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July 28, 2023

Project No: 20-09840

Andrew Metzger

Circlepoint

200 Webster Street, Suite 200

Oakland, California, 94607

Submitted via email: ametzger@circlepoint.com

Subject: Errata Memorandum for the Initial Study-Mitigated Negative Declaration for the Alameda County Transportation Commission Rail Safety Enhancement Program: Oakland, Alameda County, California

Dear Mr. Metzger:

This Errata Memorandum presents an amendment to the Initial Study-Mitigated Negative Declaration (IS-MND) for the Alameda County Transportation Commission (ACTC) Rail Safety Enhancement Project (Project) located at the intersection of 29th Street and the Southern Pacific Railroad in Oakland, Alameda County, California. Since the publication of the IS-MND on May 2, 2023, the ACTC identified one historical-age catenary pole at the 19th Street Intersection that is proposed to be removed and was not previously considered for historical resources eligibility. No other railroad elements are proposed to be removed. This Errata Memorandum was prepared to determine if the catenary pole qualifies as a historical resource and if the project would result in any new, significant effects pursuant to Section 15073.5 of the CEQA Guidelines.

As presented in the published IS-MND from May 2, 2023, the project was determined to result in a less than significant impact to historical resources. The IS-MND concluded there was limited potential for the Southern Pacific Railroad (SPRR) to be materially impaired regardless of its potential as a historical resource as the existing alignment and tracks would not be altered by project activities and proposed safety improvements are generally consistent with the existing conditions of the railway crossings. The catenary pole is associated with the SPRR and therefore is best considered as an element of this resource. The supplemental historical resources presented herein therefore considered the eligibility of the catenary as part of the SPRR and is focused on a 400-foot segment of the rail corridor extending approximately 260 feet northwest and 140 feet southeast from the intersection with 29th Street. Methods included a review of the cultural resources records search completed for the project, archival research, and preparation of Department of Parks and Recreation (DPR) 523 forms, included in Attachment A.

Archival research included a review of relevant historical maps, historical aerial photos, and accounts of the histories of railroad and streetcar operations in Oakland. The original rail alignment at this location dates to 1870, when the Western Pacific Railroad, in cooperation with the Central Pacific Railroad, constructed an extension of the original Transcontinental Railroad to a new western terminus in Oakland. The 1870 alignment most likely consisted of a single set of tracks. The SPRR acquired the alignment as part of the firm's acquisition of all Central Pacific lines in 1885. SPRR expanded the corridor to four sets of tracks and equipped the route for electrified rail operations in 1911, when the SPRR



converted the corridor for streetcar service under the management of the Oakland, Alameda, & Berkeley Lines. The existing catenary poles within the recorded segment of the SPRR are likely associated with the 1911 electrification project. Streetcar service on the subject corridor was terminated in 1940, though the catenary poles and multi-track alignment remained. Subsequent uses of the corridor, and with it the subject segment, included Amtrak passenger service and operation by the Union Pacific Railroad (UPRR) after a 1996 merger of the UPRR and the SPRR.

The railroad segment evaluated for this Errata Memorandum is characterized by three sets of tracks and two steel catenary poles on both sides of 29th Avenue. Based on visual observations of the surveying cultural resources specialist (Foster and Blind 2022), the grade crossing at 29th Avenue is of recent construction. The evaluation concluded that the wider SPRR alignment with which the subject segment associated may be historically significant due to associations with the development of the Transcontinental Railroad. However, because the segment and its immediate surroundings have been subject to a history of continual change, including surrounding commercial development and ongoing and regular maintenance to segment elements, the segment no longer retains its original appearance to the degree that it can no longer convey any significant associations with the Transcontinental Railroad. Archival research also found that the rail corridor’s associations with the Oakland, Alameda, & Berkeley Lines; Amtrak; and the Union Pacific Railroad are not historically significant. Based on these conclusions, the subject rail segment and catenary poles would not contribute to the eligibility of the wider SPRR under National Register of Historic Places (NRHP) Criterion A or California Register of Historical Resources (CRHR) Criterion 1. In addition, the railroad segment and catenary poles lacked significant, direct associations with any individual known to have made significant historical contributions (NRHP Criterion B/CRHR Criterion 2), does not have significant qualities related to its design (NRHP Criterion C/CRHR Criterion 3), and is unable to yield important information related to prehistory or history (NRHP Criterion D/CRHR Criterion 4). For the reasons listed above, the subject rail segment, including catenary poles, also would not contribute to the eligibility of the wider SPRR rail corridor for the local register under any eligibility criteria. As such, the subject segment does not qualify as historical resource pursuant to CEQA, and its demolition or alteration would not result in an impact to a historical resource pursuant to CEQA.

