

APPENDIX 5.3B

# Cultural Resources Assessment Report

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# Turlock Irrigation District Almond 2 Power Plant; Cultural Resources Assessment

PREPARED FOR: Turlock Irrigation District

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DATE: March 26, 2009

## Introduction

As requested by the Northern California Power Agency (NCPA), CH2M HILL conducted an environmental review to specifically address potential impacts to cultural resources for the Turlock Irrigation District (TID) Almond 2 Power Plant (A2PP). A field survey was conducted in 2009 on January 15 and 16, February 5, and March 16 and 17 by CH2M HILL Cultural Resources Specialists Natalie Lawson and Aaron Fergusson. A cultural resource survey of the built environment was conducted on January 15 and 16, 2009, by CH2M HILL Cultural Resource Specialist Jessica Feldman. The archaeological sensitivity of the A2PP site is considered low to moderate, based on the high degree of ground disturbance and the presence of several historical features, including a historical railroad, historical laterals, and historical structures within the project area. This technical memorandum presents a summary of findings for archaeological and architectural resources. Attached Figures 1a through 1d depicts the area surveyed for prehistoric and historic cultural resources.

## Affected Environment

In central California, cultural resources extend back in time for at least 11,500 years. Written historical sources tell the story of the past 200 years. Archaeologists have reconstructed general trends of prehistory in central California.

## Regional Setting

The project site is located in Ceres, California, in Stanislaus County. The existing TID Almond Power Plant is south of the A2PP site, a WinCo distribution warehouse is to the west, a farm supply facility is north of the project site, and a modular building distributor and drilling equipment storage facility is to the east.

The two transmission line corridors run south from the project site for approximately 1 mile, while a 69-kV sub-transmission line, which will be reconducted, runs north through industrial buildings and near residences situated along Hatch Road. These lines are also located adjacent to the Union Pacific Railroad (UPRR), historically the Tidewater Southern Railroad (TSRR), and connect to the Crows Landing Substation.

Two alternate gas pipeline routes were analyzed for this project: Alternate A, which runs south from the A2PP plant site for approximately 9.1 miles along Crows Landing Road,

adjacent to agricultural fields, rural residences, and farmhouses; and Alternate B, which runs east along the irrigation canal (TID Lateral 2) to Carpenter Road, and then turns south along Carpenter Road, and is approximately 11.1 miles long. Both proposed pipelines cross several historic laterals and one historic drain within the TID.

The A2PP plant site is situated on fill approximately 6.5 feet deep. The associated linears are situated within the Modesto Formation, which is commonly considered to be less than 10,000 years old. The overall A2PP area of potential effect (APE) is relatively flat.

### **Prehistoric Period**

Several chronologies have been proposed for central California archaeology. Generally, these chronologies are variations based on the general California chronology, which consists of an Early Horizon, a Middle Horizon, and a Late Horizon (Fredrickson 1974, Elsasser 1978). However, wide regional differences in central California, as well as significant temporal overlap between site types classified into these three horizons, prevented clear distinctions between horizons. Eventually, a model was proposed for central California that primarily emphasized the patterns of cultural identity and deemphasized associated occupation dates (Moratto 1984).

The general trend throughout California prehistory has been an increase in population density over time, coupled with greater sedentism and the use of a greater diversity of food resources. There is abundant evidence that humans were present in the New World for at least the past 11,500 years. There is also fragmentary, but growing, evidence that humans were present long before that date. Linguistic and genetic studies suggest that a date of 20,000 to 40,000 years ago for the human colonization of the New World may be possible. The evidence of this earlier occupation is not yet conclusive, but it is beginning to be accepted by archaeologists. The Meadowcroft Rockshelter in Pennsylvania and Monte Verde in Chile, for instance, are two early sites that have produced apparently reliable dates as early as 12,500 years before present. These earliest known remains indicate very small, mobile populations, apparently dependent on hunting of large game animals as the primary subsistence strategy.

The earliest sites in the San Joaquin Valley are Fluted Point Tradition and Western Pluvial Lakes Tradition sites found at Tracy, Tulare, and Buena Vista lakes. These sites are few in number and remain undated by scientific means but the assemblage types indicate probable ages of 11,500 to 7,500 years old. Deposition in the San Joaquin Valley is quite active; many older sites are likely buried under rapidly building alluvial deposits (Moratto, 1984).

### ***Windmill Pattern***

The Windmill Pattern generally coincides with Fredrickson's Early Horizon (1974) and the majority of the known Windmill Pattern sites date to approximately 5,000 to 2,250 years ago. A small number of Windmill sites date as late as 1,250 to 750 years ago. Windmill sites are characterized by tools related to hunting, fishing, as well as milling and include mortars, baked clay balls, trident fish spears, two types of angling hooks, pecan-sized baked clay that appear to have been used as fish line sinkers, bone awls and needles, polished charmstones, shell working and shell appliqué, and flaked tools, including projectile points. Hunting was clearly done in quantity as large numbers of projectile points are found at Windmill sites as well as numerous faunal remains, including deer, elk, pronghorn, rabbits, and waterfowl. Fishing also was an important means of food acquisition and the

remains of sturgeon, salmon, and many other species of fish are extant. Exotic materials recovered from Windmill sites include obsidian from multiple source locales, *Haliotis* and *Olivella* shells, quartz and alabaster from the Sierra foothills, steatite beads, and imported asphaltum. Generally, Windmill burials are west-facing ventrally extended inhumations. Approximately 85 percent of all burials recorded contained red ochre and funerary artifacts. Interment of males in separate areas and the presence of greater quantities of funerary items in their graves would seem to indicate a higher status for the male members of Windmill groups. The presence of Windmill artifacts in mortuary caves in the Sierras, as well as the types of artifacts found at Windmill sites and the high number of Windmill graves, approximately 80 percent, which appear to be winter burials seem to indicate seasonal movement from the San Joaquin Valley in the winter into the Sierra foothills in the summer (Moratto, 1984).

### ***Berkeley Pattern***

The Berkeley Pattern coincides roughly with the Middle Horizon and the majority of known Berkeley Pattern sites date to approximately 2,500 to 1,250 years ago. A small number of Berkeley sites extend outside of this time frame and date as early as 3,200 years ago and as late as 500 years ago. The Berkeley Pattern subsistence relied less on hunting and fishing than the Windmill Pattern; rather the focus appears to have been on acorns. Mortars and pestles are present in far greater numbers at Berkeley sites. Other artifacts characterizing Berkeley sites include greater numbers of bone tools of superior manufacture, distinctive diagonal flaking of large concave base points, shell beads and ornaments. Berkeley Pattern burials are flexed with variable orientations and less funerary artifacts interred. A small number of cremations with funerary artifacts are known. Unlike the fairly widespread distribution of Windmill Pattern sites, the Berkeley Pattern did not spread as evenly throughout central California (Moratto, 1984).

### ***Augustine Pattern***

The Augustine Pattern coincides approximately with the Late Horizon and generally dates from 1,250 to 250 years ago. Augustine Pattern sites are much more widespread than Berkeley Pattern sites and are characterized by intensive fishing, hunting, and acorn gathering. Population densities are much higher; exchange systems are more sophisticated and include the advent of using clam shell disk beads for goods exchange. High variability in funerary artifacts seems to indicate more social stratification. Cremations and flexed burials are common. Artifacts associated with the Augustine Pattern include the bow and arrow, shaped mortars and pestles, and pottery in some parts of the central San Joaquin Valley (Moratto 1984).

### **Ethnographic Setting**

The A2PP APE was occupied ethnographically by the Yokuts (Kroeber, 1925; Wallace, 1978). The Yokuts are unique among Native Californians in that they were divided into true tribes. Each tribe had a unique name, a distinctly different dialect, and a defined territory (Kroeber, 1925). The Yokuts language is a member of the California Penutian stock that includes four other groups found in central California, Miwok, Costanoan, Maiduan, and Wintuan. Yokuts were divided into three groups: the Southern Valley Yokuts, the Northern Valley Yokuts, and the Foothill Yokuts. Specifically, the A2PP APE is situated within the traditional lands of the Northern Valley Yokuts, of whom the least is known. The tribe, who lived in the vicinity of the A2PP APE, was the Yalesumne. The Yalesumne occupied the area between

the Stanislaus and the Tuolumne Rivers closest to the San Joaquin River. The Northern Valley Yokuts rapidly disappeared once Europeans reached the area as a result of disease, missionization, and most significantly, the gold rush.

The San Joaquin River was the center of the Northern Yokuts territory and their settlement and subsistence were heavily reliant on the river and its sloughs. Villages were placed on low mounds, above the flood levels and near larger bodies of water. The structure of the Northern Yokuts village is unknown but assumed to be quite similar to the groups to the north and south of the Northern Yokuts and based on the single family (Wallace, 1978; 466). Members of a tribe lived in one principal settlement, periodically leaving the settlement during the spring floods to move to higher ground. The group would divide into smaller groups during different harvesting seasons, leaving a small group at the main settlement. Generally, the tribes stayed at the main settlement as food near the village was very abundant. Fish, mussels, pond turtles, waterfowl, tule elk, pronghorn antelope, jackrabbits, squirrels, and quails were all found in abundance in and near the water. Salmon, in particular, is noted as a prime source of food in historical accounts of the Northern Yokuts. Acorns from valley oaks and tule roots were ground into a meal and cooked as a thick soup or gruel.

During the Spanish and Mexican Periods, 1769–1846, the Northern Yokuts rapidly declined in population. European disease swept through the San Joaquin Valley. In 1833, a particularly virulent malaria epidemic wiped out entire tribes. Decreasing native populations along the coast resulted in the Franciscan friars pulling neophytes from further and further inland. Many of the Northern Yokuts were taken to the San Jose, Santa Clara, Soledad, San Juan Bautista, and San Antonio missions. It is not clear if the neophytes willingly left the San Joaquin Valley (Wallace, 1978). During the Mexican Period, Northern Yokuts, who had been successfully stealing animals from the new ranches, clashed with ranchers. Finally, during the American Period, which began in 1846, the Northern Yokuts were further decimated by the thousands of prospectors who descended upon the San Joaquin Valley in search of gold (Wallace, 1978).

### **Historic Setting**

In 1542, Juan Rodriguez Cabrillo explored the California coast by ship. Much of the early exploration of California was conducted this way and the interior of California, including the San Joaquin Valley, remained unexplored by Europeans until the beginning of the Spanish Period.

The Spanish period spans the years from 1769 to 1822 in California beginning with the founding of the first mission, the Mission San Diego de Alcalá in 1769. It was not until March of 1772 that the first formal European expedition, led by Pedro Fages, entered the northern San Joaquin Valley. Fages went in search of the first Europeans to actually enter the San Joaquin Valley, Spanish deserters. The other purpose of the Fages expedition was to find an overland route to Point Reyes and the company kept to the shoreline until they reached the mouth of the San Joaquin River and first observed the valley (Smith, 2004). Shortly after the Fages expedition returned to Monterey, Father Francisco Garcés entered the San Joaquin Valley and made the first scientific observations of the valley, which included native villages, wide rivers, large tule swamps, and huge herds of tule elk.

In 1821, Mexico gained independence from Spain and in 1848 the United States formally obtained California in the Treaty of Guadalupe Hidalgo (Cleland, 1941: xiii). The period from 1821-1848 is referred to as the Mexican Rancho Period. It was during this period that large tracts of land termed *ranchos* were granted by the various Mexican Governors of *Alta* California, usually to individuals who had worked in the service of the Mexican government. The *Rancho Orestimba*, which included approximately 26,000 acres, was located along the west side of the San Joaquin River and is the closest rancho to the A2PP. The area included present day Crows Landing and ran south into Merced County. The rancho was originally granted to Sebastian Nunez in 1846, who occupied the rancho for almost 20 years. In 1859, Nunez sold the majority of the original rancho to Count Cipriani (Smith, 2004).

In 1833, 11 years after gaining independence from Spain, the Mexican government's Secularization Act changed missions into civil parishes, and those natives who had inhabited regions adjacent to a Spanish Period mission were to obtain half of all mission possessions, including land. However, in most instances, this did not occur, and the Secularization Act resulted in the transfer of large mission tracts to politically prominent individuals.

Following the end of hostilities between Mexico and the United States in January of 1847, the United States officially obtained California from Mexico through the Treaty of Guadalupe Hidalgo on February 2, 1848 (Cleland 1941: xiii). Thus, the American Period begins in 1848. In 1850, California was accepted into the Union of the United States primarily due to the population increase created by the Gold Rush of 1849. In April of 1848, gold was first discovered in the San Joaquin Valley at Captain Sutter's now famous saw mill near present day Sacramento. Gold was never found in great quantities in the San Joaquin Valley, although mining in the adjacent foothills was prolific. The southern mines stretched from the Mokelumne River to the Kern River and Stockton became the main supply city for miners headed to these southern mines (Smith, 2004: 179).

The cattle industry in California reached its greatest prosperity during the first years of the American Period. Mexican Period land grants had created large, pastoral estates in California, and a high demand for beef during the Gold Rush led to a cattle boom that lasted from 1849 to 1855. In 1855, however, the demand for California beef began to decline as a result of sheep imports from New Mexico, cattle imports from the Mississippi and Missouri valleys, and the development of stock breeding farms. When the beef market collapsed, the California ranchers were unprepared. Many had borrowed heavily during the boom, mortgaging their land at interest rates as high as ten percent per month. The collapse of the cattle market meant that many of these ranchos were lost through foreclosure, while others were sold to pay debts and taxes (Cleland, 1941: 108-114).

A portion of the first transcontinental railroad crosses the San Joaquin Valley near the A2PP APE. This portion of the Central Pacific Railroad (CPRR) was constructed during the latter half of the 19th century. In other parts of the country, the railroad was given land grants for construction. Although no land grants were given to the CPRR in the San Joaquin Valley, the company financed itself and construction of the first railroad in San Joaquin Valley began in 1870 at a new railroad town named Lathrop. By the close of 1870, this line reached the Stanislaus River. The CPRR connected to the main Southern Pacific line at Goshen, approximately 150 miles south of Lathrop. Subsequently, other rail lines were constructed in the San Joaquin Valley and served as feeders to this main line. In 1903, the Western Pacific

Railway incorporated and between 1905 and 1909 the company constructed a railroad that ran through the San Joaquin Valley and into the Sierra Nevada Mountains (Smith, 2004). The Tidewater Southern Railroad (TSRR), which is located adjacent to the A2PP plant site and the transmission line to be reconducted, was incorporated in 1910 and started operations as an interurban electric railway with electrified lines and ran as far south as Modesto (Hohenthal et al., 1972).

During the American period, in addition to cattle and sheep ranches, a growing number of farms appeared. A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

### **The Modesto Area and the TID**

The A2PP is proposed within the city of Ceres, but the plant has a Modesto address. Associated linears for this project are proposed near Ceres, California. These two cities were founded adjacent to the CPRR, near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water (Napton, 1989).

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800s, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crows Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton, 1991). Crows Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne River and the Fairbank's Ferry on the San Joaquin River. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton, 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19th century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their

crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

In 1900, the area was still a big grain farming region. Irrigation, however, allowed the planting of orchards, vineyards, and row crops which were better suited to farmers able to devote a few acres and put considerable effort into them rather than to the large grain fields planted and harvested by transient hired hands. Small farms meant more people, more towns, and more trade. This vision of irrigation propelled the local crusade for the Wright Act and became a part of the national reclamation movement for a federal irrigation program. In 1901, only 3,700 acres were irrigated by the TID in the northern part of the district. A scant two years later 10,000 acres were irrigated and by 1908, the TID provided water to almost 58,000 acres (Hohenthal et al., 1971:207).

Settlers to the area, unless they bought property adjacent to the TID canals, faced the prospect of creating ditches which connected to the lateral canals of the TID. Farmers depended on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them were built and maintained by the irrigators using them, generally without any formal organization. Once water reached a farm, it could be sent into crop fields in a number of ways. One was called "wild flooding." In this method, supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were plugged at intervals to force water out onto the field, letting the water flood down the hill without restraint. Another method, furrow irrigation, sent a small head of water through the rows of crops or orchards. The check method of flooding and its variants divided the land into a series of level basins or checks that were surrounded by levees. A large flow of water was turned into each check until the area was just covered by water. By the time irrigation reached the TID area, the standard practice was to create checks of up to one acre (Paterson, 1989: 123).

The TID system began a revolution in the region's agriculture. The system formed the basis for new industries and caused the reduction in the size of landholdings as the large ranches of the late 1800s were broken into small parcels with dairies, orchards, and row crops. New towns were founded and wheat was replaced by melons, grapes, and peaches. New settlers in the area first planted alfalfa, raised a few dairy cows, and sold cream to the nearest creamery. Others raised poultry. Both practices readily raised needed cash. In the first few years of irrigation in the TID, alfalfa was the main crop. It grew readily, could usually be cut twice in its first year and would yield about four cuttings annually thereafter, thus producing approximately five to six tons of good quality hay per acre. Alfalfa acreage peaked in 1914 at approximately 72 percent of the acreage, or 68,000 acres, in the TID. It rapidly decreased in acreage, accounting for less than 31,000 acres in 1920. Between 1911 and 1925, the Turlock was called the Watermelon Capitol of the World. After the lowering of the water table, however, the melon boom in the TID quickly faded. For a time, grapes were a major fruit crop of the region following the decline of melons. Orchard land reached just over 5,000 acres in 1920 and grew to 11,500 acres in 1927. Although the acreage devoted to grapes declined for a time in the 1930s, ultimately acreage devoted to vineyards grew again until the 1970s (Hohenthal, 1971: 214).

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as both a passenger and a freight feeder system, connecting with the Western Pacific Railroad (WPRR) at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson, 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing. The TSRR, located near these farms, as well as the WPRR, the Santa Fe, the Central California Traction, the Southern Pacific, and the Stockton Terminal and Eastern railroads, was a fairly successful line (Hatoff et al., 1995).

The main Turlock diversion canal leads from the La Grange Dam along the southern bank of the Tuolumne River for approximately 7 miles to Turlock Lake, historically known as Owen Reservoir. The Main Supply Canal diverts near the western end of Turlock Lake, and carries water to the northeastern edge of the TID. At this point, the Ceres Main Canal carries the water west to the highland above the Tuolumne channel and south through the center of the TID. The Turlock Main Canal diverts at the same gate as the Ceres Main, flows south for approximately 10 miles, and then the main laterals divert the water at intervals of two and three miles, running west to the San Joaquin River (Hohenthal, 1972).

Until the late 1930s, concrete lining predominated canal improvement work. By 1940, only 20 miles of the 132 miles of improved community ditches had pipelines. During the 1944–1945 growing season, a short stretch of concrete lining was removed from a community ditch to make way for underground pipe and from this project, the trend continued. By 1951, the local improvement districts had more miles of pipeline than concrete-lined open canals. The TID canals, however, remained open canals. By 2002, only 3 miles of the 250 miles of TID canals have been replaced with pipeline (TID documents). Local community ditches, however, have been largely replaced with underground pipe line, and only the relief standpipes and gate structures of these underground lines are visible (Paterson, 1989:263).

