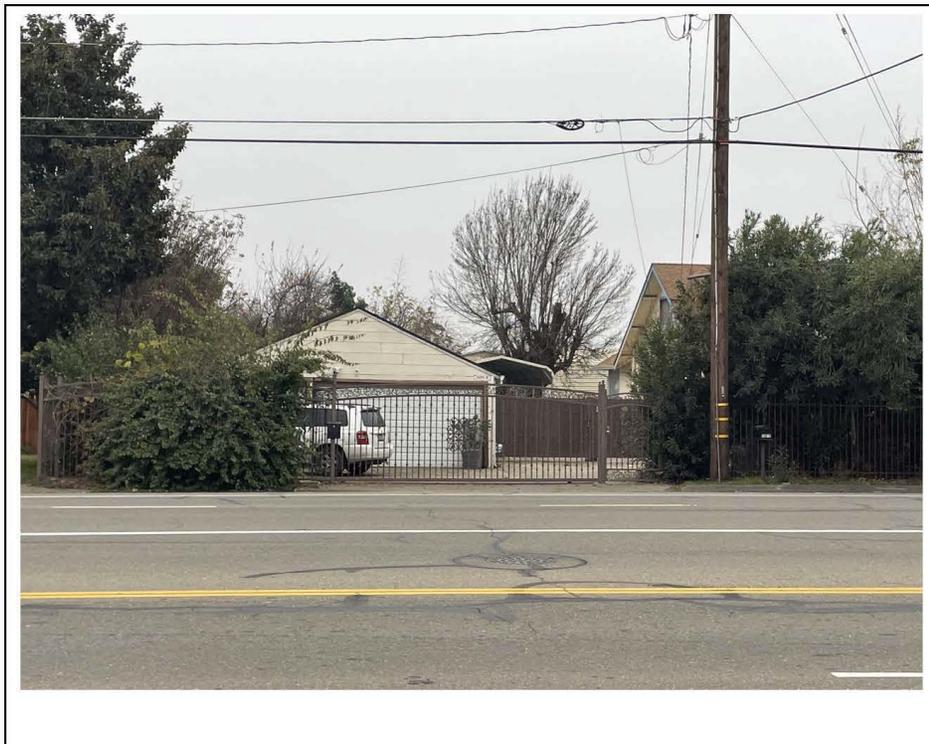
Assessor's Parcel Number: 061-020-160

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

This property consists of a two-story residence and four outbuildings. The resources are heavily obscured from the public vantage point by fencing and large hedges. The residence occupies an irregular footprint and terminates in a side-gable roof that is sheathed in asphalt shingles with exposed rafter tails tucked under the eaves. A gable dormer is set the roof on the main, north elevation. The building exterior appears to be clad in clapboard and board and batten, and aluminum sliding windows are visible at the east and west elevations, including a bay window at the east elevation. A large addition was built on its west elevation sometime between 1993 and 1998 (NETROnline 2023). A one-story detached garage with an asphalt shingle-clad front gable roof and an aluminum siding exterior is east of the residence. Other outbuildings are located against the back property line and appear to consist of a metal carport and two sheds with metal roofs. The parcel is set in an agricultural and industrial mixed-use area of Lodi. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2. Single Family Property

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



P5b. Description of Photo: (view, date, accession #) View south, December 2022

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1905 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Wai Shing & Boo Jin Wong  
5070 East Kettleman Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address)  
A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments: YNONE  Location Map  Continuation Sheet  Building, Structure, and Object Record  
YArchaeological Record YDistrict Record YLinear Feature Record YMilling Station Record YRock Art Record  
YArtifact Record YPhotograph Record YOther (List)

## BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5070 East Kettleman Lane (Resource ID 03) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A  
B2. Common Name: 5070 East Kettleman Lane  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. Architectural Style: Vernacular, Utilitarian

\*B6. Construction History: Residence constructed in 1905 with outbuildings added sometime between 1993 and 2002 (NETROnline 2023). The replacement roofing material, aluminum windows, and siding on the residence were installed in the 1980s or 1990s based on visual observation. A large addition was built on the residence's west elevation sometime between 1993 and 998, nearly doubling the resource's square footage (NETROnline 2023).

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5070 East Kettleman Lane is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has lost integrity of design, workmanship, feeling, and setting due to the replacement roofing material, aluminum windows, siding, and the construction of a large addition in the 1990s. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5070 East Kettleman Lane (Resource ID 03)

Page 3 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 5070 East Kettleman Lane is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5070 East Kettleman Lane*

## CONTINUATION SHEET

Property Name: 5070 East Kettleman Lane (Resource ID 03)

Page 4 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5070 East Kettleman Lane is currently owned by Wai Shing and Boo Jin Wong. Tax assessor records show the last deed transaction of the property dating to November 22, 2002. A 1911 county atlas illustrates the subject property as well as adjacent tracts were owned by H.L. Wallace in 1911 (historicmapworks.com 2023). Residences are shown east of the property in the 1911 map. The earliest aerial photograph available for the area dates from 1957 and shows the area surrounding the property as agricultural to the west and residential to the east, with new development of several homes on tracts formerly owned by H.L. Wallace (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners, including H.L. Wallace.

This property is previously unrecorded and unevaluated. The residence has been modified through the installation of replacement windows, siding, and roofing material within the past circa 40 years and the construction of a large and highly visible on its west elevation in the 1990s. Four outbuildings also have been added to the parcel within the past circa 30 years. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. Research did not reveal that the property played an important role in the agricultural history of San Joaquin County. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. The subject property was not the first residence in the agricultural area east of Lodi, and regardless, it lacks sufficient integrity to convey any associations as an early twentieth-century rural property. Therefore, the property at 5070 East Kettleman Lane is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that H.L. Wallace made any important contributions to history. No other past owners were identified during research. Therefore, the property at 5070 East Kettleman Lane is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Craftsman style such as exposed rafter tails supporting its broad overhanging roof, however, is highly altered due to replacement materials and construction of an addition. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property at 5070 East Kettleman Lane is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The residence at 5070 East Kettleman Lane has not been moved and therefore retains its integrity of location.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The residence has been modified through the installation of replacement windows, siding, and roofing material within the past circa 40 years and the construction of a large and highly visible on its west elevation in the 1990s. Four outbuildings also have been added to the parcel within the past circa 30 years. As a result, the property has lost its integrity of design.

*Setting is the physical environment of a historic property.* Aerial photographs from 1957 show the neighboring residential properties in a similar arrangement to today. However, the setting overall was more rural, with none of the existing commercial or industrial development to the north or the highway to the west. Therefore, the property's integrity of setting is diminished.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The property has been modified through the installation of replacement windows, siding,

## CONTINUATION SHEET

Property Name: 5070 East Kettleman Lane (Resource ID 03)

Page 5 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

and roofing materials within the past circa 40 years and a large addition in the 1990s, which has diminished its integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The property has been modified through the installation of replacement windows, siding, and roofing materials within the past circa 40 years and a large addition in the 1990s, which has diminished its integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Alterations to the residence coupled with the addition of outbuildings within the past 30 years as well as adjacent non-historic-era development in the surrounding area has jeopardized the property's integrity of feeling. It no longer conveys its historic character and appearance.

*Association is the direct link between an important historic event or person and a historic property.* The cumulative impact of the loss of the aforementioned aspects of integrity has resulted in the property also losing integrity of association.

In conclusion, the property at 5070 East Kettleman Lane does not meet any of the CRHR criteria and lacks integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.loadi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

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JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

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NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

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

Primary #  
HRI #  
Trinomial

## CONTINUATION SHEET

Property Name: 5070 East Kettleman Lane (Resource ID 03)

Page 6 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

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U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>



# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 5100 East Kettleman Lane (Resource ID 04)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NW 1/4 of Sec 18; MD B.M.

c. Address 5100 East Kettleman Lane, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653100 mE/ 4220129 mN

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

Assessor's Parcel Number: 061-020-170

\*P3a. Description:

The subject property is a one-story Ranch-style residence with an irregular footprint. It has a concrete slab foundation and hipped roof sheathed in composite shingles. The main entrance consists of what appears to be an original wood door centered on the north façade. It is sheltered by a small porch formed by an overhang of the roof that is supported by a column covered in a rock veneer. The building exterior is clad in stucco and board and batten with a rock veneer adjacent to the main entrance. Windows are replacement sliding vinyl units. A looped driveway leads to the garage on the west end of the façade. Three outbuildings are at the rear of the parcel but are not visible from the public vantage point due to a wood fence enclosing the backyard. The property is located in an agricultural/industrial area east of Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2. Single Family Property

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

P5b. Description of Photo: (view, date, accession #) View south, December 2022

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

1960 (Parcelquest.com 2022)

\*P7. Owner and Address:

Poso Frank & California  
5100 East Kettleman Lane  
Lodi, CA 95240

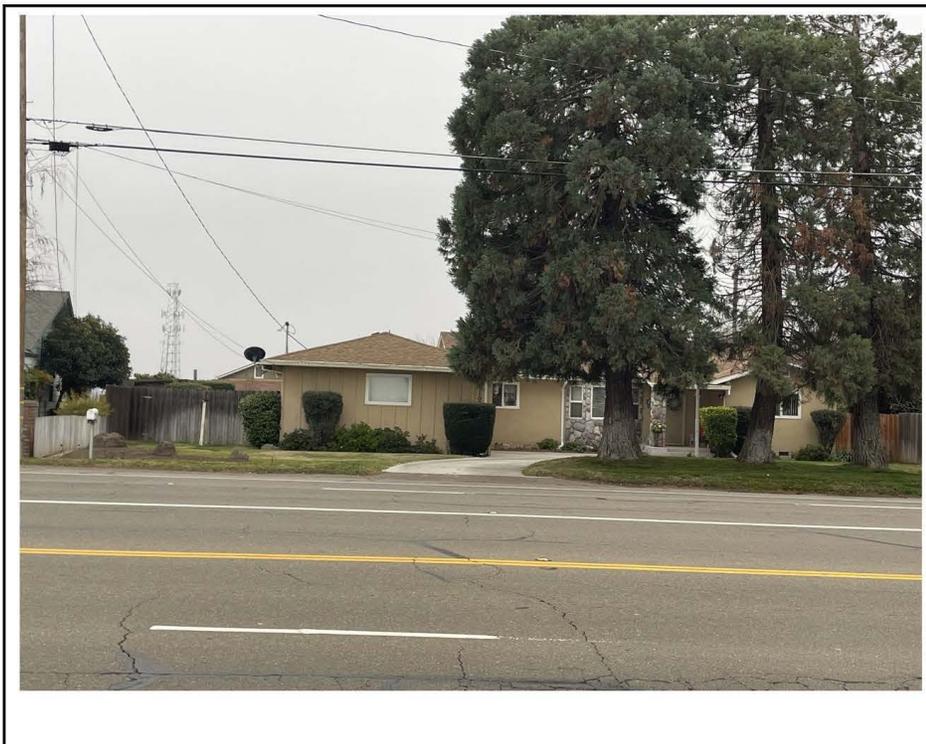
\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance



\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

## BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5100 East Kettleman Lane (Resource ID 04) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A  
B2. Common Name: 5100 East Kettleman Lane  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. Architectural Style: Ranch

\*B6. Construction History: Constructed in 1960 (Parcelquest.com 2022). The rear outbuildings were constructed sometime 1998 and 2005 (NETROnline 2023). The residence has been altered within the past circa 40 years through the installation of replacement windows and garage door as well as replacement siding consisting of stucco and a rock veneer adjacent to the main entrance. The board and batten appears to be original.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5100 East Kettleman Lane is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and therefore is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5100 East Kettleman Lane (Resource ID 04)

Page 3 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 5100 East Kettleman Lane is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5100 East Kettleman Lane*

## CONTINUATION SHEET

Property Name: 5100 East Kettleman Lane (Resource ID 04)

Page 4 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5100 East Kettleman Lane is currently owned by Frank and California Poso. Tax assessor records show the last deed transaction of the property dating to July 5, 2018. A 1911 county atlas shows this property and adjacent tracts were owned by H.L. Wallace (historicmapworks.com 2023). The earliest aerial photograph for the area dates from 1957 and shows this parcel was undeveloped at that time (NETROnline 2022). In 1967 aerial, the current residence appears (constructed in 1960) (NETROnline 2022). The aerial also shows agricultural land to the west of the property and residential development to the east, on land formerly owned by H.L. Wallace. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners, including H.L. Wallace.

This property is previously unrecorded and unevaluated. It has been modified within the past circa 40 years through the installation of replacement windows, siding, roofing material, and garage doors, as well as the addition of outbuildings within the past circa 25 years. It is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property at 5100 East Kettleman Lane is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that H.L. Wallace made any important contributions to history. No other past owners were identified during research. Therefore, the property at 5070 East Kettleman Lane is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Ranch style such as its hipped roof and low, horizontal massing, however, it has been altered through the installation of replacement materials. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property at 5100 East Kettleman Lane is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The residence at 5100 East Kettleman Lane has not been moved and therefore retains its integrity of location.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been jeopardized through the installation of replacement windows, siding, and garage doors that have altered its appearance from its period of construction.

*Setting is the physical environment of a historic property.* Aerial photographs from 1957, shortly before the residence was constructed, show the neighboring residential properties in a similar arrangement to today. However, the setting overall was more rural, with none of the existing commercial or industrial development to the north or the highway to the west. Therefore, the property's integrity of setting is diminished.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The property's integrity of materials has been lost due to replacement windows, siding, and garage doors.

## CONTINUATION SHEET

Property Name: 5100 East Kettleman Lane (Resource ID 04)

Page 5 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property's integrity of workmanship has been lost due to replacement windows, siding, and garage doors.*

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Alterations to the residence have diminished its ability to convey its character and appearance as a 1960s rural residential property has been diminished. As a result, the property's integrity of feeling has been impacted.*

*Association is the direct link between an important historic event or person and a historic property. The aforementioned alterations also have impacted the property's ability to convey its association as a 1960s rural residential property. It would not be immediately recognizable to persons from the past.*

In conclusion, the property at 5100 East Kettleman Lane does not meet any of the CRHR criteria and has lost integrity. Therefore, the property is not considered a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

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Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

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No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

**State of California - Natural Resources Agency**  
DEPARTMENT OF PARKS AND RECREATION

Primary #  
HRI #  
Trinomial

## CONTINUATION SHEET

Property Name: 5100 East Kettleman Lane (Resource ID 04)

Page 6 of 6      Recorded By: A. Reese      \*Date January 2023       Continuation     Update

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>.



# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 5136 East Kettleman Lane (Resource ID 05)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NW 1/4 of Sec 18; MD B.M.

c. Address 5136 East Kettleman Lane, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653157 mE/ 4220128 mN

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

Assessor's Parcel Number: 061-020-180

\*P3a. Description:

The subject property consists of a one-story residence, detached garage, and three metal sheds. The residence has Minimal Traditional elements, such as a compact rectangular footprint and moderately-pitched cross-gable roof sheathed in composite shingles. A brick chimney is set on the rear, south elevation. The main entrance consists of a replacement door set on the east elevation. It is sheltered by an overhang of the roof and accessed by concrete steps. A bay window addition is set at the west end of the building's north, street-facing elevation. Exterior cladding appears to be clapboard with a scalloping detail in the gable end. A brick veneer also has been added along the lower part of the north façade. Windows are replacement vinyl units. The garage is east of the residence and has a front-gable roof and brick veneer with board and batten in the gable end. A roof extension connects the garage to the residence. The sheds in the backyard were not visible from the public vantage point. A non-historic-era fence separates the residence from East Kettleman Lane to the north. The property is set in an agricultural/industrial area east of Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2. Single Family Property, HP 4. Ancillary Building

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

P5b. Description of Photo: (view, date, accession #) View south, December 2022



\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1949 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Lester & Thelma Wagner  
5136 East Kettleman Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5136 East Kettleman Lane (Resource ID 05) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 5136 East Kettleman Lane
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Minimal Traditional

\*B6. Construction History: Residence constructed in 1949 (Parcelquest.com 2022). The garage also appears to date from 1949 and was enlarged on its south end sometime between 1984 and 1993 (NETROnline 2022). The three sheds were also added in the backyard sometime between 1984 and 1993 (NETROnline 2022). Alterations to the residence and garage appear to have occurred within the past 40 years. They consist of replacement siding and doors at the garage; replacement windows and door at the residence; installation of a brick veneer on the lower part of the residence's north elevation; the addition of the bay window on the north elevation of the residence; and the roof overhang connecting the residence and garage. The residence also was enlarged through the construction of a rear addition sometime between 1957 and 1967 that doubled its square footage (NETROnline 2022).

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

\*B8. Related Features: None

B9a. Architect: N/A                      b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5136 East Kettleman Lane is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and therefore is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5136 East Kettleman Lane (Resource ID 05)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 5136 East Kettleman Lane is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5136 East Kettleman Lane*

## CONTINUATION SHEET

Property Name: 5136 East Kettleman Lane (Resource ID 05)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5136 East Kettleman Lane is currently owned by Lester and Thelma Wagner. Tax assessor records show the last deed transaction of the property dating to July 15, 1999. A 1911 county atlas shows this property and adjacent tracts were owned by H.L. Wallace (historicmapworks.com 2023). The earliest aerial photograph for the area dates from 1957 and shows the residence and garage (NETROnline 2022). The aerial also shows agricultural land to the west of the property and residential development to the east, on land formerly owned by H.L. Wallace. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners, including H.L. Wallace.

This property is previously unrecorded and unevaluated. Alterations to the residence and garage appear to have occurred within the past 40 years. They consist of replacement siding and doors at the garage; replacement windows and door at the residence; installation of a brick veneer on the lower part of the residence's north elevation; the addition of the bay window on the north elevation of the residence; and the roof overhang connecting the residence and garage. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property at 5136 East Kettleman Lane is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that H.L. Wallace made any important contributions to history. No other past owners were identified during research. Therefore, the property at 5136 East Kettleman Lane is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Minimal Traditional style such as its compact footprint and cross-gable roof, however, it has been altered through the installation of replacement materials and addition of a bay window on the north elevation. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property at 5136 East Kettleman Lane is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The property at 5100 East Kettleman Lane has not been moved and therefore retains its integrity of location.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been diminished through alterations within the past 40 years. This includes replacement siding and doors at the garage; replacement windows and door at the residence; installation of a brick veneer on the lower part of the residence's north elevation; the addition of the bay window on the north elevation of the residence; and the roof overhang connecting the residence and garage.

*Setting is the physical environment of a historic property.* Aerial photographs from 1957 show the neighboring residential properties in a similar arrangement to today. However, the setting overall was more rural, with none of the existing commercial or industrial development to the north or the highway to the west. Therefore, the property's integrity of setting is diminished.

## CONTINUATION SHEET

Property Name: 5136 East Kettleman Lane (Resource ID 05)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The property's integrity of materials has been diminished due to replacement windows, siding, and doors.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The property's integrity of workmanship has been diminished due to replacement windows, siding, and doors.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although modifications have occurred to the property, overall, it continues to convey its character as a 1940s rural residential property. Therefore, it retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* Despite changes, this property is still able to convey its association as a 1940s rural residential property.

In conclusion, the property at 5136 East Kettleman Lane does not meet any of the CRHR criteria and has diminished integrity. Therefore, the property is not considered a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.lohi.gov/602/History-of-the-City-of-Lodi>.

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Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

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

Primary #  
HRI #  
Trinomial

## CONTINUATION SHEET

Property Name: 5136 East Kettleman Lane (Resource ID 05)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022.

[https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&qbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&qbpv=0).

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.

<https://livingatlas.arcgis.com/topoexplorer/index.html>.



# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 1 \*Resource Name or #: (Assigned by recorder) 5174 East Kettleman Lane (Resource ID 06)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NW 1/4 of Sec 18; MD B.M.

c. Address 5174 East Kettleman Lane, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653183 mE/ 422083 mN

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

Assessor's Parcel Number: 061-020-190

\*P3a. Description:

The subject property is a one-story residence with Minimal Traditional elements and a rear accessory dwelling unit (ADU) that appears to have been built as a garage. The residence has a tile-covered front-gable roof with a brick exterior chimney set on the north elevation. An addition at the east side of this elevation has a hipped roof, entry door, and large plate glass window. A metal awning covers the entrance at the west elevation. The residence exterior is stucco with aluminum siding in the gable end. Windows are vinyl replacement units, including added bay windows. The ADU has a side-gable tile roof, stucco siding, and replacement windows. Views of it from the public vantage point are blocked by the residence. The property is set in an agricultural and industrial area of Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2. Single Family Property

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



P5b. Description of Photo: (view, date, accession #) View south, December 2022

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

Circa 1967 (NETRonline.com 2022)

\*P7. Owner and Address:

Izhar & Musarat Shah  
5136 East Kettleman Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5174 East Kettleman Lane (Resource ID 06) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 5174 East Kettleman Lane
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Minimal Traditional elements

\*B6. Construction History: According to the San Joaquin County Assessor, the residence was constructed in 1933. However, the earliest available aerial of the area from 1957 shows the building was non-extant and that the parcel was used as agricultural land associated with the residence to the west. The 1967 aerial shows the residence and ADU that are currently extant. Therefore, the residence and ADU, the latter of which appears to have been constructed as a garage and converted to an ADU at an unknown date, were built sometime between 1957 and 1967 based on aerials. The addition to the residence's north elevation dates from sometime between 1993 and 1998 (NETROnline 2023). The date of replacement windows, roofing material, and siding on both the ADU and residence are unknown but likely occurred within the past circa 35 years based on visual inspection.