Therefore, all potential impacts resulting from the Project are fully described in the IS-MND with appropriate mitigation measures, and no substantial revision of the IS-MND published on May 2, 2023 is required. As a result, no further analysis nor recirculation of the IS-MND is required pursuant to CEQA Guidelines section 10573.5. Should you have any questions concerning this study, please do not hesitate to contact the undersigned at (805) 946-1931 or jwilliams@rinconconsultants.com.

Sincerely,

Rincon Consultants, Inc.

James Williams, MA
Architectural Historian/Project Manager

Steven Treffers, MPH
Architectural Historian/Director



References

Foster, Elaine, and Heather Blind. 2022. Cultural Resources Study, Alameda County Transportation Commission Rail Safety Enhancement Program: Oakland, Alameda County, California. Report on file with the Northwest Information Center.

Attachments

Attachment A Department of Parks and Recreation (DPR) 523 Forms

Attachment A

Department of Parks and Recreation (DPR) 523 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

*Resource Name or #: Southern Pacific Railroad (Segment) at 29th Avenue

P1. Other Identifier: Union Pacific Railroad

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

***a. County:**

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

***b. USGS 7.5' Quad:** *Oakland East, CA*

Date: 1997 **T 2S ; R 3W ; of Sec**

M.D.B.M.

c. Address: N/A

City: Oakland

Zip: 94601

d. UTM: Zone: ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Union Pacific right-of-way on either side of 29th Avenue, consisting of portions of APNs 25-680-6-1 and 19-93-12, in addition to the 29th Avenue grade crossing
 Elevation: 30 ft. AMSL

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

The subject resource is an approximately 400-foot-long segment of the Southern Pacific Railroad (P- 01-001783) crossing 29th Avenue south of the intersection with 12th Street in Oakland. It consists principally of three sets of tracks on a parallel course trending southwest to northeast. All three sets of tracks are standard-gauge and generally placed on wood ties, which, in turn, are located on earthen beds covered in ballast. Within the segment, there are two steel catenary poles situated between the central and southernmost sets of tracks. One pole each is located on either side of the 29th Avenue crossing. The poles are of a steel-lattice design and measure approximately 30 feet in height. Presumed to have originally supported electrified rail service, the poles lack electric lines and the horizontal elements that would have supported the lines. A modern reinforced-concrete grade feature crosses 29th Avenue. The remainder of the corridor is unpaved.

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

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

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



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

Overview of subject railroad segment, facing south at 29th Avenue, 11/4/2022

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

Prehistoric Both
 1870; 1911 (McKee 1998; Castillo 2021)