The A2PP APE remains relatively rural and much of the area around the proposed project still consists of agricultural fields. The settlement of Crows Landing is situated near the southern end of the proposed natural gas pipeline route for the A2PP. The land was settled by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton, 1991). Crows Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crows Landing Road in 1870 and another was constructed at the corner of Grayson and Crows Landing Road in 1873 by H.C. Rice (Brotherton 1982). Both of these locations are located near the proposed natural gas line corridor which runs along Crow's Landing Road.

### **Water Conveyance Systems**

Good water management has always been important to California farmers and ranchers. Water shortages, from long droughts, and water excesses from heavy rainy seasons have shaped much of California. The interior central valley is a large seasonal wetland, receiving most of the snowmelt from the Sierras with only a partial draining of the surplus water

through the Sacramento-San Joaquin River Delta. Cities built on these floodplains are protected from flooding by levees. Large dams were erected on major rivers to provide more flood protection and to manage water supplies.

A variety of techniques was used to manage water. Early irrigation canals relied on gravity to move water; only lands lying below these flow control systems could be serviced. Later systems used pumps. Early pipe was constructed of hollowed-out logs. During the 19th century, riveted iron pipe was preferred to steel pipe for low-pressure applications such as irrigation. California mutual water companies used both metal and concrete pipes for water distribution as early as the late 1800s. Temporary weirs made of brush and loose rock were more commonly found associated with smaller water delivery systems developed before the late 1800s. Historically, wood and masonry (mortared cobble) weirs were more commonly used (Caltrans and JRP, 2000) followed by poured concrete "box" weirs connected to pre-fabricated concrete standpipe irrigation systems beginning in the first decades of the twentieth century.

## Cultural Resources Survey Results

All project components of the A2PP were subject to a cultural resources inventory, which includes archival research, reconnaissance, and surface pedestrian survey. The results of the resource inventory are presented in the following sections. Figure 1 shows the A2PP plant site, the construction laydown area/parking area, the two transmission line corridors, the reconducted 69-kV sub-transmission line corridor, the two alternate natural gas pipeline routes, as well as the archaeological survey area and the architectural survey area. The archaeological survey area includes the A2PP plant site, the construction laydown/parking area, the two transmission line corridors, the reconducted 69-kv sub-transmission line corridor, the two alternate natural gas pipeline routes, a 200-foot buffer around the plant site and laydown areas, and a 50-foot buffer around all project linears. The architectural survey area includes the A2PP plant site, the construction laydown areas, the two transmission line corridors, as well as a 0.5-mile buffer.

## Archival Research

CH2M HILL commissioned a literature search for the A2PP from staff of the California Historical Resources Information System (CHRIS) Central California Information Center using a definition of a 1-mile buffer zone around the A2PP plant site, associated laydown/parking area, and a 0.5-mile buffer zone around the transmission line corridors and the proposed natural gas pipeline routes. This search radius encompasses the entire research area required by the California Energy Commission for both the archaeological and architectural surveys. The CHRIS literature and records review included a review of all recorded archaeological sites as well as all known cultural resource survey and excavation reports. The National Register of Historic Places (NRHP), the California Register of Historic Resources (CRHR), California Historical Landmarks, and California Points of Historical Interest, as well as historic maps, including a GLO plat map for T6N, R9E (1853) T5N, R9E (1853-1854), and T4N, R9E (1853-1854), the 1941 Modesto West, California 15-minute United States Army Corps of Engineers map, the 1947 Orestimba, California 15-minute United States Army Corps of Engineers map, the 1952 Crows Landing, California, 7.5-minute USGS topographic map, and the 1953 Brush Lake, California, 7.5-minute USGS topographic map

were all examined. State and local listings were consulted for the presence of historic buildings, structures, landmarks, points of historical interest, and other cultural resources.

Additionally, CHRIS staff was asked to search for previously recorded segments of any of the historic laterals of the TID that crossed the proposed natural gas pipeline routes and if available, to provide site records of those laterals. Current Stanislaus County Assessor maps were examined because these maps contain locational information regarding the TID canals and the Westport Drain.

According to information available in the CHRIS files, thirteen previous cultural resource studies, primarily cultural resource survey reports, have been prepared within the A2PP plant site, laydown areas, and linears and an additional 18 studies have been prepared within one mile of the A2PP plant site and laydown areas and within one-half mile of the A2PP linears (Table 1).

TABLE 1  
Cultural Resources Reports within 1 Mile of the A2PP

Report Authors and Date	CHRIS Catalogue NADB Numbers
Werner (1986)	ST-0839*
Chavez (1976)	ST-0859*
Clark (1988)	ST-0860*
Napton (1989)	ST-0908*
Napton (1989)	ST-0909*
Napton (1991)	ST-0915
Shannon (1991)	ST-0935
Hill (1992)	ST-1435*
Napton (1992)	ST-1451*
Harmon (1992)	ST-1836*
Jones & Stokes (1990)	ST-1966*
Hatoff et al. (1995)	ST-2759*
Jensen (1996)	ST-2930
Derr (1998)	ST-3212*
Peak and Associates (1997)	ST-3248
Nave (1999)	ST-3630*
Davis-King (2000)	ST-3848
Nelson (2000)	ST-3995
Self (2001)	ST-4318
Baloean (2003)	ST-5060
Davis-King (2003)	ST-5115
Losee (2003)	ST-5237

TABLE 1  
Cultural Resources Reports within 1 Mile of the A2PP

Report Authors and Date	CHRIS Catalogue NADB Numbers
Davis-King (2004)	ST-5254
Billat (2004)	ST-5554
Billat (2005)	ST-5882
Supernowicz (2005)	ST-5903
SWCA Environmental Consultants (2006)	ST-6345
Peak and Associates (2006)	ST-6446*
Relva (1996)	ST-6599
Reese (2008)	ST-6690
Donaldson (2006)	ST-6777

\*Located in the A2PP plant site, laydown areas, or within any of the A2PP linears.  
Source: CHRIS Central California Information Center.

No cultural resources are previously recorded within the project area or within a 1-mile radius of the A2PP. There are no historic districts, cultural landscapes, NRHP-listed or eligible properties within the search radius, according to the results of the records and literature search.

According to the Annals of Stanislaus County, two taverns were located adjacent to the proposed natural gas pipeline route which runs along Crow's Landing Road. One of these taverns was located at the intersection of Grayson and Crows Landing Road and the other was located at the corner of West Main and Crows Landing Road. The structure at Grayson and Crows Landing Road is not extant on any of the historical maps reviewed for the area. The structure at West Main and Crows Landing Road burned down in 1943 and now a modern building is situated at that location. Stanislaus County Assessor map pages for the project area indicate locations of historical portions of Crows Landing and Carpenter Road which have been realigned.

Several structures and buildings were noted on the historical maps within the overall A2PP APE. The majority of these structures are residences and associated outbuildings. Several laterals and the Westport Drain located within the TID are visible on historic maps and cross the proposed natural gas pipeline routes. The UPRR line, historically the TSRR, runs adjacent to the 69-kV sub-transmission line that is to be reconductored and the Southern Pacific Railroad San Joaquin Valley Mainline, formerly the historic CPRR, is located within the 1-mile search radius.

The TSRR and historic canals are described in further detail in the following subsections.

#### ***P-50-00083 Tidewater Southern Railroad***

The TSRR, which runs adjacent to the 69-kV sub-transmission line to be reconductored and less than 200 feet west of the proposed A2PP site, has been recorded in other parts of Stanislaus County as P-50-00083 (Napton, 1994; Sharpe 2003) and in San Joaquin County (Hatoff, 1995) as P-39-00015 (CA-SJO-256H). In the A2PP APE, the TSRR has not yet been

recorded. None of the segments of the TSRR investigated by Napton (1994), Sharpe (2003), and Hatoff (1995) were determined to be NRHP or CRHR-eligible. These previously recorded and discontinuous segments are not considered eligible to the NRHP because the segments lack integrity due to modern improvements made to the tracks, the rail ties, and the rail beds (Napton, 1994; Sharpe, 2003; Hatoff, 1995).

The section of rail line visible on the historical maps reviewed and located in the A2PP APE is a segment of the TSRR interurban electric railway. This line originally connected passengers between Taylor Street in Stockton and downtown Modesto. The line was eventually converted into a feeder line for the main Southern Pacific and Central Pacific lines, which were the first railroads to run through the San Joaquin Valley. The TSRR is now a part of the UPRR. One separate section of this railroad is recorded elsewhere in Stanislaus County as site P-50-00083.

The historic TSRR was incorporated in 1910 and was originally an interurban electric railway that was intended to run from Stockton south through the San Joaquin Valley. In 1912, the TSRR consolidated with the Tidewater and Southern Transit and began operation as the Tidewater Southern Railway (Napton, 1994). By 1916, the line ran south to Turlock. The line was only electrified to Modesto and steam engines ran on the remainder of the track between Modesto and Turlock. The TSRR remained an independent line until 1917 when it was acquired by the WPRR who bought much of the stock in the TSRR and began changing the line into a conventional feeder line. The purchase of the TSRR was a part of the WPRR's expansion designed to extend its market through the acquisition of feeder lines that ran into the main WPRR line. By the 1930s, passenger service on the TSRR was stopped and most of the electric service was removed (Hatoff et al. 1995). The line was further upgraded after World War II as the newer heavier diesel locomotives required heavier rail (Sharpe, 2003). The line is still actively used between Modesto and Stockton as a freight feeder line.

The WPRR merged with the UPRR in 1983, two months before its 80th anniversary. Shortly after, the UPRR began an additional series of improvements to the old WPRR tracks to enable larger locomotives and heavier freight cars running at higher speeds to run on the WPRR. The upgrades included heavier rails, new ties, and improved rail beds to permit higher tonnage on the tracks (Bridges, 1983).

### *Canals of the TID*

Review of available historic U.S. Geological Survey (USGS) maps show the proposed natural gas supply pipelines crossing several of the TID's historical lateral canals, including Lateral 2, Lateral 2½, Lateral 3, Lateral 4, Lateral 5, and Lateral 5½, as well as the Westport and Harding Drains. These laterals were completed between 1899 and 1915. The Harding Drain is labeled the Lateral 5 Drain on these historic maps; however, the TID refers to this drain as the Harding Drain, as it runs parallel to Harding Road (Baysinger, 2009). The first TID drain, the Moore Drain, which connected to Lateral 3 near Crows Landing Road, was dug in 1907; however, the TID did not begin digging drains in earnest until 1914, and the Westport Drain and the Harding Drain appear to date to this period. Segments of three of these laterals, Lateral 2½, Lateral 3, and Lateral 5 have been previously recorded elsewhere in Stanislaus County as P-50-000071, P-50-000072, and P-50-01927, respectively. In the A2PP APE, none of the laterals have yet been recorded. None of the segments of the three laterals listed above were determined to be NRHP or CRHR eligible.

**P-50-000071. Lateral 2½.** A segment of Lateral 2½ has been previously recorded elsewhere in Stanislaus County. Lateral 2½ was completed between 1914 and 1915. Lateral 2½ connects to Lateral 2 just west of Lateral 2's connection to the Turlock Main Canal on its eastern end and the Westport Drain on the west side. Originally, Lateral 2½ was an open earth canal. In the 1930s, concrete lining of several of the community ditches was begun and many of the community ditches were replaced in favor of concrete water pipeline. During the early 1950s, TID lined many of the laterals with concrete to improve water flow and to stop the erosion of the laterals (Paterson, 1989). Concrete lining was placed into Lateral 2½ beginning on the eastern end of the lateral in the 1930s.

Lateral 2½ was recommended as not eligible for listing on the NRHP. Lateral 2½ was originally an open earth canal that was later improved with concrete lining beginning in the 1930s. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well, affecting the overall integrity of the canal. Additionally as lined irrigation laterals are common features in the San Joaquin Valley, Lateral 2½ is not considered a unique example of a segment of an early irrigation system and was recommended as not eligible for listing in the NRHP (JRP, 1993a).

**P-50-000072. Lateral 3.** A segment of Lateral 3 has been previously recorded elsewhere in Stanislaus County. Lateral 3 was completed in 1899. Lateral 3 connects to the Turlock Main Canal on its eastern end and the Westport Drain on its western end. Originally, Lateral 3 was an open earth canal. In the 1930s, concrete lining of several of the community ditches was begun and many of the community ditches were replaced in favor of concrete water pipeline. During the early 1950s, TID lined many of the laterals with concrete to improve water flow and to stop the erosion of the laterals (Paterson, 1989). Concrete lining was placed into Lateral 3 beginning on the eastern end of the lateral in the 1930s.

Lateral 3 was recommended as not eligible for listing on the NRHP. Lateral 3 was originally an open earth canal that was later improved with concrete lining beginning in the 1930s. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well, affecting the overall integrity of the canal. Additionally, because lined irrigation laterals are common features in the San Joaquin Valley, Lateral 3 is not considered a unique example of a segment of an early irrigation system and was recommended as not eligible for listing in the NRHP (JRP, 1993b).

**P-50-01927. Lateral 5.** A segment of Lateral 5 has been previously recorded elsewhere in Stanislaus County. Lateral 5 was completed in 1903. Lateral 5 connects to the Turlock Main Canal on its eastern end and drains into the San Joaquin River on the west side. Originally, Lateral 5 was an open earth canal. In the 1930s, concrete lining of several of the community ditches was begun and many of the community ditches were replaced in favor of concrete water pipeline. During the early 1950s, TID lined many of the laterals with concrete to improve water flow and to stop the erosion of the laterals (Paterson, 1989). Concrete lining was placed into Lateral 5 beginning on the eastern end of the lateral in the 1930s.

This segment of Lateral 5 was recommended not eligible for listing on the NRHP. Lateral 5 was originally an open earth canal that was later partially improved with concrete lining beginning in the 1930s. This previously recorded segment has been lined with concrete.

Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well, affecting the overall integrity of the canal. The canal segment being a very small part of a much larger canal system, was recommended as not eligible for listing in the NRHP.

Additionally, this previously recorded segment of Lateral 5 was 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. This canal segment does not appear to meet any of the significance criteria as outlined in these guidelines (Bard and Calvit, 2002).

### **Consultation**

CH2M HILL contacted the Native American Heritage Commission (NAHC) by letter on January 14, 2009, to request information about traditional cultural properties such as cemeteries and sacred places in the A2PP APE. The NAHC responded on January 16, 2009, with a list of Native Americans interested in consulting on development projects. Each of these individuals/groups was contacted by letter on February 2, 2009. Letters were also emailed and faxed where possible on February 2, 2009. Follow up phone calls were made on March 12, 2009. Jay Johnson of the Southern Sierra Miwuk Nation was reached and voiced no concerns with the project. Messages were left with all groups or individuals with a valid phone number. Les James of the Southern Sierra Miwuk Nation requested an additional copy of the original letter and maps on March 24, 2009, and the letter was sent. No additional response from Mr. James has been received at the time of printing. No additional responses from other parties contacted have been received.

The NAHC record search of the Sacred Lands file did not indicate the presence of Native American cultural resources in the immediate A2PP APE. The record search conducted at the CHRIS Central California Information Center also did not indicate the presence of Native American traditional cultural properties.

Additionally, CH2M HILL contacted historical societies in the Ceres and Modesto areas, including the Ceres Historical Society, the McHenry Museum and Historical Society, and the Turlock Historical Society on February 4, 2009. As of this printing no responses have been received regarding historic structures from either society.

### **Archaeological Field Survey**

Using pedestrian transects spaced no more than 10 meters apart, Ms. Lawson and Mr. Fergusson surveyed up the project facilities, a 200-foot buffer surrounding them, the proposed natural gas pipeline routes, and a 50-foot buffer around all linear corridors (Figure 1). Opportunistic examination of exposed soils was conducted when possible within the survey areas to determine whether archaeological deposits might be present. Exposed soils, consisting mainly of previously disturbed agricultural sediments and road bed material, were inspected carefully, and no evidence of cultural materials was noted.

Visibility within the A2PP plant site and in the laydown/parking area was excellent. Some areas on the northern edge of the laydown areas had moderate visibility, at approximately 30 percent, but the remaining A2PP plant site and laydown/parking area were almost entirely bare. The proposed A2PP plant site has been used as a borrow area in the past and in 2008 the site was backfilled. The laydown area adjacent to the plant site appeared to have been recently graded.

Visibility along the 69-kV sub-transmission line to be reconductored was excellent. Most of the area within the corridor surveyed for this transmission line had been graded for building construction, and for paved Hatch Road, or parking. Hatch Road runs adjacent to the east-west portion of the transmission corridor. When the transmission corridor turns south towards the A2PP plant site, the corridor runs adjacent to the UPRR line, which is an active rail line. Visibility along this line remains good.

Visibility along the proposed transmission line corridors was fair, at approximately 50 percent, due to vegetation within the fallow agricultural fields. Visibility along the orchards was excellent at nearly 100 percent. The area within the proposed transmission corridors runs east-west along TID Lateral 2 before turning south to run through a fallow agricultural field. The field is disturbed by agricultural activities, such as discing or plowing. A community ditch runs east west through the field, and the relief standpipes visible in the field indicate the presence of underground irrigation pipe within the field and within the transmission line corridors.

Visibility within the proposed natural gas pipeline routes ranged from excellent along portions of Crows Landing and Carpenter roads in graded parking lots or along the graded ROWs for the paved roads to poor within fallow agricultural fields adjacent to the paved roads. Areas within orchards situated along the roads had excellent visibility at nearly 100 percent. The areas along the natural gas pipeline routes are disturbed by transmission lines, an existing underground gas line, grading for paved Crows Landing and Carpenter roads, building construction, or parking. These areas are disturbed by both agricultural activities, including the building of community ditches and placement of underground irrigation pipe, as well as the grading. Underground irrigation pipe, which replaced the historical community ditches that connected the TID laterals bisecting the corridors, are extant in the overall APE; relief standpipes and gate structures to control water flow were visible along all of the surveyed gas line corridors.

All observed soils in the A2PP APE range from medium to dark brown loamy sand. Rarely, fist-sized cobbles were observed and it is likely that these were carried into the APE.

A 4-mile segment of the historic TSRR, P-50-00083, was recorded on DPR 523 forms within the corridor of the reconductored 69-kV sub-transmission line and within the 200-foot buffer around the A2PP plant site (Appendix 5.3B). This segment runs between Hatch Road and Wood Road and was a part of the TSRR completed in 1916. Although the segment recorded in the A2PP was initially intended to be an electric line, it was never actually electrified (Hatoff et al., 1995). The newly recorded section of TSRR located within the transmission line corridor runs along the footprint of the original historical railroad grade; however, modern upgrades to the rail line, including modern rail crossings, upgraded rail lines and ties are extant. Additionally, the rail grade itself has been modified to allow for heavier loads to be run upon the tracks. Consistent with all other recorded segments of this rail line, this particular segment of the TSRR does not appear to be eligible for listing on the NRHP as it no longer retains integrity.