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

\*B8. Related Features: None

B9a. Architect: N/A                      b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5174 East Kettleman Lane is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property lacks integrity and significance. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

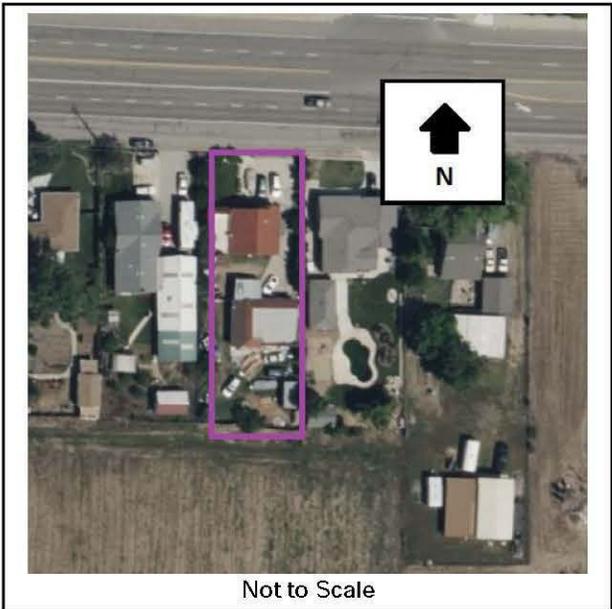
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5174 East Kettleman Lane (Resource ID 06)

Page 3 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 5174 East Kettleman Lane is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5174 East Kettleman Lane*

## CONTINUATION SHEET

Property Name: 5174 East Kettleman Lane (Resource ID 06)

Page 4 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5174 East Kettleman Lane is currently owned by Izhar & Musarat Shah. Tax assessor records show the last deed transaction of the property dating to January 31, 2002. A 1911 county atlas shows this property and adjacent tracts were owned by H.L. Wallace (historicmapworks.com 2023). The boundaries of Wallace's property appear to end at the eastern boundary of the parcel associated with 5174 East Kettleman Lane. According to the San Joaquin County Assessor, the residence was constructed in 1933. However, the earliest available aerial of the area from 1957 shows the parcel was undeveloped and instead used as agricultural land related to the residence to the west. The 1967 aerial shows the residence and ADU that are currently extant. Therefore, the residence and ADU were built sometime between 1957 and 1967. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence has been modified through the construction of an addition at the north elevation, as well as the conversion of the garage to ADU, and the installation of replacement windows, roofing material, and siding within the past circa 35 years. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Regardless, the property is highly altered from the construction of an addition and installation of replacement materials. Therefore, the property at 5174 East Kettleman Lane is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that H.L. Wallace made any important contributions to history. No other past owners were identified during research. Therefore, the property at 5174 East Kettleman Lane is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Minimal Traditional style such as its compact footprint and front-gable roof, however, it has been altered through the construction of an addition and the installation of replacement materials and the additions of bay windows. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property at 5174 East Kettleman Lane is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 5174 East Kettleman Lane appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been modified through the addition at the north elevation, the replacement of the windows, roofing material, and siding, and the addition of bay windows, as well as the conversion of the garage to an ADU.

*Setting is the physical environment of a historic property.* Historical photographs from 1967 show the neighboring residential properties in a very similar arrangement to what they are today. However, the setting at the time of construction of the residence was more rural, with no commercial or industrial development to the north. Therefore, the setting of the property is no longer intact.

## CONTINUATION SHEET

Property Name: 5174 East Kettleman Lane (Resource ID 06)

Page 5 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* This property has been modified through the addition at the north elevation and the replacement of the windows, roofing material, and siding, which has resulted in a diminishment of the integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* This property has been modified through the addition at the north elevation and the replacement of the windows, roofing material, and siding, which has resulted in a diminishment of the integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* This property no longer retains its original appearance and character. It would not be immediately recognizable to persons from the past and therefore has lost its integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The cumulative impact of the alterations occurring to the property has resulted in a loss of integrity of association.

In conclusion, the property at 5174 East Kettleman Lane does not meet any of the CRHR criteria and has lost integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.lohi.gov/602/History-of-the-City-of-Lodi>.

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--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

NETROnline. 2023. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

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

Primary #  
HRI #  
Trinomial

## CONTINUATION SHEET

Property Name: 5174 East Kettleman Lane (Resource ID 06)

Page 6 of 7 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>



# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: (Assigned by recorder) 5242 East Kettleman Lane (Resource ID 07)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NE 1/4 of Sec 18; MD B.M.

c. Address 5242 East Kettleman Lane, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653183 mE/ 422083 mN

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

Assessor's Parcel Number: 061-030-010

\*P3a. Description:

The subject property consists of a Tudor Revival-style residence, detached garage, and three outbuildings. The residence is two stories, with a steeply pitched cross-gable roof composed of composite shingles. The sweeping eave of roof covers a small porch at the main entrance on the north elevation. Windows are vinyl replacements and the building exterior is covered in stucco. The detached garage has a metal rollup door, front-gable roof of low pitch, and stucco exterior. The three outbuildings were not visible from the public vantage point but are rectangular and have corrugated metal roofs based on aerials. The property is set in an agricultural and industrial area of Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2. Single Family Property

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

P5b. Description of Photo: (view, date, accession #) View south, December 2022

\*P6. Date Constructed/Age and Source:  
 Historic  Prehistoric

Both

1935 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Thomas P & Shirley A Lococo  
5242 East Kettleman Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance



\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5242 East Kettleman Lane (Resource 07) \*NRHP Status Code 6Z  
Page 2 of 6

- B1. Historic Name: N/A  
B2. Common Name: 5242 East Kettleman Lane  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. Architectural Style: Tudor Revival

\*B6. Construction History: Residence constructed in 1935 (Parcelquest.com 2022). Outbuildings on the parcel were constructed sometime between 2005 and 2009 (NETROnline 2023). The residence has replacement vinyl windows, roofing material, and stucco siding. The detached garage has replacement siding as well as a modern garage door. All replacement materials appear to have been added within the past circa 40 years.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin County

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5242 East Kettleman Lane is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

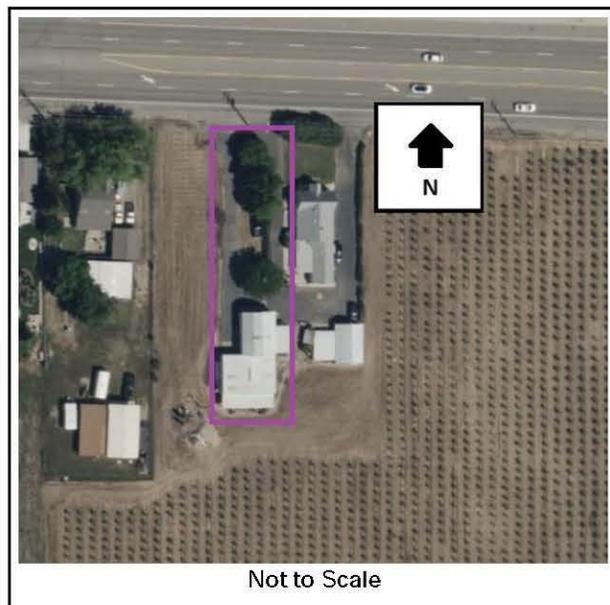
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5242 East Kettleman Lane (Resource ID 07)

Page 3 of 6 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section 10. Significance (continued)

#### Historic Context

The property at 5242 East Kettleman Lane is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5242 East Kettleman Lane*

## CONTINUATION SHEET

Property Name: 5242 East Kettleman Lane (Resource ID 07)

Page 4 of 6 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5242 East Kettleman Lane is currently owned by Thomas P & Shirley A Lococo. Tax assessor records show the last deed transaction of the property dating to April 25, 1997. A 1911 county atlas shows this property and adjacent tracts were owned by H.L. Wallace (historicmapworks.com 2023). The boundaries of Wallace's property appear to end at the eastern boundary of the parcel associated with 5242 East Kettleman Lane. According to the San Joaquin County Assessor, the residence was constructed in 1935. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence has been modified with replacement vinyl windows, roofing material, and stucco siding. The detached garage has replacement siding as well as a replacement garage door. These replacements date from within the past circa 40 years. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property at 5242 East Kettleman Lane is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that H.L. Wallace made any important contributions to history. No other past owners were identified during research. Therefore, the property at 5242 East Kettleman Lane is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Tudor Revival style such as its high-pitched roof and sweeping eave, however, it has been altered through the installation of replacement materials. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property at 5242 East Kettleman Lane is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 5242 East Kettleman Lane appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been modified by replacement vinyl windows, roofing material, and stucco siding.

*Setting is the physical environment of a historic property.* Aerial photographs from 1957 show the neighboring residential properties in a very similar arrangement to what they are today. However, the setting at the time of construction of the residence was more rural, with no commercial or industrial development to the north. Therefore, the setting of the property is no longer intact.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* This property has been modified with replacement vinyl windows, roofing material, and stucco siding, which has resulted in a diminishment of the integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The property has lost integrity of workmanship due to the replacement vinyl windows, roofing material, and stucco siding.

## CONTINUATION SHEET

Property Name: 5242 East Kettleman Lane (Resource ID 07)

Page 5 of 6 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although some modifications have occurred to the property overall it continues to convey the character of a 1930s rural residential property. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* Despite changes, the property retains its association as a 1930s rural residential property.

In conclusion, the property at 5242 East Kettleman Lane does not meet any of the CRHR criteria and has lost integrity, therefore, the property is not a historical resource for the purposes of CEQA.

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

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.lohi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sjsn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.



# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: (Assigned by recorder) 5260 East Kettleman Lane (Resource ID 08)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

- \*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- \*b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NE 1/4 of Sec 18; MD B.M.
- c. Address 5260 East Kettleman Lane, Lodi Zip 95240
- d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653268 mE/ 422089 mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel Number: 061-030-580

\*P3a. Description:

The subject property consists of a one-story Tudor-Revival style residence, a detached garage, and a shed. The residence has a steeply pitched cross-gable roof, stucco siding, and replacement vinyl windows. A front-gabled portico shelters the main entrance and is centered on the building's north elevation, which is symmetrical. The barn appears to be corrugated metal and incorporates a two-story addition with a gambrel roof, garage bay, and exterior staircase. The shed appears to be a simple wooden structure with a metal roof. Views of the property were limited from the public vantage point due to large hedges. The parcel is set in an agricultural and industrial area of east Lodi. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2. Single Family Property; HP 4. Ancillary Building

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



P5b. Description of Photo: (view, date, accession #) View south, December 2022

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1933 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Georgia Perlegos  
5260 East Kettleman Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5260 East Kettleman Lane (Resource ID 08) \*NRHP Status Code 6Z  
Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: 5260 East Kettleman Lane
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Tudor Revival

\*B6. Construction History: Residence constructed in 1933 (Parcelquest.com 2022). The earliest historic aerial of the area from 1957 shows the garage was extant at that time. The garage was likely constructed contemporaneously with the residence in 1933. A large two-story addition was completed on the garage sometime between 1974 and 1993 that appears to be used as a barn. The shed was also constructed sometime between 1984 and 1993 (NETROnline 2022). The residence has been altered through the installation of replacement roofing, stucco siding, and vinyl windows within the past circa 40 years.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5260 East Kettleman Lane is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5260 East Kettleman Lane (Resource ID 08)

Page 3 of 6 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section 10. Significance (continued)

#### Historic Context

The property at 5260 East Kettleman Lane is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5260 East Kettleman Lane*

## CONTINUATION SHEET

Property Name: 5260 East Kettleman Lane (Resource ID 08)

Page 4 of 6 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5260 East Kettleman Lane is currently owned by Georgia Perlegos. Tax assessor records show the last deed transaction of the property dating to April 19, 1999. A 1911 county atlas the property was owned by Thos Troy (historicmapworks.com 2023). According to the San Joaquin County Assessor, the residence was constructed in 1933. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence has been modified with replacement roofing material, vinyl windows, and stucco siding within the past circa 40 years. The detached garage has been modified through the construction of a large, two-story addition sometime between 1984 and 1993 based on aerials. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property at 5260 East Kettleman Lane is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that Thos Troy made any important contributions to history. No other past owners were identified during research. Therefore, the property at 5260 East Kettleman Lane is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Tudor Revival style such as its high-pitched gable cross-roof, however, it has been altered through the installation of replacement materials. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property at 5260 East Kettleman Lane is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 5260 East Kettleman Lane appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Despite the installation of replacement materials, this property retains its overall integrity of design from its period of construction.

*Setting is the physical environment of a historic property.* Historic aerials from 1957 show the neighboring residential properties in a very similar arrangement to what they are today. However, the setting at the time of construction of the residence was more rural, with no commercial or industrial development to the north. Therefore, the setting of the property is no longer intact.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* This property has been modified with replacement roofing material, stucco siding, and vinyl windows, which has diminished the integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* This property has been modified with replacement roofing material, stucco siding, and vinyl windows, which has diminished the integrity of workmanship.

## CONTINUATION SHEET

Property Name: 5260 East Kettleman Lane (Resource ID 08)

Page 5 of 6 Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although some modifications have occurred to the property, overall, it continues to convey its historic appearance and character. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* This property would be recognizable to persons from the past. It therefore retains its integrity of association as a 1930s rural residential property.

In conclusion, although it appears to retain some integrity, the property at 5260 East Kettleman Lane does not meet any of the CRHR criteria. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sjsn/history.htm>.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

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Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

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Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.



Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: (Assigned by recorder) 1203 East Lodi Avenue (Resource ID 09)

P1. Other Identifier: California Farm Supply

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi North Date 1978 T 3N; R 7E; SE 1/4 of Sec 6; MD B.M.

c. Address 1203 East Lodi Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653196 mE/ 4221797 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel Number: 049-090-410

\*P3a. Description:

The subject property consists of rectangular double-height industrial building with three garage bays with rollup metal doors. The building has a metal-clad low pitch front-gable roof, concrete slab foundation, and corrugated metal exterior. The street-facing, south elevation has one garage bay and one flush door. The west elevation has two garage bays. The property is set in an industrial area of east Lodi. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 8, Industrial Building

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



P5b. Description of Photo: (view, date, accession #) View northeast, December 2022

\*P6. Date Constructed/Age and Source:  
 Historic  Prehistoric  
 Both  
Circa 1967 (NETRonline.com 2023)

\*P7. Owner and Address:  
Beth Anne Griffin Latta  
119 North Crecent Avenue  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs

Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 1203 East Lodi Avenue (Resource ID 09) \*NRHP Status Code 6Z  
Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: California Farm Supply
- B3. Original Use: Industrial
- B4. Present Use: Industrial
- \*B5. Architectural Style: N/A

\*B6. Construction History: Constructed circa 1967 (sometime between 1957 and 1967 based on aerials) (NETROnline 2023). The building appears to be unaltered from its period of construction based on review of aerials and visual inspection.

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

\*B8. Related Features: None

B9a. Architect: N/A                      b. Builder: N/A

\*B10. Significance:

Theme Industrial development

Area San Joaquin Valley

Period of Significance N/A

Property Type Industrial

Applicable Criteria N/A

The property at 1203 East Lodi Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

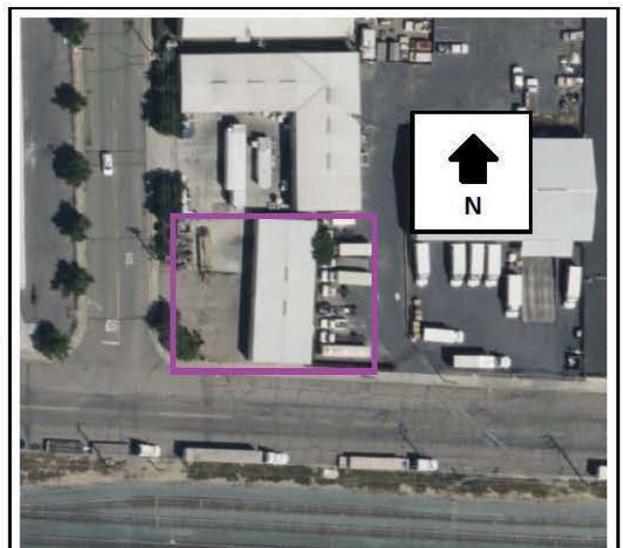
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



Not to Scale

## CONTINUATION SHEET

Property Name: 1203 East Lodi Avenue (Resource ID 09)

Page 3 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 1203 East Lodi Avenue is in the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly-constructed SPRR. The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and also passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 later shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the CCTR, which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by UPRR and BNSF (JRP Historical Consulting Services 2003).

#### *1203 East Lodi Avenue*

The property at 1203 East Lodi Avenue is currently owned by Beth Anne Griffin Latta and serves as a farm supply store or warehouse known as California Farm Supply (parcelquest.com 2022). Tax assessor records show the last deed transaction of the property dating to October 31, 2014. A 1911 county atlas shows the west side of the parcel was owned by J.A. Pope in 1911, and the east side of the parcel did not appear to have an owner (historicmapworks.com 2023). According to the aerials, the warehouse building was constructed sometime between 1957 and 1967 (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. It is evaluated below.

#### Evaluation

## CONTINUATION SHEET

Property Name: 1203 East Lodi Avenue (Resource ID 09)

Page 4 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

Under CRHR Criterion 1, this property has no direct associations with events or trends important to history. Research did not reveal that the business has played a pivotal role in the growth and development of Lodi or in spurring Lodi's overall industrial development. Lodi was founded in 1869, almost a century prior to the property, and other industrial enterprises existed in the town prior to the subject property's construction. The property is currently used as California Farm Supply; information on past businesses was not uncovered. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that J.A. Pope made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property is not an important example of a type, period, or method of construction. The building is utilitarian in design and is not demonstrative of any popular architectural style common to commercial or industrial properties during its period of construction, such as New Formalism or the International Style. Other mid-century industrial properties with a similar appearance and materials exist in Lodi and San Joaquin County. The subject property does not possess high artistic value or represent a design or engineering achievement. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 1203 East Lodi Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The property appears unaltered and retains its integrity of design.

*Setting is the physical environment of a historic property.* When the property was constructed, the surrounding area included the railroad alignment and agricultural land. Although these uses still remain, the industrial and residential population of the surrounding area has greatly increased, which has diminished the rural character of the property's original setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The property appears unaltered and retains its integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The property appears unaltered and retains its integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The property continues to convey its appearance and character and therefore retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The property is an example of an industrial building constructed circa the 1960s and continues to convey that association.

In conclusion, although it retains integrity, the property at 1203 East Lodi Avenue does not appear to possess sufficient significance to be eligible for the CRHR. Therefore, the property is not a historical resource for the purposes of CEQA.

### **B12. References (continued)**

## CONTINUATION SHEET

Property Name: 1203 East Lodi Avenue (Resource ID 09)

Page 5 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.loodi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sjsn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

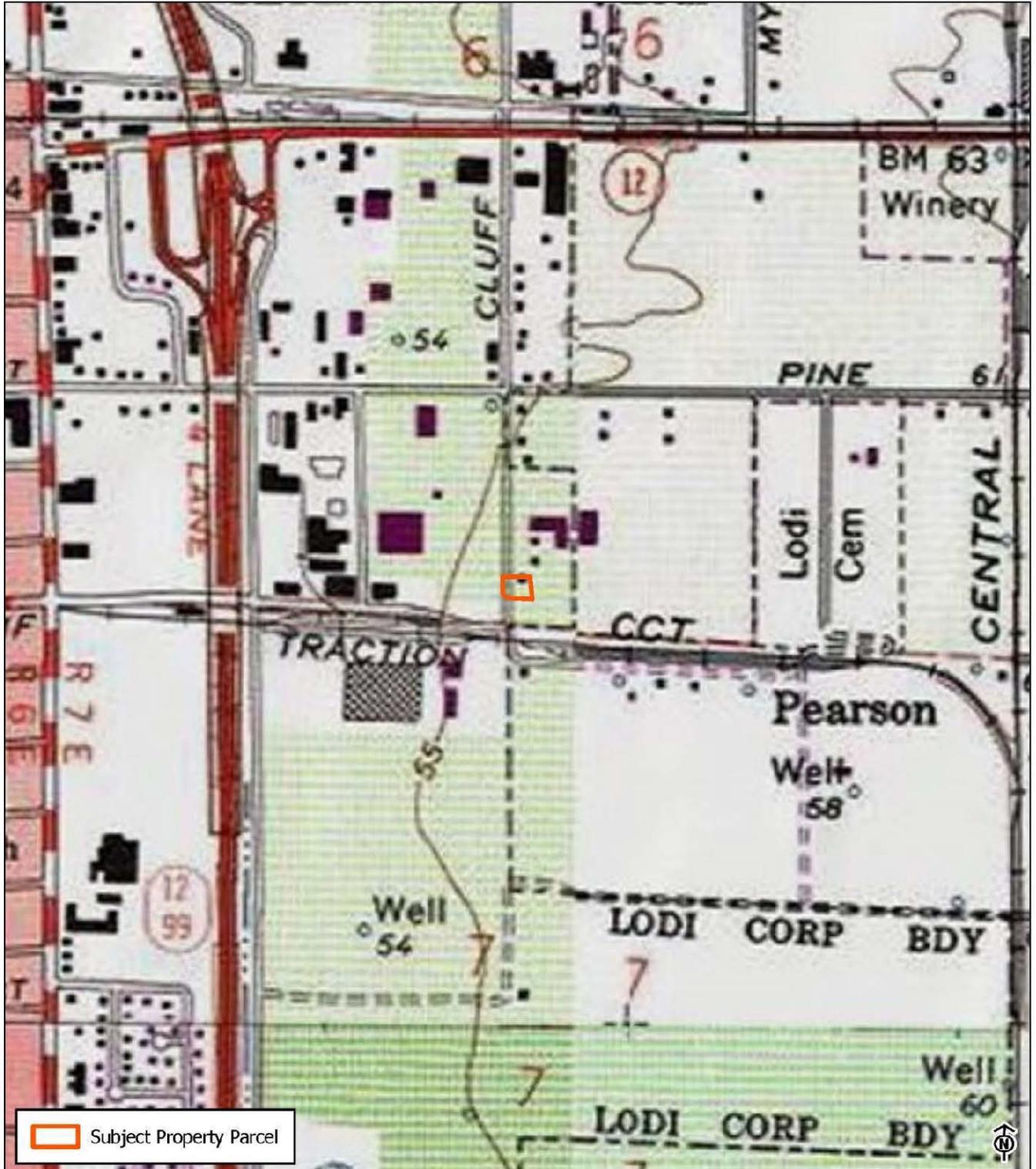
JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed December 2022. <https://www.historicaerials.com/viewer>.

