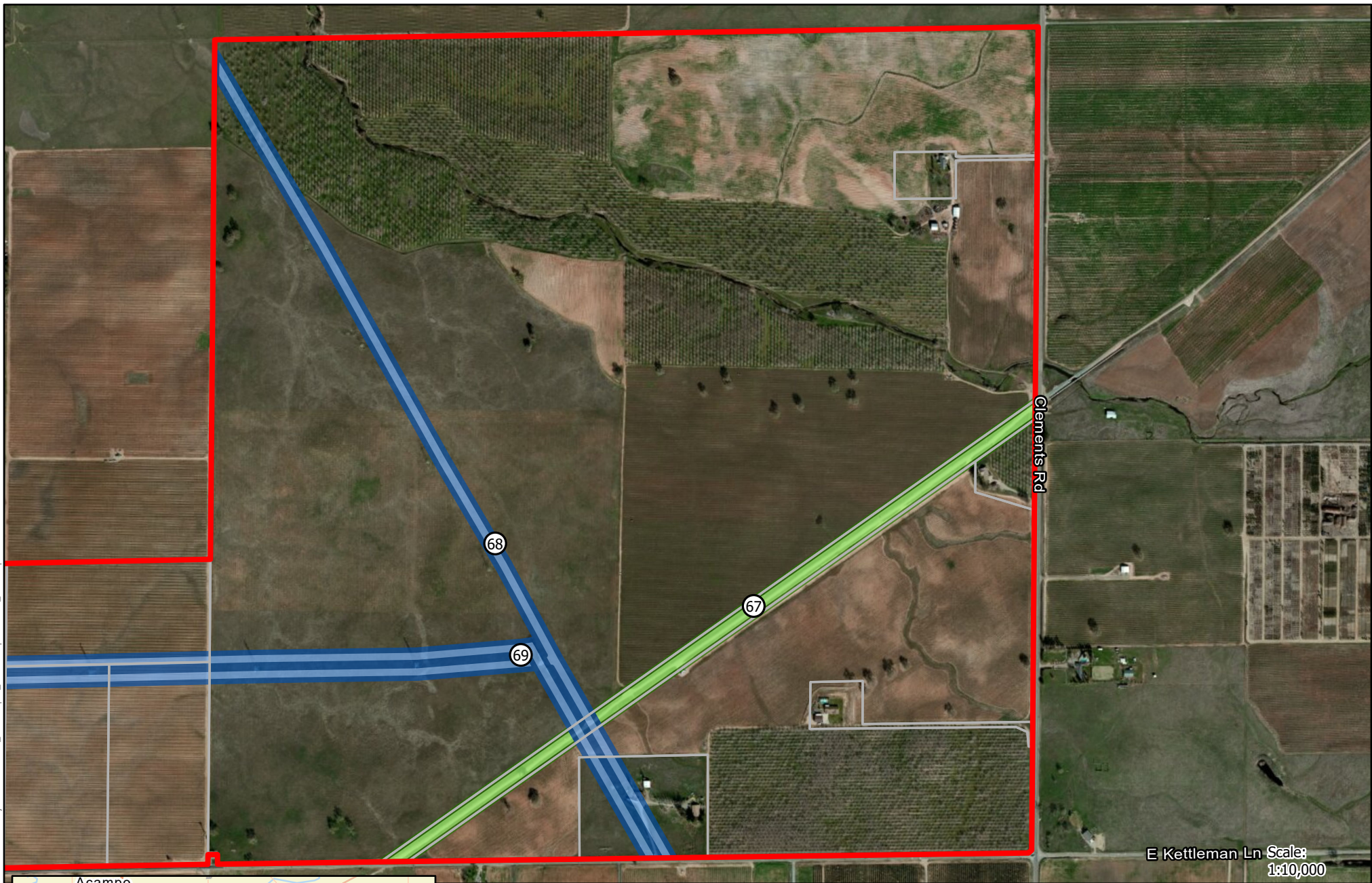
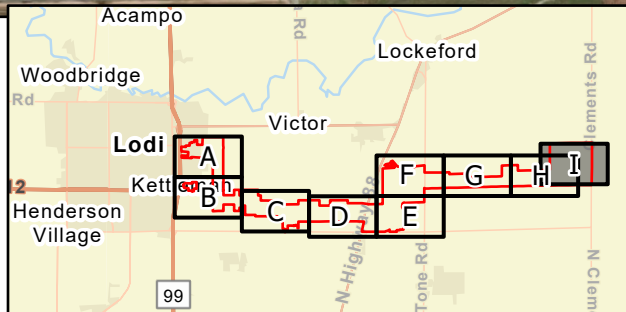


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E Kettleman Ln Scale:
1:10,000



- Area of Potential Impacts**
- 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



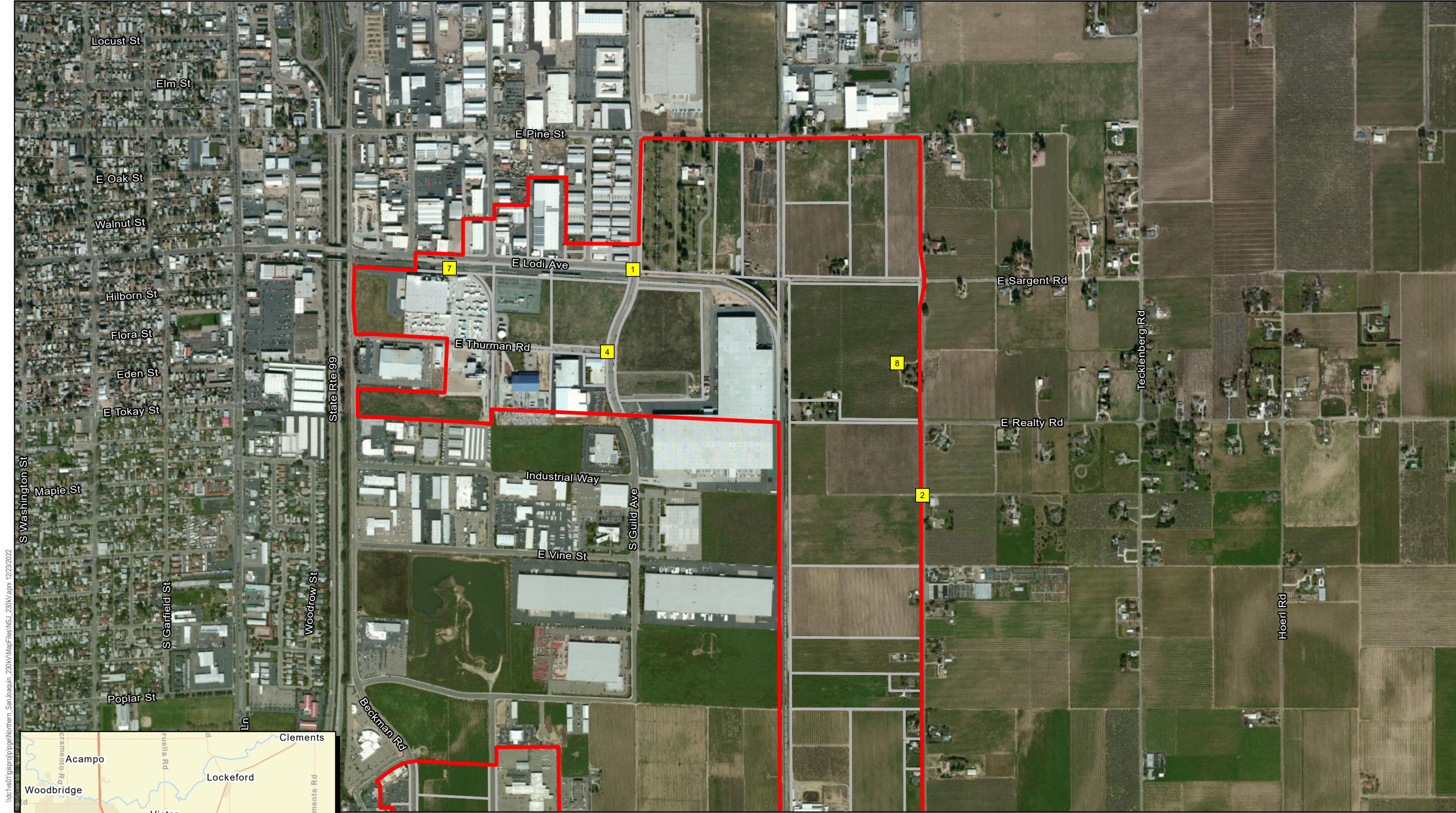
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FIGURE 5I
Survey Results
Northern San Joaquin 230 kV
Transmission Project
San Joaquin County, California

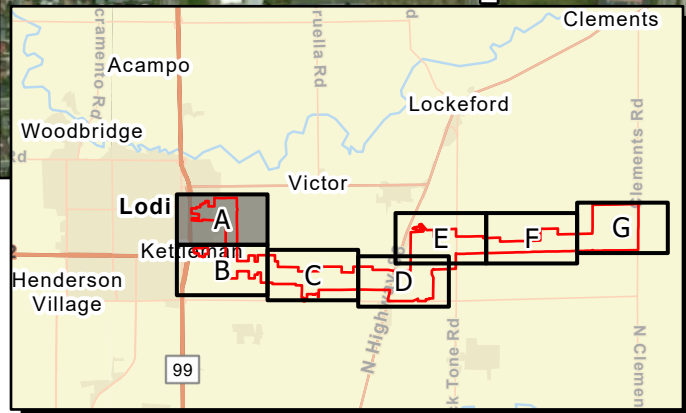
Based on supplemental research following field survey, the construction date for Resource Identifier 62 was identified as 1980, constructed less than 45 years ago; therefore, the subject property has been removed from the survey population and Resource Identifier 62 is not being used.

Appendix B

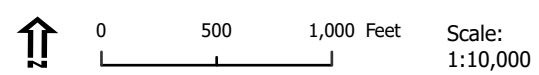
Representative Photographs



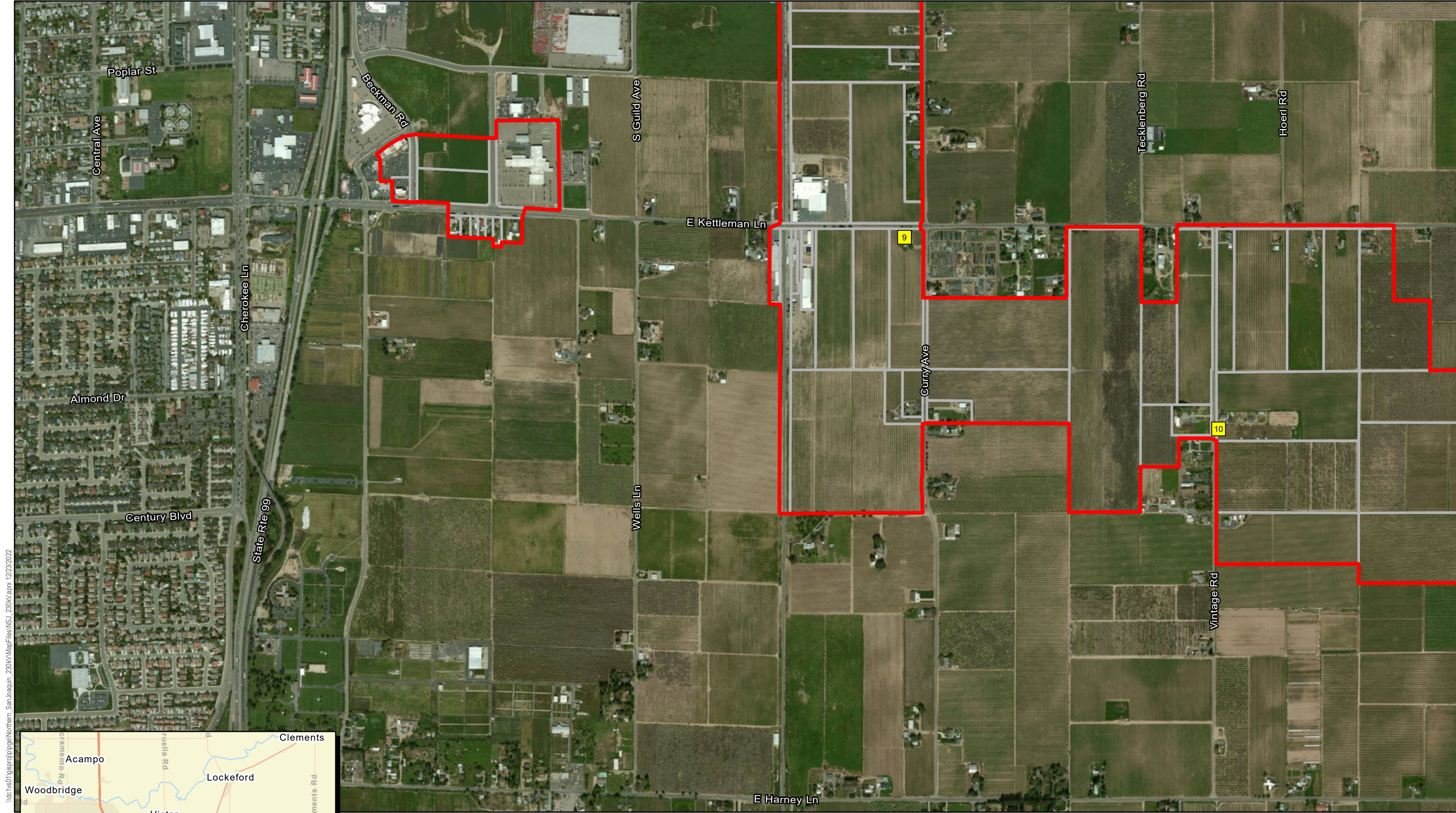
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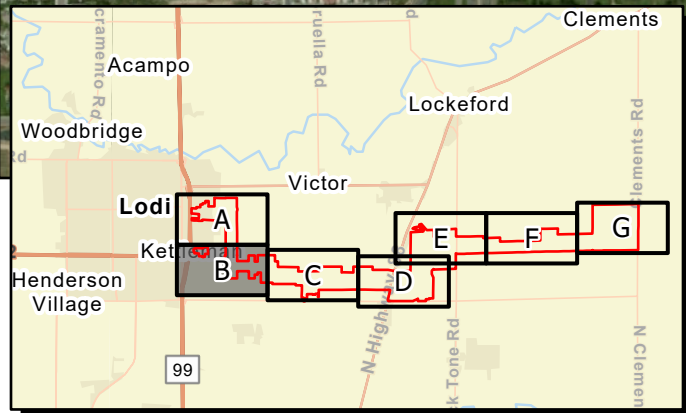
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- Parcel Boundaries
- Photograph Location with Photograph Key Number