Although historical roads were observed on historical maps of the A2PP APE and other historical structures, including the taverns located along Crows Landing Road as mentioned in the Annals of Stanislaus County, are known to have existed in the area, no trace of these were located during the survey. Crows Landing Road has been repaved and in some areas

realigned from the historical road. Carpenter Road, also is repaved and although a small section of a historical road. Despite the lack of resources found during the A2PP survey, cultural sensitivity is still considered moderate within the A2PP APE because the area was heavily traveled historically and many of the areas of the A2PP APE are in fair condition.

Given the local topography, distance to major stream drainages or other archaeologically sensitive features, and the scale and scope of previous ground disturbance in the area, archaeological sensitivity of the surface soils of the A2PP APE is considered moderate to low. The sensitivity of the underlying soils is also considered moderate to low, given that some possibility exists for intact cultural deposits to be present beneath the heavily disturbed agricultural zone in and along the agricultural fields where the new transmission lines are proposed or within the orchards where the proposed gas line corridors are located. Additionally, the A2PP is located near several historic features, and the area around Crows Landing Road has been heavily used historically. Although the archaeological sensitivity is considered moderate to low, there is an overall low density of previous finds in this general area, despite several previous surveys.

### Architectural Survey

A cultural resource survey of the built environment of the A2PP APE was conducted on January 15 and 16, 2009, by Jessica Feldman. In order to assess potential impacts to the historic built environment, CH2M HILL examined the A2PP plant site, the laydown/parking area, the new transmission line corridors, and, no less than 0.5 mile from the aforementioned areas.

The literature search revealed there are no known NRHP- or CRHR-listed properties located in the A2PP APE. A windshield survey was undertaken and buildings that appeared to be more than 45 years of age were recorded within the area discussed above. Following this windshield survey, assessor data were reviewed to determine the ages of these properties. The review of the assessor data established that a total of 63 addresses contained buildings and/or structures constructed either in or prior to 1964. One additional property, for which no date was listed on the assessor record, was included in the list of historic addresses because this property appears to have been constructed prior to 1964. A number of the addresses contained prefabricated homes and trailers in addition to significantly altered Minimal Traditional and Ranch-style residences. All of the Minimal Traditional and Ranch-style properties were constructed between 1940 and 1963. None of these properties appear to meet NRHP Criterion A or B, and most do not retain enough integrity to meet NRHP Criterion C. There is no pattern of development or use of style in any of the three areas or neighborhoods where these properties are located.

A total of 63 historic structures were found within the project area; several of these structures are of four basic types of buildings which are generally not considered eligible for listing on the NRHP. Thus, DPR forms for buildings of this type were not recorded on DPR forms. Rather, the information for these Minimal Traditional and Ranch-style properties is presented in the table below which includes the address, year built, and the reason for entry in the table (i.e., lack of integrity). Representative photographs of these buildings are provided in Figure 2. DPR forms for those properties that might meet the NRHP criteria were prepared and are included in Table 2. Properties that are not recorded on DPR forms are shown in Table 3.

Several laterals and two drains, which are a part of the overall TID system, are bisected by the proposed natural gas pipeline routes. The majority of these laterals, as well as the drains, are recorded as discrete 100-foot segments where the proposed natural gas pipeline routes bisect each lateral or drain. One of the natural gas pipeline routes runs adjacent to Lateral 2 between the A2PP plant site and Carpenter Road for a distance of approximately 2 miles, and this entire segment is recorded, as well. DPR forms for these features were prepared.

The first waters of the TID were delivered to the field of Henry Stirring in 1900 from Lateral 0. Lateral 0, which is no longer extant within the TID, was not located within the A2PP APE. The entire TID canal system was up and flowing by the 1904–1905 growing season. Additional laterals were constructed between 1914 and 1915. By 1907, problems with the rising water table related to the irrigating of the TID began. The TID excavated the first drain, the Moore Drain, which crossed Crows Landing Road and connected to Lateral 3 that year. More landowners asked the TID board to help drain their lands, and the TID began creating other drains in 1918 (Paterson, 1989). The Westport Drain and the Harding Drain appear to have been created during these efforts and is visible on historic maps of the area that post date 1918. The recorded segments of Lateral 2, Lateral 2½, Lateral 3, Lateral 4, Lateral 5, and Lateral 5½ were originally open earth canals. With the exception of Lateral 5, all sections of the laterals recorded within the proposed gas corridors, have been improved with concrete lining. These improvements appear to have been made beginning in the 1950s and continuing through the 1980s as evidenced by research and dates imprinted into the concrete. Within A2PP APE, Lateral 5 is the only canal that has not been upgraded with a concrete lining.

With the exception of Lateral 5, all of the canal segments discussed above were originally open earth canals that was later improved with concrete lining beginning in the 1950s and continuing through the 1980s. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well. All of the canal segments recorded here possess integrity of location, as they are found in the same locations as when they were originally constructed. However, these canal segments only retain some integrity of setting. Although parts of the area of these recorded canal segments remain predominately rural farmland, several post-1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canals and, aside from Lateral 5, each canal segment has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete that has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. Each canal segment does retain some integrity of association, as each canal segment is still used for irrigation. Since the materials and workmanship of these canal segments have been replaced with more modern materials, none of the concrete-lined canals retain integrity of feeling of the TID area before 1920. These recorded segments do not retain the essential physical features that made up its character or appearance during the period of its association.

Each canal segment, including Lateral 5, being a very small part of a much larger canal system, does not itself convey clear association with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant

contribution to history at the local, state, or national level (Criterion B). None of the canal segments are important examples of a type or method of construction (Criterion C), and because of repeated repairs and extensive upgrades, none of the recorded segments of the canals can as a source of important information about historical canal construction or technology (Criterion D). The small segment of Lateral 5 recorded here, although still a good example of an open earth canal, can offer no further important information about historical canal construction or technology outside of the complete recording of the canal conducted during this project. Thus, none of these segments appear to meet the criteria for listing in the NRHP.

Each canal segment was 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. No canal segment appears to meet any of the significance criteria as outlined in these guidelines.

Similarly, the recorded segments of the Westport Drain and the Harding Drain, are a small part of the larger TID system and do not themselves convey clear association with significant trends in agriculture on a national level, nor are they associated with individuals that made a significant contribution to history, nor are they an important or unique example of a type or method of construction. The original drains in the TID were open earth "V" ditches, which were gradually replaced with underground concrete pipe (Paterson, 1989). The Westport Drain is a large ditch that now contains underground pipe that is visible at the recorded segment. The drain west of the recorded segment remains an open V ditch. The Harding Drain remains a large open "V" ditch where it intersects with Carpenter Road.

The Westport Drain and the Harding Drain were 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 and do not appear to meet any of the significance criteria as outlined in these guidelines.

Twenty-three properties constructed in 1964 or earlier are located within one-half mile of the A2PP plant site, laydown/parking area, and the proposed transmission lines which might meet the NRHP criteria. Table 2 lists these properties as well as the TID laterals and the Westport Drain, the building style, the year built, and the NRHP status of each property.

TABLE 2  
Summary of Buildings and Structures over 45 years of age

Structure/Site	Description	Year Built	NRHP/CRHR Status
5242 Avenue A	1½ story Craftsman style residence	1925	Does not meet NRHP Criterion A, B or C.
5336 Avenue D	1½ story Craftsman style residence	1940	Does not meet NRHP Criterion A, B or C.
125 Cowan Street	1 to 1½ story (split-level) International style residence	1950	Eligible for the NRHP under Criterion C.
4019 Crows Landing Road	One- to- story commercial building	1915	Does not meet NRHP Criterion A, B or C.
4307 Crows Landing Road	One-story bungalow	1930	Does not meet NRHP Criterion A, B or C.

TABLE 2  
Summary of Buildings and Structures over 45 years of age

4443 Crows Landing Road	1½ story Cape Cod residence, detached garage, barn	1940	Does not meet NRHP Criterion A, B or C.
4607 Crows Landing Road	One-story bungalow	1938	Does not meet NRHP Criterion A, B or C.
4619 Crows Landing Road	One-story bungalow		Does not meet NRHP Criterion A, B or C.
4742 Crows Landing Road	One-story Craftsman style residence, barrel-arch warehouse/garage	1903	Does not meet NRHP Criterion A, B or C.
4886 Crows Landing Road	Late 19th Century 1½ story residence, prefabricated residence, sheds	1890	Does not meet NRHP Criterion A, B or C.
5019 Crows Landing Road	Unknown	Circa 1915	Does not meet NRHP Criterion A, B or C.
5237 Crows Landing Road	Farmstead: 2-story Craftsman residence, tankhouse, barn	1912	Eligible for the NRHP under Criterion C
5336 Crows Landing Road	1-story Minimal Traditional residence	1943	Does not meet NRHP Criterion A, B or C.
348 E. Grayson Road	1½-story bungalow, prefabricated residence	1904	Does not meet NRHP Criterion A, B or C.
706 E. Grayson Road	Unknown, no access to property	1953	Does not meet NRHP Criterion A, B or C.
943 E. Grayson Road	Farmstead: 1-story Minimal Traditional residence, paddocks, barns	1957	Does not meet NRHP Criterion A, B or C.
530 W. Grayson Road	Foursquare style residence and associated tankhouse	1910	Does not meet NRHP Criterion A, B or C.
301 Lathrop Road	1½-story Craftsman residence	1925	Does not meet NRHP Criterion A, B or C.
401 Lathrop Road	Style unknown	1932	Does not meet NRHP Criterion A, B or C.
600 San Joaquin Avenue	Farmstead: 1-story Ranch, frame barn	1948	Does not meet NRHP Criterion A, B or C.
142 W. Service Road	2 two-story prefabricated warehouses	1948	Does not meet NRHP Criterion A, B or C.
624 E. Service Road	Commercial/agricultural buildings	1958	Does not meet NRHP Criterion A, B or C.
TID Lateral 2	Irrigation canal	1899	Does not meet NRHP Criterion A, B, C, or D.
TID Lateral 2½ P-50-000071	Irrigation canal	1914-1915	Does not meet NRHP Criterion A, B, C, or D.
TID Lateral 3 P-50-000072	Irrigation canal	1899	Does not meet NRHP Criterion A, B, C, or D.

TABLE 2  
Summary of Buildings and Structures over 45 years of age

TID Lateral 4	Irrigation canal	1903	Does not meet NRHP Criterion A, B, C, or D.
TID Lateral 5 P-50-01927	Irrigation canal	1903	Does not meet NRHP Criterion A, B, C, or D.
TID Lateral 5½	Irrigation canal	1914-1915	Does not meet NRHP Criterion A, B, C, or D.
Westport Drain	Irrigation drain	Post 1914	Does not meet NRHP Criterion A, B, C, or D.
Harding Drain	Irrigation drain	Post 1914	Does not meet NRHP Criterion A, B, C, or D.

More than two-thirds of the residential buildings in the project study area fell into two stylistic categories: Modern and Contemporary Folk (McAlester, 1991). “Modern” homes, such as the Minimal Traditional style, were constructed as early as the late 1930s, although the Ranch style was the prevailing type by the 1950s and 1960s. Both styles are typically one-story high with little or no extraneous decoration or ornamentation. The Minimal Traditional style house may have architectural details that reference Craftsman, Tudor or Cape Cod styles, while the Ranch may contain small features that reflect the Colonial Revival style. Both styles reflect the homebuilders’ desire to construct numerous homes quickly and efficiently, especially in the post World War II era, when homeownership was on the rise at a time of housing shortage. In the project area, most of these homes lacked integrity due to the application of stucco to exterior, the removal of original windows and additions or were not noteworthy examples of the styles.

“Contemporary Folk,” also referred to as prefabricated (prefab) or manufactured homes, were available as early as the 1940s, and continue to a popular type of house due to their inexpensive construction costs; they were also billed as “functional,” due in part to their compact footprints (Carley, 1994). Manufactured homes could be built at the site with prefabricated materials being put together within a matter of days or even hours. These homes also could be built at a factory and moved to the project site by truck and trailer, which was made much easier in the era of the freeway and interstate highway programs of the 1950s and 1960s. As with the “Modern” styles, these homes are typically one-story and unadorned. Stylistic differences may include roof type or color of the exterior cladding, but most have rectangular, narrow footprints with low, pitched roofs and their exterior appearances don’t often differ from one house to the next. This type also includes the “mobile home” or “trailer,” which date to the early 1930s, and were intended to be used for temporary housing. As with prefab homes, there is little variety in architectural detail. However, the trailers and mobile homes in the project area are permanent structures. Most appeared intact, but none were important examples of the style. Examples of these four architectural styles are provided in Figure 2.

Table 3 provides a summary of building and structures over 45 years of age that are considered ineligible for NRHP or CRHR.

TABLE 3  
Summary of Buildings and Structures over 45 years of age considered ineligible for NRHP or CRHR

Address	Year Built	Reason
5200 Avenue A	1947	A Ranch style residence which does not meet NRHP Criterion A, B or C
5201 Avenue B	1940	Minimal Traditional style residence which is lacking integrity (windows replaced, porch altered, exterior material replaced)
5224 Avenue B	1947	Minimal Traditional style residence which lacks integrity (windows replaced, exterior material altered, entrance altered, carport addition, porch alterations).
5236 Avenue B	1963	A trailer which does not meet NRHP Criterion A, B or C.
5230 Avenue D	1960	Minimal Traditional style residence which does not meet NRHP Criterion A, B or C.
129 Bragg Road	1940	Minimal Traditional style residence which lacks integrity (exterior material is not original, windows replaced).
219 Bragg Road	1950	Ranch style residence which lacks integrity (windows replaced, addition to rear, possible enclosure of garage, exterior material replaced).
220 Bragg Road	1950	Minimal Traditional style residence lacking integrity due to possible garage conversion, window replacement and stucco exterior.
225 Bragg Road	1950	Minimal Traditional style residence which does not meet NRHP Criterion A, B or C.
301 Bragg Road	1946	Minimal Traditional style house lacks integrity.
308 Bragg Road	1936	A trailer/prefabricated residence which does not meet NRHP Criterion A, B or C.
200 Cowan Street	1963	A prefabricated residence which does not meet NRHP Criterion A, B or C.
209 Cowan Street	1947	A prefabricated residence which does not meet NRHP Criterion A, B or C.
255 Cowan Street	1963	A prefabricated residence which does not meet NRHP Criterion A, B or C
261 Cowan Street	1963	A Ranch style residence which does not meet NRHP Criterion A, B or C
4201 Crows Landing Road	1940	A Minimal Traditional style residence which does not meet NRHP Criterion A, B or C.
4363 Crows Landing Road	1947	The style of this residence is not clear, but it does not appear to meet NRHP Criterion A, B or C.
4401 Crows Landing Road	1947	A Minimal Traditional style residence that does not meet NRHP Criterion A, B or C.
4419 Crows Landing Road	1950	A Minimal Traditional style residence that does not meet NRHP Criterion A, B or C.
4431 Crows Landing Road	1950	A Minimal Traditional style residence that does not meet NRHP Criterion A, B or C
4467 Crows Landing Road	1963	This residence lack a clear style or stylistic influence and does not meet NRHP Criterion A, B or C

TABLE 3

Summary of Buildings and Structures over 45 years of age considered ineligible for NRHP or CRHR

4625 Crows Landing Road	1944	A Minimal Traditional style residence that lacks integrity due to window replacement (and possible rearrangement/realignment of windows), exterior stucco and changes to the setting.
4627 Crows Landing Road	1947	A Minimal Traditional style residence which does not meet NRHP Criterion A, B or C.
4631 Crows Landing Road	1939	A Minimal Traditional style residence that lacks integrity due to changes in the setting, the addition and enlargement of the garage (possibly converted to a residential building), exterior material likely replaced and window replacement.
4730 Crows Landing Road	1960	A prefabricated residence which does not meet NRHP Criterion A, B or C. Ancillary buildings do not meet NRHP Criteria either.
4731 Crows Landing Road	1941	A Minimal Traditional style residence which has lost integrity due to window replacement, and additions to the original footprint.
4830 Crows Landing Road	1960	A Ranch style residence which does not meet NRHP Criterion A, B or C
5260 Crows Landing Road	1954	A Minimal Traditional style residence constructed of concrete block which does not meet NRHP Criterion A, B or C.
5300 Crows Landing Road	1952	A Minimal Traditional style residence that does not meet NRHP Criterion A, B or C.
624 E. Grayson Road	1958	A Ranch style residence, currently undergoing renovation, which lacks integrity of design, setting, materials, workmanship and feeling.
130 W. Grayson Road	1955	A Minimal Traditional style residence which does not meet NRHP Criterion A, B or C
607 W. Grayson Road	1950	Due to alterations, the original style of this residence is not obvious although it may have been a Minimal Traditional style residence; it lacks integrity.
613 W. Grayson Road	1960	A Ranch style residence which does not meet NRHP Criterion A, B or C
401 Kaiser Road	1963	A Ranch style residence that lacks integrity due to changes to the windows, footprint and exterior material
224 San Joaquin Avenue	1950	A Minimal Traditional style residence which does not meet NRHP Criterion A, B or C.
242 San Joaquin Avenue	1963	A prefabricated residence that does not meet NRHP Criterion A, B or C.
318 San Joaquin Avenue	1948	A Minimal Traditional style residence which does not meet NRHP Criterion A, B or C.
330 San Joaquin Avenue	1946	A prefabricated residence which does not meet NRHP Criterion A, B or C
430 San Joaquin Avenue	1950	A Minimal Traditional style residence which lacks integrity, due to additions and changes to the original footprint, window replacement and exterior stucco material.
518 San Joaquin Avenue	1945	A Minimal Traditional style residence which lacks integrity due to window replacement, changes to the exterior and roof material and to the porch.
542 San Joaquin Avenue	1951	A Minimal Traditional style residence, lacking integrity due to window replacement, changes to exterior material and porch alterations.

## Recommendations

The literature search and pedestrian inventories did not locate any significant prehistoric or historic sites within the A2PP site and linear facilities.

The literature search and pedestrian inventory have shown no significant prehistoric or historic sites located within the A2PP APE. An approximately 4-mile segment of the UPRR, historically the TSRR, runs adjacent to the reconductored 69-kV sub-transmission line. Although this segment was recorded during the archaeological survey for the A2PP APE, this segment is not eligible to the NRHP and is not considered a significant resource. The integrity of the section of the UPRR/TSRR located in the A2PP APE was compromised by a series of improvements to enable larger locomotives and heavier freight cars running at higher speeds to run on the WPRR. The improvements included heavier rails, new ties, and improving the rail beds to permit higher tonnage (Bridges, 1983). This segment no longer retains the essential physical features that made up its character or appearance during its period of importance from 1905 to 1909, and although the rail line is located in its original footprint, the original historic materials and workmanship are no longer present or able to convey important associations with local historic events (National Park Service, 1991). Additionally, previously recorded discontinuous sections of the UPRR/TSRR recorded elsewhere in Stanislaus County are also not considered eligible. Finally, the segment of the UPRR/TSRR, which has been recorded, is currently in use and the reconductoring of the transmission line will not interfere with this use and, therefore, will not impact the railroad segment.