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

Saint Gobain. 2013. Accessed January 9, 2023. [https://www.saint-gobain.com/sites/saint-gobain.com/files/CP\\_PVC\\_AN.pdf](https://www.saint-gobain.com/sites/saint-gobain.com/files/CP_PVC_AN.pdf)

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7

\*Resource Name or #: (Assigned by recorder) 214 South Cluff Avenue (Resource ID 10)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lodi North Date 1978 T 3N; R 7E; SE 1/4 of Sec 6; MD B.M.

c. Address 214 South Cluff Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653222 mE/ 4221859 mN

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

Assessor's Parcel Number: 049-090-400

\*P3a. Description:

The subject property consists of three historic-age industrial buildings (identified in this form as Buildings 1, 2, and 3) and two modern-age industrial buildings (identified as Buildings 4 and 5). The historic-age buildings consist of two rectangular corrugated metal warehouses and a large L-shaped corrugated metal industrial building. Building 1 is an L-shaped corrugated metal building with a front-gable roof and a double-height garage door at the west, street-facing façade. Buildings 2 and 3 are south of Building 1 and have rectangular footprints, front-gable corrugated metal roofs, and double-height garage doors. Views of the property from the public vantage point were limited by heavy equipment and fencing. The property is set in an industrial area of East Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 8, Industrial Building

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

P5b. Description of Photo: (view, date, accession #) Buildings 1 (left, center) and 3 (right), view south, December 2022

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

Circa 1967 (NETRonline.com 2022)

\*P7. Owner and Address:

Beth Anne Griffin Latta  
119 North Crescent Avenue  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs

Engineering Group, Inc. Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 214 South Cluff Avenue (Resource ID 10) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 214 South Cluff Avenue
- B3. Original Use: Industrial
- B4. Present Use: Industrial
- \*B5. Architectural Style: N/A

\*B6. Construction History: Buildings 1, 2, and 3 constructed circa 1967 (sometime between 1957 and 1967 based on aerials) (NETROnline 2022). Based on aerial images and visual observation, the buildings appear to be unaltered. Buildings 4 and 5 were built circa 2005 and circa 1993, respectively, at the south end of the parcel (NETROnline 2022).

\*B7. Moved?  No  Yes  Unknown Date: \_\_\_\_\_ Original Location: \_\_\_\_\_  
\*B8. Related Features: None

B9a. Architect: N/A                      b. Builder: N/A

\*B10. Significance:  
Theme Industrial development  
Period of Significance N/A  
Applicable Criteria N/A

Area San Joaquin Valley  
Property Type Industrial

The property at 214 South Cluff Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

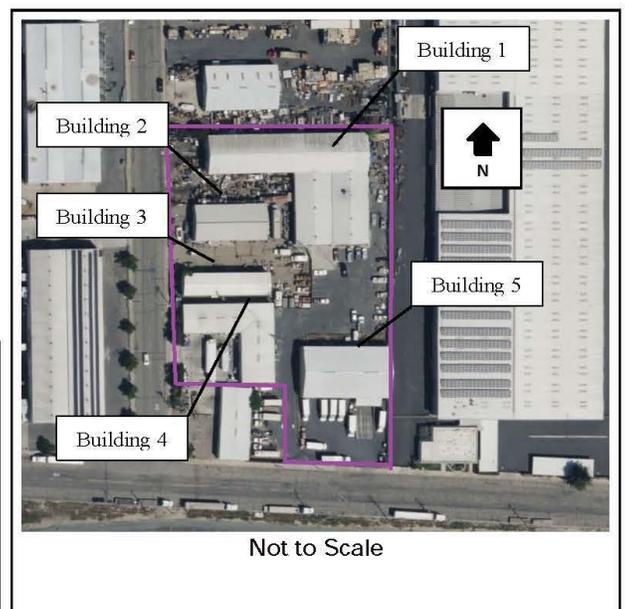
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 214 South Cluff Avenue (Resource ID 10)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 214 South Cluff Avenue is in the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly-constructed SPRR. The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and also passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 later shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the CCTR, which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by UPRR and BNSF (JRP Historical Consulting Services 2003).

#### *214 South Cluff Avenue*

The property at 214 South Cluff Avenue is currently owned by Beth Anne Griffin Latta and appears to be an industrial commercial business. Tax assessor records show the last deed transaction of the property dating to November 5, 2014. A 1911 county atlas shows the west side of the parcel was owned by J.A. Pope, and the east side of the parcel did not appear to have an owner (historicmapworks.com 2023). According to the historic aerials, Buildings 1, 2, and 3 were constructed sometime between 1957 and 1967 based on aerials. They appear to be unaltered. Buildings 4 and 5 were built circa 2005 and 1993, respectively, at the south end of the parcel. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. It is evaluated below.

#### Evaluation

## CONTINUATION SHEET

Property Name: 214 South Cluff Avenue (Resource ID 10)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

Under CRHR Criterion 1, this property has no direct associations with events or trends important to history. Research did not reveal that the business has played a pivotal role in the growth and development of Lodi or in spurring Lodi's overall industrial development. Lodi was founded in 1869, almost a century prior to the property, and other industrial enterprises existed in the town prior to the subject property's construction. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that J.A. Pope made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property is not an important example of a type, period, or method of construction. Buildings 1, 2, and 3 are utilitarian in design and are not demonstrative of any popular architectural style common to commercial or industrial properties from their period of construction, such as New Formalism or the International Style. Other mid-century industrial properties with a similar appearance and materials exist in Lodi and San Joaquin County. The subject property does not possess high artistic value or represent a design or engineering achievement. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* Resources comprising the property at 214 South Cluff Avenue appear to have remained the same throughout their history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Buildings 1, 2, and 3 appear to be unaltered from their period of construction. Buildings 4 and 5 were built on the south side of the parcel within the past 30 years and do not the relationship of Building 1, 2, and 3 to one another. Therefore, the property retains its overall integrity of design.

*Setting is the physical environment of a historic property.* When Buildings 1, 2, and 3 were built by 1967, aerials show the surrounding area included the railroad alignment and agricultural land. Although these uses still remain, the industrial and residential population of the surrounding area has greatly increased, which has diminished the rural character of the property's original setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular patter of configuration to form a historic property.* Buildings 1, 2, and 3 appear to be unaltered from their period of construction. Buildings 4 and 5 utilize the same materials as the historic-era buildings. Therefore, the property retains integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Buildings 1, 2, and 3 appear to be unaltered from their period of construction. The property retains integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The property continues to convey its appearance and character from its period of construction. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The property is an example of a mid-century industrial property and continues to convey that association.

In conclusion, although it retains integrity, the property at 214 South Cluff Avenue does not appear to possess the necessary significance to be eligible for the CRHR. Therefore, the property is not a historical resource for the purposes of CEQA.

## CONTINUATION SHEET

Property Name: 214 South Cluff Avenue (Resource ID 10)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### B12. References (continued)

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.loadi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed December 2022. <https://www.historicaerials.com/viewer>.

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

Saint Gobain. 2013. Accessed January 9, 2023. [https://www.saint-gobain.com/sites/saint-gobain.com/files/CP\\_PVC\\_AN.pdf](https://www.saint-gobain.com/sites/saint-gobain.com/files/CP_PVC_AN.pdf).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.

### P5. Photographs (continued)

## CONTINUATION SHEET

Property Name: 214 South Cluff Avenue (Resource ID 10)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

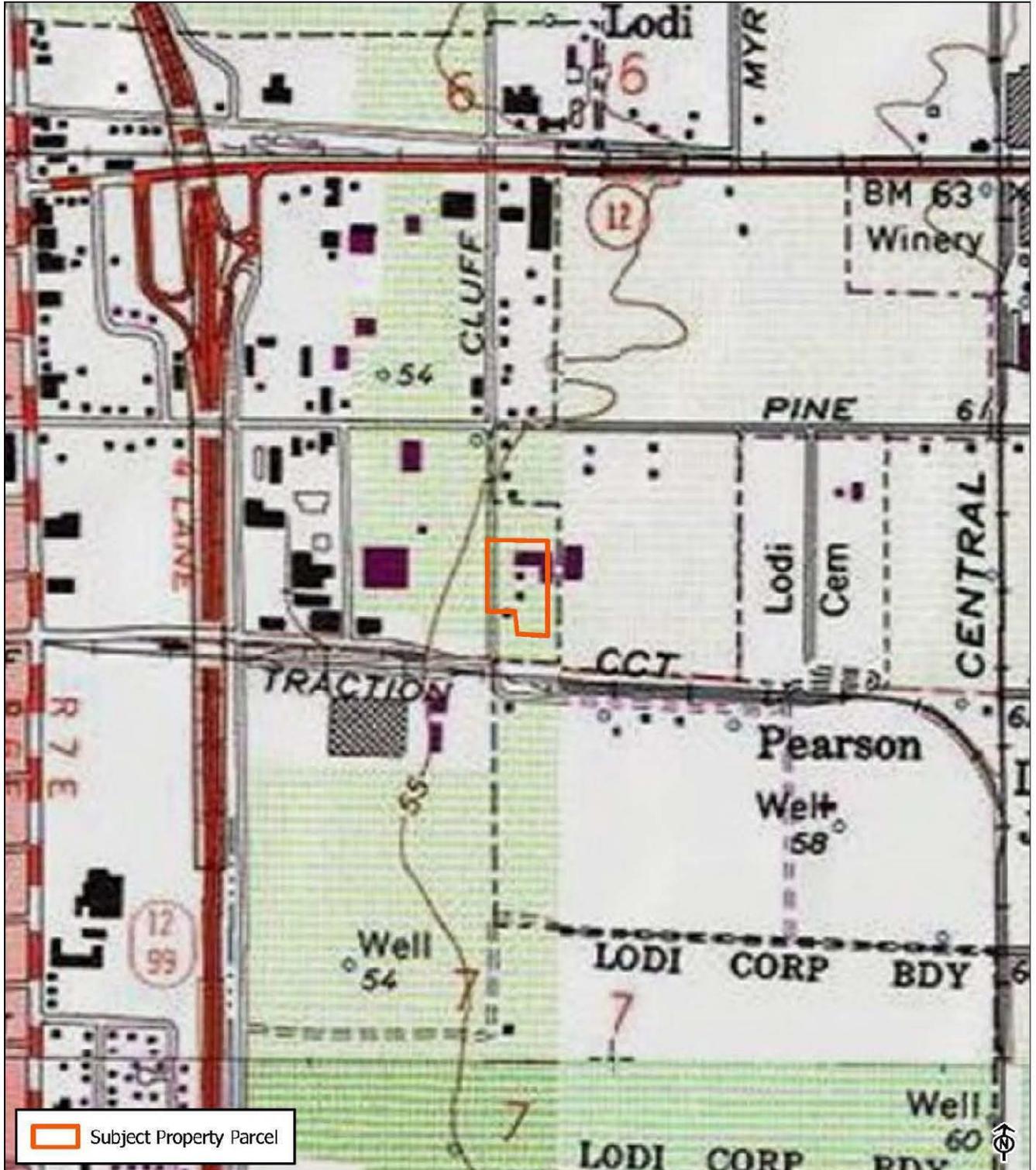
Continuation  Update



Buildings 2 (left) and 3 (right), view east (Jacobs 2022).



Buildings 1 (left) and 2 (right), view southeast (Jacobs 2022).



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6 \*Resource Name or #: 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11)

P1. Other Identifier: Meehleis Modular Buildings, Inc.

\*P2. Location:  Not for Publication  Unrestricted

- \*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad Lodi North Date 1978 T 3N; R 7E; SE 1/4 of Sec 6; MD B.M.  
c. Address 1303 East Lodi Avenue, 269 and 283 Commerce Street, Lodi Zip 95240  
d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653319 mE/ 4221892 mN  
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel Number (APN): 049-090-430, 049-190-150, 049-190-140

\*P3a. Description:

The subject property comprises a small metal industrial building that was enclosed on three sides by a large addition built circa 2002. The historic-era portion of the building is located at 1303 East Lodi Avenue on APN 049-090-430. It is not visible from public vantage points but aerial photographs indicate it has a low-pitched corrugated metal front-gable roof and occupies a rectangular footprint. The property is set in an industrial area of east Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 8, Industrial Building

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

P5b. Description of Photo: (view, date, accession #) View northwest, December 2022



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

Circa 1975 (NETROnline 2022; professional judgement)

\*P7. Owner and Address:

William & Carolyn Meehleis  
1360 Rivergate Drive  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11) \*NRHP Status Code 6Z  
Page 2 of 6

B1. Historic Name: N/A

B2. Common Name: 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11)

B3. Original Use: Industrial

B4. Present Use: Industrial

\*B5. Architectural Style: N/A

\*B6. Construction History: Constructed sometime between 1967 and 1984 based on aerials (NETROnline 2022). Based on visual observation, the building appears to have been built circa 1975. Original building enclosed on its north, east, and south elevations by an addition built circa 2002 that appears to have increased the building's square footage sixfold. Aerials indicate the historic-age building remains intact, but it is no longer visible due to the addition (NETROnline 2022).

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

\*B8. Related Features: None

B9a. Architect: N/A

b. Builder: N/A

\*B10. Significance:

Theme Industrial development

Area San Joaquin County

Period of Significance N/A

Property Type Industrial

Applicable Criteria N/A

This property is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: M. Montgomery, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



Not to Scale

## CONTINUATION SHEET

Property Name: 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11)

Page 3 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

This property is in the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly-constructed SPRR. The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and also passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 later shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the CCTR, which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by UPRR and BNSF (JRP Historical Consulting Services 2003).

#### *1303 East Lodi Avenue, 269 and 283 Commerce Street*

This property is currently owned by William and Carolyn Meehleis and is an industrial commercial enterprise called Meehleis Modular Buildings, Inc., which manufactures modular construction buildings. Tax assessor records show the last deed transaction of the property dating to September 19, 2015. A 1911 county atlas does not indicate the property owner's name (historicmapworks.com 2023). According to the historic aerials, the building was constructed sometime between 1967 and 1984 and was heavily altered by an addition built circa 2002 (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. It is evaluated below.

#### Evaluation

## CONTINUATION SHEET

Property Name: 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11)

Page 4 of 6 Recorded By: A. Reese \*Date January 2023  Continuation  Update

Under CRHR Criterion 1, this property has no direct associations with events or trends important to history. Research did not reveal that the business has played a pivotal role in the growth and development of Lodi or in spurring Lodi's overall industrial development. Lodi was founded in 1869, almost a century prior to the property, and other industrial enterprises existed in the town prior to the subject property's construction. Regardless, the historic-era portion of the building is unrecognizable due to the construction of a circa 2002 addition. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. No past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property is not an important example of a type, period, or method of construction. The historic-age portion of the building is enclosed on three sides by an addition built circa 2002, and therefore has lost integrity of design, materials, and workmanship. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property has remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Three sides of the historic-era portion of the building were enclosed by an addition circa 2002. As a result, the property has lost its integrity of design.

*Setting is the physical environment of a historic property.* When the property was originally built the surrounding area included the railroad alignment and agricultural land. Although these uses still remain, the industrial and residential population of the surrounding area has greatly increased, which has diminished the rural character of the property's original setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* Three sides of the historic-era portion of the building were enclosed by an addition circa 2002. Although the new materials (corrugated metal) appear to be consistent with the original building, the extent of the addition has jeopardized the property's integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Three sides of the historic-era portion of the building were enclosed by an addition circa 2002. As a result, the property has lost its integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The property no longer conveys its historic-era appearance or character and therefore does not retain integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The property has been heavily altered due to the construction of a large addition that wraps around three sides of the building. As a result, it would not be recognizable to persons of the past and has lost integrity of association.

In conclusion, the property does not appear to possess sufficient significance or integrity to be eligible for the CRHR. Therefore, the property is not a historical resource for the purposes of CEQA.

### **B12. References (continued)**

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.loadi.gov/602/History-of-the-City-of-Lodi>.

## CONTINUATION SHEET

Property Name: 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11)

Page 5 of 6      Recorded By: A. Reese      \*Date January 2023       Continuation       Update

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022.  
<http://www.pacificng.com/template.php?page=roads/ca/sjsn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023.  
<https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed December 2022.  
<https://www.historicaerials.com/viewer>.

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 8 \*Resource Name or #: (Assigned by recorder) 5750 and 5890 East Pine Street (Resource ID 12)

P1. Other Identifier: Lodi Memorial Park Cemetery

\*P2. Location:  Not for Publication  Unrestricted

- \*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- \*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; SE 1/4 of Sec 6; MD B.M.
- c. Address 5750 and 5890 East Pine Street, Lodi Zip 95240
- d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653830 mE/ 4221930 mN
- e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel Number: 049-090-260, 049-090-120

\*P3a. Description:

This property is the Lodi Memorial Park and Cemetery, an approximately 800,000 square foot cemetery with a Mediterranean-style funeral parlor, a non-historic-age mausoleum (built circa 1993), and a small non-historic-age age storage building (built circa 1984). The funeral parlor has a rectangular footprint and a large double-height entry with a hipped tile roof, arched doorway with large arched transom, and concrete detailing. The remainder of the building has a hipped tile roof and stucco walls and is overgrown with vined plants. There is large flat-roofed extension at the east end of the façade that also is stuccoed and has two skylights. The cemetery is heavily landscaped with mature trees, particularly evergreens and palms. The property is east of an industrial area and west of a agricultural/residential neighborhood to the east of Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated on this form.

\*P3b. Resource Attributes: (List attributes and codes) HP40. Cemetery

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



P5b. Description of Photo: (view, date, accession #) View west, December 2022

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1951 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Lodi Memorial Association  
15504 Quail Run Drive  
North Potomac, MD 20878

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5750 and 5890 East Pine Street (Resource ID 12) \*NRHP Status Code 6Z  
Page 2 of 8

**B1. Historic Name:** East Pine Cemetery and East Pine Funeral Home

**B2. Common Name:** Lodi Memorial Park and Cemetery

**B3. Original Use:** Cemetery

**B4. Present Use:** Cemetery

\***B5. Architectural Style:** Mediterranean

\***B6. Construction History:** Funeral parlor constructed in 1951 (Parcelquest.com 2022). An addition was constructed on the east end of the building circa 1967 (NETRonline 2022). A storage building was added circa 1984 and a mausoleum was added circa 1993. Additional walkways and path were added circa 1993 (NETRonline 2022).

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

\***B8. Related Features:** None

**B9a. Architect:** N/A

**b. Builder:** N/A

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

**Area** San Joaquin County

**Period of Significance** N/A

**Property Type** Cemetery

**Applicable Criteria** N/A

This property is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has lost integrity and does not meet the criteria for listing in the CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

**B11. Additional Resource Attributes:** (List attributes and codes) N/A

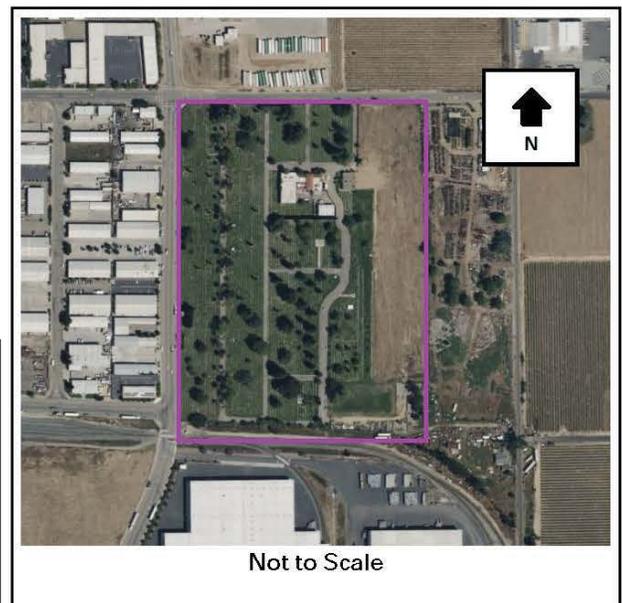
\***B12. References:** SEE CONTINUATION SHEET

**B13. Remarks:**

\* **B14. Evaluator:** A. Reese, Jacobs Engineering Group, Inc.

\* **Date of Evaluation:** January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5750 and 5890 East Pine Street (Resource ID 12)

Page 3 of 8

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

This property is in the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly-constructed SPRR. The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and also passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 later shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by UPRR and BNSF (JRP Historical Consulting Services 2003).

This increase in transit and the corresponding growth of residents meant several burial grounds, funeral parlors, crematoriums, and other funerary services opened in the Lodi area in the late nineteenth century. Live Oak Cemetery was established between Lodi and Stockton in 1860, and Locke Family Cemetery was established in 1886 (Genealogy Trails 2023). A 1908 USGS Topographic Maps marks the area of the East Pine/Lodi Memorial cemetery as a burial ground, but a 1911 map of San Joaquin County indicates the area as unowned land and marked as "colony" (historicmapworks.com 2023). There appears to be no formal funerary services in Lodi proper until the creation of Cherokee Memorial Park in 1940 and East Pine Funeral Home in 1951. The first advertisements for East Pine Funeral Home, now known as Lodi Memorial Park and Cemetery, appear in the Lodi News-Sentinel in June 1951. The cemetery became known as the Lodi Memorial Park and Cemetery sometime in the late twentieth century.