***P7. Owner and Address:**

N/A

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

E. Foster and J. Williams
 Rincon Consultants
 449 15th St #303
 Oakland, CA 94612

***P9. Date Recorded:**

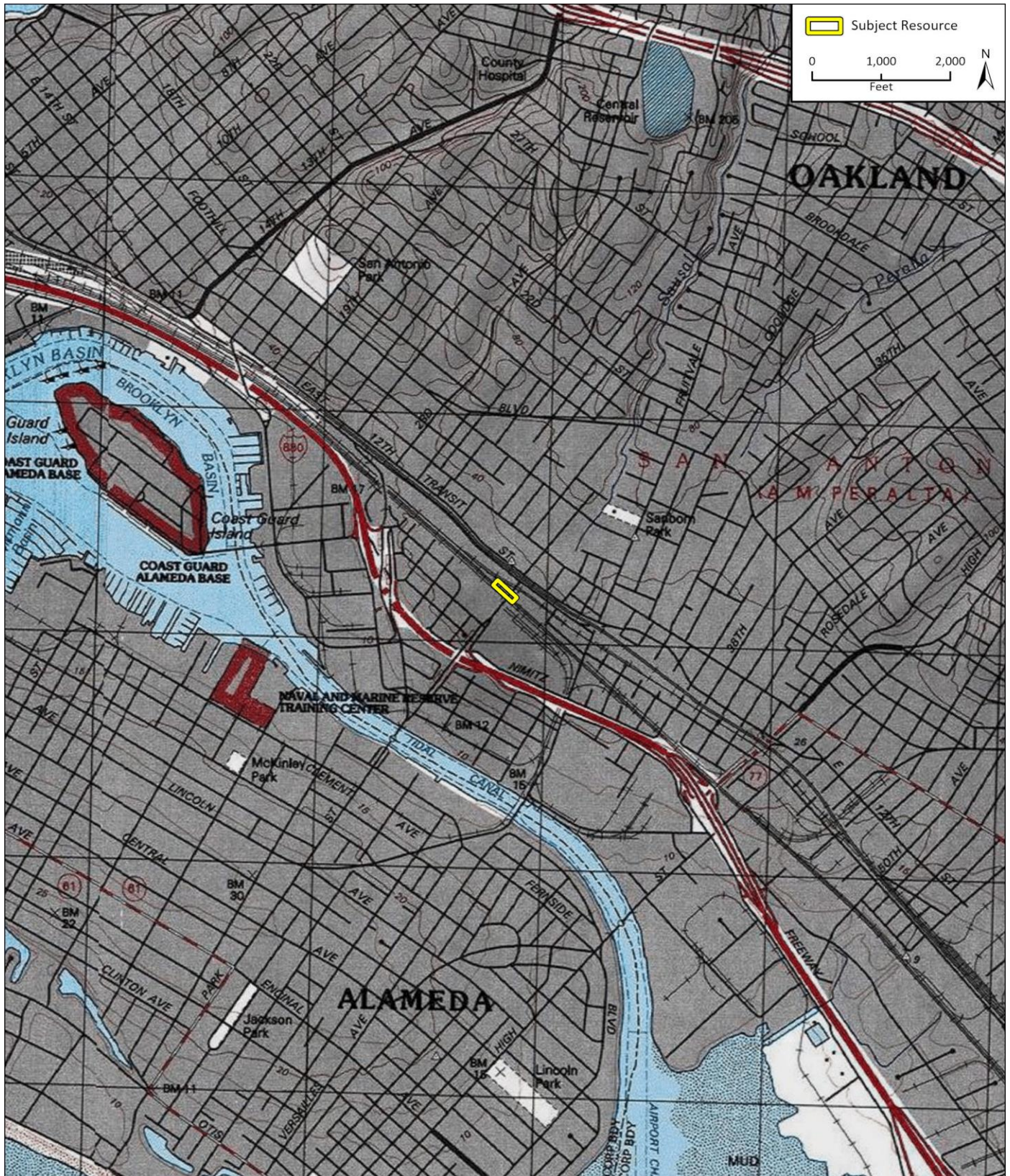
November 4, 2022

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

Pedestrian

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Foster, E. and H. Blind. 2022. Cultural Resources Study, Alameda County Transportation Commission Rail Safety Enhancement Program: Oakland, Alameda County, California. Prepared by Rincon Consultants for Circlepoint. December 8, 2022.

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



BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # Southern Pacific Railroad (Segment) at 29th Avenue

B1. Historic Name: Western Pacific Railroad, Central Pacific Railroad, Southern Pacific Railroad

B2. Common Name: Union Pacific Railroad

B3. Original Use: Railroad, streetcar route

B4. Present Use: Railroad

*B5. Architectural Style: N/A

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

The subject rail segment was originally constructed in 1870, most likely as a single-track, standard-gauge alignment (USGS 1897). By 1911, it was expanded to four sets of tracks and outfitted with equipment for electrification, likely including the existing catenary poles (ProQuest 1911). Sometime between 1968 and 1980, the northernmost set of tracks was removed, reducing the alignment from four sets of tracks to the current three (NETR Online 1968, 1980). Based on visual observation, the existing grade crossing feature is of relatively recent construction.