Both natural gas pipeline alternatives cross several historic laterals and two historic drains of the TID. These canals will be crossed through the use of a trenchless construction method such as jack and bore. While these canals are more than 100 years old, as with all of TID's lined canals, routine maintenance is an ongoing activity needed to maintain water flows and repair and improvement is commonplace. None of the TID canal system laterals or the drains appear to meet the criteria for listing in the National Register of Historic Places and each canal segment and drain was 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, and none meet any of the significance criteria as outlined in these guidelines. Lastly, there are no known cemeteries or human remains interred outside of formal cemeteries in the A2PP APE or linear facilities that project construction might disturb. Therefore, the project is unlikely to have an adverse effect on significant historical or archaeological sites (that are eligible for listing in the NRHP or CRHR).

It is unlikely, due to the low number of archaeological resources in the A2PP APE, that the project would encounter buried intact cultural resources that have not previously been disturbed or destroyed in sediments near the ground surface. However, some limited potential does exist for intact cultural resources to be discovered in soils below the plow zone. With the incorporation of mitigation measures, construction impacts to cultural resources will be less than significant.

Although significant archaeological and historical sites were not found during the survey for the A2PP plant site, laydown areas, and associated linear features, it is possible that subsurface construction could encounter buried archaeological remains. For this reason, the A2PP will include measures to mitigate any potential adverse impacts that could occur if

there were an inadvertent discovery of buried cultural resources. These measures include: (1) designation of an on-call CRS to investigate any cultural resources finds made during construction, (2) implementation of a construction worker training program, (3) monitoring during initial clearing of the power plant site and excavation at the plant site, (4) procedures for halting construction in the event that there is an inadvertent discovery of archaeological deposits or human remains, (5) procedures for evaluating an inadvertent archaeological discovery, and (6) procedures to mitigate adverse impacts on any inadvertent archaeological discovery determined significant.

If human remains are found during construction, project officials are required by the California Health and Safety Code (Section 7050.5) to contact the Stanislaus County Coroner. If the Coroner determines that the find is Native American, he or she must contact the NAHC. The NAHC, as required by the Public Resources Code (Section 5097.98) determines and notifies the Most Likely Descendant with a request to inspect the burial and make recommendations for treatment or disposal.

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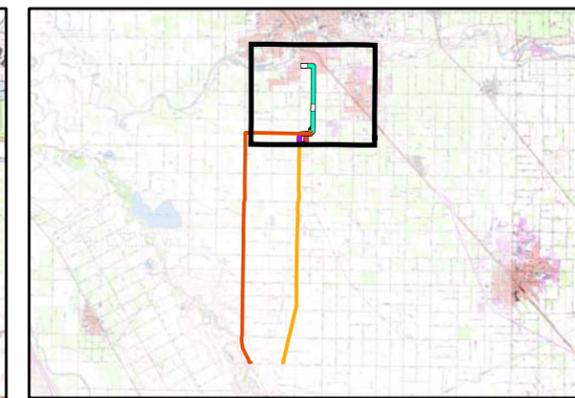
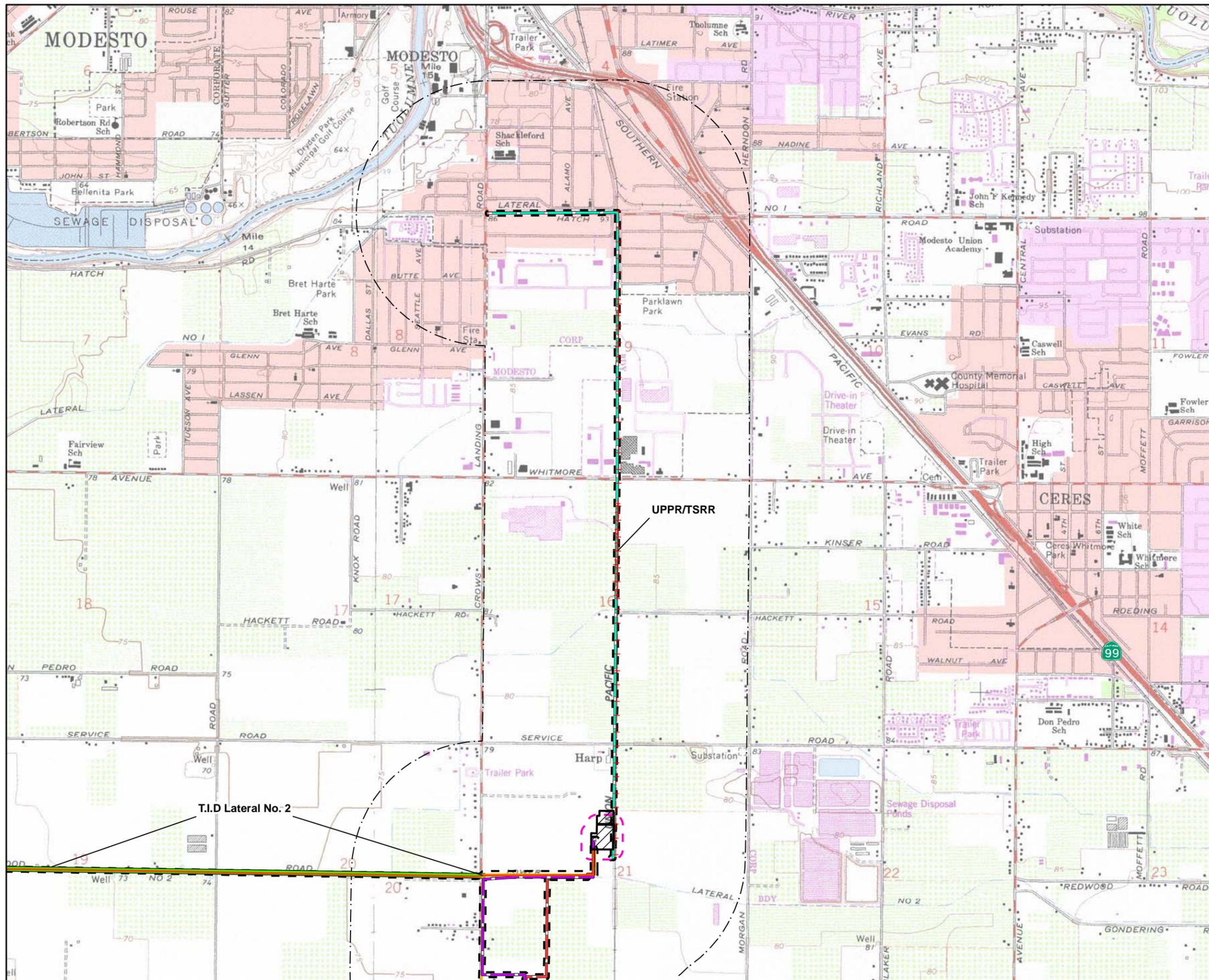
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Figures

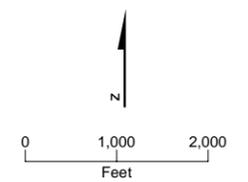
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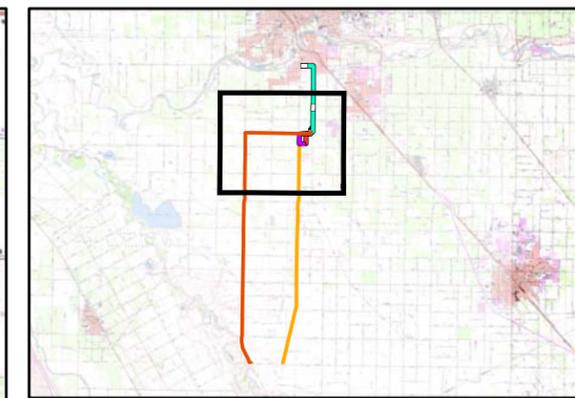
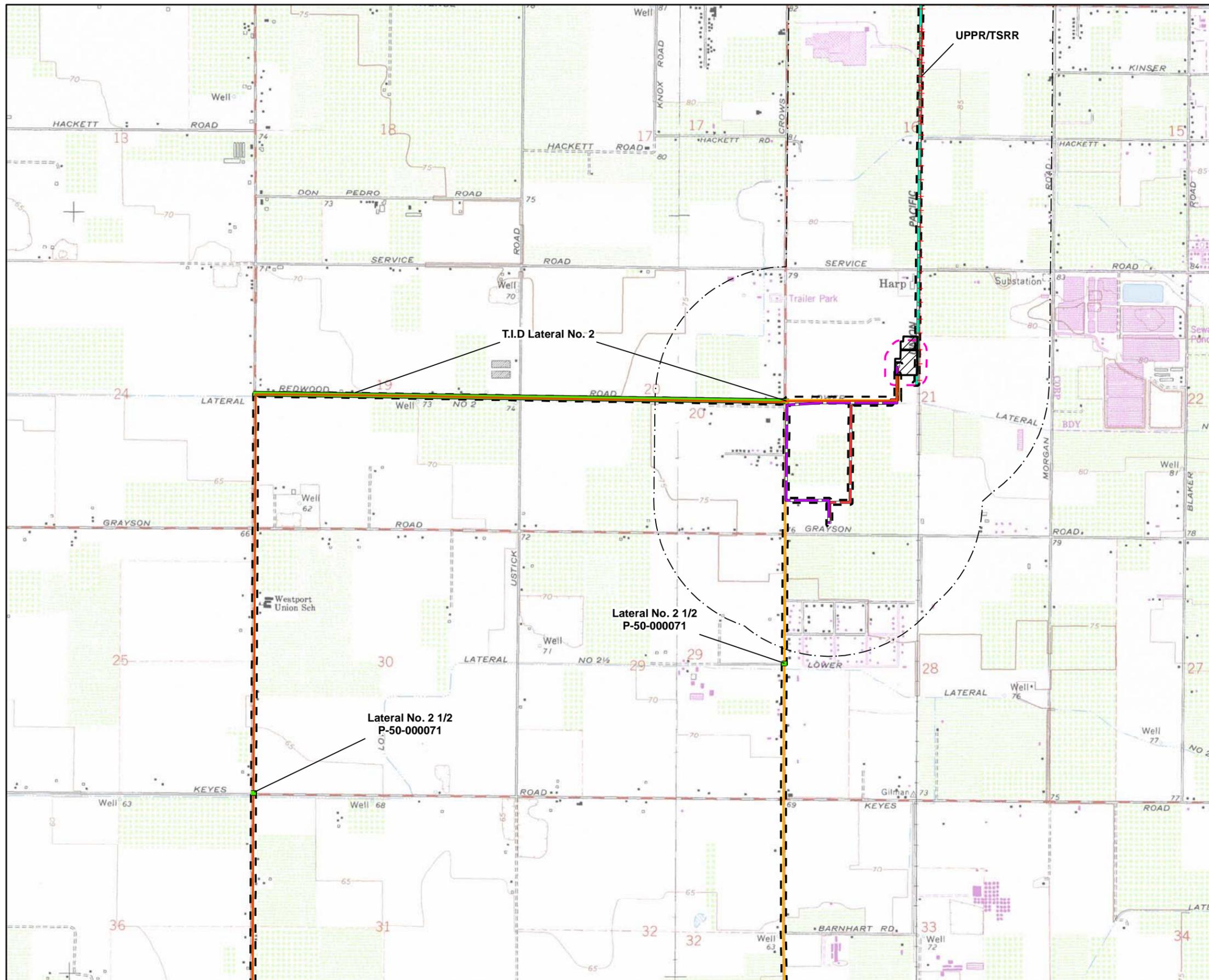
- LEGEND**
- Natural Gas Pipeline (Alternate A)
  - Natural Gas Pipeline (Alternate B)
  - 115-kV Circuit 1 Line (Corridor 1)
  - 115-kV Circuit 2 Line (Corridor 2)
  - Reconductored 69kV Sub-Transmission Line
- Recorded Sites**
- Westport Drain
  - Recorded TID Lateral Segment
  - UPRR/TSRR Segment
  - Project Site
- Survey for Archeological Resources**
- 50ft Buffer
  - 200ft Buffer
- Survey for Historic Built Resources**
- 1/2 Mile Buffer

Note:  
The Grayson Substation is being developed as a separate Project

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.



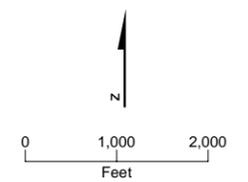
**FIGURE 1A**  
**AREAS SURVEYED FOR CULTURAL RESOURCE**  
ALMOND ENERGY CENTER  
CERES, CALIFORNIA



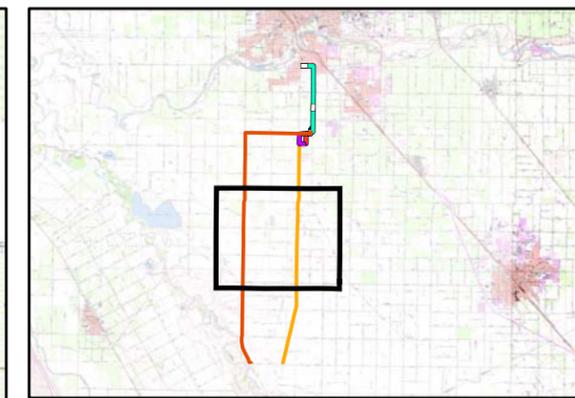
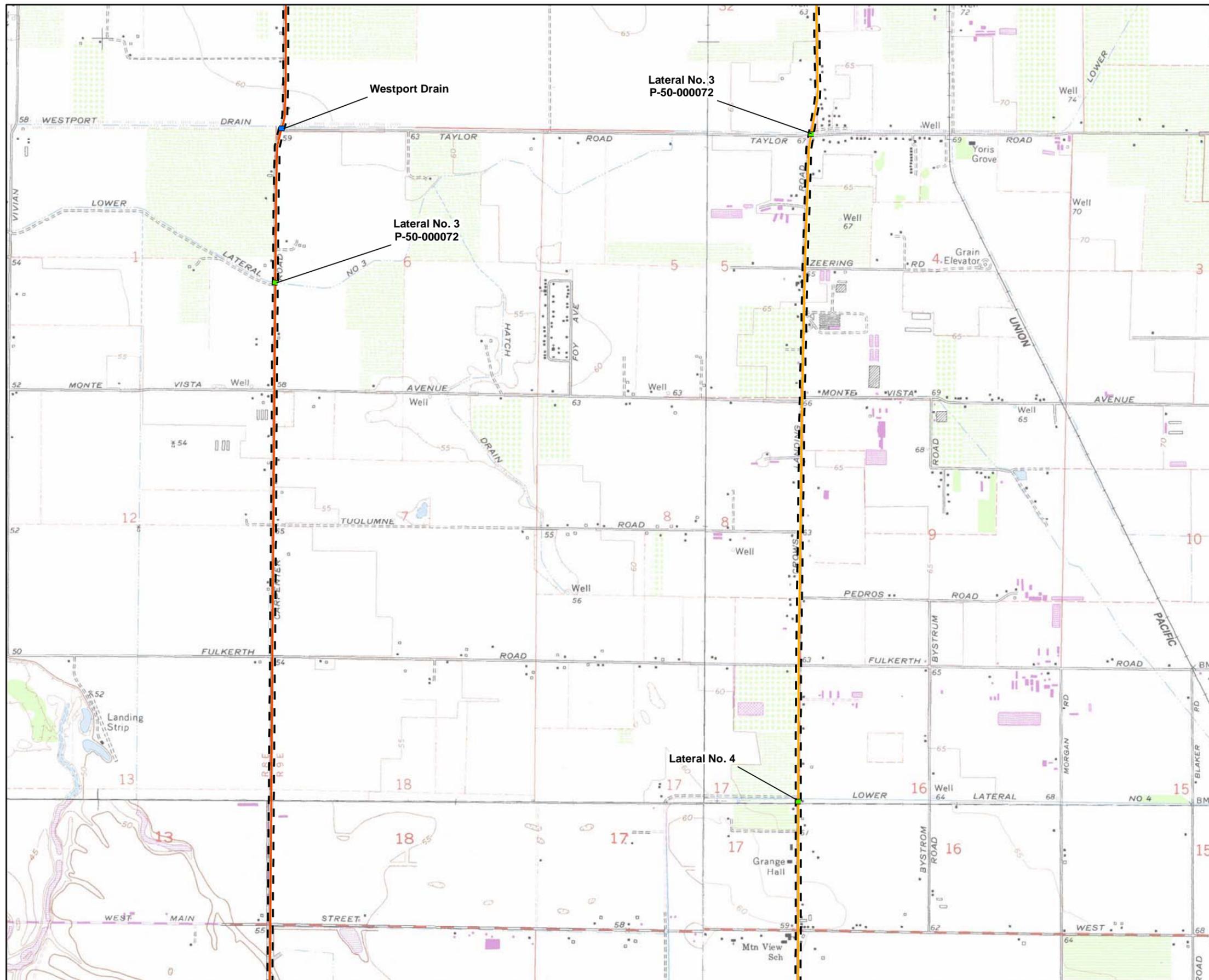
- LEGEND**
- Natural Gas Pipeline (Alternate A)
  - Natural Gas Pipeline (Alternate B)
  - 115-kV Circuit 1 Line (Corridor 1)
  - 115-kV Circuit 2 Line (Corridor 2)
  - Reconstructed 69kV Sub-Transmission Line
- Recorded Sites**
- Westport Drain
  - Recorded TID Lateral Segment
  - UPRR/TSRR Segment
  - ▨ Project Site
- Survey for Archeological Resources**
- 50ft Buffer
  - 200ft Buffer
- Survey for Historic Built Resources**
- 1/2 Mile Buffer

Note:  
The Grayson Substation is being developed as a separate Project

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.