#### *5750 and 5890 East Pine Street*

This property is currently owned by the Lodi Memorial Association, which is based in North Potomac, Maryland. The last real estate transaction on the San Joaquin County Assessor roles dates to April 17, 1989. As detailed above, the area has served as a burial ground

## CONTINUATION SHEET

Property Name: 5750 and 5890 East Pine Street (Resource ID 12)

Page 4 of 8

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

since the early twentieth century and as a formal funeral home since the 1950s. The Lodi Memorial Association was incorporated in 2020. No other information on the association was uncovered during research (California Company Directory 2023).

This property is previously unrecorded and unevaluated. It is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no direct associations with events or trends important to history. The cemetery appears to have been used as a burial ground since the early twentieth century. Lodi was founded in 1869, and historic records indicate that other cemeteries and funeral homes served individuals in Lodi prior to the subject property. Research did not uncover that this cemetery played a pivotal role in the development of the city or has a direct association with any important events or trends. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. The property is currently owned by the Lodi Memorial Association. Research into other previous owners of the land did not uncover any information. Research did not uncover any direct and important associations with any individuals from any iteration of the cemetery's ownership. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this funeral parlor on the property is not an important example of Mediterranean-style architecture. While the building has some elements related to the style, such as a tile roof, stucco siding, and arched entryway, it has been altered. The building has had an addition circa 1967, and it appears most window voids are filled in. Other intact examples of this style with more character-defining features exist. The property also is not distinguished by its landscape or cemetery design. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* Resources comprising the property have not been moved. Therefore, the property's integrity of location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of the funeral parlor building appears mainly intact, but heavy coverage by brush and vines has obscured most elevations from view. The landscape design also appears to be largely intact. Therefore, the property retains integrity of design.

*Setting is the physical environment of a historic property.* When the property was constructed, the surrounding area included the CCTR alignment and agricultural land. Although these uses still remain, the industrial and residential population of the surrounding area has greatly increased, which has diminished the rural character of the property's original setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The materials appear intact.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Despite alterations, workmanship appears to be intact.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The property continues to convey its character as a funeral parlor set within a cemetery. Therefore, the property retains integrity of feeling.

## CONTINUATION SHEET

Property Name: 5750 and 5890 East Pine Street (Resource ID 12)

Page 5 of 8

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Association is the direct link between an important historic event or person and a historic property.* The property is an example of a twentieth-century cemetery with a funeral parlor constructed in the 1950s. It would be recognizable to persons from the past conveys its integrity of association.

In conclusion, the property does not possess the significance or integrity necessary for listing in the CRHR. Therefore, the property is not considered a historical resource for the purposes of CEQA.

### B12. References (continued)

California Company Directory. 2023. "Lodi Memorial Association". <https://ca.ltddir.com/companies/lodi-memorial-association-inc/>. Accessed February 23, 2023.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.lodi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad. Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sjsn/history.htm>.

Genealogy Trails. 2023. "San Joaquin County California Cemeteries". <http://genealogytrails.com/cal/sjoaquin/cemeteries/cemindex.html>. Accessed February 23, 2023.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed December 2022. <https://www.historicaerials.com/viewer>.

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>

## CONTINUATION SHEET

Property Name: 300 South Beckman Road (Resource ID 01)

Page 6 of 8

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### P5. Photographs (continued)



Funeral parlor, view south (Jacobs 2022).



Funeral parlor, view east (Jacobs 2022).

## CONTINUATION SHEET

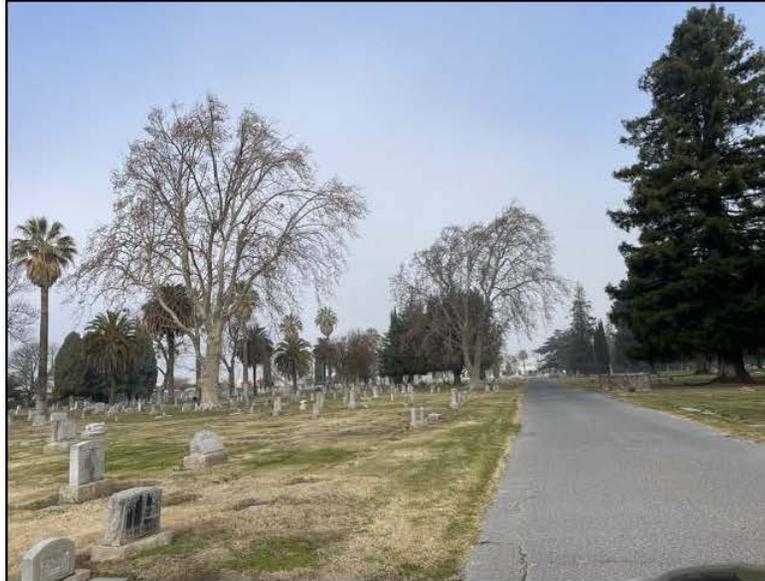
Property Name: 300 South Beckman Road (Resource ID 01)

Page 7 of 8

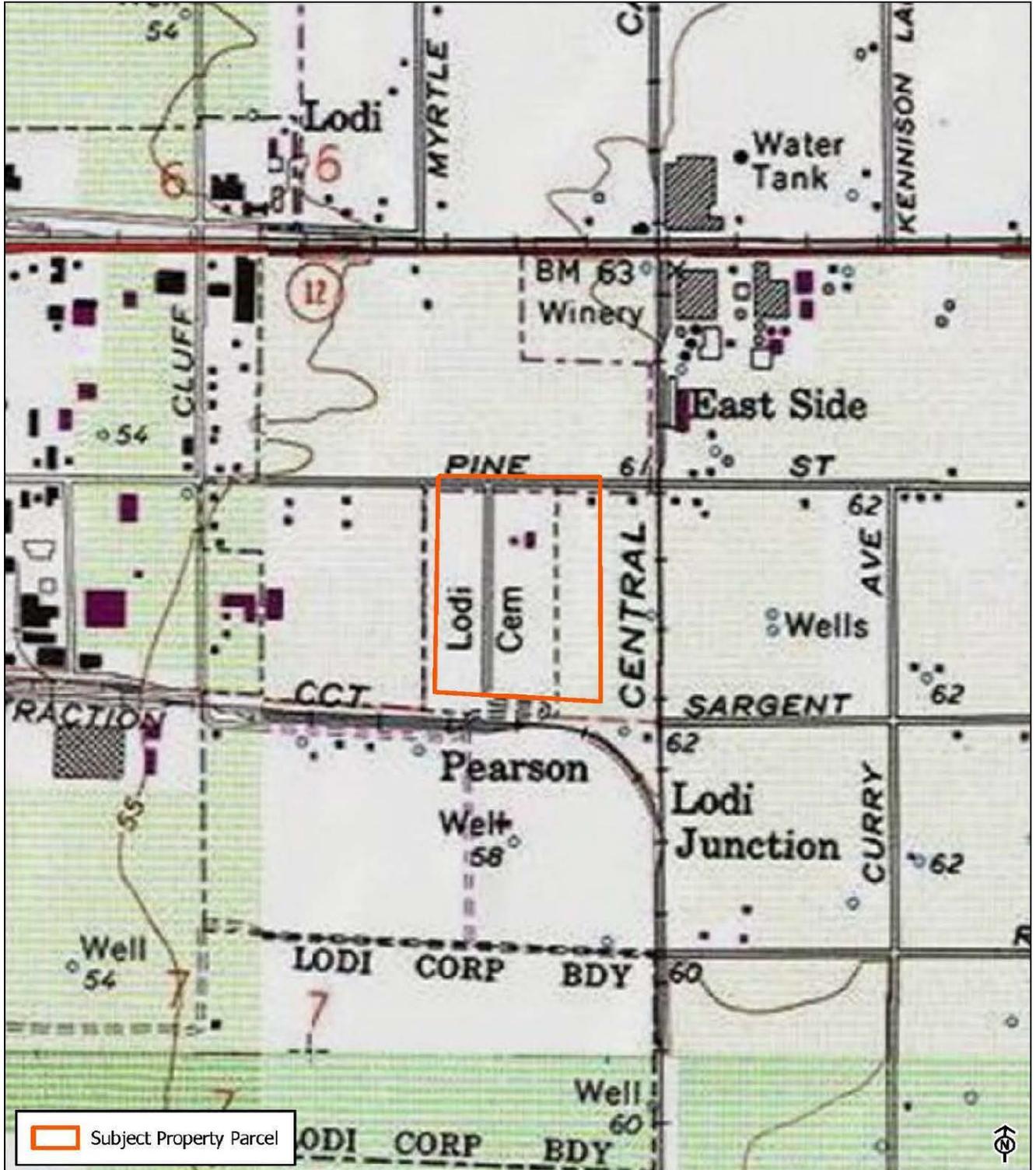
Recorded By: A. Reese

\*Date January 2023

Continuation  Update



Cemetery, view south (Jacobs 2022).



# PRIMARY RECORD

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 1560 East Pine Street (Resource ID 13)

P1. Other Identifier: Pride Landscape

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; SE 1/4 of Sec 6; MD B.M.

c. Address 1560 East Pine Street, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653919 mE/ 4221934 mN

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

Assessor's Parcel Number (APN): 049-090-130

\*P3a. Description:

This property comprises a one story, wood-frame outbuilding with a rectangular footprint and front gable roof that is clad in metal. Its exterior is clad in clapboard with a small vent in the apex of the gable end. Window openings are covered with wood and the door at the east façade appears to be a replacement. The property is set at the far edge of the industrial/agricultural section of East Lodi, east of Lodi Cemetery. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 4. Ancillary Building

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

P5b. Description of Photo: (view, date, accession #) View south, December 2022

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

Circa 1908 (NETROnline 2022)

\*P7. Owner and Address:

Richard S. Galtine

901 South Cherokee Lane

Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600

Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance



\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 1560 East Pine Street (Resource ID 13) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 1560 East Pine Street
- B3. Original Use: Agricultural
- B4. Present Use: Agricultural/Commercial
- \*B5. Architectural Style: N/A

\*B6. Construction History: Constructed circa 1908. The building formerly was part of a large farm complex, but other resources comprising the complex were destroyed circa 2014 (NETROnline 2022). The windows on the building were boarded at an unknown date.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Agriculture

Area San Joaquin Valley

Period of Significance N/A

Property Type Agricultural

Applicable Criteria N/A

The property at 1560 East Pine Street is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

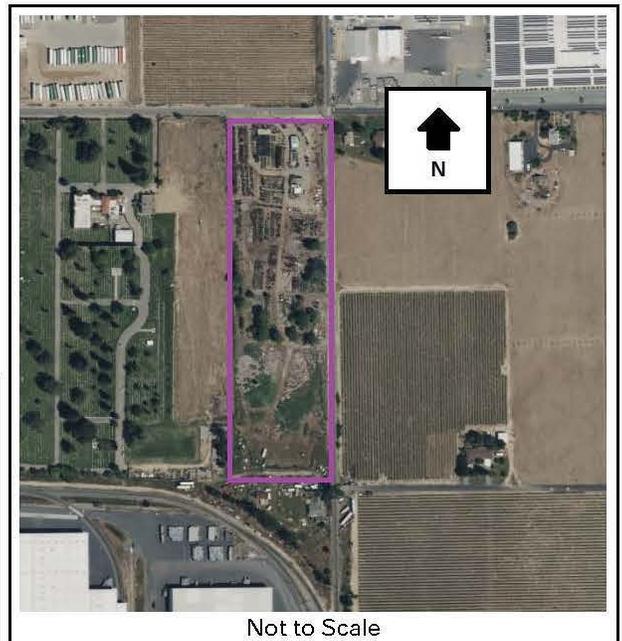
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 1560 East Pine Street (Resource ID 13)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 1560 East Pine Street is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*1560 East Pine Street*

## CONTINUATION SHEET

Property Name: 1560 East Pine Street (Resource ID 13)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 1560 East Pine Street is currently owned by Richard S. Galtine and is used as part of a landscaping business. Tax assessor records show the last deed transaction of the property dating to October 5, 2015. A 1911 county atlas shows the property was part of a cluster of small parcels, likely for sale, with no owner indicated (historicmapworks.com 2023). The earliest aerial photograph for the area dates from 1957 and shows the area surrounding the property as agricultural with some scattered residential and agricultural properties (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The building has been modified by wooden covers on the window openings, but otherwise remains intact. The other resources comprising this former farm complex were destroyed circa 2014 (NETROnline 2022). The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional or national history. The property is related to the agricultural development of Lodi; however, as an outbuilding, it does not distinctly convey this association. Other resources comprising part of the former farm complex have been demolished, divorcing the remaining building from its original context. Research did not reveal that the property played an important role in the agricultural history of San Joaquin County. Therefore, the property at 1560 East Pine Street is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. No past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property lacks distinctive characteristics of the any particular style, serving as a fairly utilitarian outbuilding. This front-gabled-roofed house has elements of the Craftsman style such as exposed rafter tails supporting its broad overhanging roof, however, this relatively plain outbuilding has covered or removed windows, and does not have enough characteristics typical of Craftsman buildings to represent the style well. Therefore, the property at 1560 East Pine Street is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 3, this property is not an important example of a type, style, period, or method of construction, nor does it possess high artistic value or represent a design or engineering achievement. The property is an altered example of an agricultural outbuilding, a property type found throughout Lodi and San Joaquin County. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 1560 East Pine Street appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Covering the windows has diminished the property's integrity of design. Further, demolition of the remaining resources comprising the former farm complex within the past 10 years has impacted its design.

*Setting is the physical environment of a historic property.* Historical photographs from 1957 show the property retains its residential/agricultural surroundings. However, the destruction of the other farm resources on the parcel within the past 10 years have compromised the property's integrity of setting.

## CONTINUATION SHEET

Property Name: 1560 East Pine Street (Resource ID 13)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* Covering the windows which has diminished the property's integrity of materials slightly.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Covering the windows which has diminished the property's integrity of workmanship slightly.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Destruction of the other resources comprising part of this former farm complex have jeopardized the remaining building's ability to convey its integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* Destruction of the other resources within the past 10 years have jeopardized the remaining building's ability to convey its association as an outbuilding forming part of a larger farm complex.

In conclusion, the property at 1560 East Pine Street does not meet any of the CRHR criteria and has lost integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.loadi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

## CONTINUATION SHEET

Property Name: 1560 East Pine Street (Resource ID 13)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

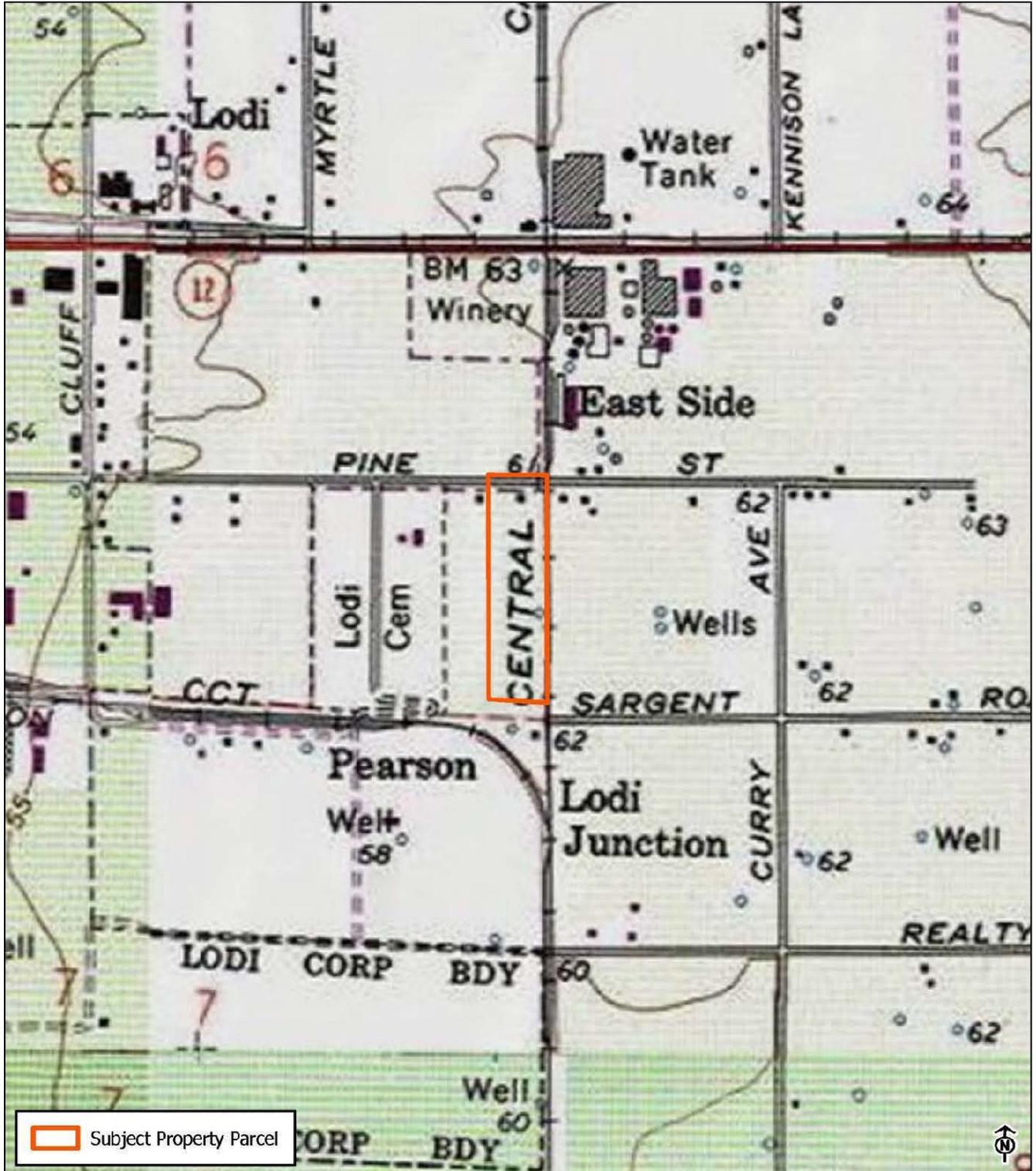
Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>.

### P5. Photographs (continued)



1560 E Pine Street, view north (Jacobs 2022).



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6 \*Resource Name or #: (Assigned by recorder) 5990 East Sargent Road (Resource ID 14)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; NE 1/4 of Sec 7; MD B.M.

c. Address 5990 East Sargent Road Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 653933 mE/ 4221708 mN

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

Assessor's Parcel Number: 049-310-050

\*P3a. Description:

The subject property consists of a Craftsman-style residence, detached two-car garage, and outbuilding. The residence is one story in height with a jerkinhead roof and stucco exterior. Windows appear to be wood units. The garage has a front-gable roof, stucco exterior, and two metal garage doors. The outbuilding has a rectangular footprint and gable roof based on aerials. The property is only partially visible from public vantage points. It is set in an industrial/agricultural area east of Lodi and is bordered to the east and south by the former Central California Traction Railroad alignment. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property, HP4, Ancillary building

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

P5b. Description of Photo: (view, date, accession #) View northwest, December 2022

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1928 (Parcelquest.com 2022)

\*P7. Owner and Address:

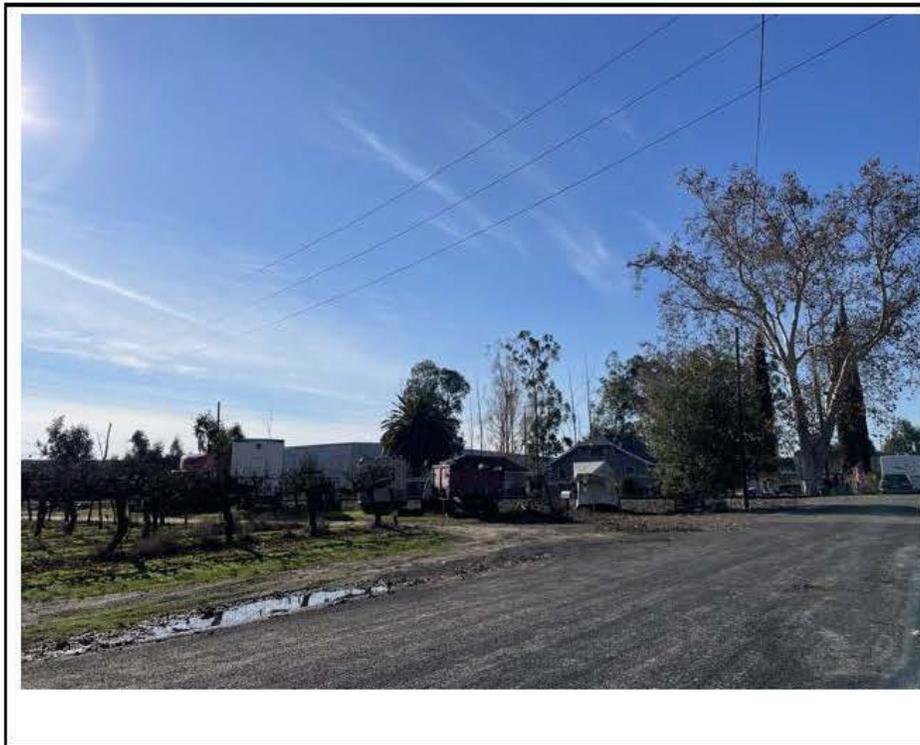
Sharon Meyers  
1510 Smith Grade Road  
Bonny Doon, CA 95060

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance



\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 5990 East Sargent Road (Resource ID 14) \*NRHP Status Code 6Z  
Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: 5990 East Sargent Road
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Craftsman elements

\*B6. Construction History: Residence constructed in 1928 (Parcelquest.com 2022). Aerial imagery shows the two-car garage was extant by 1957 and that the outbuilding was constructed sometime 1967 and 1984 (NETROnline 2022). The residence has been modified through the sheathing of the exterior of stucco and new roofing materials. The garage has replacement metal roll up doors, stucco sheathing, and roofing materials.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin County

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 5990 East Sargent Road is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 5990 East Sargent Road (Resource ID 14)

Page 3 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### B10. Significance (continued)

#### Historic Context

The property at 5990 East Sargent Road is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*5990 East Sargent Road*

## CONTINUATION SHEET

Property Name: 5990 East Sargent Road (Resource ID 14)

Page 4 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 5990 East Sargent Road is currently owned by Sharon Meyers. Tax assessor records show the last deed transaction of the property dating to May 14, 2008. A 1911 county atlas does not indicate the name of the property owner (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding this property as agricultural with scattered residential and agricultural development. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners (NETROnline 2022).