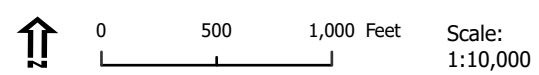
Photograph Key
Northern San Joaquin 230 kV
Transmission Project
San Joaquin County, California



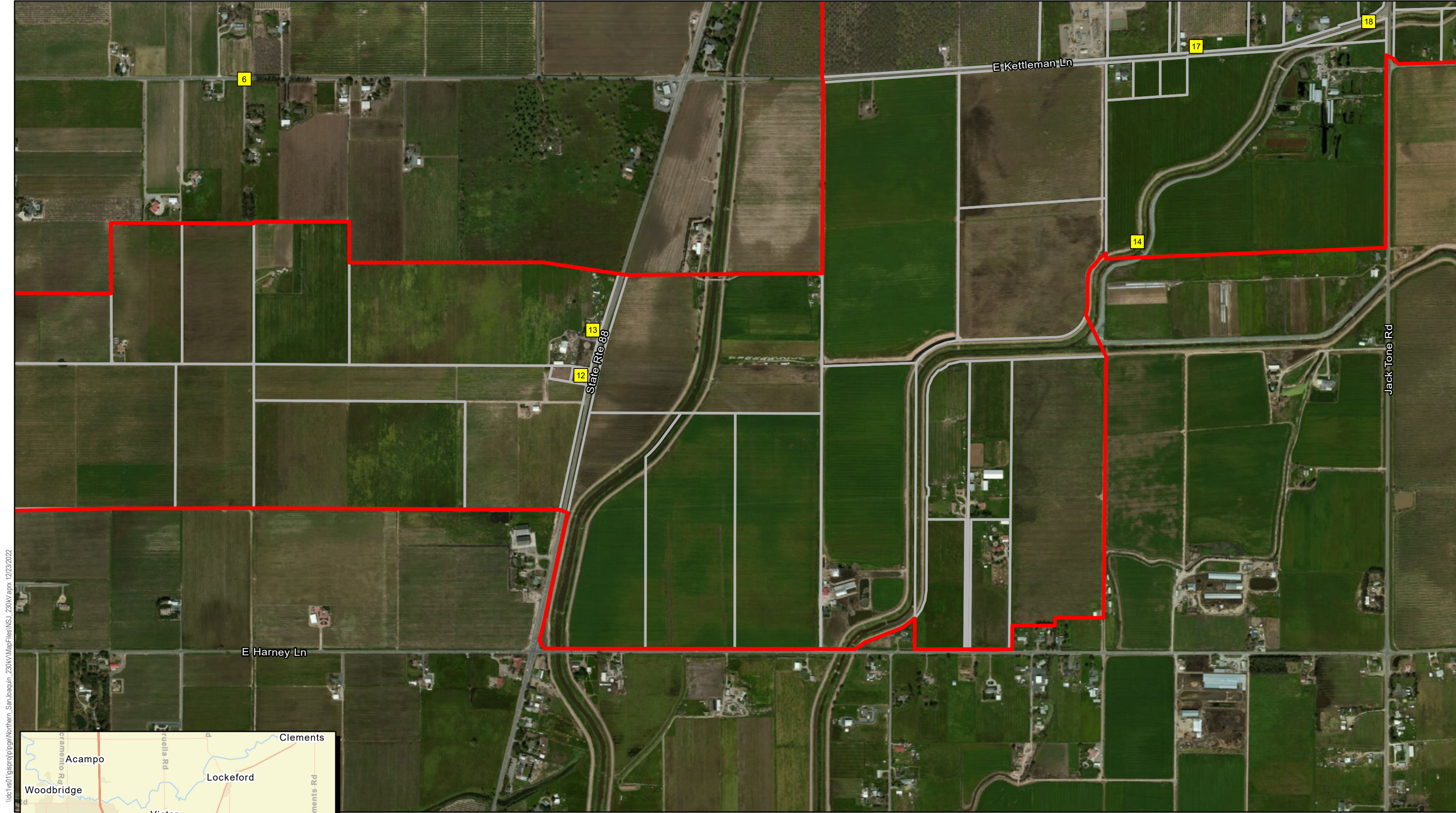
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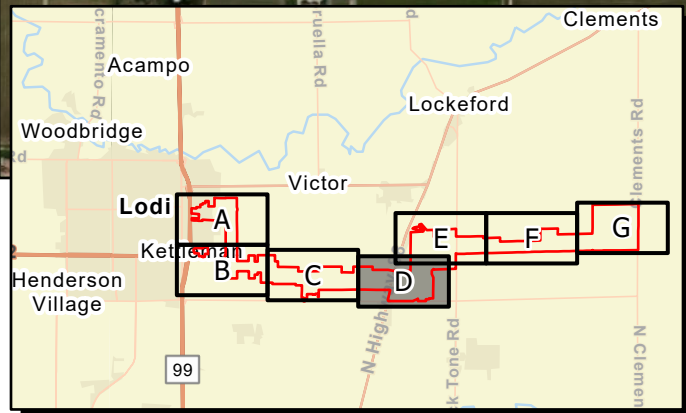
- Area of Potential Impacts
- Parcel Boundaries
- Photograph Location with Photograph Key Number






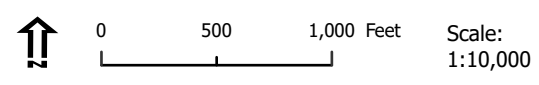
Photograph Key
Northern San Joaquin 230 kV
Transmission Project
San Joaquin County, California



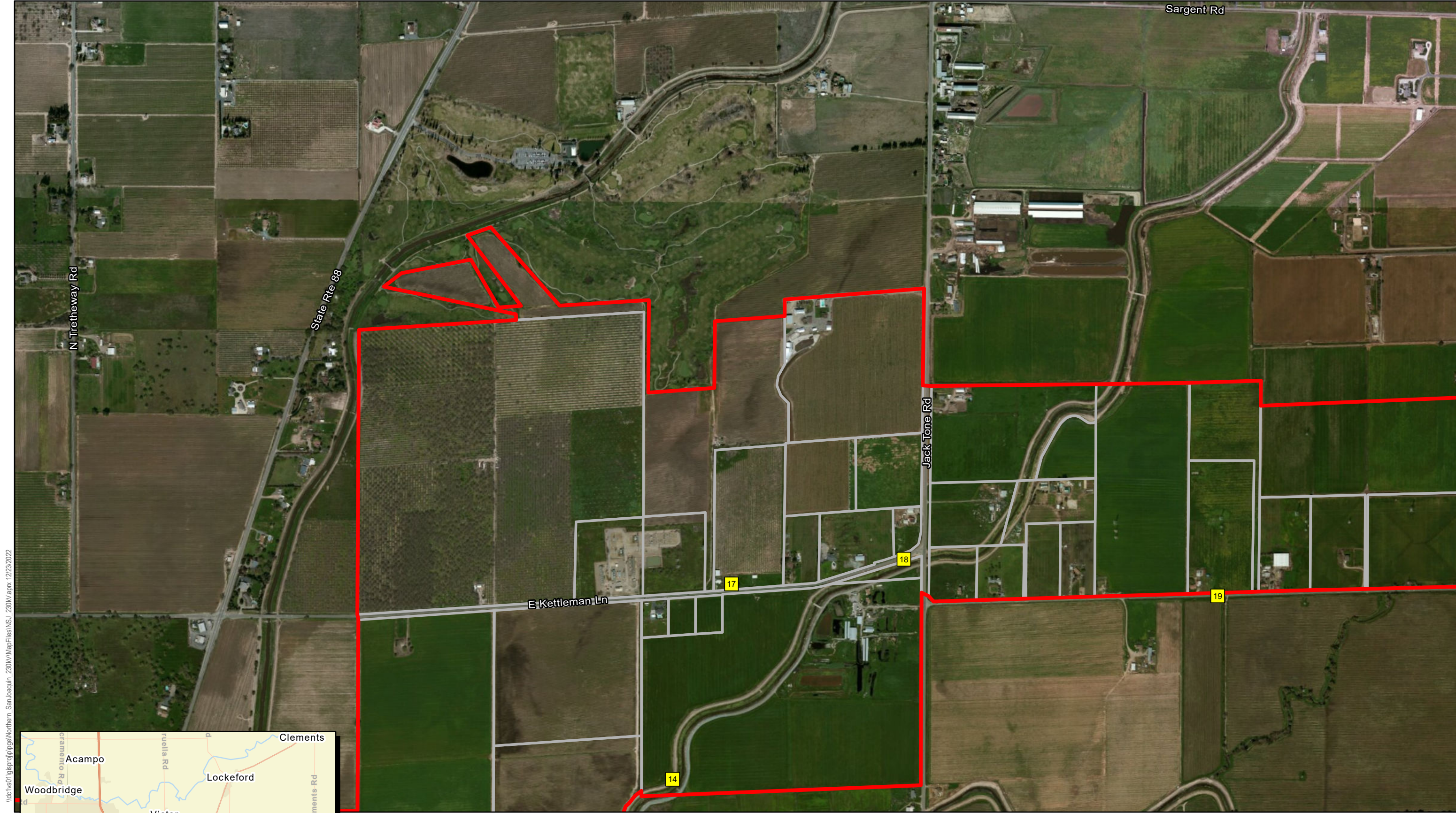
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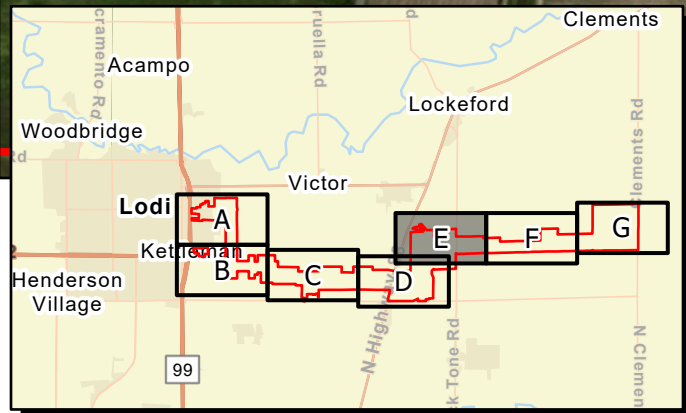
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-  Parcel Boundaries
-  Photograph Location with Photograph Key Number






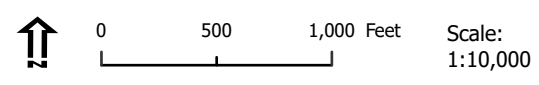
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Northern San Joaquin 230 kV
Transmission Project
San Joaquin County, California



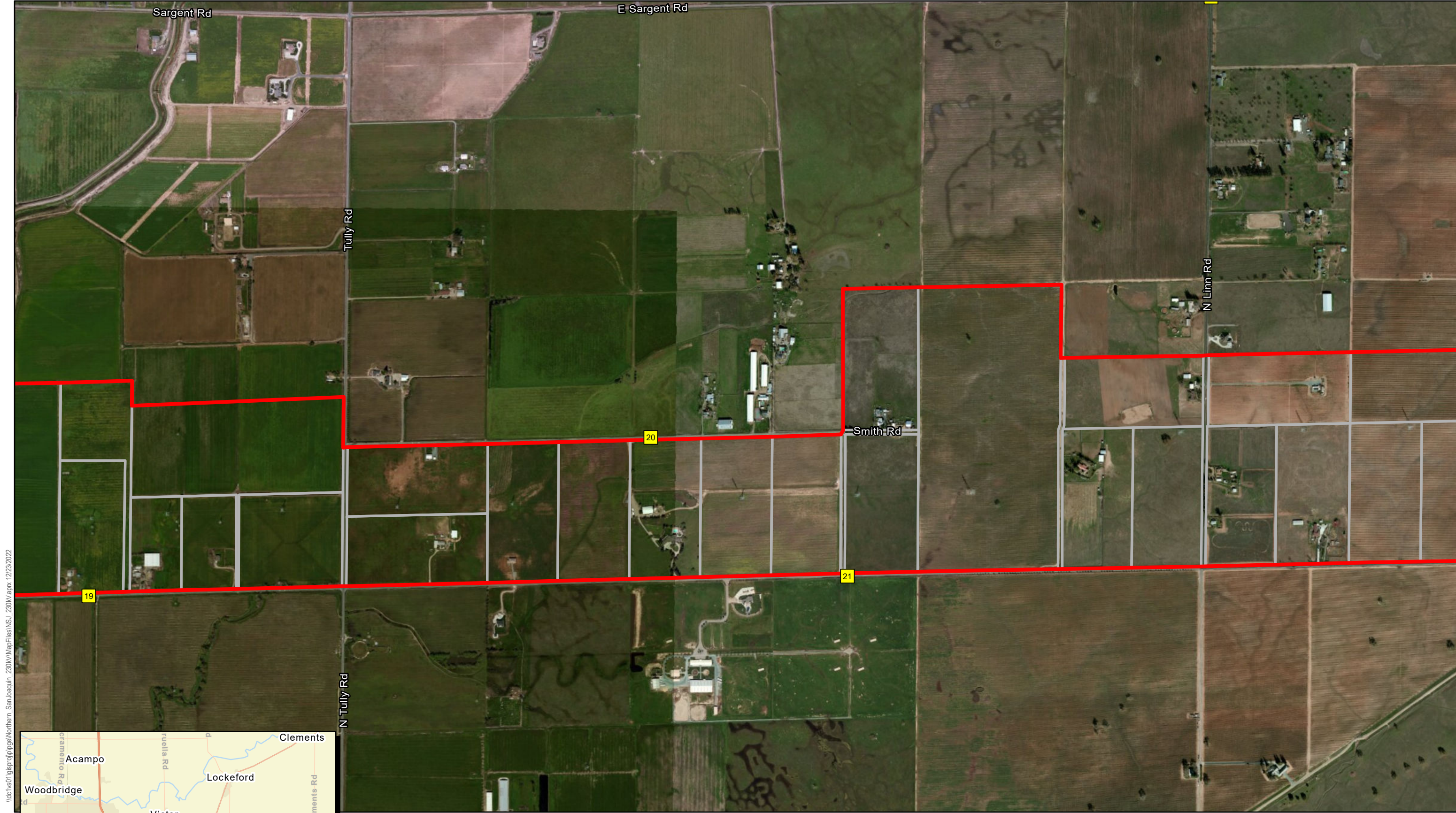
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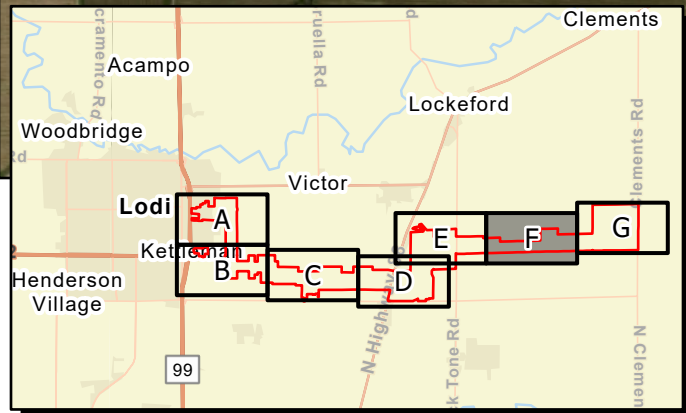
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-  Parcel Boundaries
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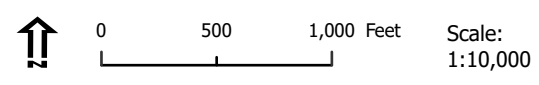
Photograph Key
Northern San Joaquin 230 kV
Transmission Project
San Joaquin County, California