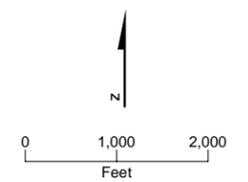
**FIGURE 1B**  
**AREAS SURVEYED FOR**  
**CULTURAL RESOURCE**  
ALMOND ENERGY CENTER  
CERES, CALIFORNIA



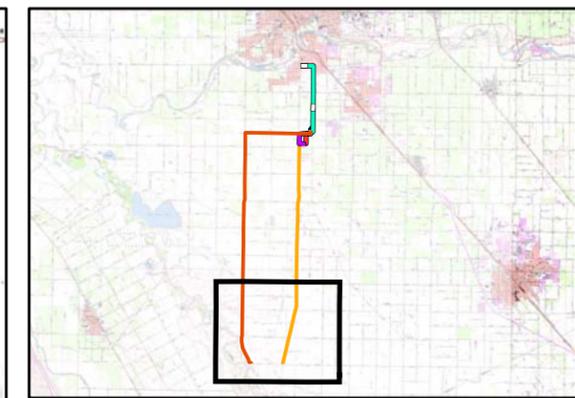
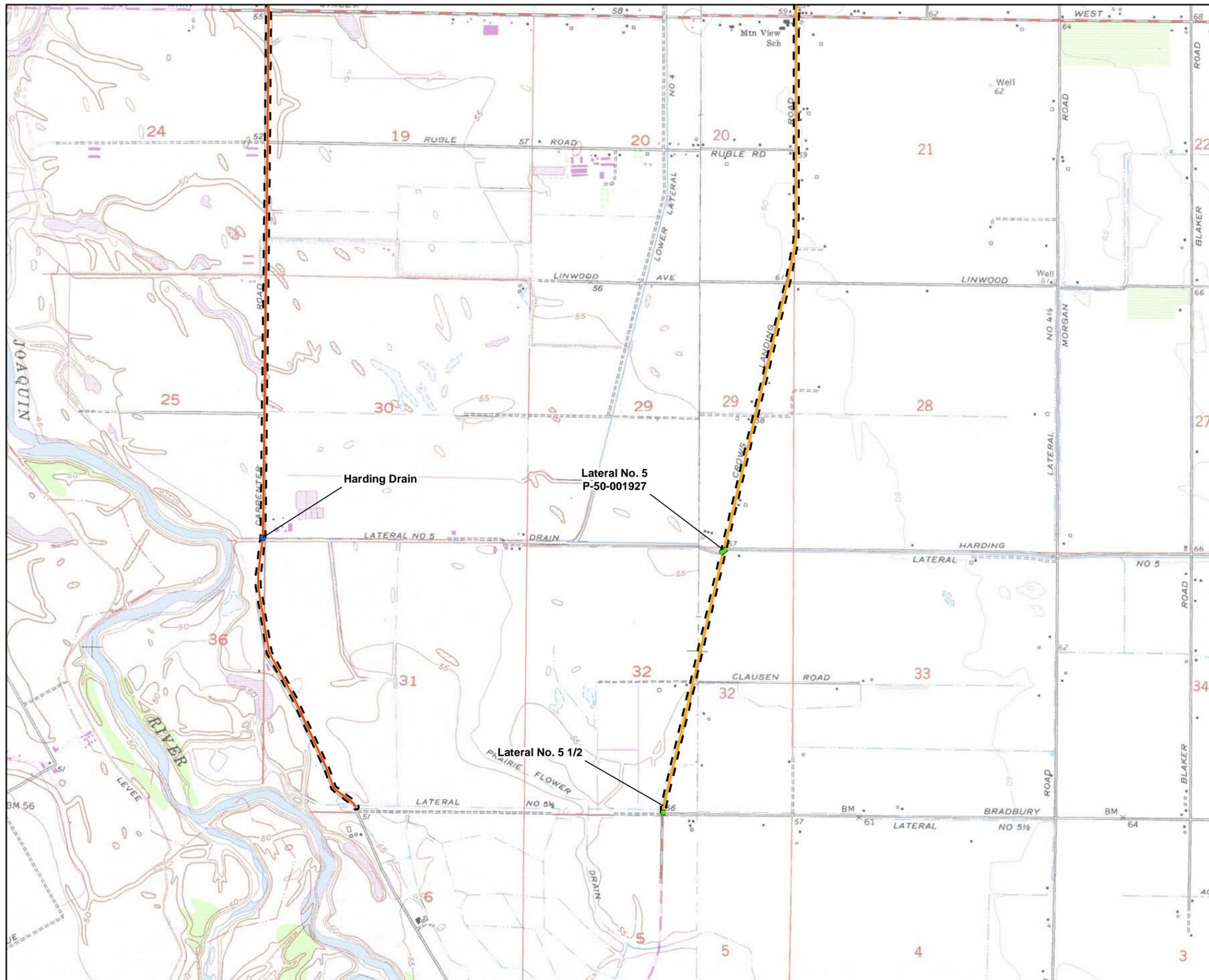
- LEGEND**
- Natural Gas Pipeline (Alternate A)
  - Natural Gas Pipeline (Alternate B)
  - 115-kV Circuit 1 Line (Corridor 1)
  - 115-kV Circuit 2 Line (Corridor 2)
  - Reconductored 69kV Sub-Transmission Line
- Recorded Sites**
- Westport Drain
  - Recorded TID Lateral Segment
  - - - UPPR/TSRR Segment
  - Project Site
- Survey for Archeological Resources**
- 50ft Buffer
  - 200ft Buffer
- Survey for Historic Built Resources**
- 1/2 Mile Buffer

Note:  
The Grayson Substation is being developed as a separate Project

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.



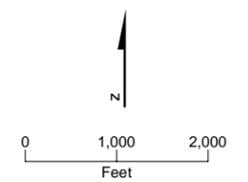
**FIGURE 1C**  
**AREAS SURVEYED FOR CULTURAL RESOURCE**  
ALMOND ENERGY CENTER  
CERES, CALIFORNIA



- LEGEND**
- Natural Gas Pipeline (Alternate A)
  - Natural Gas Pipeline (Alternate B)
  - 115-kV Circuit 1 Line (Corridor 1)
  - 115-kV Circuit 2 Line (Corridor 2)
  - Reconductored 69kV Sub-Transmission Line
- Recorded Sites**
- Westport Drain
  - Recorded TID Lateral Segment
  - UPPR/TSRR Segment
  - ▭ Project Site
- Survey for Archeological Resources**
- ▭ 50ft Buffer
  - ▭ 200ft Buffer
- Survey for Historic Built Resources**
- ▭ 1/2 Mile Buffer

Note:  
The Grayson Substation is being developed as a separate Project

This map was compiled from various scale source data and maps and is intended for use as only an approximate representation of actual locations.

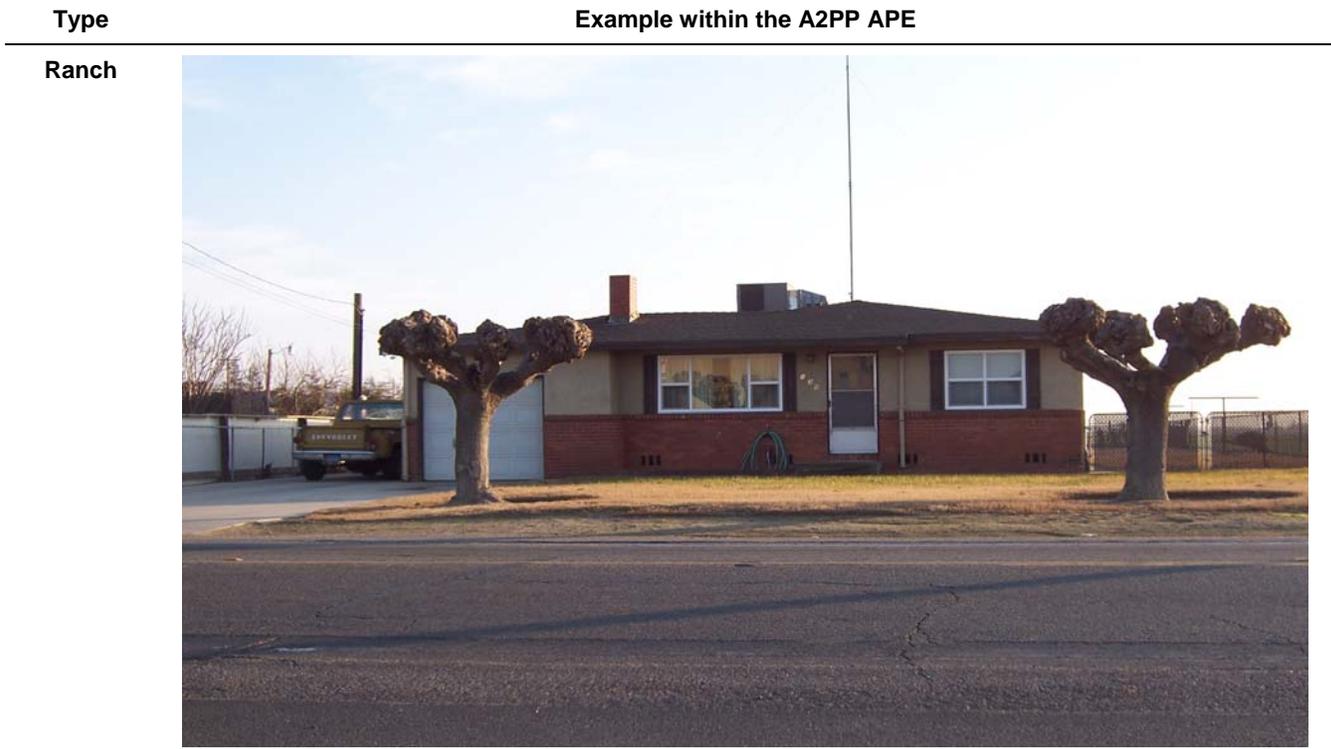


**FIGURE 1D**  
**AREAS SURVEYED FOR CULTURAL RESOURCE**  
ALMOND ENERGY CENTER  
CERES, CALIFORNIA

FIGURE 2  
Common Building Styles near the A2PP APE

Type	Example within the A2PP APE
<b>Minimal Traditional</b>	
<b>Prefab</b>	

FIGURE 2  
Common Building Styles near the A2PP APE



APPENDIX A

# Site Records

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 5242 Avenue A

**P1. Other Identifier:** 5242 Avenue A

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; SW ¼ of NW ¼ of Sec 28 ; M.D.

**B.M.**

c. Address: 5242 Avenue A

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677348.61 mE/ 4159013.66 mN (G.P.S.)

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

Parcel number: 041-055-005.

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The residence at 5242 Avenue A is a one-and-a-half story house with a cross gable roof. The exterior has been clad entirely in rough texture stucco. The windows have been replaced with vinyl sliding and fixed sash. The roof is clad in composition shingle and displays exposed rafter ends and knee brackets. The footprint of the residence is generally square in shape. There is a vent in the gable end of the porch roof. The porch roof is supported by square posts (also clad in stucco). The porch and entry are accessed by three concrete steps on the right side of the porch. On the south façade is a square bay with a shed roof. There is a large fenced yard in the front of the house.

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



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

Looking northeast, January 16, 2009

\***P6. Date Constructed/Age and**

**Sources:**  Historic

Prehistoric  Both

This building was constructed in 1925, according to the Stanislaus County Assessor.

\***P7. Owner and Address:**

GARCIA MARIA D

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite 600

Sacramento, CA 95833

\***P9. Date Recorded:** 01/16/09

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

Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 5242 Avenue A

B1. Historic Name:

B2. Common Name: 5242 Avenue A

B3. Original Use: Residence

B4. Present Use: SINGLE FAMILY RESIDENCE

\*B5. Architectural Style: Craftsman

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

This building was constructed in 1925, according to the Stanislaus County Assessor. Alterations include replacement of the windows with vinyl sliding and fixed sash and the exterior stucco treatment.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1925

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

5242 Avenue A appears on the 1957 and 1979 aerial map with a smaller footprint, indicating that the building was altered between after 1979. The concrete pad used for parking to the southwest of the property does not appear in either aerial map. The house has been altered through the replacement of the windows and the application of stucco on the exterior. It has lost integrity of design, materials and workmanship. In addition, the setting has changed since 1925 and the general feeling of a sparsely developed neighborhood has changed since 1925. Due to a lack of integrity, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No information was located during the literature search at the Northwest Information Center or local library that indicates that any events that have made significant contributions to local, state or national history are associated with this building, nor is any known person considered significant in local, California or national history associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 or 2, or the NRHP under Criteria A or B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 5336 Avenue D

**P1. Other Identifier:** 5336 Avenue D

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; SW ¼ of NW ¼ of Sec 28 ; M.D.

**B.M.**

c. Address: 5336 Avenue D

City: Modesto

Zip: 95358

d. UTM: Zone: 10 ; 677932.67 mE/ 41588536.66 mN (G.P.S.)

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

Parcel number: 041-056-024.

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
This residence is one-and-a-half stories high, has a square footprint and a side gable roof with exposed rafter ends and composition shingle. The exterior material is wood clapboard. The majority of the windows appear to be metal sliding sash replacements. There is a square bay near on the north façade near the west side. The projecting porch is not as wide as the primary façade and has a front gable roof with wide fascia board and square wood piers. The porch is accessed by concrete steps that fan out, getting wider closer to the ground. There appears to be a rear porch with a shed roof and wood piers. There is a wood and stile fence along the property boundary at Avenue D. There are several mature trees in the front yard and driveway on the south side of the building. There is a low-pitched, one-story garage or shed at the rear of the property with several bays.

**\*P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



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

Looking southeast, January 16, 2009

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

Prehistoric  Both

This building was constructed in 1940, according to the Stanislaus County Assessor.

**\*P7. Owner and Address:**  
BLACK FRED W

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite 600  
Sacramento, CA 95833

**\*P9. Date Recorded:** 01/16/09

**\*P10. Survey Type:** (Describe)  
Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 5336 Avenue D

B1. Historic Name:

B2. Common Name: 5336 Avenue D

B3. Original Use: Residence

B4. Present Use: SINGLE FAMILY W/EXTRA LAND

\*B5. Architectural Style: Craftsman

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

This building was constructed in 1940, according to the Stanislaus County Assessor. Alterations include the windows, the majority of which appear to be metal sliding sash replacements.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Garage

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1940

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary Building; HP46. Walls/gates/fences

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

5336 Avenue D does not appear on the 1957 aerial map, although the Stanislaus County Assessor shows the date of construction as 1940. It does seem to be visible on the 1979 aerial map. Furthermore, this is a good example of the Craftsman style, which was generally not used in residential architecture after the 1930s. This may indicate that the building was moved here from another location and that the date of construction may refer to another building on the property. Because of this confusing building history, this house may lack integrity of location, feeling and association. The only other alteration appears to be the replacement of the original windows. In addition, the setting has changed since the 1940s and 1950s, and the general feeling of a sparsely developed neighborhood has changed. Due to a lack of integrity, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No information was located during the literature search at the Northwest Information Center or local library that indicates that any events that have made significant contributions to local, state or national history are associated with this building, nor is any known person considered significant in local, California or national history associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 or 2, or the NRHP under Criteria A or B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 125 Cowan Street

P1. Other Identifier: 125 Cowan Street

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres

Date: 1987 T 4S ; R 9E ; SW ¼ of NW ¼ of Sec 28 ; M.D.

B.M.

c. Address: 125 Cowan Street

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677289.98 mE/ 41558963.74 mN (G.P.S.)

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

Parcel number: 041-055-003.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 125 Cowan Street contains ribbon windows, a flat roof with cantilevered portions and multiple roof levels, and an asymmetrical façade. It is approximately one- to two stories in height, giving it an appearance of a split-level house, with the two-story wing on the west side of the building. The east wing displays metal sliding windows, an inconspicuous metal front door that is flush with the wall and another metal sash window that is inserted at the corner and continues around to the east façade. The windows on the second story of the west wing appear to be fixed, but are more likely to be sliding metal sash. The lower level of the west wing contains a double car garage. The exterior is clad in smooth concrete. Over both wings, the flat roof has a cantilevered extension with exposed rafters over the primary façade. Over the east wing, the rafters are not covered with any roofing. The cantilevered roof appears to be wood and has wood supports. The property is marked out along the road by a chain link fence, and a hedge row along the west side of the property. There are numerous mature trees around the property.

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

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

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



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

Looking northeast, February 5, 2009

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

Prehistoric  Both

This building was constructed in 1950, according to the Stanislaus County Assessor.

\*P7. Owner and Address:

SMITH ARTHUR R

SMITH PEGGY J

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600

Sacramento, CA 95833

\*P9. Date Recorded: 01/15/09

\*P10. Survey Type: (Describe)

Reconnaissance survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 125 Cowan Street

B1. Historic Name:

B2. Common Name: 125 Cowan Street

B3. Original Use: Residence

B4. Present Use: SINGLE FAMILY W/EXTRA LAND

\*B5. **Architectural Style:** Displays some elements of the International style.

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

This building was constructed in 1950, according to the Stanislaus County Assesor. No alterations were observed during the field survey in 2009.

\*B7. **Moved?** No Yes Unknown **Date:**

**Original Location:**

\*B8. **Related Features:**

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. **Significance: Theme:** Architecture in Ceres, CA

**Area:** Ceres, greater Modesto area

**Period of Significance:** 1950

**Property Type:** Residential

**Applicable Criteria:** n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP46. Walls/gates/fences

\*B12. **References:**

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. **Evaluator:** Jessica B. Feldman, CH2M HILL

\***Date of Evaluation:** February 27, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

125 Cowan Street, constructed in 1950, does appear on the 1957 aerial map, as well as the 1979 aerial map. It does not appear that the house has been significantly altered since it was constructed. Although the setting has changed since 1950, this does not reduce the overall integrity of the building. No information was located during the literature search at the Northwest Information Center or local library that indicates that any events that have made significant contributions to local, state or national history are associated with this building, nor is any known person considered significant in local, California or national history associated with this building. Therefore, it does not appear eligible for the California Register of Historic Resources (CRHR) under Criteria 1 or 2, or the National Register of Historic Places (NRHP) under Criteria A or B. Further research may provide information regarding the choice of style, the architect and/or the original owners of the building. This house does embody the distinctive characteristics of a style and appears to be the only house exhibiting the International style within the immediate vicinity. It may be eligible under meet Criterion 3 of the CRHR and Criterion C of the NRHP.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 4019 Crows Landing Road

**P1. Other Identifier:** 4019 Crows Landing Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres **Date:** 1987 **T** 4S ; **R** 9E ; **NE ¼ of NE ¼ of Sec 20 ; M.D. B.M.**

c. Address: 4019 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677094.16 mE/ 4161073.85 mN (G.P.S.)

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

Parcel Number: 041-003-020.

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) There was no building or structure visible during the field survey that appeared to be from the 1915 period, and most of the property was obscured by two-story high stacks of pallets, as viewed in the image below. During a second survey, the only buildings that appear on the property is a one- to two-story office building with a low pitched roof, sliding vinyl sash windows and a stucco exterior. No early twentieth-century building was observed. The current building on the property appears to be less than 45 years of age.

**\*P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

**\*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 #)  
 March 12, 2009.

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

Prehistoric  Both

According to the Stanislaus County Assessor, there is a 1915 building or structure located at 4019 Crows Landing Road.