This property is previously unrecorded and unevaluated. The residence has been modified with new roofing and siding materials, and the detached garage has been modified with new garage doors, siding, and roofing materials. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. No past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Craftsman style such as its jerkinhead roof, however, it has been altered through the installation of replacement materials. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 5990 East Sargent Road appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The residence has been modified with new roofing and siding materials, and the detached garage has been modified with new garage doors, siding, and roofing materials. These changes have impacted the property's integrity of design.

*Setting is the physical environment of a historic property.* When the property was originally built the surrounding area included the railroad alignment and agricultural land. Although these uses still remain, the industrial property built to the southwest of the property has diminished its integrity of setting.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The residence has been modified with new roofing and siding materials, and the detached garage has been modified with new garage doors, siding, and roofing materials. These changes have impacted the property's integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The residence has been modified with new roofing and siding materials, and the detached garage has been modified with new garage doors, siding, and roofing materials. These changes have impacted the property's integrity of workmanship.

## CONTINUATION SHEET

Property Name: 5990 East Sargent Road (Resource ID 14)

Page 5 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although some modifications have occurred to the property overall it continues to convey the character of a 1920s rural residential property. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The property retains its association as a 1920s rural residential property.

In conclusion, the property at 5990 East Sargent Road does not meet any of the CRHR criteria and has diminished integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

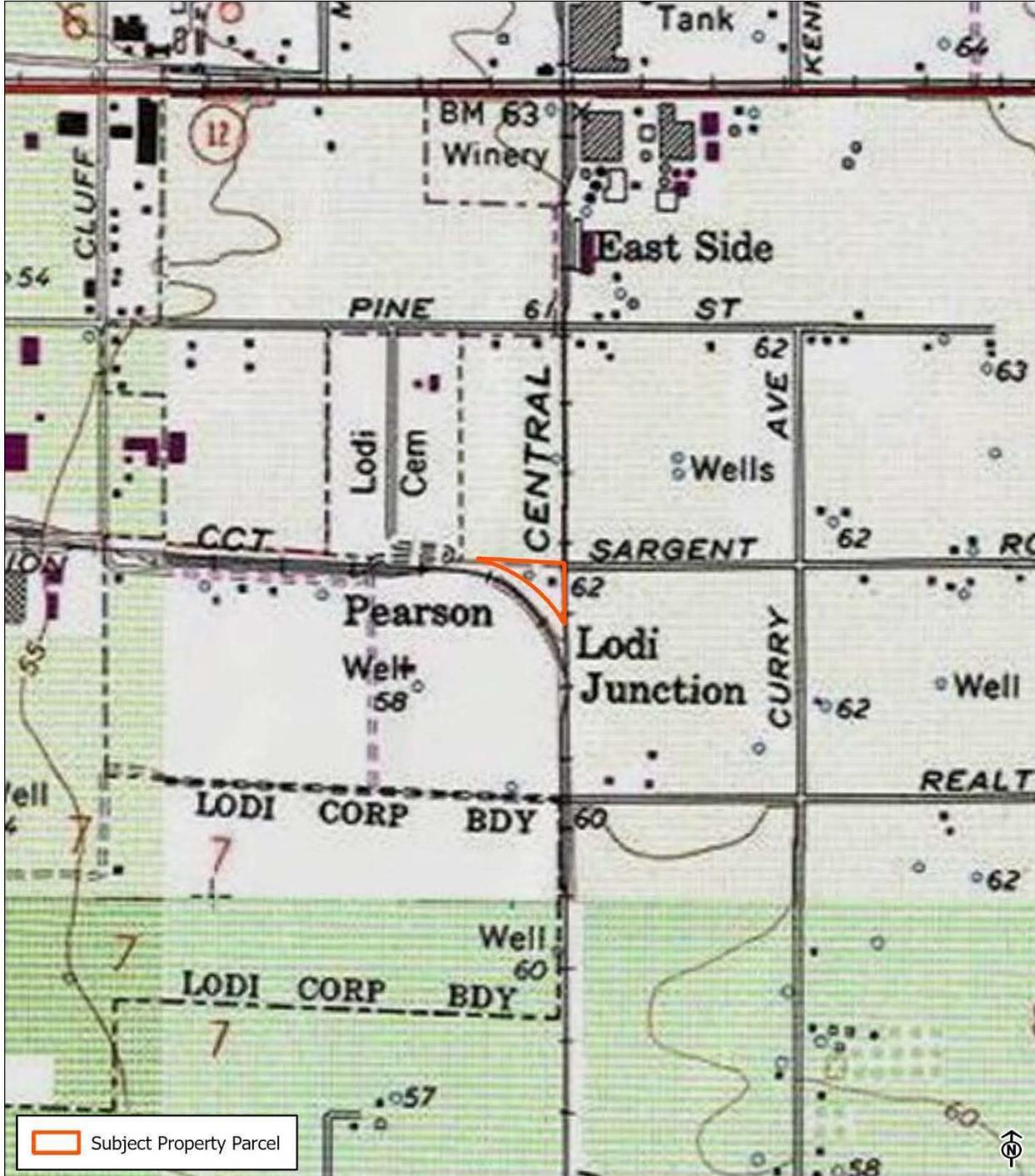
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State of California - The Resources Agency  
DEPARTMENT OF PARKS AND RECREATION  
**PRIMARY RECORD**

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 6195 East Sargent Road (Resource ID 15)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; SW 1/4 of Sec 5; MD B.M.

c. Address 6195 East Sargent Road, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654081 mE/ 4221850 mN

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

Assessor's Parcel Number : 049-111-020

\*P3a. Description:

This property consists of a one-story Ranch-style residence and corrugated metal outbuilding that appears to be used as a workshop. The residence has a medium-pitch composite shingle hipped roof, brick and vinyl siding, vinyl windows, and a two-car garage with metal roll up door. The garage is accessed by a gravel driveway. The residence is heavily obscured from the public vantage point due to trees and brush. The outbuilding is one-story with corrugated metal roof and siding, a front-gable roof, and garage door facing Sargent Road to the south. It features a small aluminum window on the south elevation. The parcel is set in an agricultural area of Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property

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

P5b. Description of Photo: (view, date, accession #) View north, December 2022



\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1970 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Matthew & Megan Manna  
PO Box 247  
Acampo, CA 95220

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 6195 East Sargent Road (Resource ID 15) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 6195 East Sargent Road
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Ranch

\*B6. Construction History: Residence constructed in 1970 (Parcelquest.com 2022). The outbuilding dates from sometime between 1970 and 1984 (NETROnline 2022). The residence has replacement vinyl windows, new roofing, and a new garage door installed within the past circa 30 years.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 6195 East Sargent Road is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 6195 East Sargent Road (Resource ID 15)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### B10. Significance (continued)

#### Historic Context

The property at 6195 East Sargent Road is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*6195 East Sargent Road*

## CONTINUATION SHEET

Property Name: 6195 East Sargent Road (Resource ID 15)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 6195 East Sargent Road is currently owned by Matthew & Megan Manna. Tax assessor records show the last deed transaction of the property dating to April 2, 2013. A 1911 county atlas shows the parcel was owned by P. Sierrers (historicmapworks.com 2023). The earliest aerial photograph for the area dates from 1957 and shows the area surrounding the property as agricultural, with scattered residential and agricultural development. By the 1980s the area has more residential development on large parcels (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence appears to have been modified with replacement vinyl windows, new roofing, and a new garage door. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that P. Sierrers made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Ranch style such as its low massing, hipped roof, and one-story height, however, it has been altered through the installation of replacement materials. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 6195 East Sargent Road appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* This property has been modified with new windows, new roofing, and replacement garage doors, which has slightly diminished its integrity of design.

*Setting is the physical environment of a historic property.* The property retains its agricultural surrounding and therefore its integrity of setting is intact.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* This property has been modified with new windows, new roofing, and replacement garage doors, which has slightly diminished its integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* This property has been modified with new windows, new roofing, and replacement garage doors, which has slightly diminished its integrity of workmanship.

## CONTINUATION SHEET

Property Name: 6195 East Sargent Road (Resource ID 15)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although some modifications have occurred to the property, overall, it continues to convey its character and appearance from its period of construction. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* This property would be recognizable to persons from the past and retains its association as a 1970s rural Ranch residence.

In conclusion, although it retains integrity, the property at 6195 East Sargent Road does not meet any of the CRHR criteria. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

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No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

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### P5. Photographs (continued)

## CONTINUATION SHEET

Property Name: 6195 East Sargent Road (Resource ID 15)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update



Outbuilding, view northwest (Jacobs 2022).



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 6058 East Pine Street (Resource ID 16)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; SW 1/4 of Sec 5; MD B.M.

c. Address 6058 East Pine Street, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654075 mE/ 4221989 mN

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

Assessor's Parcel Number: 049-111-010

\*P3a. Description:

This property consists of two residences and an outbuilding that appears to be used as a workshop/garage. Residence 1 and the outbuilding date from circa 1908 and have brick exteriors. The residence is one-story with an irregular footprint and a moderate-pitch hipped roof with multiple brick chimneys. It displays Minimal Traditional elements. The façade has a small, three-step brick entry porch with metal railings and an unglazed door. The outbuilding is one-story with a rectangular footprint, side-gable roof, metal garage door, and aluminum window. The property is in an industrial/residential area of Lodi, west of a segment of the Central California Traction Central Valley Line. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form. SEE CONTINUATION SHEET.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property, HP4, Ancillary Building

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

P5b. Description of Photo: (view, date, accession #) View southeast, December 2022

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

1908-1940 (NETROnline 2022)

\*P7. Owner and Address:

Anna May Vollbrecht  
6058 East Pine Street  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs

Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 6058 East Pine Street (Resource ID 16) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 6058 East Pine Street
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Minimal Traditional elements

\*B6. Construction History: Residence 1 and outbuilding constructed circa 1908, Residence 2 constructed circa 1940. Residence 1 appears to have replacement windows, doors, and roofing material. The outbuilding has replacement garage door and roofing material. Residence 2 appears to have replacement roofing material as well as a shed-roof porch addition dating from sometime between 1967 and 1984 (NETROnline 2022).

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential Development

Area San Joaquin County

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 6058 East Pine Street is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity. Therefore, it is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 6058 East Pine Street (Resource ID 16)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section P3a. Description (continued)

Residence 2 was built circa 1940 and displays Minimal Traditional elements. It is a one-story building with a front-gable roof and a brick and board and batten exterior. The windows are obscured by dark screens. The entrance is covered by a shed-roof porch with brick columns. The porch was added sometime between 1967 and 1984 (NETROnline 2023). The front door set on the porch is obscured by a security screen. There are several non-historic age outbuildings on the parcel dating from between 1993 and 2014 (NETROnline 2023).

### B10. Significance (continued)

#### Historic Context

The property at 6058 East Pine Street is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its

## CONTINUATION SHEET

Property Name: 6058 East Pine Street (Resource ID 16)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

### *6058 East Pine Street*

The property at 6058 East Pine Street is currently owned by Anna May Vollbrecht. Tax assessor records show the last deed transaction of the property dating to July 2, 1973. A 1911 county atlas shows ownership of the parcel was split between P. Sierrers and Dennis Moran (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. The area directly across from the parcel was turned into an industrial or commercial campus circa 2002 (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. Residence 1 appears to have replacement windows, doors, and roof. The outbuilding has a replacement garage door and roofing material. Residence 2 appears to have replacement roofing, as well as a shed-roof porch addition from circa 1984 (NETROnline 2022). The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that P. Sierrers or Dennis Moran made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. Additionally, research did not uncover any direct associations with important designers or engineers. Residence 2 has elements of the Minimal Traditional style such as its compact footprint, gable roof, and one-story height, however, it has been altered through the installation of replacement materials and construction of a porch. Other examples of resources with more character-defining features of this style exist. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 6058 East Pine Street Road appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been modified with new windows, new roofing, and replacement garage doors, as well as non-historic-era outbuildings.

*Setting is the physical environment of a historic property.* The property's integrity of setting has been lost due to the construction of a large industrial development across East Pine Street within the past 30 years.

## CONTINUATION SHEET

Property Name: 6058 East Pine Street (Resource ID 16)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* This property has been modified by the new windows, roofing material, and garage doors, which has diminished the integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* This property has been modified by the new windows, roofing material, and garage doors, which has diminished the integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Changes have occurred to the setting of the property, most notably including the industrial development across East Pine Street. This combined with replacement materials limits the ability of the two residences and the outbuilding to convey their character from their period of construction. Therefore, the property has diminished integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The cumulative effect of replacement materials and changes to the setting are such that the property is no longer able to convey its association as rural residential property from the first half of the twentieth century.

In conclusion, the property at 6058 East Pine Street does not meet any of the CRHR criteria and lacks integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### Section B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

City of Lodi, California. N.d. "History of the City of Lodi." Accessed December 16, 2022. <https://www.lohi.gov/602/History-of-the-City-of-Lodi>.

Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

## CONTINUATION SHEET

Property Name: 6058 East Pine Street (Resource ID 16)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022.  
[https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>.

### Section P5. Photographs (continued)



Residence 2, view southeast (Jacobs 2022).



From left to right: outbuilding and Residence 1, view southwest (Jacobs 2022).



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 1 \*Resource Name or #: (Assigned by recorder) 6250 East Pine Street (Resource ID 17)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; SW 1/4 of Sec 5; MD B.M.

c. Address 6250 East Pine Street, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654222 mE/ 4221945 mN

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

Assessor's Parcel Number: 049-111-030

\*P3a. Description:

This property consists of a one-story cottage with Queen Anne elements, historic-era detached garage and dilapidated outbuilding to the southeast and south, and a modern-era outbuilding that appears to be used as a workshop to the southwest. The residence has a steeply pitched hipped roof with a brick chimney set on the slope. A front-gable projection is at the west end of the north façade that features a band of wood windows with decorative divided lights and a glazed wood door. The door is accessed by steps and is sheltered by a shed-roof portico addition. There appear to be a mix of wood and vinyl windows at other elevations. The exterior appears to be painted brick or textured stucco. The property is set in a rural/industrial area east of Lodi with a large modern industrial complex to the north. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property, HP 4, Ancillary Building

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



P5b. Description of Photo: (view, date, accession #) View southeast, December 2022

\*P6. Date Constructed/Age and Source:

Historic  Prehistoric

Both

1928 (Parcelquest.com 2022)

\*P7. Owner and Address:

Jean Morimoto

309 Tioqa Drive

Lodi, CA 95242

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600

Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 6250 East Pine Street (Resource ID 17) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A
- B2. Common Name: 6250 East Pine Street
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Queen Anne

\*B6. Construction History: Residence constructed in 1928 (Parcelquest.com 2022). USGS topographic maps and aerials indicate the dilapidated outbuilding and garage were constructed sometime between 1928 and 1942 (NETROnline 2022). The third outbuilding, which appears to be used as a workshop, was constructed circa 2002 (NETROnline 2022). The residence has replacement roofing material and vinyl windows at side elevations. These replacement materials appear to have been installed within the last circa 30 years.

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

\*B8. Related Features: None

B9a. Architect: N/A                      b. Builder: N/A

\*B10. Significance:

Theme Residential development

Area San Joaquin Valley

Period of Significance N/A

Property Type N/A

Applicable Criteria N/A

The property at 6250 East Pine Street is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 6250 East Pine Street (Resource ID 17)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 6250 East Pine Street is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*6250 East Pine Street*

## CONTINUATION SHEET

Property Name: 6250 East Pine Street (Resource ID 17)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 6250 East Pine Street is currently owned by Jean Morimoto. Tax assessor records show the last deed transaction of the property dating to January 27, 2014. A 1911 county atlas shows the property was then owned by Dennis Moran (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. By the 1980s the area had more residential development on large parcels (NETROnline 2022). The 1968 Lodi Directory indicated that Jean Morimoto and her father, Kiyoshi Morimoto, a farmer, resided at 6250 East Pine Street at that time (Polk's Lodi City Directory 1968). A 2007 obituary for Jean's mother, Yoshiko, indicates Kiyoshi and Yoshiko had resided in Lodi before their war-time internment at Tule Lake from 1942-1945, although it is unclear if they resided at the subject property during this time (Legacy.com 2007).

This property is previously unrecorded and unevaluated. It appears to have been modified through the installation of replacement vinyl windows at side elevation and new roofing on the residence, as well as a circa 2002 outbuilding. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Further, although the Morimoto family have been long-time owners of the property, research did not indicate this property demonstrates any important events or trends associated with Japanese community in Lodi or San Joaquin County. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that Dennis Moran or members of the Morimoto family made any important contributions to history. No other past owners or renters were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. Additionally, research did not uncover any direct associations with important designers or engineers. The residence reflects elements of the Queen Anne style through its asymmetrical massing and decorative divided window lights, however, other examples of resources with more character-defining features of this style exist. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 6250 East Pine Street appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The property retains integrity of design despite some replacement windows and non-original roofing material at the residence and the construction of a modern-era outbuilding circa 2002.

*Setting is the physical environment of a historic property.* Integrity of setting has been lost due to large-scale industrial development directly across East Pine Road within the past 30 years, which marks a departure from the property's agricultural surroundings.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The property retains integrity of materials despite some replacement windows and non-original roofing material at the residence and the construction of a modern-era outbuilding circa 2002.

## CONTINUATION SHEET

Property Name: 6250 East Pine Street (Resource ID 17)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property retains integrity of workmanship despite some replacement windows and non-original roofing material at the residence.*

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. Although some modifications have occurred to the property and its setting, overall it continues to convey the character of a 1920s rural residential property. Therefore, the property retains integrity of feeling.*

*Association is the direct link between an important historic event or person and a historic property. This property retains its association as a 1920s rural residential property and would be recognizable to persons from the past.*

In conclusion, although it appears to retain integrity, the property at 6250 East Pine Street does not meet any of the CRHR criteria. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.  
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<https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022.  
<http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023.  
<https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

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Legacy.com. 2023. "Yoshiko Morimoto". Accessed February 6, 2023.  
<https://www.legacy.com/us/obituaries/lodinews/name/yoshiko-morimoto-obituary?id=24617443>

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022.  
[https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023.  
<https://www.historicaerials.com/viewer>.

## CONTINUATION SHEET

Property Name: 6250 East Pine Street (Resource ID 17)

Page 6 of 7      Recorded By: A. Reese      \*Date January 2023       Continuation  Update

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022.  
[https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&qbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&qbpv=0).

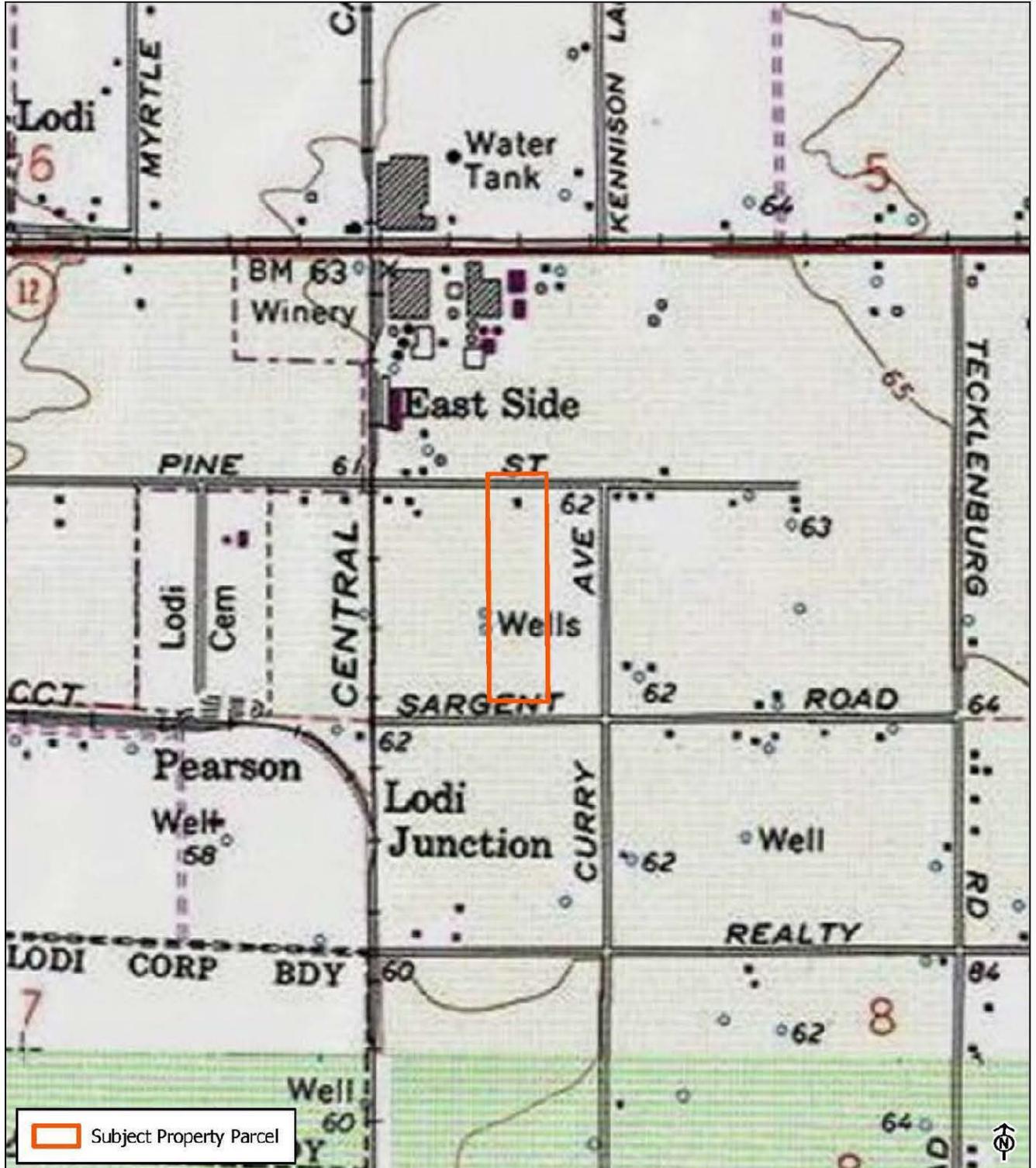
Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

Polk's Lodi City Directory. 1968. Accessed February 6, 2023. [https://freepages.rootsweb.com/~nrmelton/genealogy/lo68\\_v.pdf](https://freepages.rootsweb.com/~nrmelton/genealogy/lo68_v.pdf)

### P5. Photographs (continued)



Detached historic-era garage and residence, view southwest (Jacobs 2022).