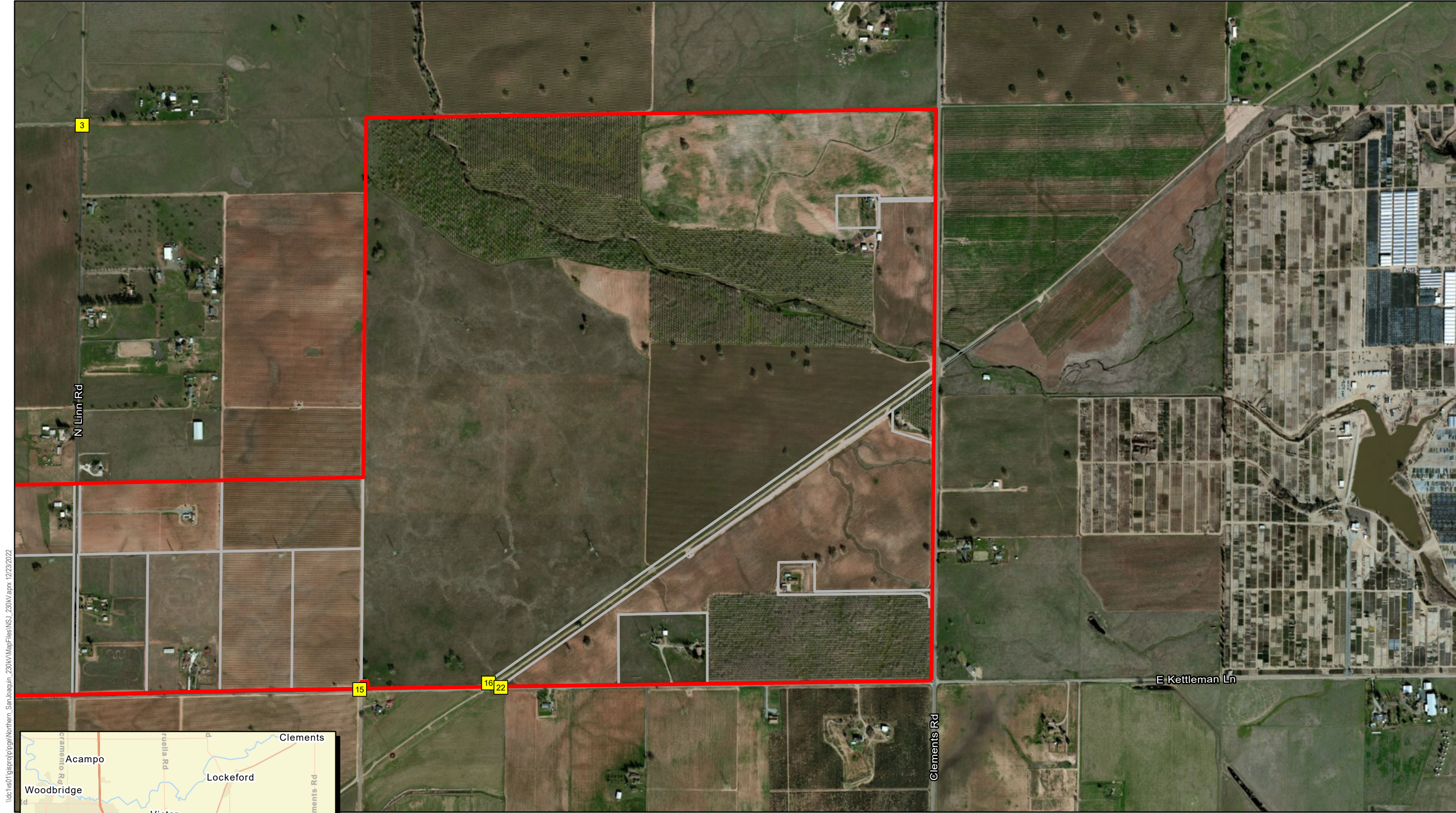
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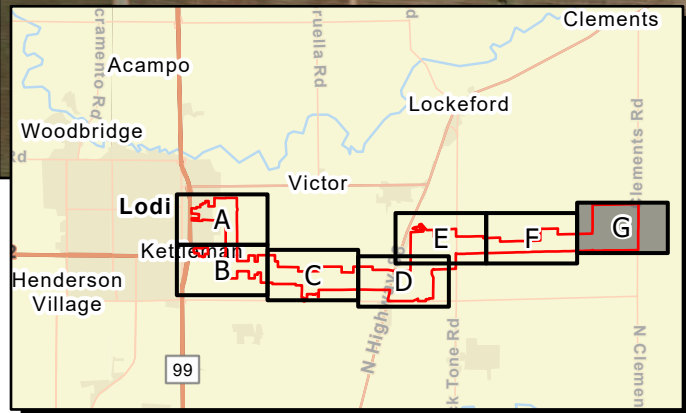
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-  Parcel Boundaries
-  Photograph Location with Photograph Key Number






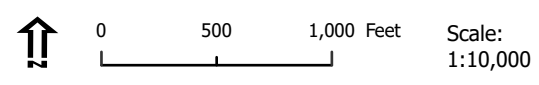
Photograph Key
Northern San Joaquin 230 kV
Transmission Project
San Joaquin County, California



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-  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).

Appendix C

Survey Results Matrix

Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
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.	

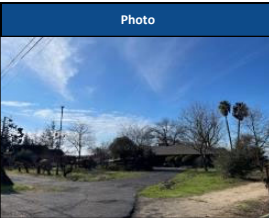




Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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	049-090-260, 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.	








Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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.	


Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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 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. 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.	








Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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 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. 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.	

Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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.	

Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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.	

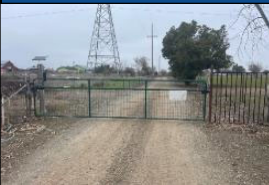





Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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.	

Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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.	

Pacific Gas and Electric Company Northern San Joaquin 230 kV Transmission Project
Appendix C - Survey Results Matrix

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.	

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.)



Not to Scale

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)

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>.

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.

Saint Gobain. 2013. Accessed January 9, 2023. 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).



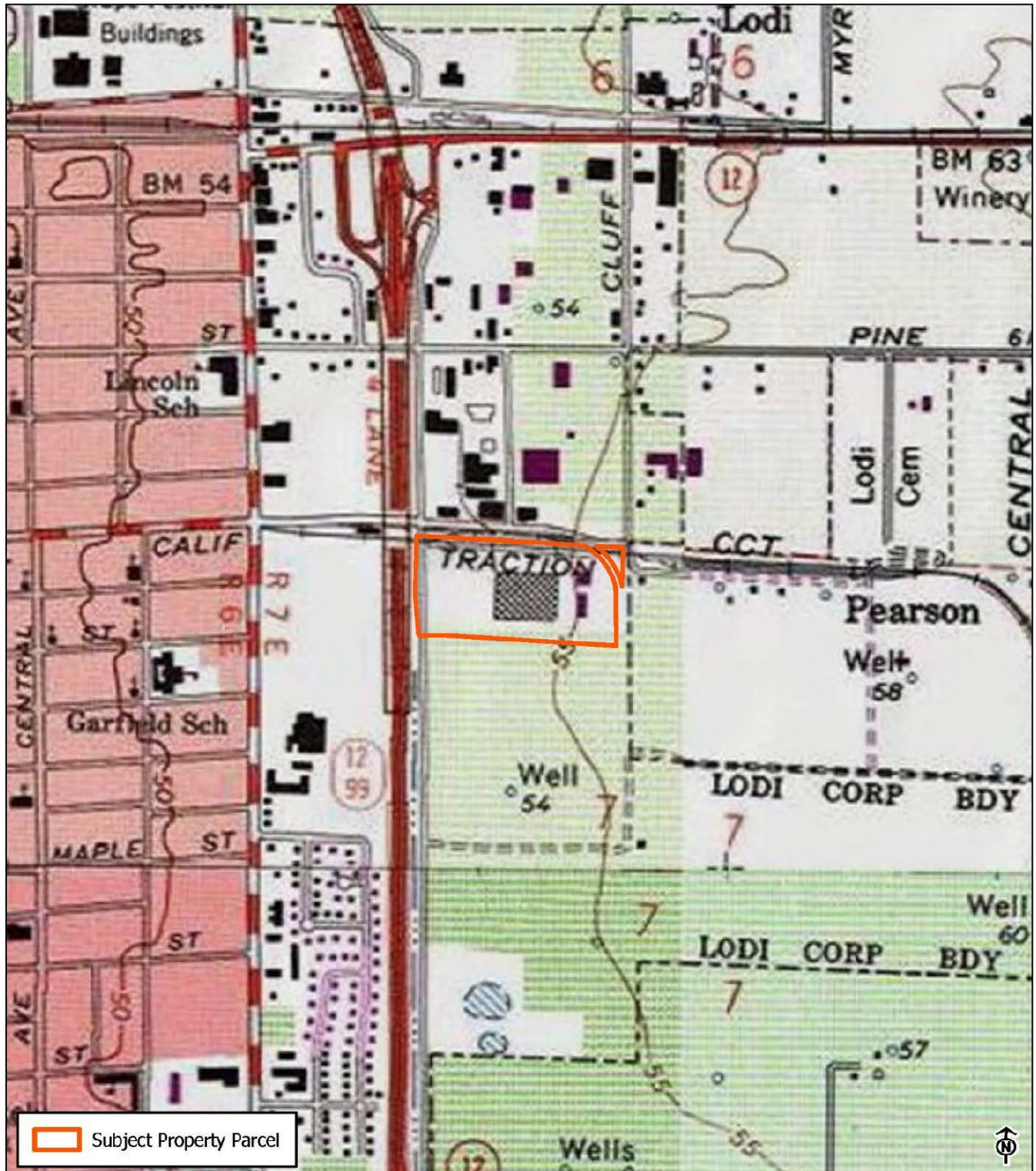
Resource 01 (in background), view southwest (Jacobs 2022).

LOCATION MAP

Page 7 of 7

*Resource Name or # (Assigned by recorder) 300 South Beckman Road (Resource ID 01)

***Map Name:** Lodi North 1978 ***Scale:** 1:24,000 (Not to scale) ***Date of map:** 01/10/2023



State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
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
Period of Significance N/A
Applicable Criteria N/A

Area San Joaquin Valley
Property Type Railroad

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.)