**\*P7. Owner and Address:**

RANDALL WAYNE C TRS ET AL

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

Jessica B. Feldman, CH2M HILL  
 2485 Natomas Park Drive, Suite 600

Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

**\*P10. Survey Type:** (Describe)  
 Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter

"none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4019 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4019 Crows Landing Road

B3. Original Use: Unknown

B4. Present Use: TRANSITIONAL COMM H&B USE W/RES

\*B5. Architectural Style: Unknown

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

This building was constructed in 1915, according to the Stanislaus County Assessor. However, that building was not observed during the field survey. The existing structure appears to be less than 45 years of age, although its construction date is not known.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme:

Area: Ceres, greater Modesto area

Period of Significance:

Property Type:

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary building(s)

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation

Update

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



Looking SW at the building.

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

4019 Crows Landing is shown in the assessor records to have a construction date of 1915; however, two different surveys of the property failed to discover a 1915 building. The existing building is an office that does not appear to be more than 45 years of age. Therefore, it has not been evaluated according to California Register of Historic Resources (CRHR) and Criterion C of the National Register of Historic Places (NRHP) criteria.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 4307 Crows Landing Road

**P1. Other Identifier:** 4307 Crows Landing Road

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres **Date:** 1987 **T** 4S ; **R** 9E ; **¼ of NE ¼ of Sec 20 ; M.D. B.M.**

c. Address: 4307 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677133.58 mE/ 4160709.97 mN (G.P.S.)

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

Parcel number: 041-003-011.

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Although the 4307 Crows Landing Road residence is close to the road, there is a large amount of mature landscaping which obscures much of the property from the public right-of-way. It has a side gable roof with a front gable roof over the projecting porch wing at the center of the primary façade. The roof is clad with asphalt sheeting. The exterior material of the house appears to be clapboard. The windows were not visible nor was the primary entrance. There is a chimney on the north side, which breaks the roof slope. There are is a metal double entrance gates at the entrance of the driveway which is unpaved. There is a period double car garage with a moderately pitched front gable roof and clapboard siding. At the rear of the property is a large barn, barely visible from the road, with a side gable roof.

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



P5b. Description of Photo: (View, date, accession #)  
 Looking west/southwest, January 15, 2009.

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

Prehistoric  Both

This building was constructed in 1930, according to the Stanislaus County Assessor.

\***P7. Owner and Address:**

ET UX

FABELA JOE

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

Jessica B. Feldman, CH2M HILL  
 2485 Natomas Park Drive, Suite 600

Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

\***P10. Survey Type:** (Describe)  
 Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4307 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4307 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: Almond Orchard w/Res

\*B5. Architectural Style: bungalow

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

This building was constructed in 1930, according to the Stanislaus County Assessor. No alterations other than the roof material were observed during the field survey in 2009.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Garage and barn.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1930

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.).

[See Continuation Form]

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

HP4. Ancillary building, HP46. Walls/gates/fences

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

4307 Crows Landing Road appears to have the same footprint as seen in the 1957 aerial map, at which time the residence was surrounded by open fields on the north, south and west, as well as open field to the east across Crows Landing Road. It existing auxiliary buildings, such as the garage to the northwest and the large barn-style building at the rear, appear on the 1957 aerial map. The house and auxiliary buildings are visible in the current configurations on the 1979; the major changes to the property are to the setting, including the disappearance of a window on the north side and the encroachment of commercial and residential development to the north and south. No information was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are associated with this building, nor is any known person considered significant in local, California or national history associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 or 2, or the NRHP under Criteria A or B. Further research may provide information regarding the choice of style, the architect and/or the original owners of the building. The setting and feeling of the property has changed, although the building appear to be relatively intact to the 1930 construction (dates of the auxiliary buildings are not known). However, the house does not embody the distinctive characteristics of a type, period, region or method of construction and there is not evidence that this is the work of a master. It does not possess high artistic value. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP).

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 4443 Crows Landing Road

**P1. Other Identifier:** 4443 Crows Landing Road

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres **Date:** 1987 **T** 4S ; **R** 9E ; **NE ¼ of SE ¼ of Sec 20 ; M.D. B.M.**

c. Address: 4443 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677146.61 mE/ 4160390.73 mN (G.P.S.)

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

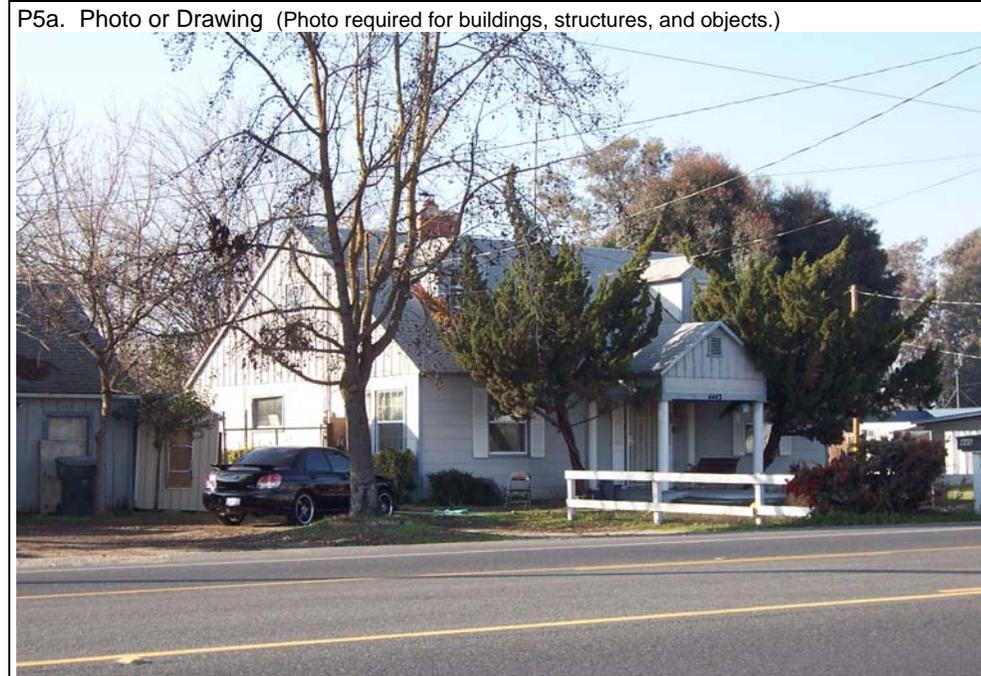
Parcel number: 041-003-008.

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 There are three buildings located at 4443 Crows Landing Road. There is a residence on the north side of the property, facing Crows Landing Road, with a garage to the south and a barn between the garage and the lateral, south of the property. The house includes a high pitched side gable roof with two dormers on the east slope. There is a small front gable roof over the central entry, supported by Doric columns. The porch roof has a wide fascia board and the columns sit on an elevated concrete pad. In the gable end of the porch roof is a square wood vent with slats and vertical board and batten. The first story of the house is clad with asphalt shingle, while the gable ends display board and batten. The windows are replacement vinyl one-over-one sash with multi-pane press-on muntins. On the primary façade, all fenestration has shutters. There is a post and board fence along Crows Landing Road. The driveway is in front of the garage, to the south of the residence.

[See Continuation Form]

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property, HP4. Ancillary building, and HP33. Farm/ranch

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



P5b. Description of Photo: (View, date, accession #)  
 Looking northwest at the house, January 15, 2009  
 [See Continuation Form, page 3]

\***P6. Date Constructed/Age and Sources:**  Historic  Prehistoric  Both  
 According to the Stanislaus County Assessor, the house was built in 1940; dates of construction for other buildings unknown.

\***P7. Owner and Address:**  
 MURPHY BRITTNEY  
 WILLIAMS CHRISTOPHER

\***P8. Recorded by:** (Name, affiliation, and address)  
 Jessica B. Feldman, CH2M HILL  
 2485 Natomas Park Drive, Suite 600, Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

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

Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4443 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4443 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: Misc Rural w/Res

\*B5. Architectural Style: Cape Cod

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

The Stanislaus County Assessor shows the date of construction as 1940; it is not clear if this date applies to the house or to either of the additional buildings. Alterations include the house windows, which are replacement vinyl one-over-one sash with multi-pane press-on muntins.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Garage, barn.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1940

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form, page 4]

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

HP4. Ancillary building, HP46. Walls/gates/fences

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*P3a. Description:**

The barn is one-and-a-half stories, with an asphalt shingle side gable roof. The exterior is board and batten. The primary façade has three bays: a wide center bay with a panel door with an wood "X" decoration which appears to pivot up to open, and fixed three-over-three pane windows to either side. To the south of the garage is a single crib barn with a broken roof. Attached to the east façade is a one-story addition with a flat roof and a sliding wood barn door with a wood "X" and a set of wood double doors with multiple panes in the interior panels. The roof of the barn is asphalt shingle. The exterior of the barn appears to be vertical wood siding. Fenestration was not visible from the right-of-way. The roof of the addition is metal and the rafters are exposed. The exterior appears to be metal cladding as well. Between the addition and Crows Landing Road is a post and board fence.

**P5a. Photo or Drawing:**



The garage at 4443 Crows Landing Road, looking due west, January 15, 2009.



The barn at 4443 Crows Landing Road, looking west./southwest, January 15, 2009.

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

4443 Crows Landing Road was built in the Cape Code style in 1940. This style is not uncommon in the area, although no other examples were noted within the immediate vicinity. It appears to be intact except for the replacement of the original windows, and the ancillary buildings appear in the same configuration in the 1979 aerial map. The ancillary buildings do not match in style, nor are the dates of their construction known. The setting of the property has changed, as the area around it has become more developed with commercial, industrial and residential development and the agricultural character of the area has diminished since the house was constructed. The house does not embody the distinctive characteristics of a type, period, region or method of construction and there is not evidence that this is the work of a master. It does not possess high artistic value. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No information was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 or 2, or the NRHP under Criteria A or B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 4607 Crows Landing Road

**P1. Other Identifier:** 4607 Crows Landing Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; NE ¼ of SE ¼ of Sec 20 ; M.D.

**B.M.**

c. Address: 4607 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677149.31 mE/ 4160119.34 mN (G.P.S.)

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

Parcel Number: 041-005-007

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 4607 Crows Landing Road is a one-story residence with a front gable roof. The roof is moderately pitched and covered with composition shingle. The exterior is clad in stucco. The windows appear to be replacement vinyl double-hung sash. The primary façade has three bays, with a central entrance sheltered by a small porch roof resting on stucco covered, square, battered columns. Extending the primary façade at the northeast corner is an open arched garden doorway. There are several large mature trees in the front yard.

**\*P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



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

Looking northwest, January 15, 2009

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

Prehistoric  Both

This building was constructed in 1938, according to the Stanislaus County Assessor.

**\*P7. Owner and Address:**

MACHADO ARLENE

MACHADO JOE D

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

**\*P10. Survey Type:** (Describe)  
Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4607 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4607 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: Residence

\*B5. Architectural Style: Bungalow

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

This building was constructed in 1938, according to the Stanislaus County Assessor. Alterations include the windows, which appear to be replacement vinyl double-hung sash.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1938

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

4607 Crows Landing Road is a modest bungalow from the late 1930s. It been altered with the replacement of the original windows, and the exterior has been stuccoed. The house does not embody the distinctive characteristics of a type, period, region or method of construction and there is not evidence that this is the work of a master. It does not possess high artistic value. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 4619 Crows Landing Road

**P1. Other Identifier:** 4619 Crows Landing Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; NE ¼ of SE ¼ of Sec 20 ; M.D. **B.M.**

c. Address: 4619 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677150.21 mE/ 4160083.17 mN (G.P.S.)

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

Parcel number: 041-005-008

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The modest house at 4619 Crows Landing has a moderately pitched, front gable roof. The roof appears to be composition shingle and there is a metal slat vent in the gable end. The house is one story in height with a stucco exterior. The primary façade has three bays with a central entry and replacement vinyl multiple pane sliding sash to either side. The entry is sheltered by a front gable porch roof supported by thick square columns, also covered in stucco. The front door has a fixed pane window in the upper panel. The windows along the secondary facades are replacement vinyl double-hung sash. There is an associated single car garage to the northwest of the residence, with a moderately pitched front gable roof and a metal roll-up garage door. There is a low concrete garden wall with a three-foot high decorative metal fence along the property boundary at Crows Landing Road. There is a dirt driveway along the north side.

**\*P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



P5b. Description of Photo: (View, date, accession #)  
Looking west, January 15, 2009

**\*P6. Date Constructed/Age and**

**Sources:**  Historic

Prehistoric  Both

This building was constructed in 1937, according to the Stanislaus County Assessor.

**\*P7. Owner and Address:**

MACIAS LUIZ

VASQUEZ EDELMIRA

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

**\*P10. Survey Type:** (Describe)  
Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4619 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4619 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: Residence

\*B5. Architectural Style: Bungalow

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

This building was constructed in 1937, according to the Stanislaus County Assessor. Alterations include the windows, which are replacement vinyl double-hung sash and the stucco exterior.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Garage

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Cerea, CA

Area: Ceres, greater Modesto area

Period of Significance: 1937

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary building

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

4619 Crows Landing Road is a modest bungalow from the late 1930s. It been altered with the replacement of the original windows, and application of stucco to the exterior. The house does not embody the distinctive characteristics of a type, period, region or method of construction and there is not evidence that this is the work of a master. It does not possess high artistic value. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 4742 Crows Landing Road

**P1. Other Identifier:** 4742 Crows Landing Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; NW ¼ of SW ¼ of Sec 21 ; M.D.

**B.M.**

c. Address: 4742 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677226.96 mE/ 4159904.55 mN (G.P.S.)

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

Parcel Number: 041-007-010

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Although the Stanislaus County Assessor data for the property at 4742 Crows Landing Road shows a construction date of 1903, it appears that the building most visible from the public right-of-way was constructed after 1903. The 1903 date may refer to a residence hidden behind a large warehouse-style building with a barrel roof. The former appears to have a cross gable roof; however, the footprint, exterior and roof materials and fenestration type are not known. The latter is one-and-a-half stories high, with a rounded roof, and a large opening on the south side with remnants of a barn-style, sliding garage door. On the west façade there a simple porch roof with wood king posts. This covered area appears to be used as a carport. There is another porch roof extension on the north side. The exterior is stucco. There are numerous vehicles on the property which may indicate that there is a car-related business on the property. There is a post and rail fence on the south side of the property.

**\*P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



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

Looking northeast, January 15, 2009

**\*P6. Date Constructed/Age and**

**Sources:**  Historic

Prehistoric  Both

This building was constructed in 1903, according to the Stanislaus County Assessor.

**\*P7. Owner and Address:**

LAMB DANIEL R ET AL

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

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

Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4742 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4742 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: Mixed Growing Improvements w/Residence

\*B5. Architectural Style: May display elements of a bungalow

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

This building was constructed in 1903, according to the Stanislaus County Assesor.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Warehouse/commercial building

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1903

Property Type: Residential/Commercial Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP6. 1-3 story commercial building

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**P5a. Photo or Drawing**



Looking northeast, January 15, 2009.

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

4742 Crows Landing Road does not appear on the 1957 aerial map, although the Stanislaus County Assessor data shows that there is a building with a 1903 construction date at this address. The residential building behind the commercial building does appear to be a bungalow-style house, which would indicate that it was constructed previous to 1957. Both buildings do appear on the 1979 aerial map. Without further research it is difficult to reconcile the assessor data and the visual evidence from the aerial map. The house does not embody the distinctive characteristics of a type, period, region or method of construction and neither building possesses high artistic value. It does not possess high artistic value. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 4886 Crows Landing Road

**P1. Other Identifier:** 4886 Crows Landing Road

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres **Date:** 1987 **T** 4S ; **R** 9E ; **SW** ¼ of **SW** ¼ of **Sec** 21 ; **M.D.** **B.M.**

c. Address: 4886 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677264.66 mE/ 4159728.37 mN (G.P.S.)

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

Parcel number: 041-007-004

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 4886 Crows Landing Road contains two residences and several outbuildings. The residence closest to Crows Landing Road is a modest house one-story high, with a cross gable roof. The projecting central wing with the front gable roof with a small decorative bargeboard in the gable end may be a later addition, but as it has wide overhanging eaves, exposed rafter ends and roof brackets, similar to the rear section, it is not clear. This section has a visible concrete foundation, while the back portion of the house does not. The center projecting wing has a large fixed pane window protected by a canvas awning facing the road, with sliding metal or vinyl sash on the other sides. The rear section, with the side gable roof, has a porch on the north side, where the main entrance may be located. The recessed porch has bargeboard along the eaves. There is a door near on the west façade, near the junction of the south side of the projecting center wing. Fenestration on the rest of the house is replacement sliding sash. There are large rectangular slatted vents in the gable ends. A metal exhaust pipe for an interior fireplace is evident at the junction of the roof lines. The roof is composition shingle and the exterior appears to be clad with metal sheeting. Behind this house is a large prefabricated residence with a low pitched front gable roof. Its primary entrance faces south, and it is sheltered by a shed-style porch roof. The windows on the west side are sliding vinyl sash, protected by metal slat awnings.

[See Continuation Form]

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property and HP4. Ancillary building

\***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 #)

Looking east, January 15, 2009

[See Continuation Form]

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

Prehistoric  Both

According to the Stanislaus County Assessor, the construction date is 1890, which would seem to apply the residence closest to Crows Landing Road.

\***P7. Owner and Address:**

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, =Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

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

Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 4886 Crows Landing Road

B1. Historic Name:

B2. Common Name: 4886 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: Residence

\*B5. Architectural Style: Unknown

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

According to the Stanislaus County Assessor, the construction date is 1890, which would seem to apply the residence closest to Crows Landing Road. Alterations include the projecting central wing of the residence closest to Crows Landing Road. This wing, with the front gable roof with a small decorative bargeboard in the gable end, may be a later addition, but as it has wide overhanging eaves, exposed rafter ends and roof brackets, similar to the rear section, it is not clear. Fenestration on a portion of the house is replacement sliding sash.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1890

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*P3a. Description:**

There are also several small shed-like buildings of varying material on the south and north side of the property. There is a large equipment shed/ garage with a front gable roof near the southeast corner of the property. It has a large opening and is one-and-a-half stories high. Much of the property is marked with chain metal fencing. There is a large mature tree at the corner of the primary façade of the older house, but most of the lawn is sod. There is a dirt driveway on the north side of the property, but it splits so that one path goes in front of the older building and the other goes toward the back house.

**P5a. Photo or Drawing**



Looking northeast towards main house, with prefabricated home to the rear (or right), January 15, 2009.

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

See next page

**CONTINUATION SHEET**

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation     Update

**\*B10. Significance:**

The main house at 4886 Crows Landing Road was constructed in 1890, before the passage of the Wright Act, and after the formation of the Turlock Irrigation District. The 1957 aerial map shows a large building to the southeast of this building, with agricultural fields on all sides, especially the almond trees behind the property. This ancillary building, likely a barn, is gone by 1979, as seen in the aerial map from that year, and the prefabricated house to the northeast of the main house is evident. The integrity of the setting and feeling are diminished, and alterations to the main house have reduced the integrity of design, materials and workmanship. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 5019 Crows Landing Road

**P1. Other Identifier:** 5019 Crows Landing Road

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

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres

Date: 1987 T 4S ; R 9E ; NE ¼ of NE ¼ of Sec 29 ; M.D.