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

Original Location: N/A

*B8. Related Features: N/A

B9a. Architect: N/A

b. Builder: Western Pacific, Southern Pacific

*B10. Significance: Theme: N/A

Area: N/A

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

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

The subject segment is part of a wider rail corridor originally developed in the 1860s and 1870s. Early development of the corridor dates to 1864, when the San Francisco and Alameda Railroad was developed to provide rail and ferry service between the East Bay Region and San Francisco (McKee 1998). However, in 1969, the Central Pacific Railroad eyed the area as suitable for an extension of the recently completed Transcontinental Railroad. To this end, the Central Pacific partnered with the Western Pacific Railroad to extend service between San Jose and Oakland through a combination of absorbing existing railroads and the construction of a new trackage. In 1870, Western Pacific completed its route to the Oakland Wharf, including new trackage through the subject rail corridor segment, providing Central Pacific its desired Bay Area terminus served by ample wharfage (McKee 1998; Daggett 1922). (This incarnation of the Western Pacific is not to be confused with the company of the same name that was founded in 1903 and established a railroad that ran just north of the subject segment [Rails West 2023].) A review of United States Geological Survey (USGS) maps suggests the construction completed in 1870 consisted of a single set of standard-gauge tracks within the subject segment (USGS 1897).

See continuation sheet, p. 4.

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

*B12. References:

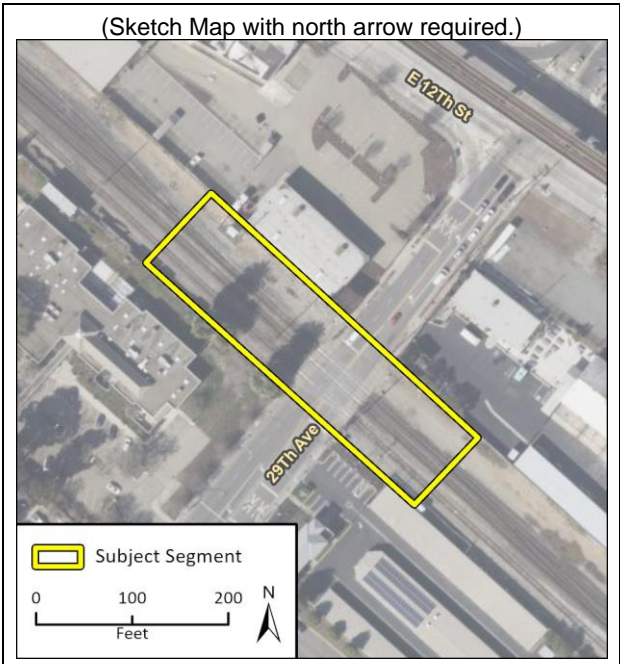
See continuation sheet, p. #6.

B13. Remarks:

*B14. Evaluator: James Williams, Rincon Consultants, Inc.

*Date of Evaluation: July 6, 2023

(This space reserved for official comments.)



Recorded By: E. Foster and J. Williams

*Date: 11/4/2022

Continuation Update



Subject rail corridor segment facing northwest from 29th Avenue.

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

The Southern Pacific Company took control of all Central Pacific facilities in 1885 and set about expanding the system. As part of the expansion, Southern Pacific began planning to electrify the former Central Pacific facilities in the East Bay to compete with the recently formed Key System electrified interurban railroad and streetcar network, which ultimately served several communities either side of San Francisco Bay. Although not completed until 1911, Southern Pacific's \$4 million electrification project involved, in addition to the installation of equipment for electrification, the rebuilding of 29 miles of existing track and brand-new construction of an additional 21 miles of track. New rails were laid on redwood ties, and a powerhouse was built at Fruitvale to provide a 1200V current to overhead electric lines. Christened the Oakland, Alameda, & Berkeley Lines, Southern Pacific's East Bay trolley system operated its "red trains" or "big red cars" as a commuter streetcar service (Castillo 2021). Among the routes that that used the subject rail corridor segment were the Oakland—7th Street—Dutton Avenue lines (both local and express options) and the so-called Horseshoe line connecting the Alameda and Oakland piers via a bridge at Fruitvale (Chase 2021). Sanborn fire insurance maps published in 1911 show the subject corridor consisted of four sets of tracks east of 29th Avenue before expanding to six just west of the road (ProQuest 1911). It is presumed the existing catenary poles were erected to serve the electrified service of the Oakland, Alameda, & Berkeley Lines, though it could not be determined definitively when the existing poles were built.