Not to Scale

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)

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CONTINUATION SHEET

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

Page 6 of 7

Recorded By: A. Reese

*Date January 2023

☐ Continuation ☒ Update

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

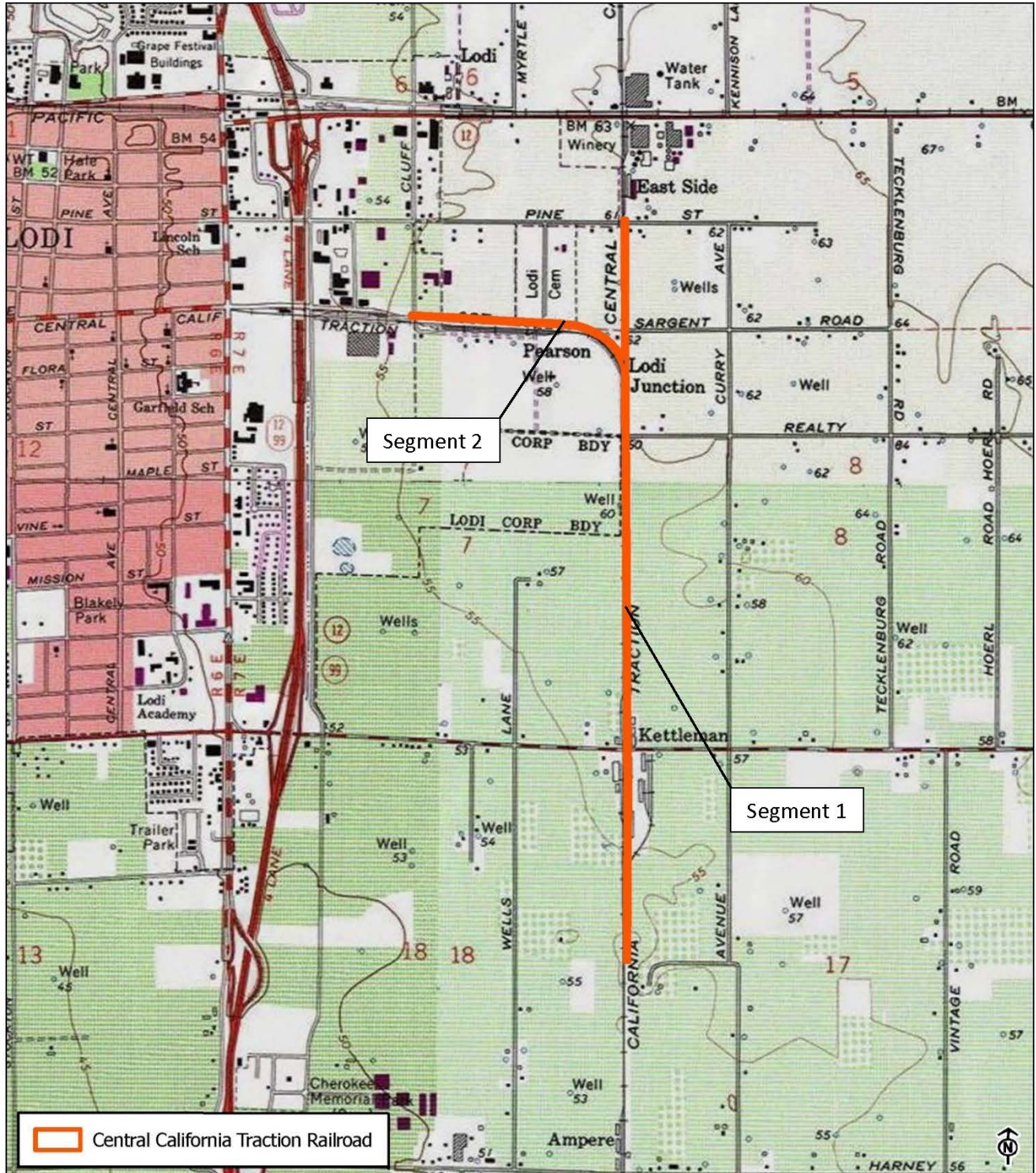
P5. Photographs (continued)



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



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



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

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

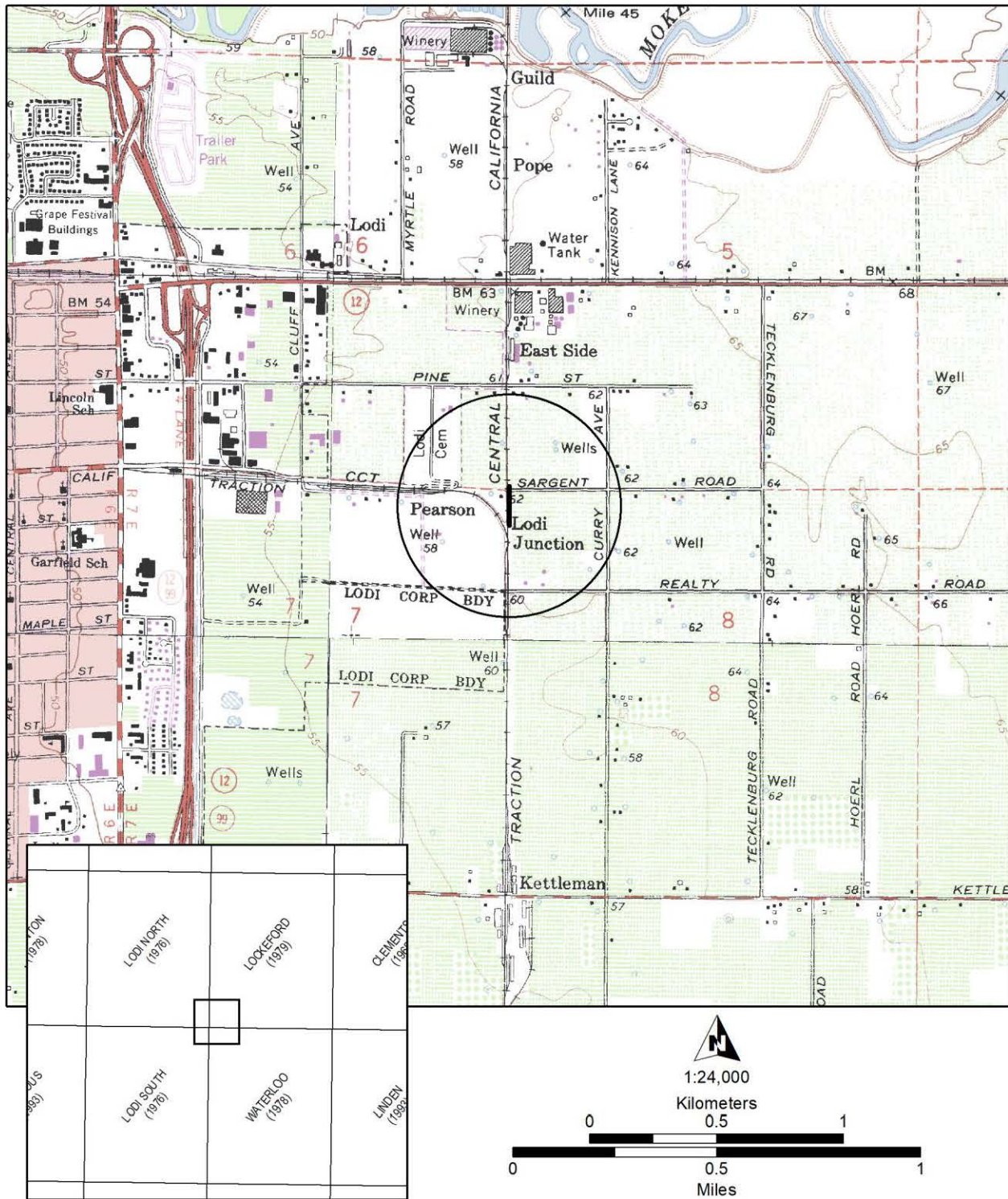
Primary # P-39-004457 (UPDATE)

HRI # _____

Trinomial CA-SJO-294H (UPDATE)

Page 6 of 6

*Resource Name or #: (UPDATE)



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

DPR523J (1/95)

*Required Information

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

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
HP11 Engineering structure

Railroad
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

Report No.	Year	Title
AP-05501	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume III: Geoarchaeological Study.
CA-05498	2004	Cultural Resources Inventory of Caltrans District 10 Rural Conventional Highways; Volume I: Summary of Methods and Findings.
SJ-05498	2004	Cultural Resource Inventory of Caltrans District 10 Rural Conventional Highways; Volume I: Summary of Methods and Findings
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

I	1	N	R	6	E	or	or Sec.	MDBM	Campo Los Franceses
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

UTM Info:

Datum	Zone	Easting	Northing	At point
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

Date	User
Entered: 5/9/2011	jay
Last Modified: 3/11/2014	anthro

IC Actions:	Date	User	Action taken
	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 _____

Page 1 of 5

*Resource Name or #: Central California Traction Railroad; JJ-11

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:

DPR523A (1/95)

*Required Information

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

Primary # P-39-004457
HRI # _____
Trinomial CA-SJO-000294H

Page 2 of 5

*Resource Name or #: Central California Traction Railroad; JJ-11

*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.

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

Primary # P-39-064457
HRI # _____
Trinomial CA-SJO-0002944

Page 3 of 5

*Resource Name or #: Central California Traction Railroad; JJ-11

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:

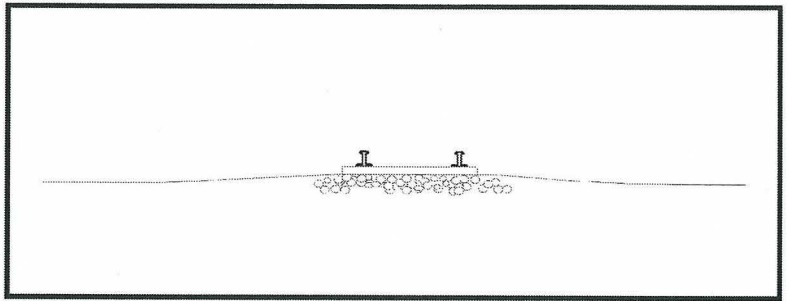
- a. Top Width: 6 feet
- b. Bottom Width: n/a
- c. Height or Depth: 6 inches
- d. Length of Segment: 100 feet

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
SKETCH MAP

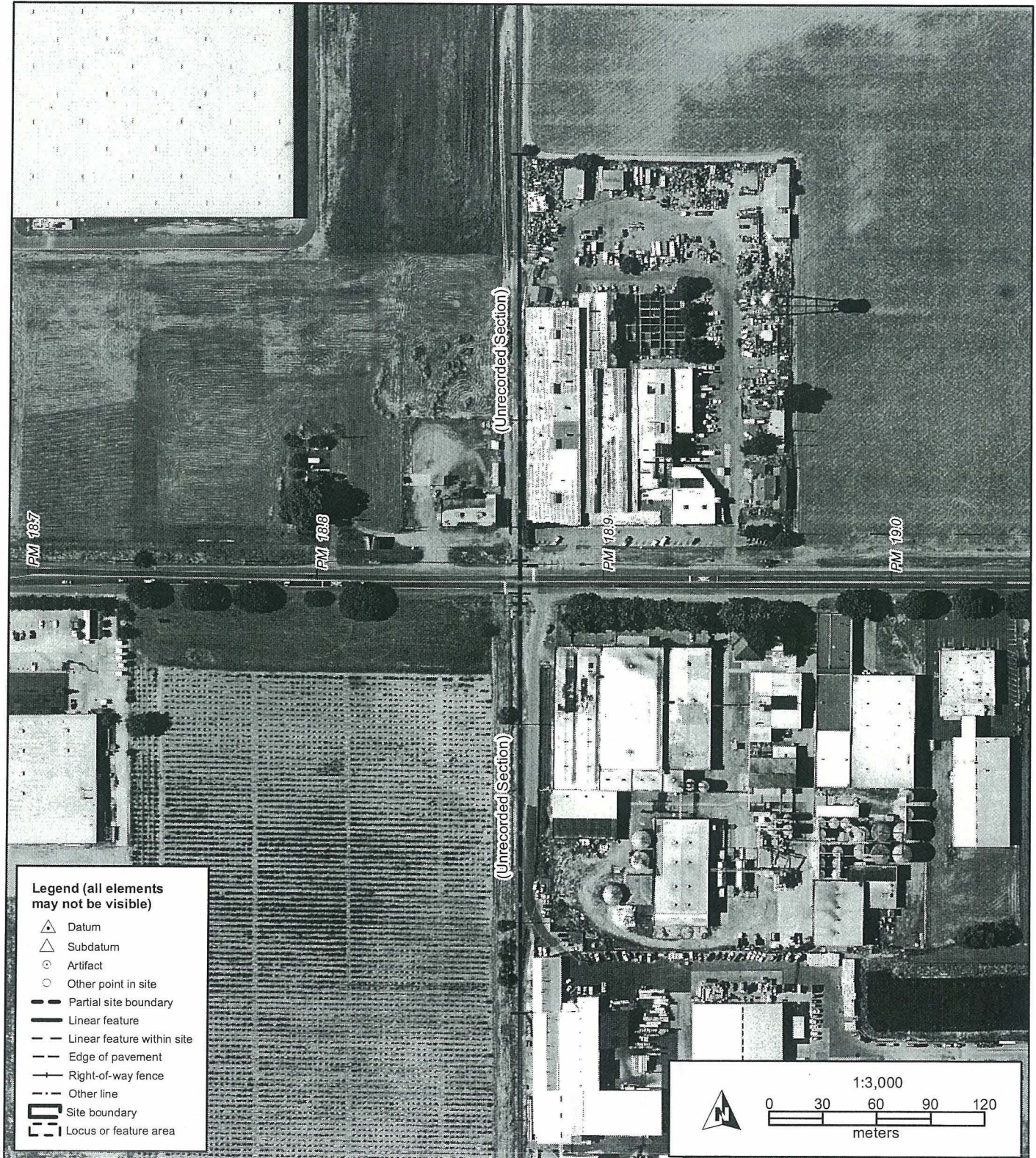
Primary # P-39-004457
HRI # _____
Trinomial CA-SSO-008294H

Page 4 of 5

*Resource Name or #: Central California Traction Railroad; JJ-11

*Drawn by: J. Collins

*Date: 2/28/2003



DPR523K (1/95)