B.M.

c. Address: 5019 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677178.59 mE/ 4159469.43 mN (G.P.S.)

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

Parcel number: 041-026-016

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) According to the Stanislaus County Assessor, there is no construction date for the residential building located at 5019 Crows Landing Road. However, given the general style, as well as its appearance on the 1957 aerial map, it would appear that the residence is more than 45 years of age. The building likely dates to the 1910s or 1920s; a general date of 1915 was chosen. It is one story in height with a high-pitched, front gable roof. The roof, which is composition shingle, has a wide overhanging eave with exposed rafter tails. There is a slatted vent in the gable end. The roof has a shed style addition on the south side, creating a porch area. This shed style roof is supported by wood posts. The primary façade has two bays: a sheltered entrance on the left, and a metal framed, triple pane window with a fixed center pane on the right. The fenestration on the other sides is replacement metal sliding sash. The exterior is stucco. The roof over the main entrance is also front gable with a high pitch and exposed rafter ends and is supported by metal trellis-style posts on a raised concrete pad. The gable end displays vertical wood planks with rounded ends. There are several shrubs along the main façade and some grass near the north side, but most of the landscape is asphalt or concrete driveway. There is a one-story shed with a moderately pitched, front gable roof to the southwest of the house, with a door and sliding metal sash on the main façade. There is also an open paddock behind the house and several divided fenced-in areas. The property is bounded by chain metal fencing.

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



P5b. Description of Photo: (View, date, accession #)  
Looking northwest, January 15, 2009

\***P6. Date Constructed/Age and Sources:**  Historic  
 Prehistoric  Both  
Circa 1915.

\***P7. Owner and Address:**  
SOUSA SEVIE & DOLORES LIFE ESTATE

\***P8. Recorded by:** (Name, affiliation, and address)  
Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite 600  
Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

\***P10. Survey Type:** (Describe)  
Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 5019 Crows Landing Road

B1. Historic Name:

B2. Common Name: 5019 Crows Landing Road

B3. Original Use:

B4. Present Use: Residence

\*B5. Architectural Style: Unknown

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

This building's construction data was not available; it estimated to have been constructed around 1915. Alterations include replacement of the original windows and the stucco treatment on the exterior.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Paddocks, utility shed.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture

Area: Ceres, greater Modesto area

Period of Significance: 1900-1920

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary building

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation

Update

**P5a. Photo or Drawing**



A closer view of the house, looking northwest, January 15, 2009.

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

Although the actual date of construction is not known, it appears that the house located at 5019 Crows Landing Road was likely built between 1910 and 1920. It appears in the 1957 aerial map as well as the 1979 aerial map. From the 1957 aerial map, it doesn't appear that there were ancillary buildings such as barns that would indicate that the property was used as a ranch or farm. It does not appear related to any buildings located on parcels to the north or south. It has lost integrity of design, setting, materials, and workmanship and this house does not embody the distinctive characteristics of a type, period, region or method of construction. It does not possess high artistic value. Therefore, this house does not meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: 5237 Crows Landing Road

P1. Other Identifier: 5237 Crows Landing Road

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres

Date: 1987 T 4S ; R 9E ; SE ¼ of NE ¼ of Sec 29 ; M.D.

B.M.

c. Address: 5237 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 677167.70 mE/ 4159049.92 mN (G.P.S.)

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

Parcel number: 041-026-009.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The property at 5237 Crows Landing Road is a 1912 farmstead with several related buildings. The primary residence, which faces east towards Crows Landing Road, is a two-story house in very good condition. It has a side gable roof on the second story, with a hipped roof over the first story wrap-around porch and a front gable roof over the second story projecting porch. There is a porte-cochere with a side gable roof on the north façade, towards the rear of the building. On the north side of the first story is a screened-in area. This is not part of the porch but within the general footprint of the house. The roof, which has asphalt shingles laid in an open slating pattern, has wide eaves and fascia board, and roof brackets. Both the first and second story porches have short Doric (Roman) columns. There is a square brick chimney rising from the ridge of the roof. The exterior is clad in narrow wood clapboard. The primary façade has three bays with a central entrance. The windows to either side of the front door appear to be fixed pane with transoms. The second story porch façade has a central door with a window in the upper panel, and one-over-one double hung sash to either side. On the secondary facades, the windows are single and paired replacement one-over-one double hung sash. At the rear of the building is a one story side gable wing, which may be a later addition. It displays four one-over-one, double hung sash.

[See Continuation Form]

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property and HP33. Farm/ranch

\*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 #)

Looking west at the house and tankhouse, January 15, 2009

[See Continuation Form]

\*P6. Date Constructed/Age and

Sources:  Historic

Prehistoric  Both

This property was constructed in 1912, according to the Stanislaus County Assessor.

\*P7. Owner and Address:

FRANKE MARY E

FRANKE RUDY K

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

\*P9. Date Recorded: 01/15/09

\*P10. Survey Type: (Describe)

Reconnaissance survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 5237 Crows Landing Road

B1. Historic Name:

B2. Common Name: 5237 Crows Landing Road

B3. Original Use: Residence and Farming

B4. Present Use: Residence

\*B5. Architectural Style: Craftsman

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

This property was constructed in 1912, according to the Stanislaus County Assessor. Alterations include a one story side gable wing at the rear of the primary residence, which may be a later addition.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

Tankhouse, barn, swimming pool (as viewed in Google Earth)

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme:

Area: Ceres, greater Modesto area

Period of Significance:

Property Type:

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary buildings

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*P3a. Description:**

At the southwest corner of the residence is a two story, square building with a hipped roof. It has the same roof and exterior materials as the house and the roof has a wide overhanging eave with small slatted vents right at the edge of the eaves. This is either a silo or a tank house, but due to its close proximity to the house, it is likely the latter. There is a double hung window on the lower level of the primary façade, near the south side. Also on the primary façade is a wood staircase with a wood rail, leading to a small square landing at a wood panel door at the second story. At the southwest corner of the property is a barn and between the house and the barn there may be additional small outbuildings. There is a dirt driveway along the southern boundary of the property and concrete driveway leading to the porte-cochere. There is a wood post and rail fence along Crows Landing Road, with a metal gate at the concrete driveway. Along the fence are bushes and mature trees. Along the porch foundation are more bushes and smaller trees, but the front lawn is sod. In an area to the north of the house and the driveway along the road are several fruit-bearing trees. Many mature trees are visible towards the rear of the property.

**P5a. Photo or Drawing**



The house at 5237 Crows Landing Road, looking southwest, January 15, 2009



Looking northwest towards 5237 Crows Landing Road, January 15, 2009

**CONTINUATION SHEET**

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation

Update

**P5a. Photo or Drawing**



A closer view of the tankhouse at 5237 Crows Landing Road, looking west, January 15, 2009.

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

See continuation sheet, page 5.

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation     Update

**\*B10. Significance:**

The grouping of buildings at 5237 Crows Landing Road represents a small farmstead. The house is a rare example of an intact two-story Craftsman style residence in the area, and few houses of this size have retained their integrity. The house retains integrity of location, design, setting, materials and workmanship and meets Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP) as it embodies those characteristics of a type and period. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B. The barn and tankhouse are both good examples of their type, but individually do not appear eligible for the under Criterion 3 of the CRHR or Criterion C of the NRHP. At this time, research did not reveal any additional information about the farmstead as a whole, which appears intact, at least as far back at 1957. This farmstead maintains integrity of location, design, setting, materials, workmanship and feeling, and appears to meet Criterion 3 of the California Register of Historic Resources CRHR or Criterion C of the NRHP as it embodies those characteristics of a type and period.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 5336 Crows Landing Road

**P1. Other Identifier:** 5336 Crows Landing Road

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; SW ¼ of NW ¼ of Sec 28 ; M.D.

**B.M.**

c. Address: 5336 Crows Landing Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 677246.13 mE/ 4158832.03 mN (G.P.S.)

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

Parcel Number: 041-055-028

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
The residence at 5336 Crows Landing Road is a one-story house with a side gable roof and a small, low pitched front gable roof over the central entry. The roof, clad with composition shingle, has a moderate pitch and exposed rafter ends. The windows on the primary façade, which flank the central entry, are paired, one-over-one double hung sash. This style of window is seen on the secondary facades, in addition to a smaller, single window on the north facade near the east side. The front door appears to be a replacement, but the windows may be original. There is a brick chimney rising from the rear slope of the roof. The house is in fair condition, as there appear to be some holes in the roof. The property is bounded by a high metal wire mesh fence with square wood posts. There are several palm trees outside the fence. The landscape within the fence has a tree stump, multiple vehicles, and a swing set.

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



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

Looking east/southeast, January 16, 2009

\***P6. Date Constructed/Age and**

**Sources:**  Historic

Prehistoric  Both

This building was constructed in 1943, according to the Stanislaus County Assessor.

\***P7. Owner and Address:**

MONTUY POLLY

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

\***P10. Survey Type:** (Describe)  
Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 5336 Crows Landing Road

B1. Historic Name:

B2. Common Name: 5336 Crows Landing Road

B3. Original Use: Residence

B4. Present Use: SINGLE FAMILY W/EXTRA LAND

\*B5. **Architectural Style:** Minimal Traditional

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

This building was constructed in 1943, according to the Stanislaus County Assessor. Alterations include the front door, which appears to be a replacement, and some window replacement.

\*B7. **Moved?** No Yes Unknown **Date:**

**Original Location:**

\*B8. **Related Features:**

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. **Significance: Theme:** Architecture in Ceres, CA

**Area:** Ceres, greater Modesto area

**Period of Significance:** 1943

**Property Type:** Residential

**Applicable Criteria:** n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. **References:**

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. **Evaluator:** Jessica B. Feldman, CH2M HILL

\***Date of Evaluation:** February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the California Register of Historic Resources (CRHR) under Criteria 1 and 2, or the National Register of Historic Places under Criteria A and B. According to the Stanislaus County Assessor, it was constructed in 1943, and it is visible on both the 1957 and 1979 aerial images. In 1957, the house was just north of a well developed parcel with mature trees and a number of buildings. It is possible that 5336 Crows Landing Road was somehow related to that property, but nothing was revealed from the research. The rest of the setting has changed significantly, with the residential development to the north and east of the house. It doesn't appear to retain integrity of setting, materials, workmanship and feeling; it is a modest example of the Minimal Traditional style and is in fair condition. It is not eligible for CRHR under Criterion 3 or the NRHP under Criterion C.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 348 E. Grayson Road

**P1. Other Identifier:** 348 E. Grayson Road

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; NE ¼ of NW ¼ of Sec 28 ; M.D.

**B.M.**

c. Address: 348 E. Grayson Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 677745.95 mE/ 4159459.94 mN (G.P.S.)

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

Parcel number: 041-028-015

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) There are at least two residential buildings at this address. The most visible building is a prefabricated house with a raised foundation and a low pitched side gable roof. Behind this house is a one-and-a-half story house with a cross gable roof. Both houses are set far back from Grayson Road and are not accessible from the public right-of-way. Between the houses and the road is a paddock area with small sheds and shelters for the horses. The rear house has a stucco exterior and replacement metal sliding sash.

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property; HP33. Farm/ranch

\***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 #)

Looking southeast towards both residences, January 15, 2009

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

Prehistoric  Both

According to the Stanislaus County Assessor, there is a 1904 building on this property, which likely refers to the rear house.

\***P7. Owner and Address:**

JK VALLEY PROPERTIES LLC

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

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

Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 348 E. Grayson Road

B1. Historic Name:

B2. Common Name: 348 E. Grayson Road

B3. Original Use: Residence

B4. Present Use: Residential Site - Developed w/CLCA & Res

\*B5. Architectural Style: Craftsman.

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

According to the Stanislaus County Assessor, there is a 1904 building on this property, which likely refers to the rear house. Alterations include replacement metal sliding sash on the rear house.

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

\*B8. Related Features:

Prefabricated home (post-1979), various barns and sheds, paddocks on the north side.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1904

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary building.

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

\ (Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

There are two residential buildings at 348 E. Grayson Road; the 1904 residence is located behind a post-1979 prefabricated house. The 1904 residence appears on the 1957 and 1979 aerial maps. In both images, it is apparent that the surrounding area, which consists mainly of agricultural fields and almond groves, has not changed significantly. However, within the property itself, there have been numerous buildings which have appeared and been removed since 1957 and the setting of the house has been altered. The house shows some elements of the Craftsman style, but it is a modest bungalow with some alterations, and does not appear to meet Criterion 3 of the California Register of Historic Resources (CRHR) or Criterion C of the National Register of Historic Places (NRHP). No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 706 E. Grayson Road

**P1. Other Identifier:** 706 E. Grayson Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Brush Lake

**Date:** 1976 T 4S ; R 9E ; ¼ of ¼ of Sec 29 ; M.D. B.M.

c. Address: 706 E. Grayson Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 678048.73 mE/ 4159088.98 mN (G.P.S.)

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

Parcel number: 041-028-008

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) No access to this property was obtained during the field survey. It is not known what buildings are located at this site, although current aerial maps show a building with a T-shaped footprint with a multi-gabled roof.

**\*P3b. Resource Attributes:** (List attributes and codes) HP1. Unknown

**\*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 #)  
No photograph

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

Prehistoric  Both

This building was constructed in 1953, according to the Stanislaus County Assesor.

**\*P7. Owner and Address:**

GHISLETTA LIVIA-ERNESTINE  
G TR

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600  
Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

**\*P10. Survey Type:** (Describe)  
Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 706 W. Grayson Road

B1. Historic Name:

B2. Common Name: 706 W. Grayson Road

B3. Original Use:

B4. Present Use: Residential

\*B5. Architectural Style: Unknown

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

This building was constructed in 1953, according to the Stanislaus County Assessor.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme:

Area: Ceres, greater Modesto area

Period of Significance:

Property Type:

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covelio. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

At this time, the buildings located at this address cannot be evaluated using the National Register of Historic Places Criteria for Evaluation as access was not obtained to the property during the field survey.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 624 E. Service Road

**P1. Other Identifier:** 624 E. Service Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; NE ¼ of NW ¼ of Sec 21 ; M.D.

**B.M.**

c. Address: 624 E. Service Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 677919.46 E/ 4161098.21 mN (G.P.S.)

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

Parcel number: 041-028-004

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
 The commercial/industrial property at 624 E. Service Road contains a group of several related buildings. The one-story building parallel to the road is known as Building #1 or "Country Store". This is identified as Stanislaus Farm Supply, Inc., and is a wholesale agricultural business. It appears from visual inspection to be less than 45 years of age. Building #2 was not located during the field survey but may be one of the buildings towards the rear of the property that can be viewed on aerial photographs. The landscape is generally paved with asphalt, except for a small landscaped plot with small trees and bushes between a parking area for Building #1 and the road.

[See Continuation Form]

**\*P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 Story Commercial Building

**\*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 #)

Looking south/southeast, January 15, 2009

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

Prehistoric  Both

According to the Stanislaus County assessor, the construction date for this property is 1958, which could be attributed to any number of the buildings at this location, except for Building #1.

**\*P7. Owner and Address:**

STANISLAUS FARM SUPPLY CO

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

Jessica B. Feldman, CH2M HILL  
 2485 Natomas Park Drive, Suite  
 600, Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

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

Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 624 E. Service Road

B1. Historic Name:

B2. Common Name: 624 E. Service Road

B3. Original Use: Wholesale Agricultural Business

B4. Present Use: HEAVY INDUSTRIAL - MANUFACTURING

\*B5. Architectural Style: No style.

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

According to the Stanislaus County assessor, the construction date for this property is 1958, which could be attributed to any number of the buildings at this location, except for the one-story building which is parallel to the road, known as Building #1 or "Country Store". This is identified as Stanislaus Farm Supply, Inc., and is a wholesale agricultural business. It appears from visual inspection to be less than 45 years of age. No alterations were observed.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

There are multiple buildings on this property, mostly warehouses and storage buildings.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1957-58

Property Type: Commercial/Industrial

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*P3a. Description:**

Buildings #3 and #4 are more likely to have been constructed more than 45 years ago. These two warehouse buildings are attached. Building #3 has a rectangular footprint and is situated perpendicular to the road. It is two stories in height with a side gable roof. The foundation is exposed and appears to be poured concrete. The roof has a moderate pitch and is clad in standing seam metal. The exterior is clad with corrugated metal sheeting. There are metal exhaust fans along the roof ridge. At the north end is a metal apparatus with 2 rectangular metal barrels which appear to be for holding feed, with tapered ends for extracting the feed. There is a metal ladder on the east side, which leads up to the landing at top of the metal holding barrels. On the west side of the building is a sloped concrete driveway that leads to the primary barn/garage style opening, which is sheltered by a shed roof with wood posts. There is a second opening further south along the eastern façade. Just south of this opening is the junction of Building #3 and Building #4. Building #4, one-and-a-half stories high, is also oriented to be perpendicular to the road, with a front gable roof. It has moderately pitched roof, with corrugated metal sheeting for the exterior material. There is a barn-style door on the north side, facing the road. Above this, in the gable end, is a square, wood framed opening. It also has a concrete foundation and a shed-style porch roof on the west side, which extends the length of this secondary façade. The roof is an extension of the main building's roof line, and it appears to be supported by metal posts. At the rear of Building #4 is a third building (possibly Building #2), which has a side gable roof and may be attached to the rear of Building #3 or #4 or both. It is two stories in height with a standing seam roof and corrugated metal exterior.

**P5a. Photo or Drawing**



Building #4, looking south from E. Service Road, January 15, 2009.



Building #3, looking southeast, January 15, 2009.

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**P5a. Photo or Drawing**



Building #1, looking south, January 15, 2009

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

624 E. Service Road contains a collection of warehouse buildings and/or storage facilities as well as a commercial building (Building #1). Although the construction date given by the Stanislaus County Assessor is 1958, Building #3 and #4 appear on the 1957 aerial map, along with several smaller buildings, whose use is not known. Additional buildings appear in the 1979 aerial image, including Building #1 with a smaller footprint. Between 1979 and present day, several more large warehouse style buildings were added to the property. Neither Building #3 or #4 appear to meet the California Register of Historic Resources (CRHR) or National Register of Historic Places (NRHP) Criteria. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. None of the buildings possess high artistic value and are they are all fairly common examples of warehouse construction. Therefore, none appear to meet Criterion 3 of the CRHR or Criterion C of the NRHP.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 4

\*Resource Name or #: 943 E. Grayson Road

P1. Other Identifier: 943 E. Grayson Road

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres

Date: 1987 T 4S ; R 9E ; ¼ of ¼ of Sec 22 ; M.D. B.M.

c. Address: 943 E. Grayson Road

City: Ceres

Zip: 95358

d. UTM: Zone: 10S; mE/ mN (G.P.S.)