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6 \*Resource Name or #: (Assigned by recorder) 16463 North Curry Avenue (Resource ID 18)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; NW 1/4 of Sec 8; MD B.M.

c. Address 16463 North Curry Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654201 mE/ 4221547 mN

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

Assessor's Parcel Number: 049-112-010

\*P3a. Description:

This property consists of an outbuilding that appears to be used as a workshop and is set in a vineyard. It is not visible from public vantage points as it is located approximately 750 feet from North Curry Avenue and is surrounded by mature trees. Based on limited views and aerial images, it is a one-story building with a rectangular footprint and low-pitch front-gable roof. The Central California Traction Railroad Central Valley line extends west of the parcel. Opposite the railroad tracks is modern-era industrial development. There appears to be an abandoned orchard at the east side of the parcel, facing North Curry Avenue. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 4, Ancillary Building

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

P5b. Description of Photo: (view, date, accession #) View southwest, December 2022

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

Sometime between 1942 and 1957  
(NETROnline 2022)

\*P7. Owner and Address:

Melinda S. Barbera  
2204 Rockwell Drive  
Davis, CA 95618

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance



\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 16463 North Curry Avenue (Resource ID 18) \*NRHP Status Code 6Z  
Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: 16463 North Curry Avenue
- B3. Original Use: Agricultural
- B4. Present Use: Agricultural
- \*B5. Architectural Style: N/A

\*B6. Construction History: Constructed sometime between 1942 and 1957 (NETROnline 2022). No additions have occurred based on aerials. Other changes are unknown due to limited views from public vantage points.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Agriculture

Area San Joaquin Valley

Period of Significance N/A

Property Type Agricultural

Applicable Criteria N/A

The property at 16463 North Curry Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 16463 North Curry Avenue (Resource ID 18)

Page 3 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section 10B. Significance (continued)

#### Historic Context

The property at 16463 North Curry Avenue is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*16463 North Curry Avenue*

## CONTINUATION SHEET

Property Name: 16463 North Curry Avenue (Resource ID 18)

Page 4 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 16463 North Curry Avenue is currently owned by Melinda S. Barbera. Tax assessor records show the last deed transaction of the property dating to June 6, 2013. A 1911 county atlas shows the parcel was owned by Mrs. C.N. Cursy (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. By the 1990s the area to the west of the parcel was characterized by industrial development. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. Based on a review of aerials, no additions have occurred at the building; however, other changes could not be assessed due to limited views from public vantage points. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. Other vineyards exist in Lodi and San Joaquin County. Research did not uncover that this property was the first vineyard, or that it has historically been an important business in the area. Additionally, it does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that Mrs. C.N. Cursy made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. Additionally, research did not uncover any direct associations with important designers or engineers. Based on limited views and review of aerials, it appears to be a small, utilitarian outbuilding associated with the surrounding vineyard. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 16463 North Curry Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Based on review of aerials, no additions have occurred at the building; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of design.

*Setting is the physical environment of a historic property.* Integrity of setting has been diminished due to large-scale industrial development to the west within the past 30 years, which marks a departure from the property's agricultural surroundings.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* Based on review of aerials, no additions have occurred at the building; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Based on review of aerials, no additions have occurred at the building; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of workmanship.

## CONTINUATION SHEET

Property Name: 16463 North Curry Avenue (Resource ID 18)

Page 5 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Based on review of aerials, no additions have occurred at the building; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* Based on aerials on review of aerials, no additions have occurred at the building; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of association.

In conclusion, the property at 16463 North Curry Avenue does not meet any of the CRHR criteria. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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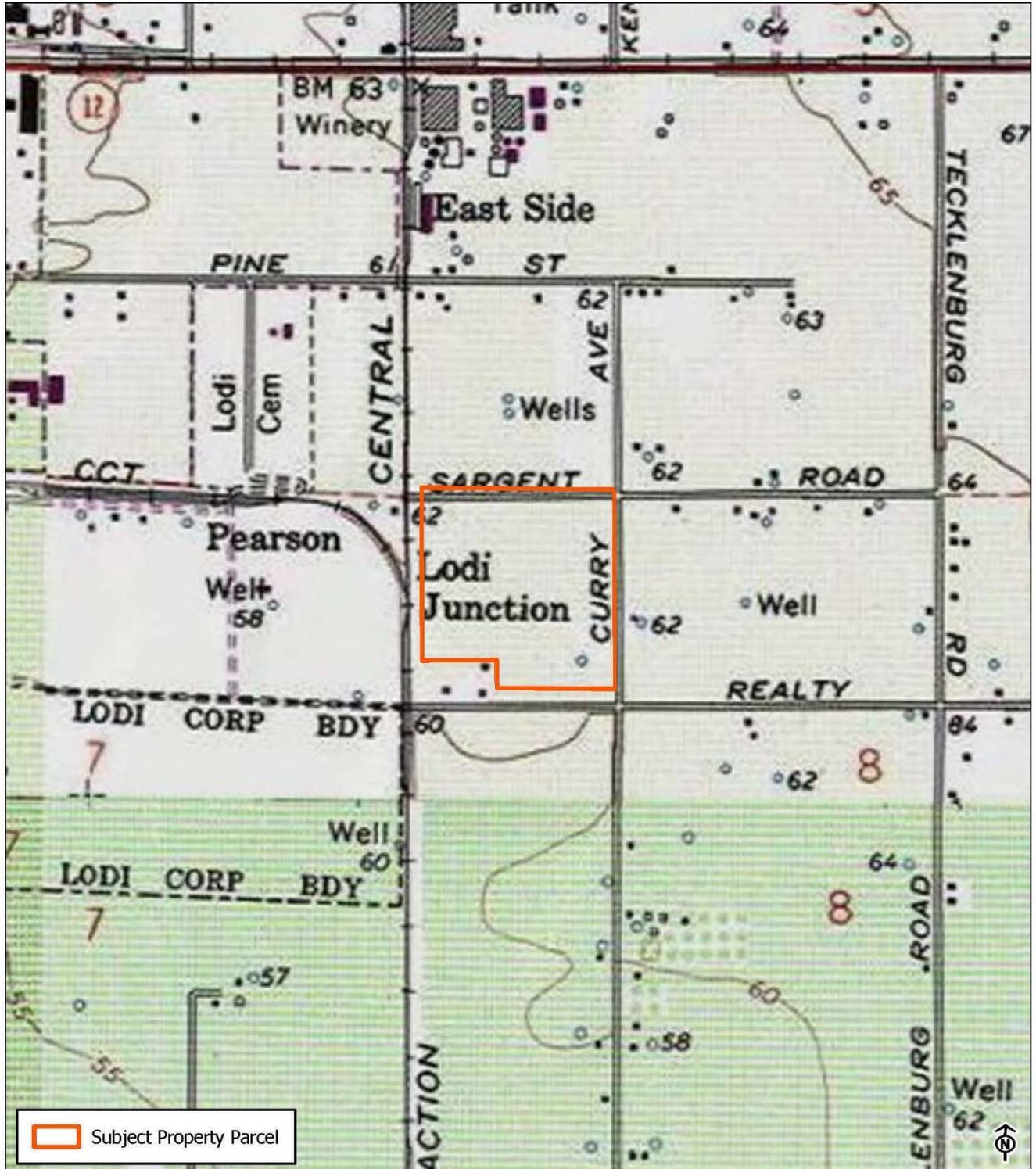
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NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

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U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 16141 North Curry Avenue (Resource ID 19)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Lockeford Date 1980 T 3N; R 7E; NW 1/4 of Sec 8; MD B.M.

c. Address 16141 North Curry Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654123 mE/ 4221581 mN

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

Assessor's Parcel Number: 049-112-020

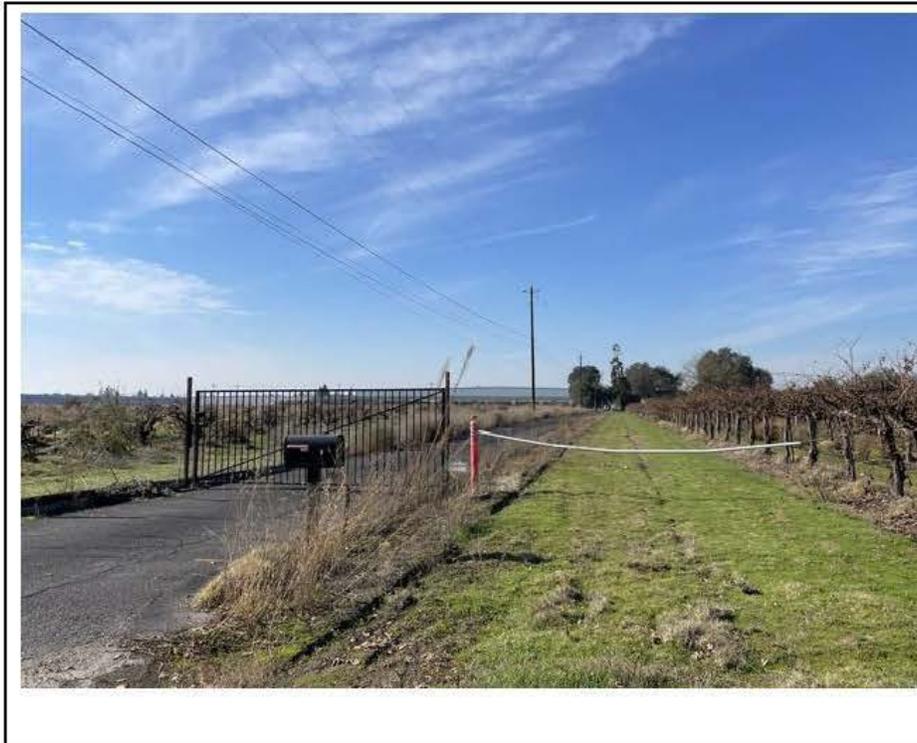
\*P3a. Description:

This property is a residential farm complex that is not visible from public vantage points. The property is located 1,000 feet down a private, locked driveway and is obscured behind by privacy fencing, hedges, and a vineyard. Aerial images indicate there are two historic-era residences; a small outbuilding that appears to be a historic-era garage or shop; and a modern-era outbuilding that appears to be a garage or shop at the north of the parcel. The property is set in a vineyard, surrounded by mature trees. The Central California Traction Railroad Central Valley line runs west of the parcel. Opposite the railroad tracks is modern-era industrial development. The residence nearest North Curry Avenue appears to have an irregular footprint with a low pitch side-gable roof based on limited views. The residence at rear of the property was not visible from public vantage points or Google Streetview but appears to have a square footprint and hipped roof. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property, HP 33. Farm

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

P5b. Description of Photo: (view, date, accession #) View west, December 2022



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

1921 (Parcelquest.com 2022)

\*P7. Owner and Address:

Richard S. Galantine  
901 South Cherokee Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 16141 North Curry Avenue (Resource ID 19)

\*NRHP Status Code 6Z

Page 2 of 7

B1. Historic Name: N/A

B2. Common Name: 16141 North Curry Avenue

B3. Original Use: Residential, Agricultural

B4. Present Use: Residential, Agricultural

\*B5. Architectural Style: N/A

\*B6. Construction History: Residence constructed 1921 based on the San Joaquin County Assessor; however, there are two residences on the parcel and the assessor does not identify which one was constructed in 1921. The earliest available USGS topographic map of the area from 1942 shows the two residences on the parcel. Both buildings are visible in the earliest available historic aerial of the area in 1957. Additionally, the historic-era outbuilding that appears to be used as a garage or shop is also visible in the 1957 aerial. The residences and outbuilding are not visible from public vantage points, but based on review of aerial imagery, it appears no additions have occurred to the resources since the 1957 aerial. Other changes are unknown. The property changed from row crops to viticulture circa 1998 based on aerials. A modern-era outbuilding that appears to be a garage or shop was built at the north of the parcel circa 2018 (NETROnline 2022).

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

\*B8. Related Features: None

B9a. Architect: N/A

b. Builder: N/A

\*B10. Significance:

Theme Residential and Agricultural Development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential; agricultural

Applicable Criteria N/A

The property at 16141 North Curry Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance. Therefore, the property is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 16141 North Curry Avenue (Resource ID 19)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 16141 North Curry Avenue is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*16141 North Curry Avenue*

## CONTINUATION SHEET

Property Name: 16141 North Curry Avenue (Resource ID 19)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 16141 North Curry Avenue is currently owned by Richard S. Galantine. Tax assessor records show the last deed transaction of the property dating to June 19, 2009. A 1911 county atlas shows the parcel was owned by Mrs. C.N. Cursy (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. By the 1990s, the area to the west of the parcel was characterized by industrial development. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. Based on aerials, no additions have occurred at the historic-era residences and outbuildings; however, other changes could not be assessed due to no views from public vantage points. An outbuilding was added at the north end of the parcel circa 2018. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. Research also did not uncover that this property has historically been an important business in the area. Additionally, it does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that Mrs. C.N. Cursy made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, research did not uncover any direct associations with important designers or engineers. Based on review of aerials, the property does not appear to embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. However, no views of the property were available from public vantage points. Therefore, the property does not appear to be eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 16141 North Curry Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Based on review of aerials, no additions have occurred to the historic-era resources on the property; however, other changes could not be assessed due to limited views from public vantage points. An outbuilding was added circa 2018. Based on this limited inspection, the property is assumed to retain integrity of design.

*Setting is the physical environment of a historic property.* Integrity of setting has been diminished due to large-scale industrial development to the west within the past 30 years, which marks a departure from the property's agricultural surroundings.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* Based on review of aerials, no additions have occurred to the historic-era resources on the property; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Based on review of aerials, no additions have occurred to the historic-era resources on the property; however, other

## CONTINUATION SHEET

Property Name: 16141 North Curry Avenue (Resource ID 19)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of workmanship.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Based on review of aerials, no additions have occurred to the historic-era resources on the property; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* Based on review of aerials, no additions have occurred to the historic-era resources on the property; however, other changes could not be assessed due to limited views from public vantage points. Based on this limited inspection, the property is assumed to retain integrity of association.

In conclusion, the property at 16141 North Curry Avenue is not CRHR eligible due to a lack of significance. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

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No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

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

Primary #  
HRI #  
Trinomial

## CONTINUATION SHEET

Property Name: 16141 North Curry Avenue (Resource ID 19)

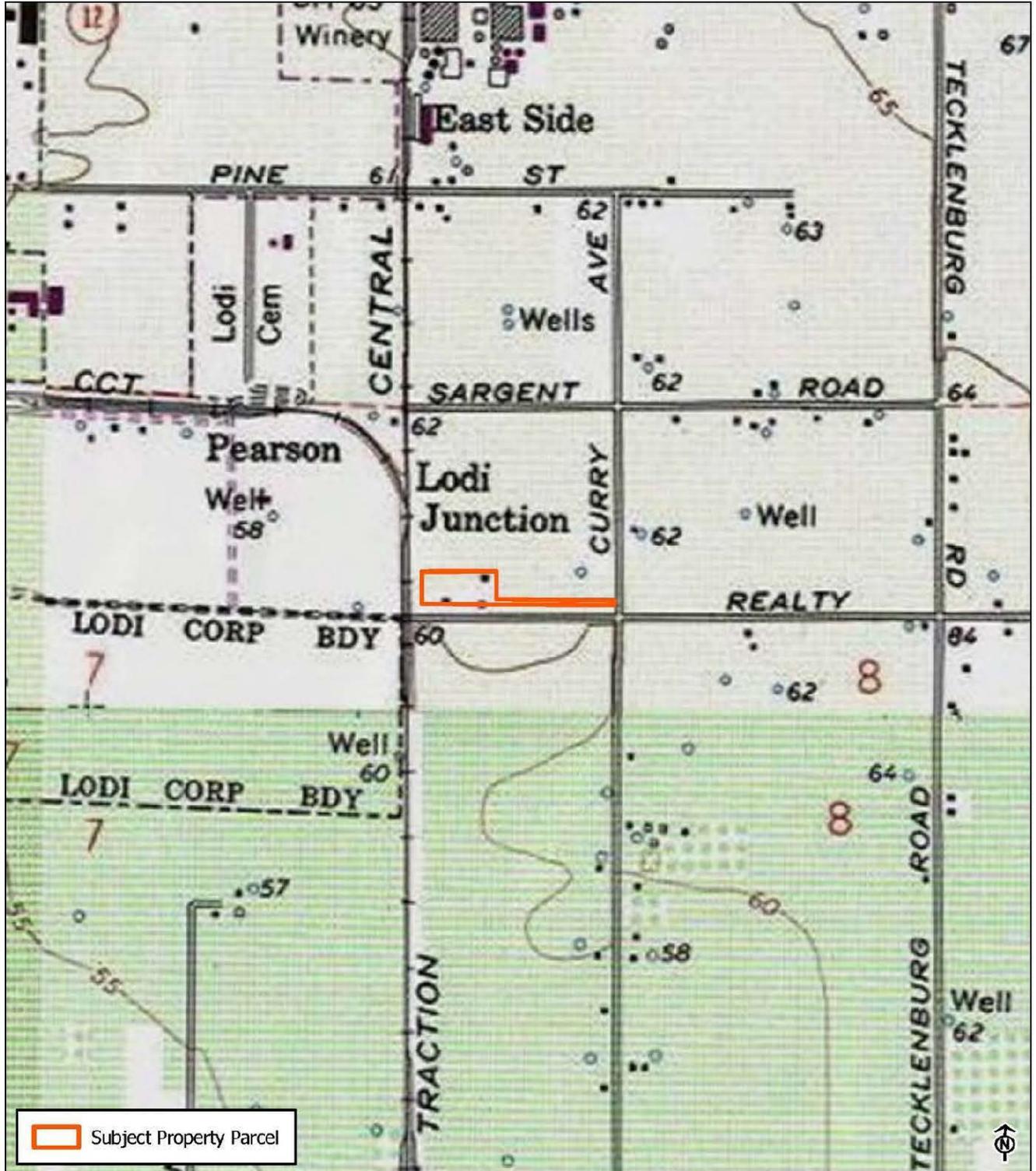
Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 15661 North Curry Avenue (Resource ID 20)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Waterloo Date 1972 T 3N; R 7E; SW 1/4 of Sec 8; MD B.M.

c. Address 15661 North Curry Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654217 mE/ 4220833 mN

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

Assessor's Parcel Number: 049-230-010

\*P3a. Description:

This property consists of a one-story Ranch-style residence with an attached garage and two non-historic-era outbuildings. The residence has a low-pitch, tile-covered hip roof and two entrances: one at the west side of the east facade under an eave overhang supported by two columns and one to the east of the facade with a security door. There is a large, vinyl sliding glass door at the west end of the facade as well as small rectangular vinyl windows between the two entrances. The residence's exterior is clad in vinyl siding and the garage has a metal roll up door. There is a brick and wooden fence fronting the property. The property is set in a vineyard. The Central California Traction Railroad Central Valley line runs west of the parcel. Opposite the railroad tracks is industrial development that dates from the past 30 years. The property is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: HP 2. Single Family Property

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

P5b. Description of Photo: (view, date, accession #) View west, December 2022



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

1920 (Parcelquest.com 2022)

\*P7. Owner and Address:

Jose & Maria Morales  
10651 East Hamey Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 15661 North Curry Avenue (Resource ID 20) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name:** N/A  
**B2. Common Name:** 15661 North Curry Avenue  
**B3. Original Use:** Residential  
**B4. Present Use:** Residential  
**\*B5. Architectural Style:** Ranch

**\*B6. Construction History:** Residence constructed in 1920 (Parcelquest.com 2022). It appears to have been modified through the installation of replacement vinyl siding, vinyl windows, and a security door within the past circa 30 years. Two outbuildings were added on the property circa 1998 (NETROnline 2023).

**\*B7. Moved?**  No  Yes  Unknown **Date:** \_\_\_\_\_ **Original Location:** \_\_\_\_\_  
**\*B8. Related Features:** None

**B9a. Architect:** N/A **b. Builder:** N/A

**\*B10. Significance:**

**Theme** Residential development

**Area** San Joaquin Valley

**Period of Significance** N/A

**Property Type** Residential

**Applicable Criteria** N/A

The property at 15661 North Curry Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of significance and integrity and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

**B11. Additional Resource Attributes:** (List attributes and codes) N/A

**\*B12. References:** SEE CONTINUATION SHEET

**B13. Remarks:**

\* **B14. Evaluator:** A. Reese, Jacobs Engineering Group, Inc.