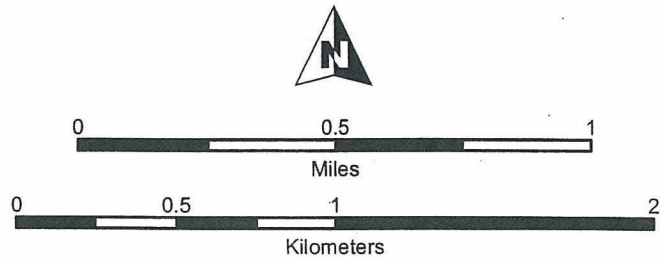
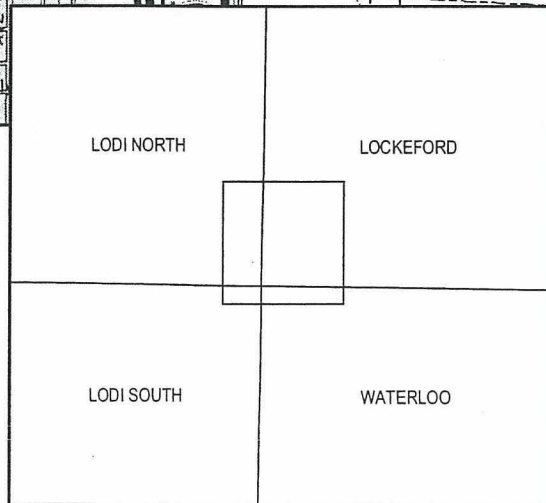
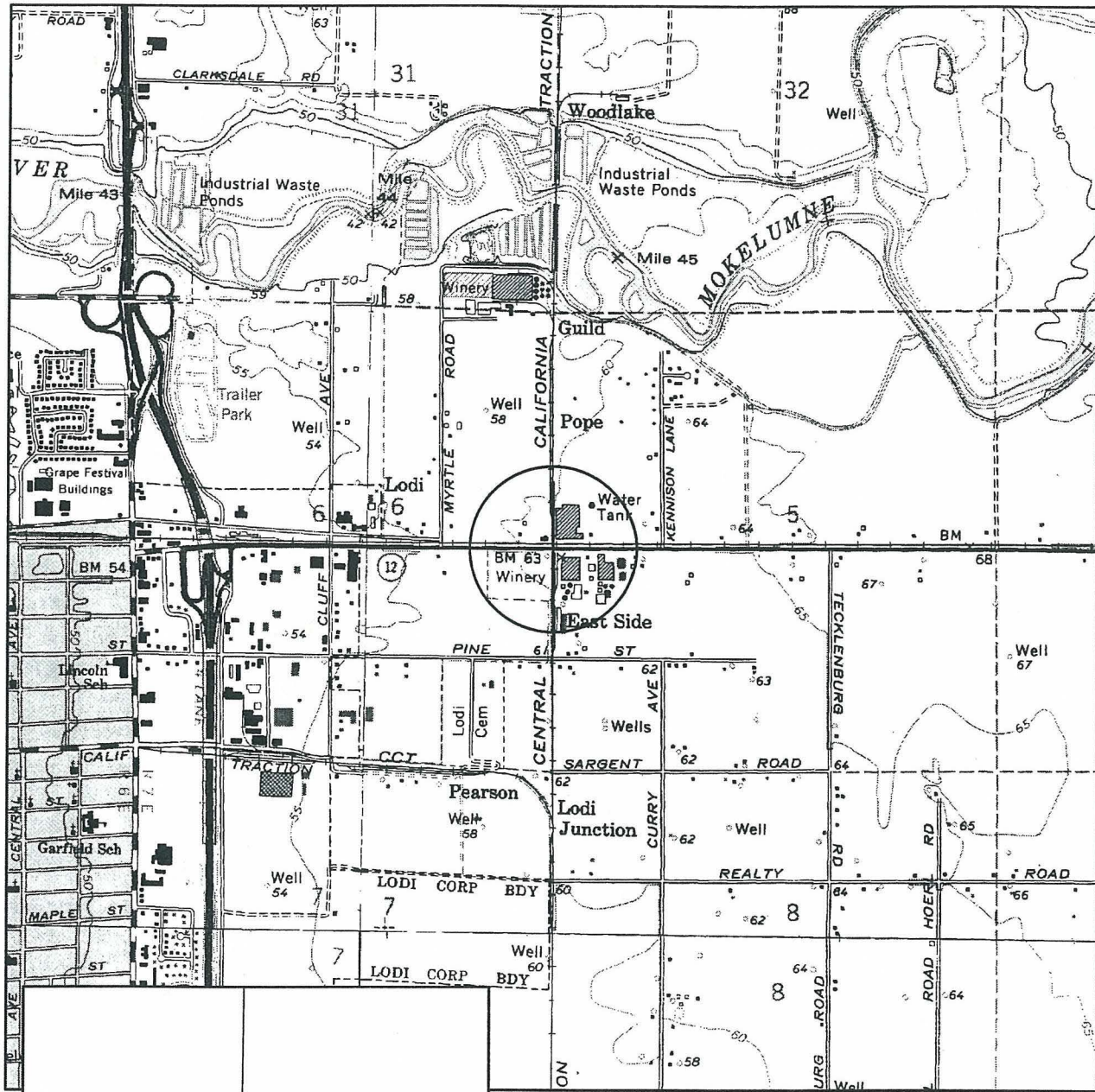
*Required Information

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

Primary # P-39-004457
HRI # _____
Trinomial CA-SSO-0002944

Page 5 of 5

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



SCALE 1:24,000

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;

¼ of ¼ 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)

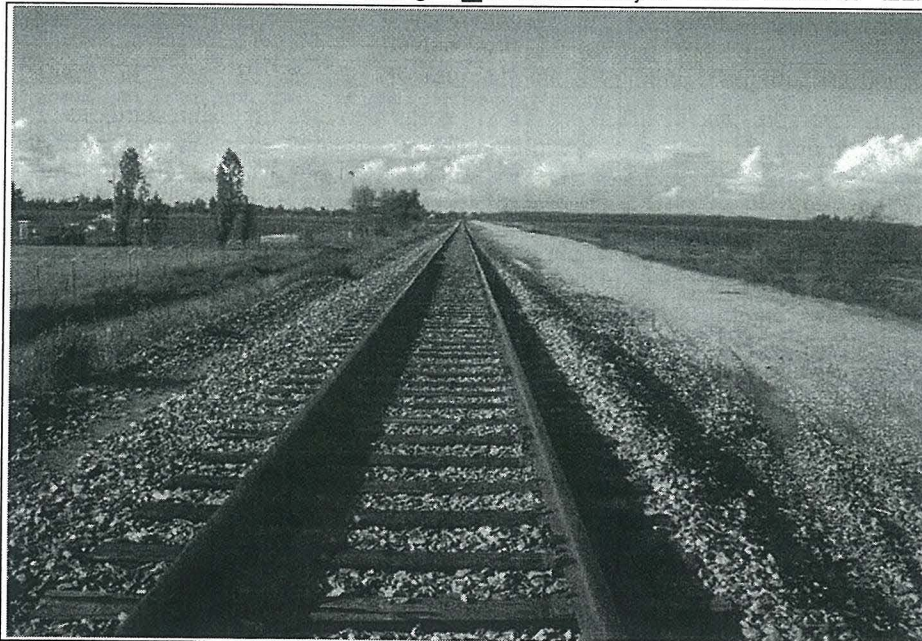
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: From SR99 North in Stockton take the East 8 Mile Road exit, and continue north onto the 99 Frontage Road. At approximately 1.5 miles turn right onto Live Oak Road; the CCTRR is approximately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

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

Primary # 39-004457

HRI#

Trinomial CA-SJO-000294H

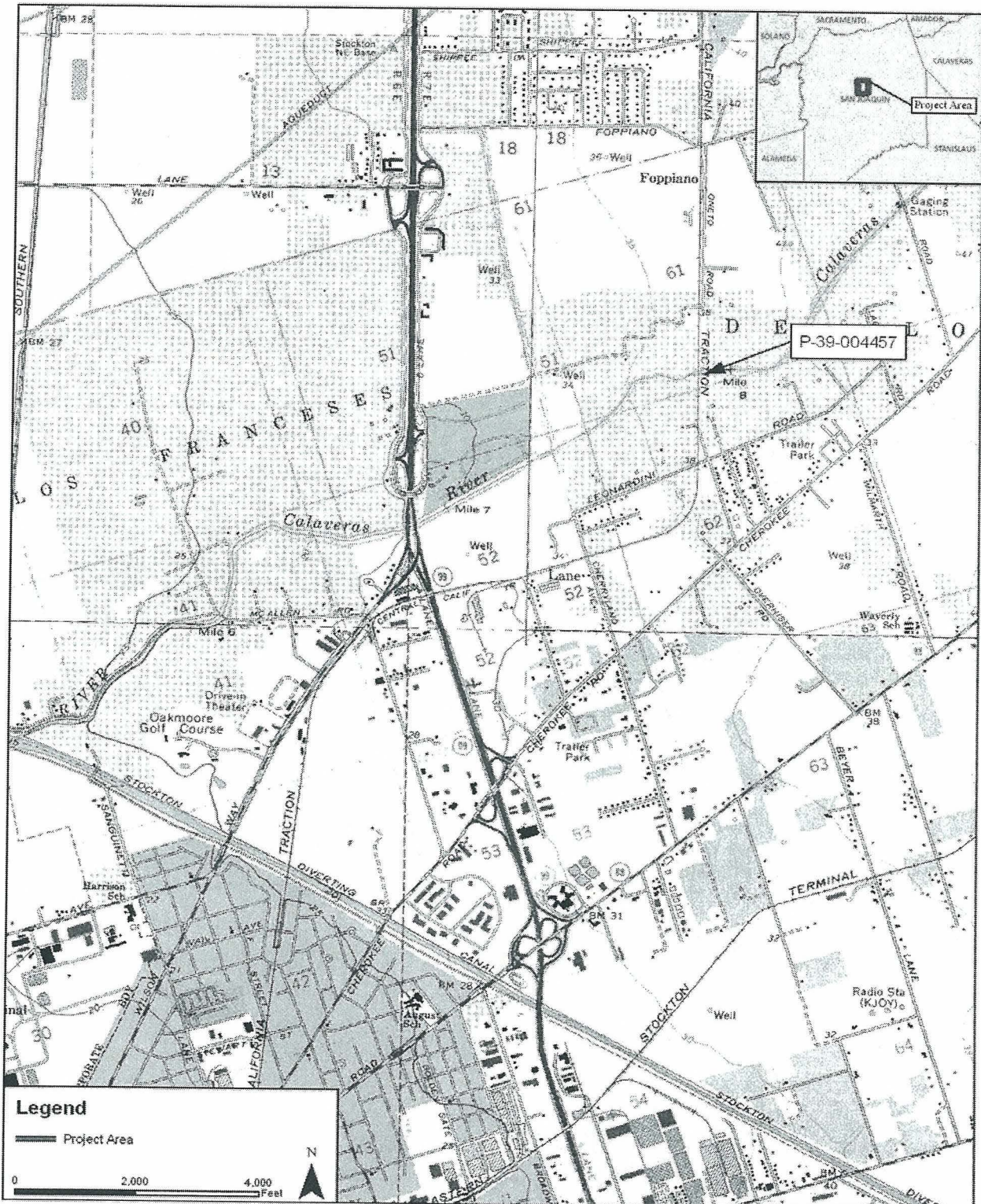
Page 2 of 2

*Resource Name or #: CCTRR Update

*Map Name: Waterloo

*Scale: 1:24,000

*Date of Map: 1978



CONTINUATION SHEET

Page 1 of 2

*Resource Name or # (Assigned by recorder) Central California Traction Railroad

9/09

*Recorded by: Jesse Martinez

Stockton W&ST

*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

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

Primary # P-39-004457

HRI#

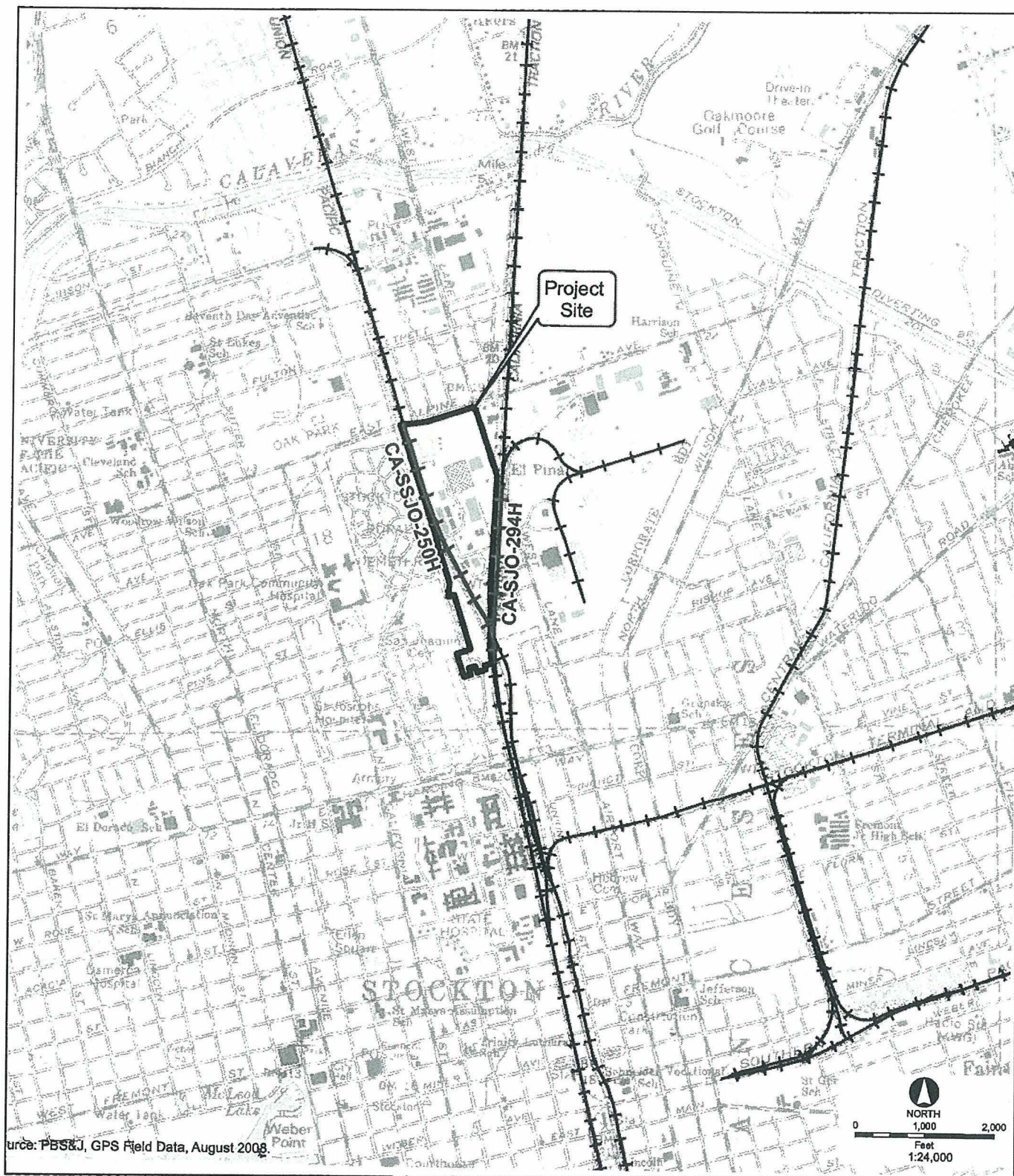
Trinomial CA-SJO-294H

Page 2 of 2

*Resource Name or #: Central California Traction Railroad

*Map Name: Stockton West

*Scale: 1:24000 *Date of Map: 1968 (revised 1987)



DPR 523J (1/95)

*Required information

Page 1 of 3

*Resource Name or # Central California Traction Railroad

*Updated by: S. Pappas, K. Tippet

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 Y Other (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 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).