In the 1930s, the Oakland, Alameda and Berkeley Lines system was truncated out as part of an agreement with the Key System to eliminate redundant lines in their overlapping service areas. The Oakland, Alameda and Berkeley Lines were put under the control of a wholly owned subsidiary called the Interurban Electric Railway, in 1933, but ran into problems, mostly related to poor service and frequent derailments. As Interurban Electric Railway continued to reduce lines, the Horseshoe Line was terminated in 1939. Unable to rectify the problems plaguing the rail network, Interurban Electric Railway successfully lobbied the Interstate Commerce Commission to grant formal abandonment of all lines in 1940. Service ended on Oakland-7th Street-Dutton Avenue line and the rest of the remaining lines in 1941 (Castillo 2021, Chase 2021). In the years since the cessation of streetcar service, the subject corridor has been used for passenger service, including Amtrak's Coast Starlight trains, beginning in 1971. By 1980, the alignment within the subject segment was reduced to three sets of tracks (NETR Online 1968, 1980). In 1996, the corridor came under the ownership of Union Pacific Railroad, due to that company's merger with the previous owner, Southern Pacific (Southern Pacific Historical & Technical Society 2023).

See continuation sheet, p. 5.

Recorded By: E. Foster and J. Williams

*Date: 11/4/2022

Continuation Update

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

Historical Significance Evaluation

Although the Southern Pacific system has not been evaluated as a whole, several rail segments and other features have been recorded and evaluated for historical significance. The California Historical Resource Information System's Northwest Information Center (NWIC) compiles these recordations as resource P- 01-001783. The subject rail corridor segment has not previously been formally evaluated for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or the local register. However, a segment located roughly between 35th and 50th avenues, approximately 0.4 miles to the southwest of the subject segment, was evaluated in 1998 (McKee). That segment, which appears largely to share the historical associations of the subject rail corridor segment, was issued a California Office of Historic Preservation status code of 6, meaning it was recommended not eligible for designation for the register or registers specified in the evaluation forms. However, the forms obtained via the NWIC are incomplete and do not identify the specific register or registers for which the property was evaluated in 1998 or provide the rationale for the recommendation of ineligibility.

As detailed below, Rincon recommends the subject rail corridor ineligible for NRHP, CRHR, and the local register, due to a lack of integrity to its potential period of significance.

Under NRHP Criterion A/CRHR Criterion 1, the rail corridor in which the subject segment is located is arguably significant for associations with the Western Pacific and Central Pacific's extension of the Transcontinental Railroad to Oakland in 1870, a project that fulfilled Central Pacific's goal of augmenting the Transcontinental Railroad with a terminus served by direct seaborne shipping access. However, the rail corridor segment and its surroundings have been subject to significant changes that have reduced its ability to convey its associations with the Transcontinental Railroad of the late-nineteenth century. Direct changes have included the reconfiguration of the alignment from what was once a single set of tracks to a multi-track right-of-way that has varied in capacity but presently holds three sets of tracks, in addition to the installation and partial removal of electrification equipment, construction of a modern grade crossing feature, and presumed routine replacement of tracks, ties, and ballast. Additionally, development in the surrounding area over the last century and a half have given the corridor's setting a modernized, urban appearance inconsistent with the area's character in the 1870s, when the railroad was first developed. Because the rail corridor and its setting have been so transformed, the subject segment would not contribute to any potential the overall corridor has for eligibility for the NRHP or CRHR on the basis of associations with the 1870s expansion of Transcontinental Railroad.