\* **Date of Evaluation:** January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 15661 North Curry Avenue (Resource ID 20)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section 10B. Significance (continued)

#### Historic Context

The property at 15661 North Curry Avenue is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*15661 North Curry Avenue*

## CONTINUATION SHEET

Property Name: 15661 North Curry Avenue (Resource ID 20)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 15661 North Curry Avenue is currently owned by Jose and Maria Morales. Tax assessor records show the last deed transaction of the property dating to May 13, 2021. A 1911 county atlas shows the parcel was owned by Mrs. C.N. Cursy (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. By the 1990s the area to the west of the parcel was characterized by industrial development. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence it appears to have been modified through the installation of replacement vinyl siding and vinyl windows as well as a security door within the past circa 30 years. Two outbuildings were added on the property circa 1998 (NETROnline 2023). The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. It is located in an agricultural setting east of Lodi, but research did not reveal that the property played a role in the agricultural history of the area. It also does not distinctly convey any important associations with Lodi's settlement, growth, or development. Therefore, the property is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that Mrs. C.N. Cursy made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Ranch style such as its hipped roof and horizontal massing, however, it has been altered through the installation of replacement vinyl siding and vinyl windows as well as a modern security door within the past circa 30 years. Other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 15661 North Curry Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* Integrity of design is compromised due to the installation of replacement vinyl siding and vinyl windows as well as a modern security door within the past circa 30 years. Additionally, one of the non-historic-outbuildings is highly visible from the façade. Due to these changes, the property no longer conveys its original design.

*Setting is the physical environment of a historic property.* Integrity of setting has been diminished due to large-scale industrial development to the west within the past 30 years, which marks a departure from the property's agricultural surroundings.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* Integrity of materials is compromised due to the installation of replacement vinyl siding and vinyl windows as well as a modern security door within the past circa 30 years.

## CONTINUATION SHEET

Property Name: 15661 North Curry Avenue (Resource ID 20)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* Integrity of workmanship is compromised due to the installation of replacement vinyl siding and vinyl windows as well as a modern security door within the past circa 30 years.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The aforementioned changes have affected the property's ability to convey its historic-era appearance and character. Therefore, integrity of feeling is diminished.

*Association is the direct link between an important historic event or person and a historic property.* The cumulative impact of changes to the property have diminished the property's ability to convey its association as a mid-century Ranch-style residential rural property.

In conclusion, the property at 15661 North Curry Avenue does not meet any of the CRHR criteria and has lost integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

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

Primary #  
HRI #  
Trinomial

## CONTINUATION SHEET

Property Name: 15661 North Curry Avenue (Resource ID 20)

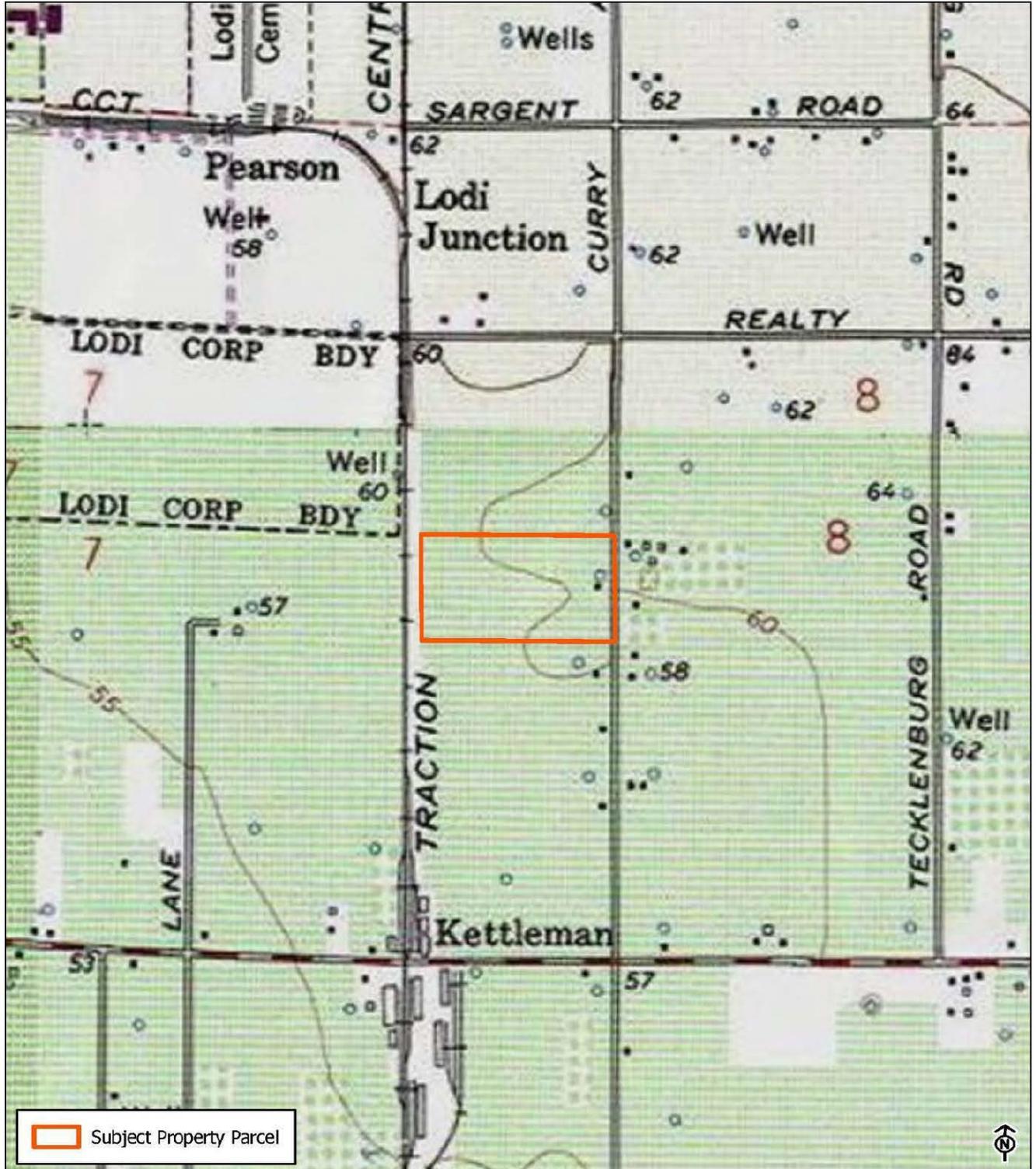
Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 3CS

Other Listings  
Review Code

Reviewer

Date

Page 1 of 1 \*Resource Name or #: (Assigned by recorder) 15505 North Curry Avenue (Resource ID 21)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

- \*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)  
\*b. USGS 7.5' Quad Waterloo Date 1972 T 3N; R 7E; SW 1/4 of Sec 8; MD B.M.  
\*c. Address 15661 North Curry Avenue, Lodi Zip 95240  
\*d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654222 mE/ 4220682 mN  
\*e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)  
Assessor's Parcel Number: 049-230-060

\*P3a. Description:

This property consists of a one-story Craftsman-style residence with an attached two-story tank house, a detached garage, and a non-historic-era outbuilding built circa 1984 (NETROnline 2022). The residence has a front-gable roof with extended eaves, a clapboard exterior, and original double-hung one-over-one wood windows. A partial-width porch with a front-gable roof supported by battered wooden columns resting on brick pedestals is set on the south end of the east façade. An addition was built at the rear of the residence sometime between 1984 and 1993 to attach it to the tank house (NETROnline 2022). The tank house appears to have been converted to use as additional living space around this time. The garage is a simple gable-roof building with clapboard siding and one garage bay. The property is set in a rural area of Lodi with industrial development and the Central California Traction Railroad Central Valley line to the west. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property

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



P5b. Description of Photo: (view, date, accession #) View southwest, December 2022

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both  
1928 (Parcelquest.com 2022)

\*P7. Owner and Address:  
Leland & Janet Noma  
13600 North Curry Avenue  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese  
2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 15505 North Curry Avenue (Resource ID 21) \*NRHP Status Code 3CS  
Page 2 of 7

- B1. Historic Name: N/A  
B2. Common Name: 15505 North Curry Avenue  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. Architectural Style: Craftsman

\*B6. Construction History: Residence constructed in 1928 (Parcelquest.com 2022). The garage and former tank house also appear to date from 1928 based on visual inspection. Review of aerials indicate an addition was built at the rear of the residence sometime between 1984 and 1993 to attach it to the tank house (NETROnline 2022). The tank house then appears to have been converted to use as additional living space. The only other change to the residence appears to be the replacement of the original roofing material with composite shingles. A non-historic-era outbuilding was built at rear of the residence circa 1984 (NETROnline 2022).

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Rural Residential Development; Architecture

Area San Joaquin Valley

Period of Significance 1928

Property Type Residential

Applicable Criteria 1, 3

The property at 15505 North Curry Avenue is eligible for listing in the California Register of Historical Resources (CRHR) under Criteria 1 and 3 and is a historical resource for purposes of the California Environmental Quality Act (CEQA). The property retains a high degree of integrity and reflects important associations with the agricultural settlement phase of Lodi during the early twentieth century (Criterion 1). Further, it is intact and representative of a rural residential property from the 1920s with a Craftsman-style residence, tank house, and garage (Criterion 3). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

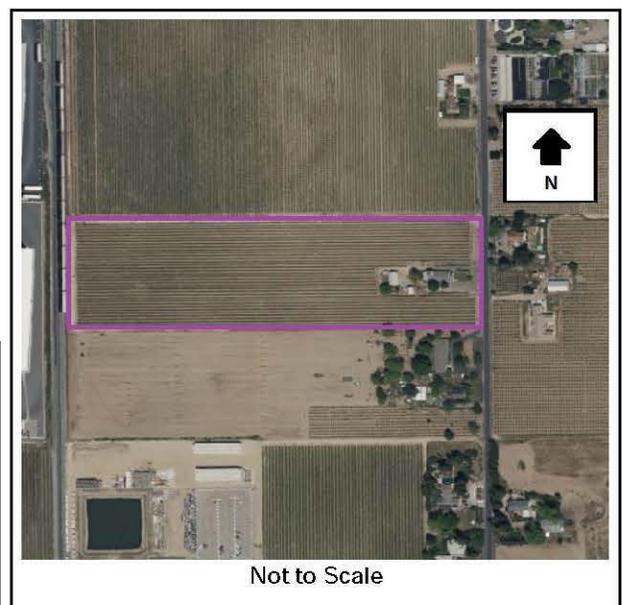
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 15505 North Curry Avenue (Resource ID 21)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 15505 North Curry Avenue is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*15505 North Curry Avenue*

## CONTINUATION SHEET

Property Name: 15505 North Curry Avenue (Resource ID 21)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 15505 North Curry Avenue is currently owned by Leland and Janet Noma. Tax assessor records show the last deed transaction of the property dating to January 27, 1989. A 1911 county atlas shows the parcel was owned by Mrs. C.N. Cursy (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development (NETROnline 2022). Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners

This property is previously unrecorded and unevaluated. Historic aerials indicate the tank house was attached to the residence through the construction of an addition sometime between 1984 and 1993 (NETROnline 2022). The tank house then appears to have been converted to use as additional living space. The only other change to the residence appears to be the replacement of the original roofing material with composite shingles. A non-historic-era outbuilding was built at rear of the residence circa 1984 (NETROnline 2022). The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property is reflective of rural residential development occurring on small lots in Lodi during the early twentieth century. These small farms, typically consisting of agricultural land, a residence, and outbuildings, were commonly built during this period as the population outside of Lodi and in the agricultural areas of San Joaquin Valley increased. This property represents the trend of small "ranchette" style settlements outside San Joaquin Valley towns during the early twentieth-century. Due to its important associations with the agricultural settlement phase of Lodi, the property at 15505 North Curry Avenue is eligible for the CRHR under Criterion 1 and is considered a historical resource for the purposes of CEQA.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that Mrs. C.N. Cursy made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property presents an intact and cohesive example of a late 1920s rural residential property, including a Craftsman-style residence, an intact tank house, and outbuilding (garage). The residence reflects the Craftsman Style through its massing, roof with overhanging eaves, partial-width entry porch with battered columns and brick pedestals, and wood double-hung one-over-one windows. The intact tank house at the rear of the residence is a common design feature of early twentieth-century rural residences. Although the tank house was attached to the residence through the construction of a non-historic-era addition and subsequently converted to living space, it is still identifiable as a tank house and clearly represents its former purpose. Overall, the property clearly conveys its construction date and the Craftsman style. Therefore, the property at 15505 North Curry Avenue is eligible for the CRHR under Criterion 3 and is considered a historical resource for the purposes of CEQA.

Under CRHR Criterion 4, this property is not significant for its research potential. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies, and therefore is not eligible for the CRHR under Criterion 4.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 15505 North Curry Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* This property is largely unaltered and retains integrity of design.

*Setting is the physical environment of a historic property.* Historical photographs from 1957 show the neighboring residential properties in a similar arrangement to how they exist today. Industrial development west of the property dates from the early 2000s; however, the property faces away from this viewshed, and otherwise remains characterized by its agricultural surroundings. Therefore, the setting of the property is largely intact.

## CONTINUATION SHEET

Property Name: 15505 North Curry Avenue (Resource ID 21)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The materials of this property remain intact, with original wood windows, clapboard siding, and wood columns and brick pedestals at the porch.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The property is largely unaltered and retains most of its original materials. Therefore, integrity of workmanship is intact.

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* The property continues to convey its character and appearance as a 1920s Craftsman-style rural residential property. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* The property would be recognizable to persons from the past and retains its association as a 1920s Craftsman-style rural residential property.

In conclusion, the property at 15505 North Curry Avenue meets CRHR Criteria 1 and 3 and retains integrity. The property is a historical resource for the purposes of CEQA. The period of significance for the property is 1928, corresponding to its construction date. The historic property boundary corresponds to its parcel boundaries.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

Hees, Randy. N.d. "A History of the San Joaquin & Sierra Nevada Railroad." Accessed December 16, 2022. <http://www.pacificng.com/template.php?page=roads/ca/sisn/history.htm>.

Historicmapworks.com. 2023. San Joaquin County. Accessed January 2023. <https://www.historicmapworks.com/Map/US/1579997/Page+025/>.

General Land Office. 1855. Survey Plat for Township 3 North, Range 8 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

NETROnline. 2022. Aerial images and topographic quadrangles of the API. Accessed January 2023. <https://www.historicaerials.com/viewer>.

## CONTINUATION SHEET

Property Name: 15505 North Curry Avenue (Resource ID 21)

Page 6 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022.  
[https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&qbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&qbpv=0)

Parcelquest.com. 2022. Parcels. [www.parcelquest.com](http://www.parcelquest.com).

U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022.  
<https://livingatlas.arcgis.com/topoexplorer/index.html>

### P5. Photographs (continued)



View southwest (Jacobs 2022).



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6 \*Resource Name or #: (Assigned by recorder) 15415 North Curry Avenue (Resource ID 22)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Waterloo Date 1972 T 3N; R 7E; SW 1/4 of Sec 8; MD B.M.

c. Address 15415 North Curry Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654364 mE/ 4220610 mN

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

Assessor's Parcel Number (APN): 049-230-080

\*P3a. Description:

The subject property is a one-story Ranch-style residence with an attached garage. The roof is a steeply pitched gable roof with large overhang and rafter tails, and a hipped-roof over the two-bay garage. The siding appears to be wood and stone. The remainder of the façade is heavily obfuscated by brush, trees, and other landscaping. The residence is in a rural residential area in east Lodi, with the Central California Traction Railroad and industrial development to the west. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property

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

P5b. Description of Photo: (view, date, accession #) View southwest, December 2022



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

1969 (Parcelquest.com 2022)

\*P7. Owner and Address:

Richard & Ruth Diekman  
15415 North Curry Avenue  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 15415 North Curry Avenue (Resource ID 22) \*NRHP Status Code 6Z  
Page 2 of 6

- B1. Historic Name: N/A
- B2. Common Name: 15415 North Curry Avenue
- B3. Original Use: Residential
- B4. Present Use: Residential
- \*B5. Architectural Style: Ranch

\*B6. Construction History: Constructed in 1969 (Parcelquest.com 2022). The roofing and garage doors appear to be replacements installed within the past circa 35 years. The remainder of the residence is not viewable from public vantage points due to landscaping and other vegetation.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential Development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 15415 North Curry Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has lost integrity of design, workmanship, feeling, and setting due to new roofing and a new garage door as well as industrial development to the west. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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

\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 15415 North Curry Avenue (Resource ID 22)

Page 3 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 15415 North Curry Avenue is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aeriels (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*15415 North Curry Avenue*

## CONTINUATION SHEET

Property Name: 15415 North Curry Avenue (Resource ID 22)

Page 4 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 15415 North Curry Avenue is currently owned by Richard and Ruth Diekman. Tax assessor records show the last deed transaction of the property dating to September 1, 1992. A 1911 county atlas shows the parcel was owned by E.G. Spare (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. The building first appears between the 1967 and 1984 aerials. By the 1990s the area to the west of the parcel had significant industrial development. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence appears to have new roofing and new garage doors, but the façade and other elevations are obfuscated from public vantage points by vegetation. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional or national history. The property is related to residential development in Lodi which was common during this period. Research did not reveal that the property played an important role in the agricultural history of San Joaquin County. Therefore, the property at 15415 North Curry Avenue is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that E.G. Spare made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. The residence reflects elements of the Ranch style such as its hipped roof and horizontal massing, however, other examples of resources with more character-defining features of this style exist. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 15415 North Curry Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been modified with new roofing and a replacement garage door.

*Setting is the physical environment of a historic property.* An aerial from 1984 shows the neighboring residential properties in a very similar arrangement to what they are today. However, industrial development to the west has left the integrity of setting only partially intact.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The materials of this property have been modified by the new roofing material and garage door, which has resulted in a diminishment of the integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The workmanship of the property has been affected by the addition of new roofing material and garage doors.

## CONTINUATION SHEET

Property Name: 15415 North Curry Avenue (Resource ID 22)

Page 5 of 6

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although some modifications have occurred to the property overall it continues to convey the character of a 1960s Ranch house. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* This property would be recognizable to persons from the past and retains integrity of association as a 1960s Ranch house.

In conclusion, the property at 15415 North Curry Avenue does not meet any of the CRHR criteria and has lost integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

California Department of Transportation (Caltrans). 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*. Accessed December 20, 2022. <https://dot.ca.gov/-/media/dot-media/programs/environmental-analysis/documents/ser/agriculture-study-a11y.pdf>.

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Hall, William Hammond. 1886. Sheet No. 1, Northern Portion, Irrigation Map of the San Joaquin Valley, California. California State Engineering Department, Sacramento, California.

--. 1887. Topographical and Irrigation Map of the Great Central Valley of California. Embracing the Sacramento, San Joaquin, Tulare and Kern Valleys and the Bordering Foothills. California State Engineering Department, Sacramento, California.

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--. 1865. Survey Plat for Township 3 North, Range 7 East, Mount Diablo Meridian. San Francisco, California. U.S. Department of the Interior Bureau of Land Management.

JRP Historical Consulting Services. 2003. P-39-004470. Record on file with the Central California Information Center, California State University, Stanislaus.

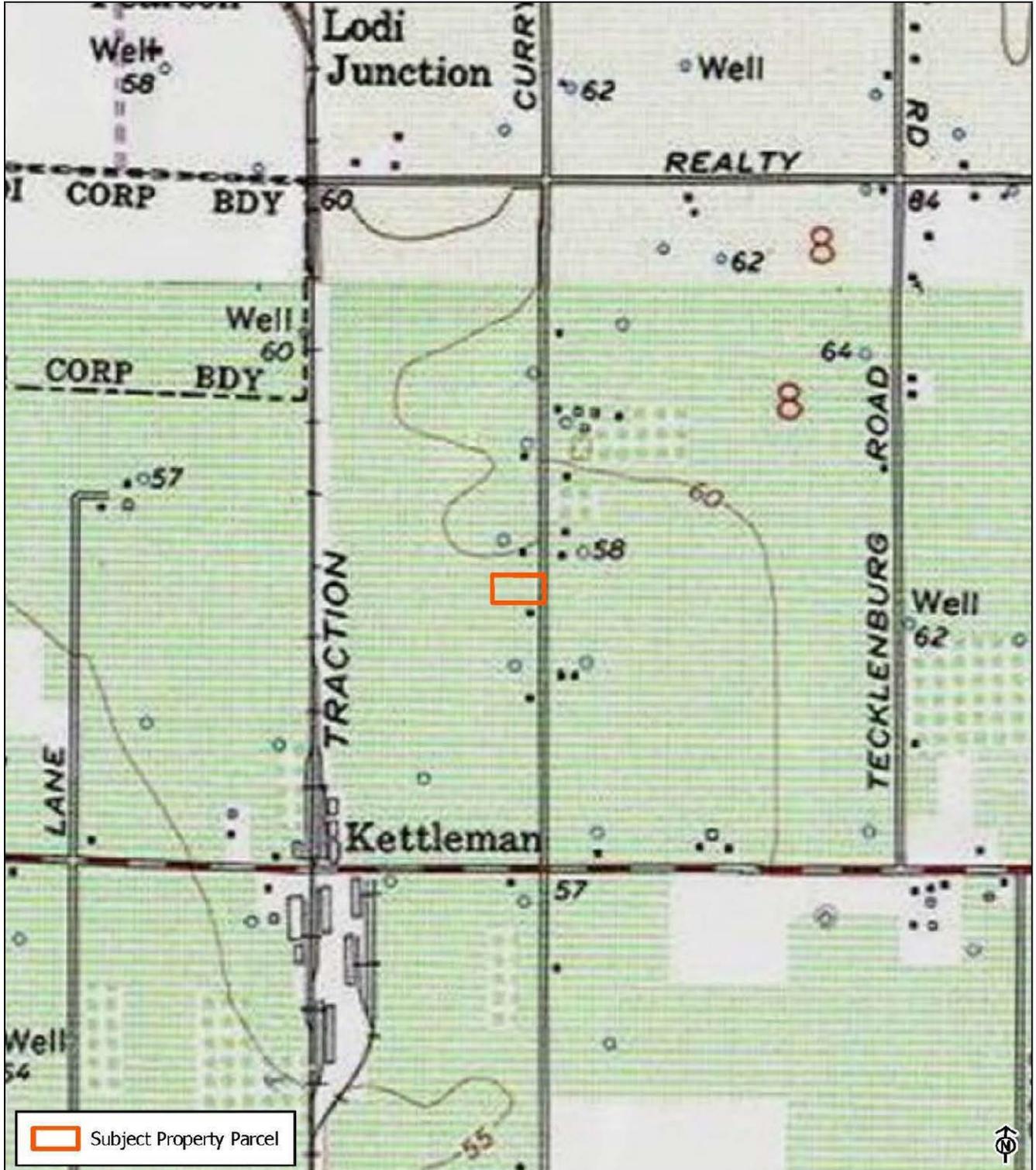
Martin, A.A. 1904. *The Delta Lands of California*. Accessed December 20, 2022. [https://www.google.com/books/edition/The\\_Delta\\_Lands\\_of\\_California/Bnk9AQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/The_Delta_Lands_of_California/Bnk9AQAAMAAJ?hl=en&gbpv=0).