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.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.

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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.

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.

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

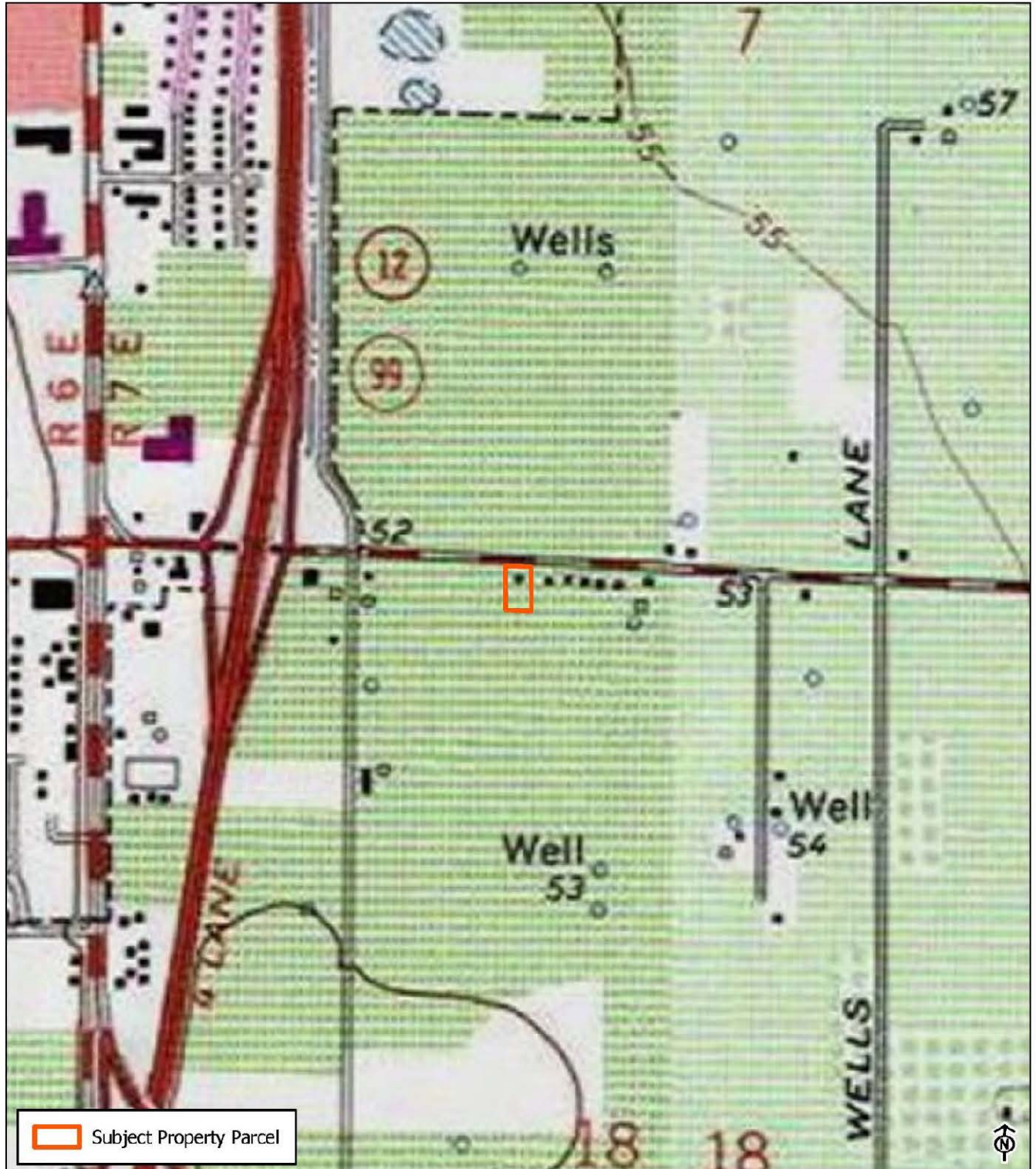
*Date January 2023

☒ Continuation ☐ Update

Parcelquest.com. 2022. Parcels. Accessed December 2022. www.parcelquest.com.

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

LOCATION MAP



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) 5100 East Kettleman Lane (Resource ID 04)

P1. Other Identifier: N/A

*P2. Location: ☐ Not for Publication ☒ Unrestricted

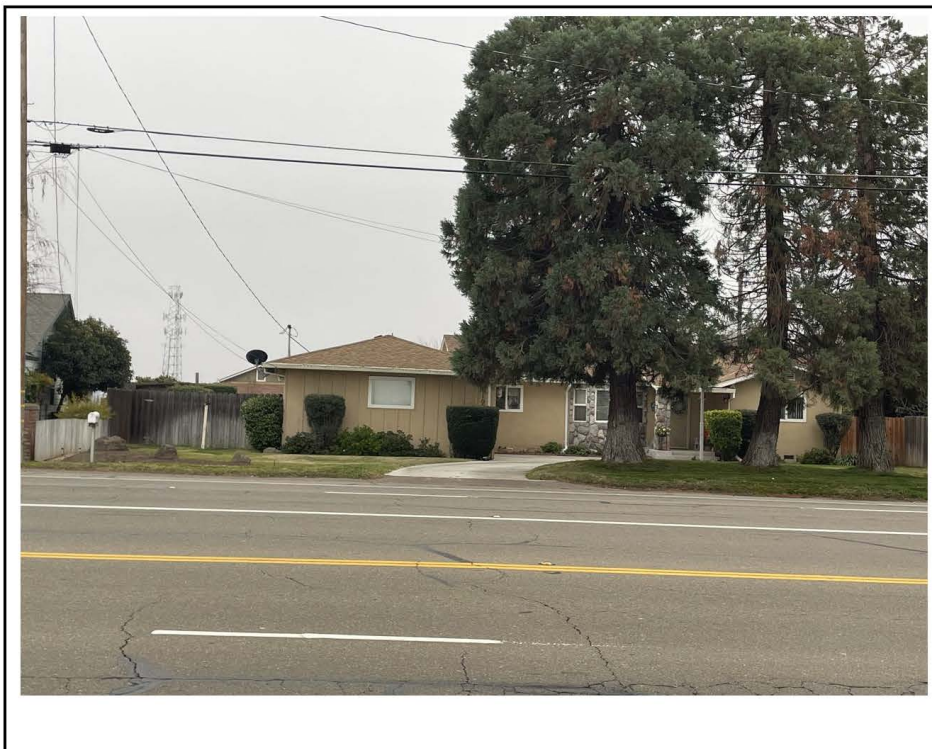
- *a. County San Joaquin and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)
- *b. USGS 7.5' Quad Lodi South Date 1960 T 3N; R 7E; NW 1/4 of Sec 18; MD B.M.
- c. Address 5100 East Kettleman Lane, Lodi Zip 95240
- d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 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

Period of Significance N/A

Applicable Criteria N/A

Area San Joaquin Valley

Property Type Residential

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.

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Parcelquest.com. 2022. Parcels. 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

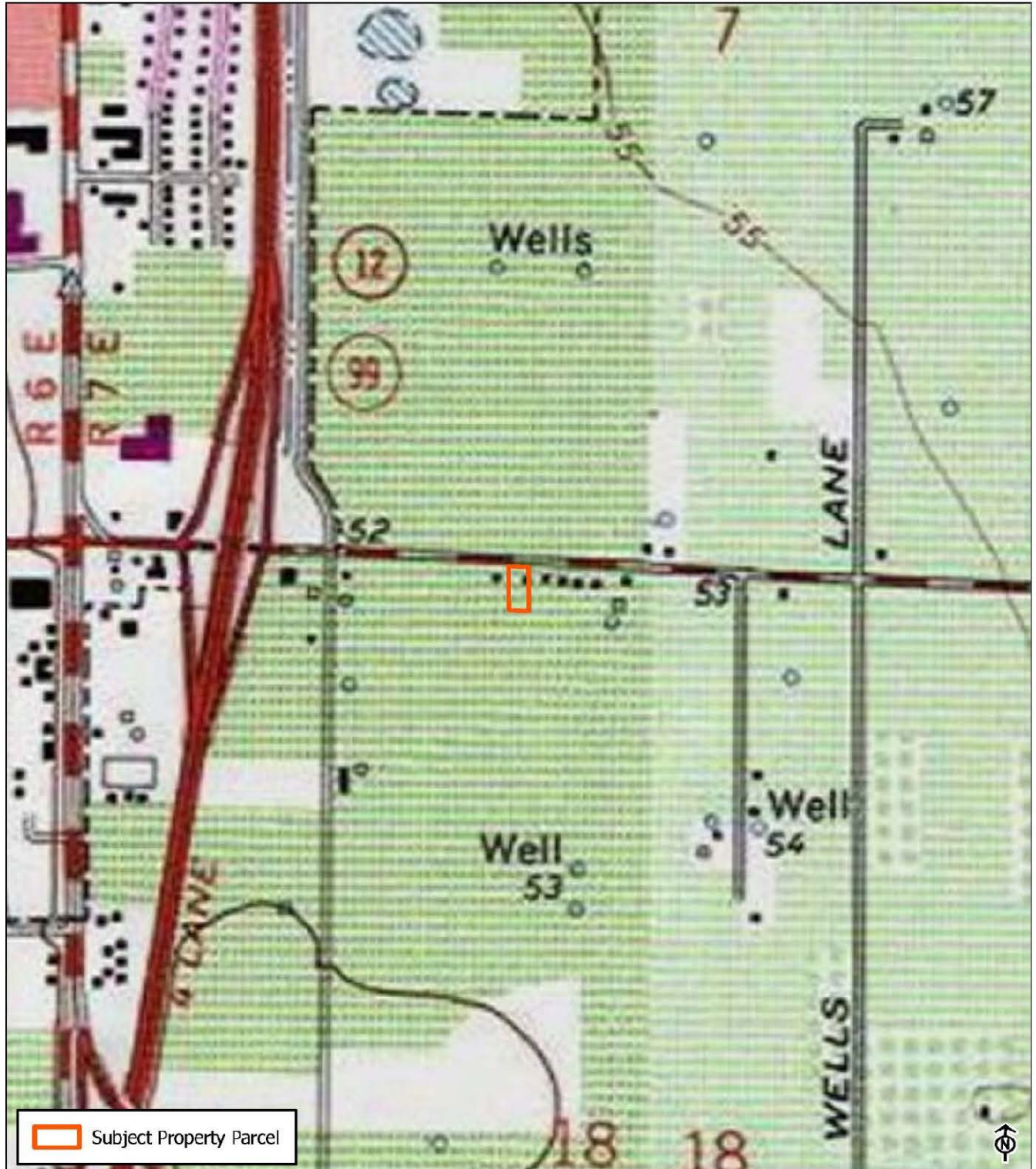
Recorded By: A. Reese

*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 1 *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

Period of Significance N/A

Applicable Criteria N/A

Area San Joaquin Valley

Property Type Residential

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.)



Not to Scale

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>.

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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.

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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&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>.



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

Period of Significance N/A

Applicable Criteria N/A

Area San Joaquin Valley

Property Type Residential

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

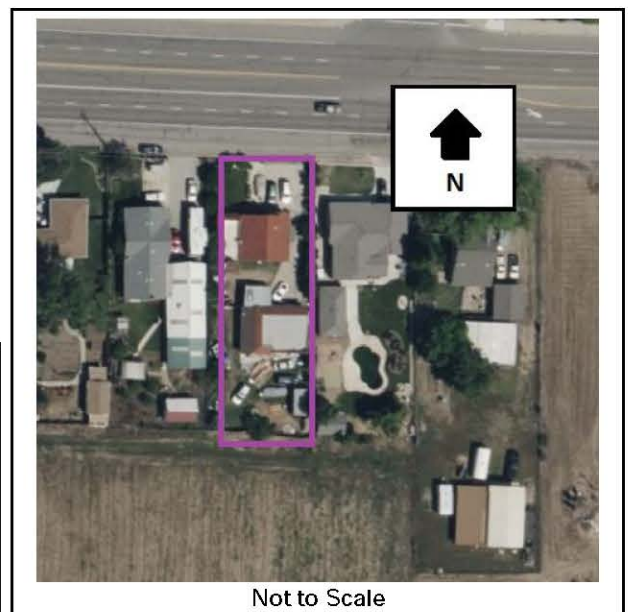
*B12. References: SEE CONTINUATION SHEET

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 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).

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.