The subject segment's latter-day associations are not historically significant. The Oakland, Alameda, and Berkeley Lines (later the Interurban Electric Railway) streetcar system was a short-lived network of trolley lines that competed directly in the East Bay Region with the larger and more successful Key System. Its establishment and operation are not known to be important events in the history of the nation, state, region, or city. And while the system's founding occurred during a period in which the streetcar and interurban railroads became a dominant mode of urban transit in the United States that helped to expand the footprints of countless American cities, the Oakland, Alameda, and Berkeley Lines represent just one among many examples of this trend. Following the abandonment of the system, Southern Pacific and its successor, Union Pacific, continued to maintain the corridor, including as a route for Amtrak passenger service. However, the corridor's reversion to locomotive use after the closure of the Oakland, Alameda, and Berkeley Lines is not known to have any associations with important historical events. As a result, the subject rail corridor segment is unlikely to contribute any potential eligibility of the larger railroad corridor under NRHP Criterion A/CRHR Criterion 1.

Archival research did not find the subject railroad corridor is associated with the important historical contributions of any individual. Indeed, because railroad companies have tended to be large corporate entities dependent on the contributions of many individuals, a rail corridor would be unlikely to qualify for designation on the basis of an association with any individual. Therefore, the subject rail corridor segment would not contribute to any potential eligibility of the larger railroad corridor under NRHP Criterion B/CRHR Criterion 2.

The subject railroad corridor segment, including its trackage and catenary poles, bears no distinctive design qualities and is not known to have been the product of any significant engineering feat. As such, the subject rail corridor segment would not contribute to any potential eligibility of the larger railroad corridor under NRHP Criterion C/NRHP Criterion 3.

Additionally, background research did not suggest the subject segment is likely to yield important information pertaining to pre-history or history. It, therefore, would not contribute any potential eligibility of the larger railroad corridor under NRHP Criterion D/NRHP Criterion 4.

For the reasons detailed above, the subject rail corridor segment also would not contribute to any potential eligibility of the larger railroad corridor for listing in a local register.

Finally, the subject railroad corridor segment is not recommended eligible for the NRHP, CRHR, or local register as a contributor to any known or potential historic district.

CONTINUATION SHEET

Recorded By: E. Foster and J. Williams

*Date: 11/4/2022

Continuation Update

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

Castillo, Rey. 2021. "Twice-Weekly Trolley History: Trolley Tuesday, 5/4/21 – The Southern Pacific's East Bay Electric Lines. May 4, 2021. Accessed June 30, 2023, <https://trolleytuesdays.blogspot.com/2021/05/trolley-tuesday-5421-southern-pacifics.html>.

Chase, Eric. 2023. "Southern Pacific Co. Oakland, Alameda, and Berkeley (O. A. & B.) Electric Lines (1923-1932)." Accessed July 6, 2023. https://transbay.files.wordpress.com/2021/08/sp_eastbay_v1.pdf.

Daggett, Stuart. 1922 (1966 edition). *Chapters on the History of the Southern Pacific*. New York: A.M. Kelley.

McKee, Elizabeth. 1998. California Department of Parks and Recreation Series 523 forms, "3 [Southern Pacific Railroad]." Record on file at the Northwest Information Center, Sonoma State University, Rohnert Park, CA.

Nationwide Environmental Title Research (NETR) Online. Various. "Historic Aerials: Viewer." Accessed July 6, 2023. <https://www.historicaerials.com/viewer>.

ProQuest. 1911. *Oakland, Volume 2*, Sanborn fire insurance map accessed via Digital Sanborn Maps, 1867–1970. Accessed June 30, 2023. <https://digitalsanbornmaps-proquest-com.ezproxy.lapl.org>.

Rails West. 2023. "Railroad Beginnings in California." Accessed July 6, 2023. <https://www.railswest.com/history/californiabeginnings.html>.

Southern Pacific Historical & Technical Society. 2023. "SP History." Accessed July 6, 2023. <https://sphts.org/sp-history/>.

United State Geological Survey (USGS). 1897. *Concord, CA*.