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No author. 1890. *An Illustrated History of San Joaquin County, California*. Accessed December 20, 2022. [https://www.google.com/books/edition/An\\_Illustrated\\_History\\_of\\_San\\_Joaquin\\_Co/v8FBAQAAMAAJ?hl=en&gbpv=0](https://www.google.com/books/edition/An_Illustrated_History_of_San_Joaquin_Co/v8FBAQAAMAAJ?hl=en&gbpv=0).

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U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.



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

Primary #  
HRI #  
Trinomial  
NRHP Status Code 6Z

Other Listings  
Review Code

Reviewer

Date

Page 1 of 7 \*Resource Name or #: (Assigned by recorder) 15403 North Curry Avenue (Resource ID 23)

P1. Other Identifier: N/A

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Waterloo Date 1972 T 3N; R 7E; SW 1/4 of Sec 8; MD B.M.

c. Address 15403 North Curry Avenue, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654206 mE/ 4220577 mN

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

Assessor's Parcel Number: 049-230-070

\*P3a. Description:

The subject property is a one-story cottage with residence with a detached garage and shed built circa 1957. The residence has a wood shingle-covered front-gable roof with exposed rafter tails and a clapboard exterior. An enclosed full-width porch is located at the east façade and features a replacement door flanked by an aluminum sliding window and a fixed window. Other window types are unknown due to plant growth around the base of the building. The garage is a rectangular building with wood siding, two bays, and a corrugated metal roof. The shed is not visible from public vantage points but is rectangular and appears to be constructed of corrugated metal. The property is set in a rural residential area of east Lodi with modern industrial development to the west. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 2, Single Family Property

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



P5b. Description of Photo: (view, date, accession #) View southwest, December 2022

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

1900 (Parcelquest.com 2022)

\*P7. Owner and Address:

Richard & Ruth Diekman  
15415 North Curry Avenue  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)

Reconnaissance

\*P11. Report Citation: Jacobs Engineering, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

\*Attachments:  NONE  Location Map  Continuation Sheet  Building, Structure, and Object Record

Archaeological Record  District Record  Linear Feature Record  Milling Station Record  Rock Art Record

Artifact Record  Photograph Record  Other (List)

# BUILDING, STRUCTURE, AND OBJECT RECORD

\*Resource Name or # (Assigned by recorder) 15403 North Curry Avenue (Resource ID 23) \*NRHP Status Code 6Z  
Page 2 of 7

- B1. Historic Name: N/A  
B2. Common Name: 15403 North Curry Avenue  
B3. Original Use: Residential  
B4. Present Use: Residential  
\*B5. Architectural Style: N/A

\*B6. Construction History: Residence constructed 1900 (Parcelquest.com 2022). The earliest available aerial for the area dates from 1957 and shows the garage and shed were built by that time (NETROnline 2022). The roofing, windows, and doors appear to have been replaced within the past circa 40 years. It is unknown when the porch was enclosed but it appears to have occurred over 50 years ago.

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

\*B8. Related Features: None

B9a. Architect: N/A b. Builder: N/A

\*B10. Significance:

Theme Residential Development

Area San Joaquin Valley

Period of Significance N/A

Property Type Residential

Applicable Criteria N/A

The property at 15403 North Curry Avenue is not eligible for listing in the California Register of Historical Resources (CRHR) due to a lack of integrity and is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. Refer to the continuation sheet for a full evaluation.

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

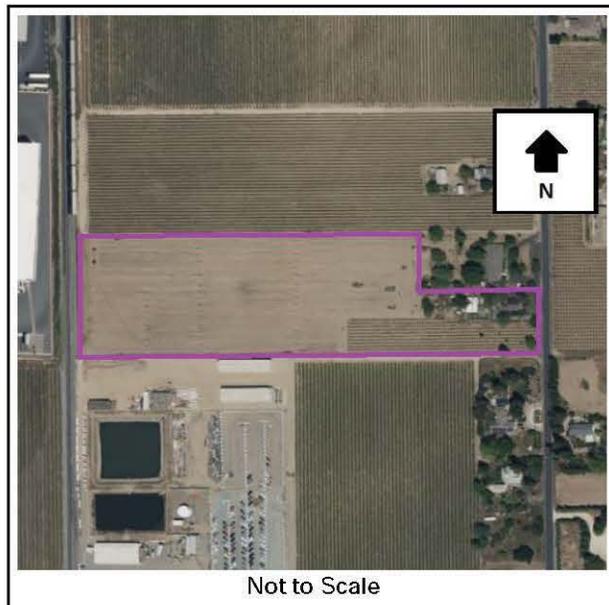
\*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

\* B14. Evaluator: A. Reese, Jacobs Engineering Group, Inc.

\* Date of Evaluation: January 2023

(This space reserved for official comments.)



## CONTINUATION SHEET

Property Name: 15403 North Curry Avenue (Resource ID 23)

Page 3 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

### Section B10. Significance (continued)

#### Historic Context

The property at 15403 North Curry Avenue is east of the City of Lodi in San Joaquin County in the San Joaquin Valley. San Joaquin County was formed when California achieved statehood in 1850. Cartographic review indicates the API environs remained sparsely populated during this time. Lodi later was established on the west end of the API in 1869 along the newly constructed Southern Pacific Railroad (SPRR). The ease of transportation afforded by the SPRR and subsequent railroads coupled with an expanding road network contributed to the API environs' burgeoning agricultural industry during the second half of the nineteenth century. The area also benefited from its proximity to Stockton, a major trade center in the region.

Maps of the API from 1856 and 1857 depict two parallel roads extending in a northeast-southwest orientation through the western half of the API, the easternmost of which roughly follows the alignment of present-day SR 88 (General Land Office 1855, 1865). The remainder of the API was sparsely developed during this time. Although the API still retains its rural character, arrival of the SPRR led to the establishment of a new railroad town at Lodi at the west end of the API in 1869 (City of Lodi California n.d.). The SPRR mainline extended in a north-south orientation through Lodi approximately 0.82 mile west of the API and passed through the nearby towns of Elk Grove, Galt, Stockton, Lathrop, and Altamont Pass, California. The SPRR currently forms part of the UPRR alignment.

Another railroad, the San Joaquin and Sierra Nevada Railroad (SJ&SNR), was built in the API environs shortly after the SPRR. The segment of the line between Lodi and Woodbridge, California, opened for business in 1882, while construction of the line continued eastward towards Lockeford, California (northeast of the API). The SJ&SNR passed approximately 0.26 mile north of the API and had an east-west orientation that followed present-day SR 12. SPRR acquired the SJ&SNR in 1888, and it subsequently became known as the SPRR Valley Spring Branch (Hees n.d.). The segment of the former SPRR Valley Spring Branch in the vicinity of the API is no longer extant.

The road historically in the location of present-day SR 88 was depicted as one of the major thoroughfares in the Central Valley in maps from the mid-1880s (Hall 1886, 1887). It connected Stockton, Waterloo, and Lockeford with communities in the Sierra Nevada. A map from 1894 shows additional roads within the API, including East Harney Lane, Jack Tone Road, and East Kettleman Lane (USGS 2022). This trend of new road construction continued into the early twentieth century based on maps and aerials (NETROnline 2022; USGS 2022). The expanding road network during this time reflects the area's burgeoning agricultural industry, which increased settlement in the region. Roads as well as railroads were important movers of goods and people, and thus also aided the growth of the agricultural industry and prompted settlement along their alignments.

A third railroad reached Lodi during the early twentieth century: the Central California Traction Railroad (CCTR), which extends through the west end of the API. The portion of the line between Stockton and Lodi was completed in 1907, and the portion between Lodi and Sacramento was completed in 1910. The CCTR line currently is owned by Union Pacific Railroad and Burlington Northern Santa Fe Railroad (JRP Historical Consulting Services 2003).

With the establishment of transportation networks, the agricultural industry grew. In the 1890s, a local history described that "The land in the vicinity [of Lodi] is sandy and excellent for almost all kinds of crops. Watermelons have been a great specialty here for many years" (No author 1890). However, dry grains principally were farmed in San Joaquin County during the 1800s. In the Lodi area, alfalfa was identified as "King of Crops" (Martin 1904:22). Therefore, it is likely that nineteenth-century farmers in the API produced dry grains such as alfalfa, which required little in the way of irrigation (Caltrans 2007). During the early twentieth century, farmers in San Joaquin County increasingly began to diversify their crops, with the area surrounding Lodi becoming known for its wine grapes. Other farm goods in the area included olives, peaches, apricots, prunes, almonds, and figs, among others. Lodi thus featured six fruit packing sheds by 1906. Agricultural products grown in the API environs were shipped throughout California and the nation via the railroads that traversed the area. Orchards and vineyards continue to characterize the API to this day, reflecting the importance of the local agricultural industry (Martin 1904; No author 1890).

*15403 North Curry Avenue*

## CONTINUATION SHEET

Property Name: 15403 North Curry Avenue (Resource ID 23)

Page 4 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

The property at 15403 North Curry Avenue is currently owned by Richard and Ruth Diekman. Tax assessor records show the last deed transaction of the property dating to September 1, 1992. A 1911 county atlas shows the parcel was owned by E.G. Spare (historicmapworks.com 2023). The earliest aerial photograph of the area dates from 1957 and shows the area surrounding the property as agricultural with scattered residential and agricultural development. By the 1990s the area to the west of the parcel was characterized by industrial development. Research using Newspapers.com and Ancestry.com did not reveal any additional information about the property or its owners.

This property is previously unrecorded and unevaluated. The residence has replacement roofing, windows, and doors installed within the past circa 40 years. The porch was enclosed over 50 years ago based on visual observation. The property is evaluated below.

### Evaluation

Under CRHR Criterion 1, this property has no significant associations with important historic events that have made a significant contribution to the broad patterns of local, regional, or national history. The property is related to rural residential development in Lodi which was common in the early twentieth century. Research did not reveal that the property played an important role in the agricultural or residential history of San Joaquin County. Regardless, the property lacks sufficient integrity to convey any important associations due to replacement roofing materials, doors, and windows. Therefore, the property at 15403 North Curry Avenue is not eligible for the CRHR under Criterion 1.

Under CRHR Criterion 2, this property is not significant for any associations with the lives of persons important to history. Research did not uncover that E.G. Spare made any important contributions to history. No other past owners were identified during research. Therefore, the property is not eligible for the CRHR under Criterion 2.

Under CRHR Criterion 3, this property does not embody the distinctive characteristics of a type, period, or method of construction, nor does it possess high artistic value. Further, has been altered through the installation of replacement roofing materials, windows, and doors within the past circa 40 years. The porch also has been enclosed. Additionally, research did not uncover any direct associations with important designers or engineers. Therefore, the property is not eligible for the CRHR under Criterion 3.

Under CRHR Criterion 4, this property is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

### Integrity

*Location is the place where the historic property was constructed or the place where the historic event took place.* The location of the property at 15403 North Curry Avenue appears to have remained the same throughout its history. The integrity of the property's location remains intact.

*Design is the combination of elements that create the form, plan, space, and style of a property.* The design of this property has been modified with new roofing, windows, and doors and enclosing the front porch.

*Setting is the physical environment of a historic property.* Aerial photographs from 1957 to 1984 show the neighboring residential properties in a very similar arrangement to what they are today, however, industrial development to the west has left the integrity of setting only partially intact.

*Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.* The materials of this property have been modified by the new roofing, windows, and doors which has resulted in a diminishment of the integrity of materials.

*Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.* The workmanship of the property has been affected by the addition of new roofing, siding, windows, and doors.

## CONTINUATION SHEET

Property Name: 15403 North Curry Avenue (Resource ID 23)

Page 5 of 7

Recorded By: A. Reese

\*Date January 2023

Continuation  Update

*Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.* Although some modifications have occurred to the property overall it continues to convey the character of an early twentieth-century rural residential property. Therefore, the property retains integrity of feeling.

*Association is the direct link between an important historic event or person and a historic property.* This property likely would not be recognizable to persons from the past due to alterations and has lost integrity of association.

In conclusion, the property at 15403 North Curry Avenue does not meet any of the CRHR criteria and has lost integrity. Therefore, the property is not a historical resource for the purposes of CEQA.

### B12. References (continued)

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### P5. Photographs (continued)

## CONTINUATION SHEET

Property Name: 15403 North Curry Avenue (Resource ID 23)

Page 6 of 7

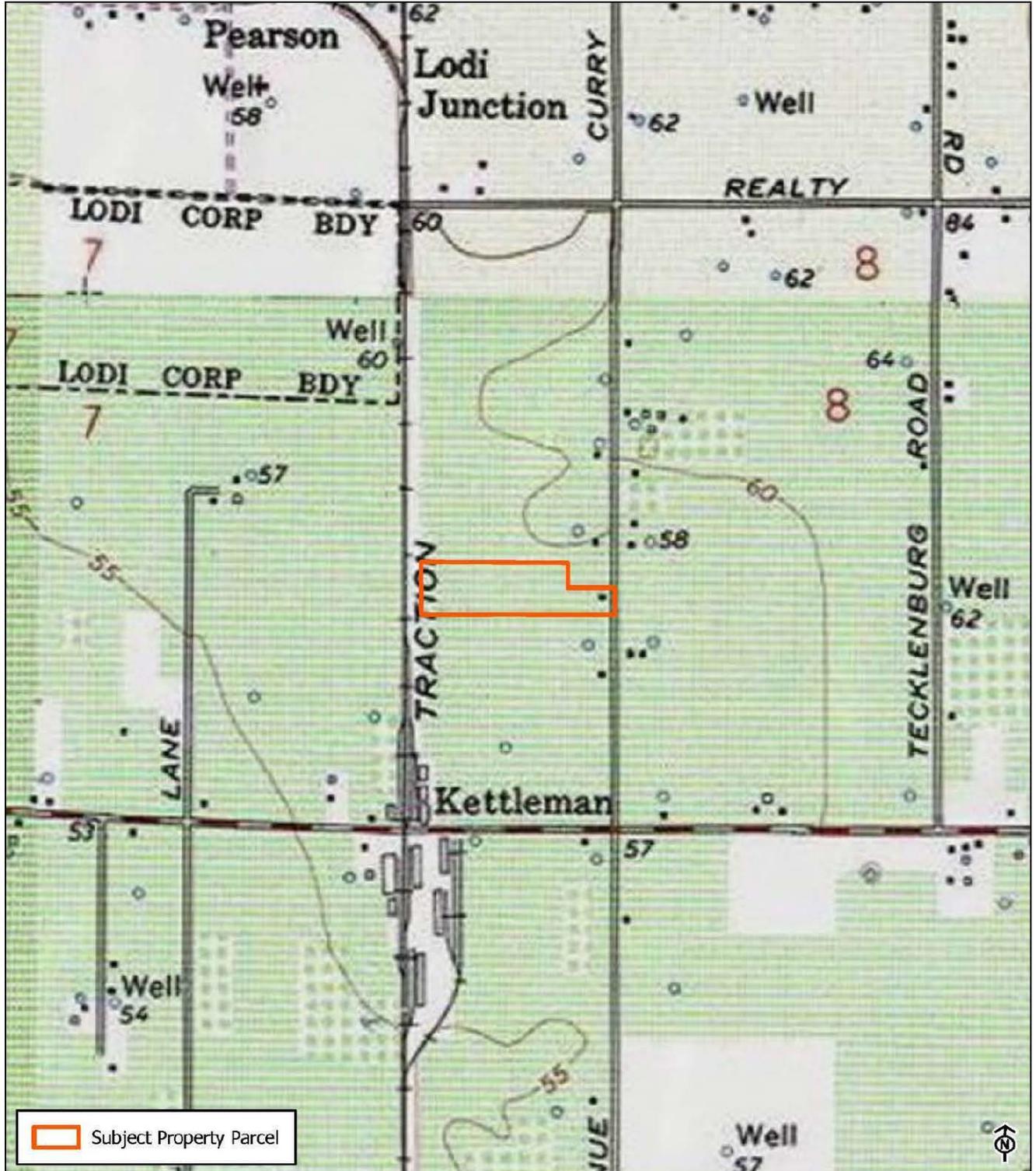
Recorded By: A. Reese

\*Date January 2023

Continuation  Update



15403 North Curry Avenue, view northwest (Jacobs 2022).



Other Listings  
Review Code

Reviewer

Date

Page 1 of 10 \*Resource Name or #: (Assigned by recorder) 6021, 5950, and 5990 East Kettleman Lane (Resource ID 24)

P1. Other Identifier: Delta Packing Company

\*P2. Location:  Not for Publication  Unrestricted

\*a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

\*b. USGS 7.5' Quad Waterloo Date 1972 T 3N; R 7E; SW, NW 1/4 of Sec 8, 17; MD B.M.

c. Address 6021, 5950, and 5990 East Kettleman Lane, Lodi Zip 95240

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 654133 mE/ 4220331 mN

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

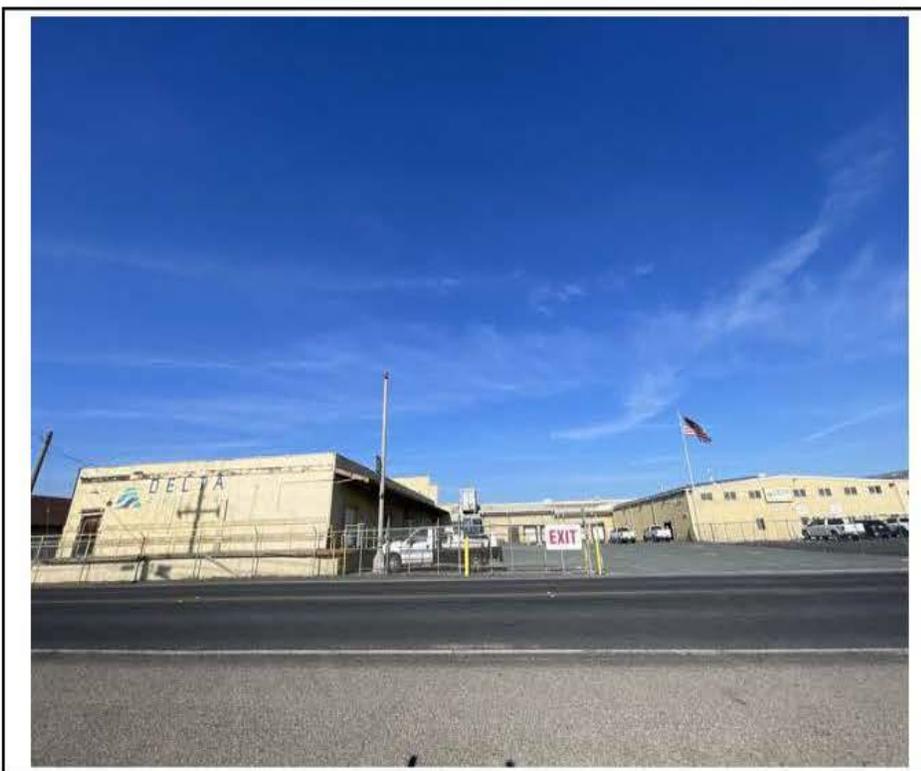
Assessor's Parcel Numbers (APNs): 049-230-110, 061-030-150, 061-050-120, and 061-030-540

\*P3a. Description:

This property is an industrial agricultural packing plant located on four parcels. East Kettleman Lane and the Central California Traction Railroad (CCTR) Central Valley Line extend through the property. The CCTR serviced the property. There are three historic-age buildings on the property dating from between 1954 and 1967 that are identified as Building 1 through 3 in this form. Building 1 (constructed sometime between circa 1954 and 1957) is located on APN 049-230-110 to the north of East Kettleman Lane. It is a rectangular, flat roofed stucco building with a loading dock facing East Kettleman Lane and wrapping around the east elevation. There are four sets of double unglazed entry doors at the eastern façade and a small shed roof protecting the entrances (see continuation sheet). The packing plant is set in an industrial area of east Lodi. It is in the Area of Potential Impacts (API) for the Northern San Joaquin 230-kilovolt Transmission Project and is recorded and evaluated in this form.

\*P3b. Resource Attributes: (List attributes and codes) HP 8, Industrial Building

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



P5b. Description of Photo: (view, date, accession #) Building 1 at west of photo, view north, December 2022

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

Circa 1948-1968 (NETR online 2022)

\*P7. Owner and Address:

Delta Packing Company of Lodi Inc.  
6012 East Kettleman Lane  
Lodi, CA 95240

\*P8. Recorded by: (Name, affiliation, and address) A. Reese

2485 Natomas Park Drive Suite 600  
Sacramento, CA 95833

\*P9. Date Recorded: December 2022

\*P10. Survey Type: (Describe)  
Reconnaissance

\*P11. Report Citation: Jacobs

Engineering Group, Inc., Northern San Joaquin 230-kilovolt Transmission Project, San Joaquin County, California Architectural Identification and Evaluation Report, prepared for Pacific Gas & Electric Company, 2023.

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