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

Parcelquest.com. 2022. Parcels. 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>

LOCATION MAP

Primary #

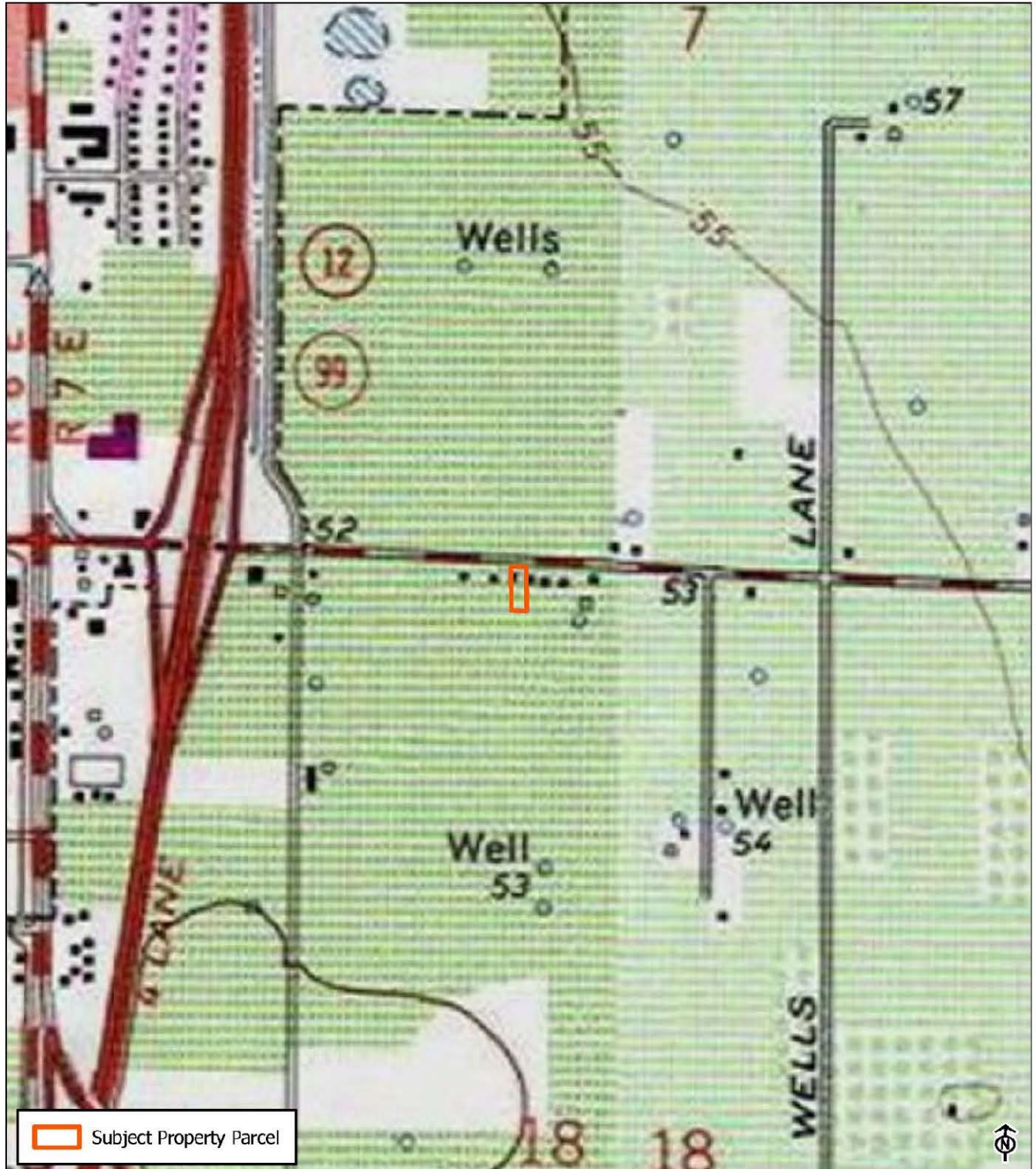
HRI #

Trinomial

Page 7 of 7

*Resource Name or # (Assigned by recorder) 5174 East Kettleman Lane (Resource 06)

*Map Name: Lodi South 1960 *Scale: 1:24,000 (Not to scale) *Date of map: 01/10/2023



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

Period of Significance N/A

Applicable Criteria N/A

Area San Joaquin County

Property Type Residential

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

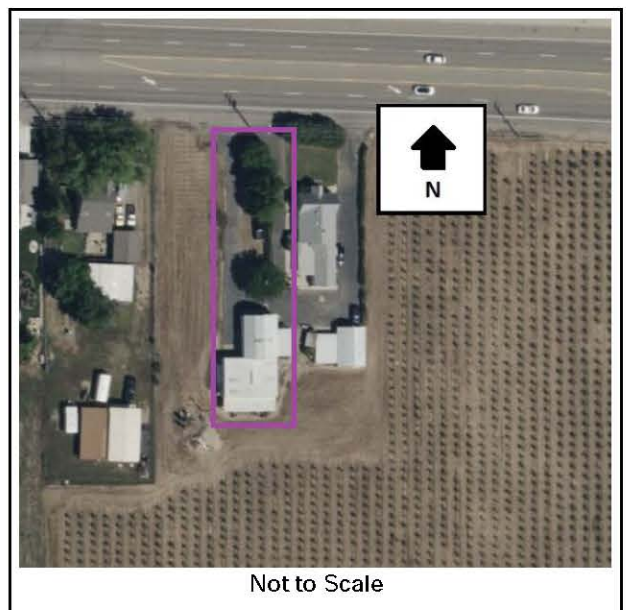
*B12. References: SEE CONTINUATION SHEET

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/Bnk9AQAAIAAJ?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.

Parcelquest.com. 2022. Parcels. 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

Period of Significance N/A

Applicable Criteria N/A

Area San Joaquin Valley

Property Type Residential

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 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).

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>.

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/Bnk9AQAAAMAJ?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/v8FBAQAAMAJ?hl=en&gbpv=0.

Parcelquest.com. 2022. Parcels. www.parcelquest.com.

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

LOCATION MAP

Primary #

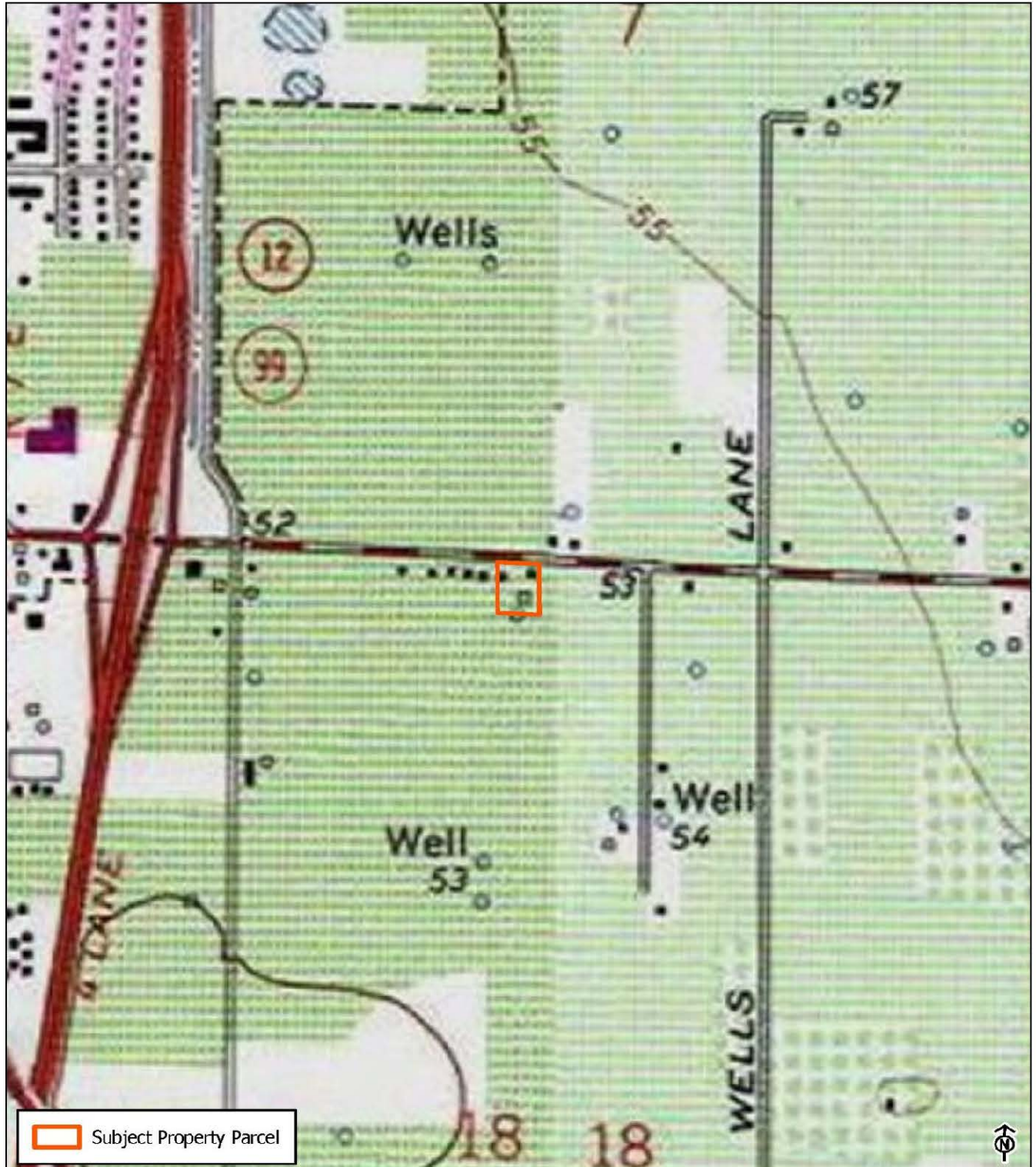
HRI #

Trinomial

Page 6 of 6

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

*Map Name: Lodi South 1960 *Scale: 1:24,000 (Not to scale) *Date of map: 01/10/2023



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) 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 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) 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

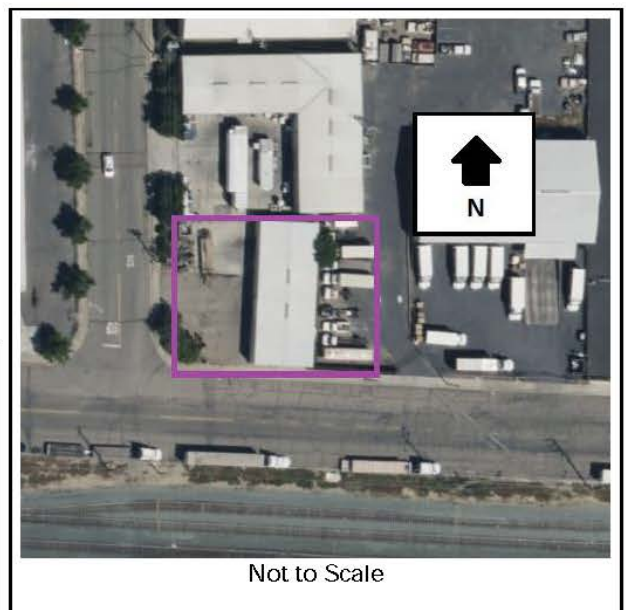
*B12. References: SEE CONTINUATION SHEET

B13. Remarks:

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

* Date of Evaluation: January 2023

(This space reserved for official comments.)



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.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.

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.

Saint Gobain. 2013. Accessed January 9, 2023. https://www.saint-gobain.com/sites/saint-gobain.com/files/CP_PVC_AN.pdf

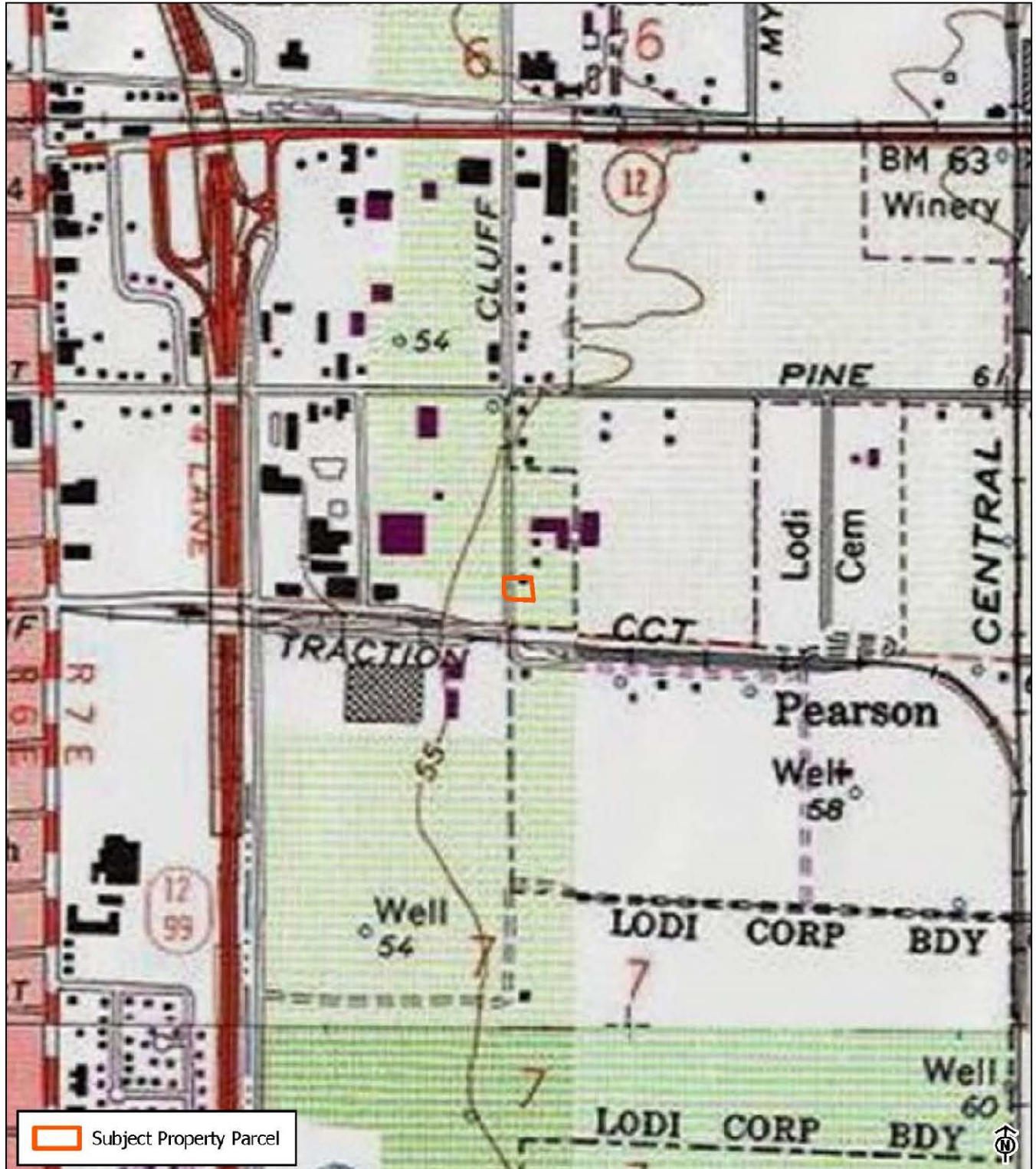
U.S. Geological Survey (USGS). 2022. "USGS Historical Topographic Map Explorer." Accessed December 2022. <https://livingatlas.arcgis.com/topoexplorer/index.html>.

LOCATION MAP

Page 6 of 6

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

***Map Name:** Lodi North 1978 ***Scale:** 1:24,000 (Not to scale) ***Date of map:** 01/10/2023



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) 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

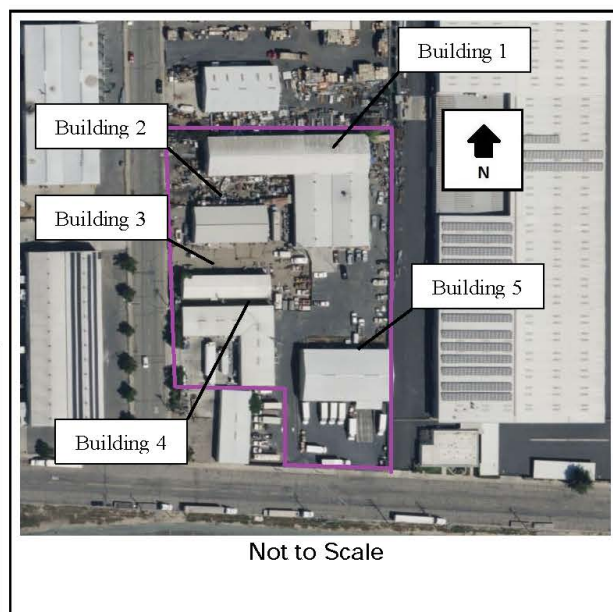
*B12. References: SEE CONTINUATION SHEET

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 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).

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 aeriels, Buildings 1, 2, and 3 were constructed sometime between 1957 and 1967 based on aeriels. 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.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.

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.

Saint Gobain. 2013. Accessed January 9, 2023. 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).

LOCATION MAP

Primary #

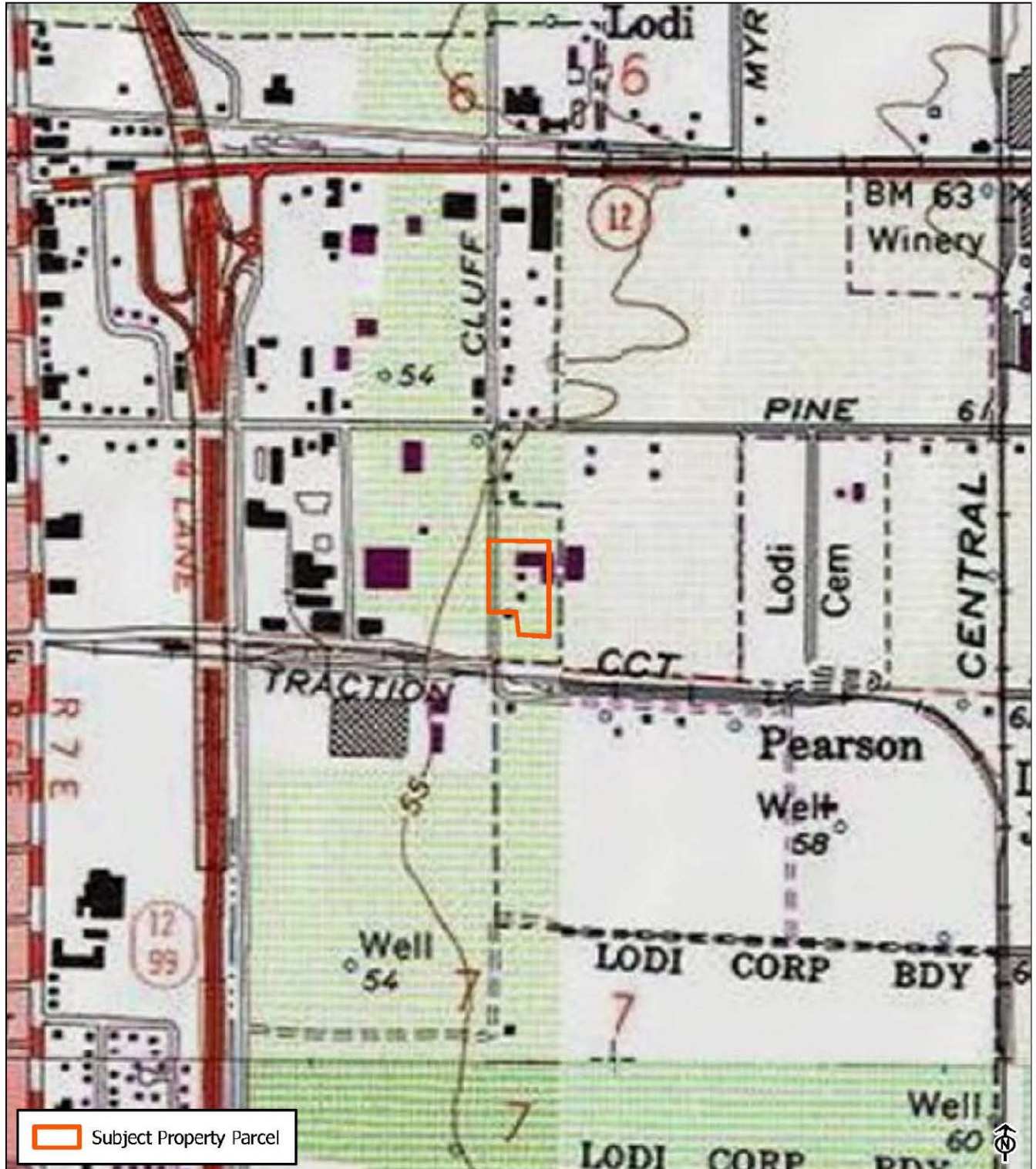
HRI #

Trinomial

Page 7 of 7

*Resource Name or # (Assigned by recorder) 214 South Cluff Avenue (Resource ID 10)

*Map Name: Lodi North 1978 *Scale: 1:24,000 (Not to scale) *Date of map: 01/10/2023



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

Period of Significance N/A

Applicable Criteria N/A

Area San Joaquin County

Property Type Industrial

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

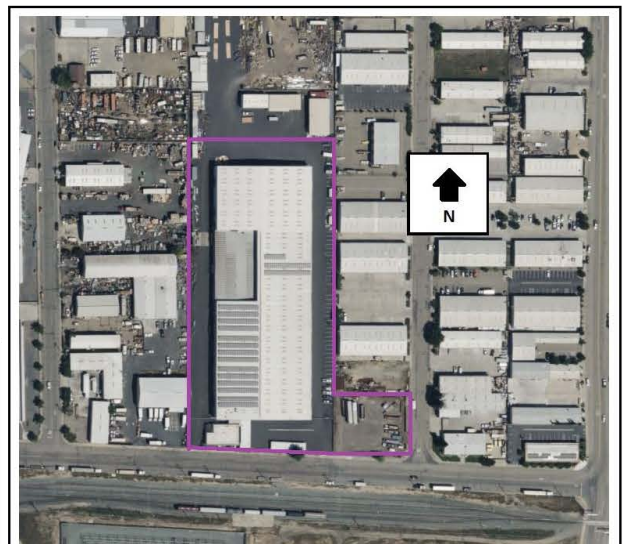
*B12. References: SEE CONTINUATION SHEET

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 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).

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 aeriels, 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.lodi.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.

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

LOCATION MAP

Primary #

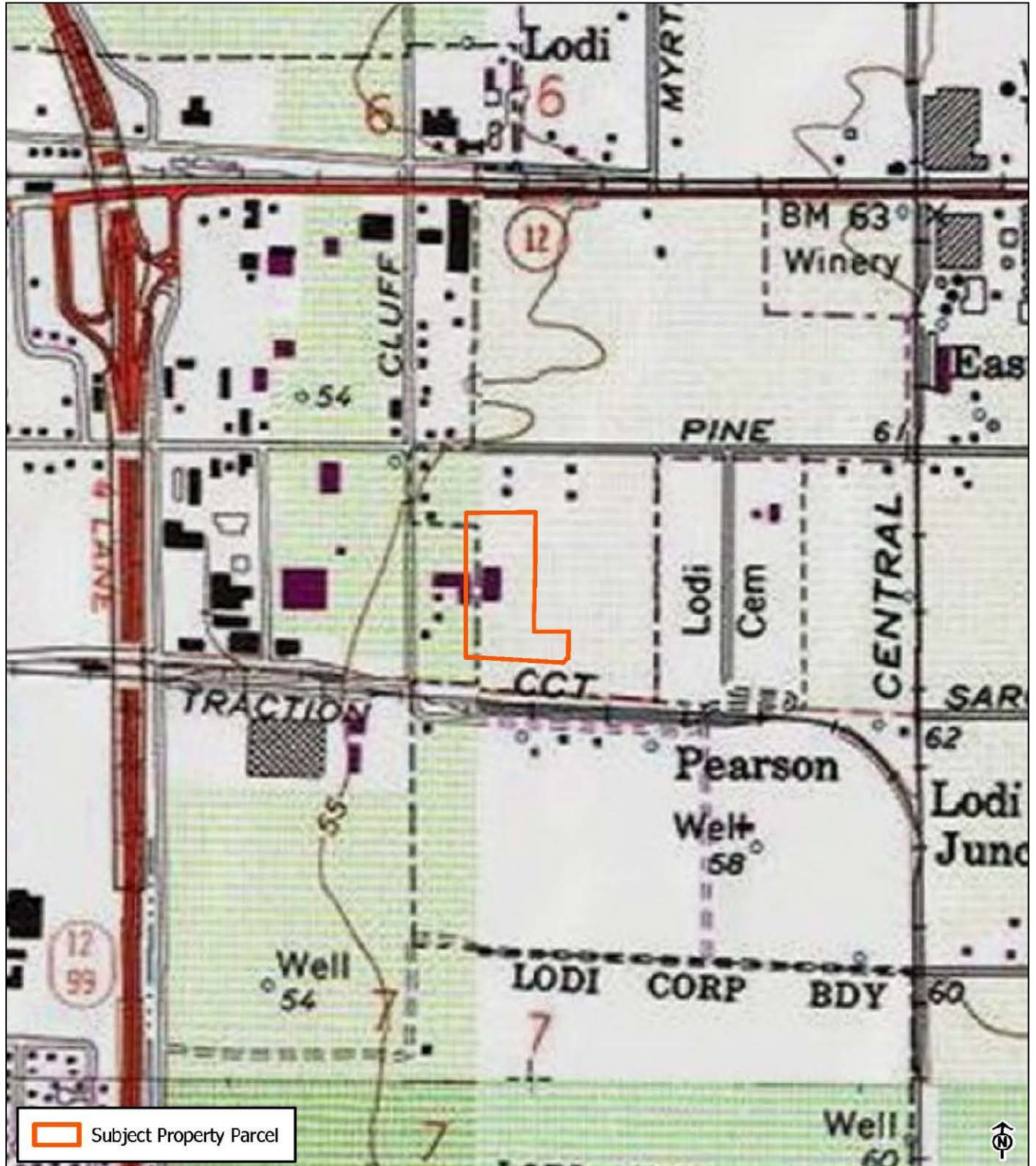
HRI #

Trinomial

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*Resource Name or # 1303 East Lodi Avenue, 269 and 283 Commerce Street (Resource ID 11)

*Map Name: Lodi North 1978 *Scale: 1:24,000 (Not to scale) *Date of map: 01/10/2023



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

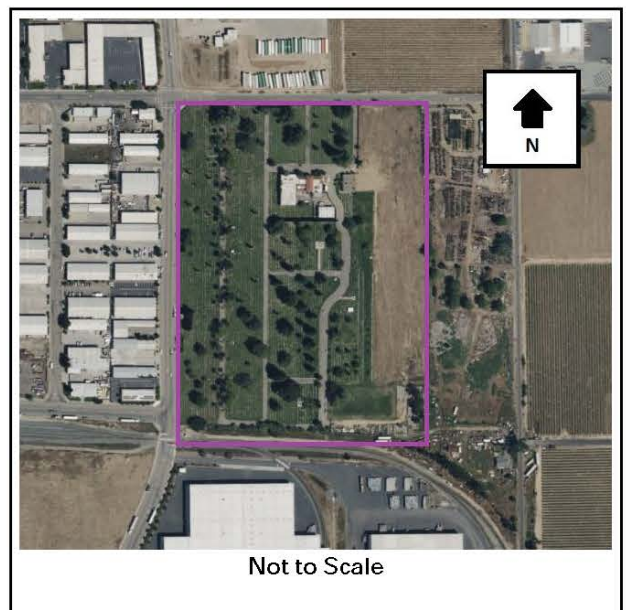
*B12. References: SEE CONTINUATION SHEET

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)

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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 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)

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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)

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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/lo-di-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.lo-di.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.

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)

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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

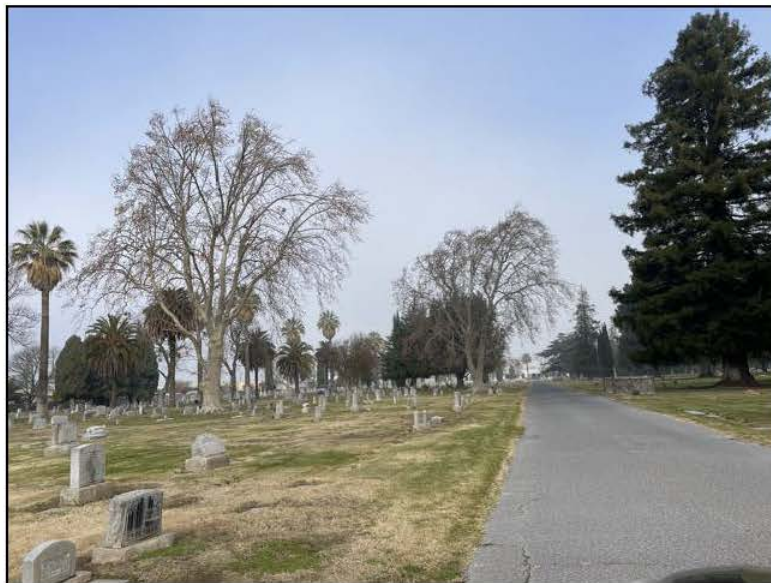
Property Name: 300 South Beckman Road (Resource ID 01)

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Recorded By: A. Reese

*Date January 2023

☒ Continuation ☐ Update



Cemetery, view south (Jacobs 2022).

LOCATION MAP

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***Resource Name or #** 5750 and 5890 East Pine Street (Resource ID 12)

***Map Name:** Lockeford 1980 ***Scale:** 1:24,000 (Not to scale) ***Date of map:** 01/10/2023