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

Parcel number: 041-007-007

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)  
This is a farmstead, with a primary residence near the southwest corner of the property and several farm buildings. According to the assessor data, this is the Marchy Dairy farm. This likely refers to the residence, which is a one-story house with a cross hipped roof. It has an irregular footprint, with a porch along one-half of the primary façade, which faces south towards the road. The porch roof is an extension of the main roof and is supported by square wood posts. The roof is asphalt shingle and has wide eaves with exposed rafter ends. The exterior is stucco. The windows are metal or vinyl sliding sash, of varying sizes and shapes. There is a brick chimney located on the roof slope of the rear wing, which also contains a carport. There are several entrances, all on the east side of the building, which faces the rest of the farm. There are very large, mature trees along the road and driveway bordering the house. Along the porch and east facades are small plants and shrubs and on the south and west sides are metal trellis for training rose bushes.

[See Continuation Form]

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property and HP33. Farm/ranch

\*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 #)  
Looking northeast at the property,  
January 15, 2009  
[See Continuation Form, page 3]

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

Prehistoric  Both

According to the assessor data, the primary construction date is 1957, which likely refers to the residence.

\*P7. Owner and Address:

MARCHY DAIRY

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

\*P9. Date Recorded: 01/15/09

\*P10. Survey Type: (Describe)  
Reconnaissance survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 943 E. Grayson Road

B1. Historic Name:

B2. Common Name: 943 E. Grayson Road

B3. Original Use: Residence and Dairy Farm

B4. Present Use: Dairy w/CLCA

\*B5. **Architectural Style:** Minimal Traditional

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

According to the assessor data, the primary construction date is 1957, which likely refers to the residence. No alterations were observed at the time of the 2009 survey.

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

\*B8. **Related Features:**

There are a number of barns and paddock to the north and east of the residence.

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. **Significance: Theme:** Architecture

**Area:** Ceres, greater Modesto area

**Period of Significance:** 1957

**Property Type:** Agricultural/residential **Applicable Criteria:** n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.).

[See Continuation Form]

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

HP4. Ancillary Building

\*B12. **References:**

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. **Remarks:** None

\*B14. **Evaluator:** Jessica B. Feldman, CH2M HILL

\***Date of Evaluation:** February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*P3a. Description:**

Additional structures on the property include several barns, with gable roofs. Some have concrete construction with metal roofs and some have vertical plank exterior material with corrugated metal roofs. There is a metal tank located near the center of the property and several paddocks and simple shelters to the east of the residence. The landscape around the house and the rear of the property displays large mature trees, but most of the landscape is sod and dirt. The property itself is surrounded by planted fields.

**P5a. Photo or Drawing**



The south (main) and west façade of the house, January 15, 2009



The south and east facades of the house, with two barns seen in the background, January 15, 2009

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**P5a. Photo or Drawing**



The barns, looking north, January 15, 2009

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

The house at 943 E. Grayson, a Minimal Traditional style residence, is likely the building referenced by the 1957 construction date found in the Stanislaus County Assessor data. Aerial images from 1957 and 1979 were not made available for this property. The house is typical example of the this architectural style and doesn't possess high artistic value; it therefore is not eligible for the California Register of Historic Resources (CRHR) under Criterion 3 or the National Register of Historic Places (NRHP) under Criterion C. As a farmstead, the property itself does not meet Criterion 3 or C as a significant or distinguishable entity whose components lack individual distinction as it appears that the house may not be the original residence and that there have been changes to the setting and feeling of the property over the years. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 530 W. Grayson Road

**P1. Other Identifier:** 530 W. Grayson Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres **Date:** 1987 **T** 4S ; **R** 9E ; **NE ¼ of NW ¼ of Sec 28 ; M.D. B.M.**

c. Address: 530 E. Grayson Road

City:

Zip:

d. UTM: Zone: 10S; 676606.39 mE/ 4159490 mN (G.P.S.)

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

Parcel number: 041-026-005

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 530 W. Grayson Road is a two-story Foursquare/Colonial Revival style residence. It has a poured concrete foundation and is clad with clapboard siding. Although the footprint is generally square, there is a small one-story shed attached on the west side and possibly a one-story porch on the rear (south) façade. It has a pyramidal roof with a hipped roof dormer on the primary façade, which faces north towards W. Grayson Road. There is full length raised porch with a hipped roof. The roof surfaces are clad with wood shingle. The primary façade has an asymmetrical layout on the first floor, with a large multi-pane window on the left and a door and multi-pane window on the right. On the second story of the primary façade are two evenly spaced, one-over-one double-hung sash windows. There appears to similar fenestration on the remaining facades. At the southwest corner of the house is a two-story tankhouse with a hipped roof. The tankhouse has the same roof and exterior materials as the house and the roof has a wide overhanging eave. There is a gravel driveway on the west side of the house, with a turn-around area in front of the house. Between the front driveway and the road is a small planted area with several large mature trees. A row of conifers separates the residential area to the fields to the east.

**\*P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



**P5b. Description of Photo:** (View, date, accession #)  
 March 26, 2009, looking southwest.

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

This building was constructed in 1910, according to the Stanislaus County Assessor.

**\*P7. Owner and Address:**

GARBER MERLE LYNN ET AL  
 TRS

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

Jessica B. Feldman, CH2M HILL  
 2485 Natomas Park Drive, Suite 600

Sacramento, CA 95833

**\*P9. Date Recorded:** 03/26/09

**\*P10. Survey Type:** (Describe)  
 Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for

the TID Almond Plant, Cultural Resource Report

**\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 530 W. Grayson Road

B1. Historic Name:

B2. Common Name: 530 W. Grayson Road

B3. Original Use: Residential, Farming

B4. Present Use: Almond Orchard w/Res

\*B5. Architectural Style: Foursquare

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

This building was constructed in 1910, according to the Stanislaus County Assesor. Alterations include the enclosure of the rear porch and window replacements (sliding metal sash and vinyl false muntins).

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1910

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP46. Ancillary Building

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: March 26, 2009

(Sketch Map with north arrow required.)

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation

Update

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



Looking northeast at the west and rear façade of the residence.

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

The house at 530 E. Grayson is a Foursquare style residence. The house is typical example of the this architectural style and doesn't possess high artistic value; it therefore is not eligible for the California Register of Historic Resources (CRHR) under Criterion 3 or the National Register of Historic Places (NRHP) under Criterion C. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 301 Lathrop Road

**P1. Other Identifier:** 301 Lathrop Road

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

**\*a. County:** Stanislaus

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

**\*b. USGS 7.5' Quad:** Ceres

**Date:** 1987 T 4S ; R 9E ; SW ¼ of NW ¼ of Sec 28 ; M.D.

**B.M.**

c. Address: 301 Lathrop Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10 S; 677549.19 mE/ 4158773.29 mN (G.P.S.)

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

Parcel number: 041-056-042

**\*P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 301 Lathrop Road is a modest one-and-a-half story residence. It is located on the southeast corner of Avenue B and Lathrop Road, and is oriented with the primary façade facing south towards Lathrop Road. The front gable roof has asphalt shingle, as does the lower roof of the wrap-around porch. There are roof brackets in the gable end as well as a slatted vent, exposed rafter tails on the porch, and king posts supports for the porch roof. There is a chimney located on the east slope of the roof. The exterior is wood shingle in the gable end and clapboard along the first story. The symmetrical front façade has a central entry with large, one-over-one, double hung sash to either side. Narrower, paired versions of this window style are also evident, as is a replacement vinyl sliding window on the west façade. The porch may be a later addition, as the wood floor, foundation and stairs are unstained and appear new, and the porch roof doesn't match the roof of the house in style. The entire property is marked by a chain link fence and there are few small trees inside the fence. There is a two car garage on the east side of the house, with a side gable roof. This is also a later addition to the property.

**\*P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



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

Looking northeast from the corner of Lathrop Road and Avenue B, January 16, 2009

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

Prehistoric  Both

This building was constructed in 1925, according to the Stanislaus County Assessor.

**\*P7. Owner and Address:**

HARKRADER KENNETH  
HARKRADER PATRICIA

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

**\*P9. Date Recorded:** 01/15/09

**\*P10. Survey Type:** (Describe)  
Reconnaissance survey

**\*P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

**\*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**

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 301 Lathrop Road

- B1. Historic Name:
- B2. Common Name: 301 Lathrop Road
- B3. Original Use: Residence
- B4. Present Use: SINGLE FAMILY RESIDENCE

\*B5. Architectural Style: Craftsman

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

This building was constructed in 1925, according to the Stanislaus County Assesor. Alterations include a replacement vinyl sliding window on the west façade and a two car garage on the east side of the house, with a side gable roof. The porch may be a later addition, as the wood floor, foundation and stairs are unstained and appear new, and the porch roof doesn't match the roof of the house in style.

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

\*B8. Related Features:

Garage

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1925

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary building

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

A review of the 1957 aerial image shows a small, square building at this address, which may indicate that the existing building encompasses an older structure. This may refer to the 1925 Stanislaus County Assessor construction date. However, this small structure is northeast of where the current house is located, so it appears that the existing house was constructed after 1957 and before the 1979 aerial image was taken. The house does exhibit some characteristics of the Craftsman style, and perhaps that indicates that it was moved to the location after it was constructed and before 1979. No further information regarding its construction was located. The house does have a number of alterations which have diminished its integrity of design, materials, and workmanship and the integrity of location is in question. Due to these issues, the house is not eligible for the California Register of Historic Resources (CRHR) under Criterion 3 or the National Register of Historic Places (NRHP) under Criterion C. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 401 Lathrop Road

P1. Other Identifier: 401 Lathrop Road

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres

Date: 1987 T 4S ; R 9E ; SW ¼ of NW ¼ of Sec 28 ; M.D.

B.M.

c. Address: 401 Lathrop Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 677594.80 mE/ 4158767.22 mN (G.P.S.)

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

Parcel number: 041-056-040

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 401 Lathrop Road is a residence that has been significantly modified. Visual inspection indicated a later construction date, due to the exterior material, window type, footprint and size. The east wing of the house has a moderately pitched front gable roof. The west wing is a double car garage with a front gable roof and the center section connects the two wings behind a high wall attached to the garage. The roof over the center section is a side gable roof; the roof of the entire building is asphalt shingle. The windows visible on the primary façade, which faces south towards Lathrop Road, are vinyl sliding and double hung sash. The porch roof, also front gable, is supported by thin wood posts with chamfered bases. There is an open shed attachment on the east side with a wood plank half wall. There is a dirt driveway to the garage, and a chain metal fence along south side of the property, set back from the road. There are several large tree stumps in the front yard which is generally sod.

\*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property

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

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



P5b. Description of Photo: (View, date, accession #)  
Looking north/northeast February 5, 2009  
[See Continuation Form, page 3]

\*P6. Date Constructed/Age and

Sources:  Historic

Prehistoric  Both

This building was constructed in 1932, according to the Stanislaus County Assessor.

\*P7. Owner and Address:

CONTRERAS IGNACIO  
RAMIREZ FRANCISCA

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

Jessica B. Feldman, CH2M HILL  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

\*P9. Date Recorded: 01/15/09

\*P10. Survey Type: (Describe)

Reconnaissance survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 401 Lathrop Road

B1. Historic Name:

B2. Common Name: 401 Lathrop Road

B3. Original Use: Residence

B4. Present Use: SINGLE FAMILY RESIDENCE

\*B5. Architectural Style: Unknown, due to alterations

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

This building was constructed in 1932, according to the Stanislaus County Assessor, and has been significantly modified. Visual inspection indicated a later construction date, due to the exterior material, window type, footprint and size.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1932

Property Type: Residential

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP46. Walls/gates/fences

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation  Update

**P5a. Photo or Drawing**



Looking northwest, February 5, 2009

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

During the reconnaissance survey, this house appeared to be a Minimal Traditional style building, with alterations that included the replacement of the original windows and the addition of stucco to exterior. The house does not appear in the 1957 aerial image, but does appear in the 1979 aerial image in its current configuration. The assessor indicates that it was constructed in 1932. If it was constructed in 1932, then it may have been moved to this location between 1957 and 1979. It does not retain integrity of design, materials, or workmanship and may not retain integrity of location. Due to these issues, the house is not eligible for the California Register of Historic Resources (CRHR) under Criterion 3 or the National Register of Historic Places (NRHP) under Criterion C. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 600 San Joaquin Avenue

**P1. Other Identifier:** 600 San Joaquin Avenue

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

\***a. County:** Stanislaus

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

\***b. USGS 7.5' Quad:** Ceres **Date:** 1987 **T** 4S ; **R** 9E ; **¼ of NW ¼ of Sec 28** ; M.D. **B.M.**

c. Address: 600 San Joaquin Avenue

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 677926.48 mE/ 4159122.80 mN (G.P.S.)

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

Parcel number: 041-056-054

\***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) There are several related buildings at 600 San Joaquin Avenue. The residence is a building with a square footprint, aluminum or vinyl siding, and a hip-on-gable roof clad with composition shingle. The primary façade has two side projecting wings, creating a recessed entry porch. The wings have a large triple pane window, possibly sliding sash with a fixed center pane. The windows are flanked with shutters. The entry porch roof displays metal trellis style supports resting on a slightly raised concrete pad. There is a rectangular brick chimney rising from the pitch of the roof over the center section. There is a sliding glass door on the south side, which faces the concrete driveway. Other fenestration on the south side is sliding sash with shutters. At the rear of the property is a barn, which is in derelict state. This barn was constructed in a very common style seen throughout the area and probably predates the residence, which may be a replacement for an earlier house. The barn is approximately 3 stories in height with a front gable, broken roof, with two cribs on either side. The main roof is high pitched with a hay hood. The exterior appears to be vertical planks.

\***P3b. Resource Attributes:** (List attributes and codes) HP2. Single Family Property

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

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



P5b. Description of Photo: (View, date, accession #)  
 Looking northeast at the house, January 16, 2009

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

Prehistoric  Both

The residence was constructed in 1948, according to the Stanislaus County Assessor.

\***P7. Owner and Address:**

GONZALES EDWARD I

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

Jessica B. Feldman, CH2M HILL  
 2485 Natomas Park Drive, Suite  
 600, Sacramento, CA 95833

\***P9. Date Recorded:** 01/15/09

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

Reconnaissance survey

\***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\***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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 600 San Joaquin Avenue

B1. Historic Name:

B2. Common Name: 600 San Joaquin Avenue

B3. Original Use: Residence and Farm/Ranch

B4. Present Use: SINGLE FAMILY RESIDENCE

\*B5. **Architectural Style:** Ranch.. The barn style appears to be a local version of the Transverse Frame Barn, or a variation of the crib barn.

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

According to the Stanislaus County Assesor, the residence was constructed in 1948, and may be a replacement for an earlier house. No major alterations were observed during the field survey conducted in 2009.

\*B7. **Moved?** No Yes Unknown **Date:**

**Original Location:**

\*B8. **Related Features:**

There is a barn on the property

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. **Significance: Theme:** Architecture in Ceres, CA

**Area:** Ceres, greater Modesto area

**Period of Significance:** 1948

**Property Type:** Residential

**Applicable Criteria:** n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

HP4. Ancillary building; HP46. Walls/gates/fences

\*B12. **References:**

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

B13. **Remarks:** None

\*B14. **Evaluator:** Jessica B. Feldman, CH2M HILL

\***Date of Evaluation:** February 27, 2009

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: Jessica B. Feldman, CH2M HILL \*Date: February 27, 2009

Continuation

Update

**P5a. Photo or Drawing**



Looking east towards the north side of the house and the barn at the rear of the property, January 16, 2009

**\*B10. Significance:**

The Modesto area was defined by agriculture and transportation. In addition to the historic CPRR, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Local irrigation districts, including the Turlock Irrigation District and the Modesto Irrigation District, created water conveyance systems in the early 1900s that kept sufficient water flowing into the area for a variety of crops. The development of irrigation systems and improvements in transportation stimulated the growth of the Modesto area and by 1930; this area was one of the largest food processing regions in the state.

During the 1930's, migrant workers from the Midwest, chased from their homes by the massive dust storms referred to as the Dust Bowl, moved into the Modesto area. At the end of Prohibition, several wineries, including the Gallo winery, opened in the Modesto area. The Gallo winery is now the largest in the world. Until the 1970s, the Modesto area remained primarily an agricultural community which relied on a wide variety of crops. Throughout the recent decades, however, the population of the area has continued to grow as subdivisions constructed for Bay area commuters replace the agricultural fields (Harmon 1992). The area remains relatively rural and much of the area around property still consists of agricultural fields.

Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for travelers. One was constructed at the corner of West Main and Crow's Landing Road in 1870 and another was constructed at the corner of Grayson and Crow's Landing Road in 1873.

The aerial image from 1957 shows that the house and barn were present when the image was taken and the configuration of the two buildings is the same in the 1979 aerial image. The barn is a common type seen in the surrounding area and is in very poor condition. The house, which has had some alterations, is also a common style which does not possess high artistic value and does not embody the distinctive characteristics of a type, period of method of construction. Neither building is eligible for the California Register of Historic Resources (CRHR) under Criterion 3 or the National Register of Historic Places (NRHP) under Criterion C. No specific or relevant information about this property was located during the literature search at the Northwest Information Center or local library that indicates that events that have made significant contributions to local, state or national history are known to be associated with this building, nor is any person considered significant in local, California or national history known to be associated with this building. Therefore, it does not appear eligible for the CRHR under Criteria 1 and 2, or the NRHP under Criteria A and B.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 142 W. Service Road

P1. Other Identifier: 142 W. Service Road

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres

Date: 1987 T 4S ; R 9E ; NE ¼ of NE ¼ of Sec 20 ; M.D.

B.M.

c. Address: 142 W. Service Road

City: Modesto

Zip: 95358

d. UTM: Zone: 10S; 676995.10 mE/ 4161122.97 mN (G.P.S.)

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

Parcel number: 041-003-021

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) There are two, large, prefabricated warehouse/office buildings located at 142 W. Service Road. The entire property is marked off by chain link fence with razor wire. There are several (propane) tanks between the two buildings and the landscape is without vegetation. Most of the area around the buildings is dirt. The building on the east side is two stories high with a low pitched front gable roof. The primary façade is dominated by a large, centrally located garage door for large vehicles and/or equipment. To the right of this is a metal sliding sash window and a metal door with glass panels. The roof material is not known and the exterior material is metal standing seam. The building on the west side, which is marked "146", is also two stories high, with a low pitched front gable roof, with a roof extension on the west side. There is a large, centrally placed garage/equipment door, with a door and a sliding metal window to the right.

\*P3b. **Resource Attributes:** (List attributes and codes) Unknown

\*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 #)  
Looking south/southeast,  
February 5, 2009  
[See Continuation Form, page 3]

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

Prehistoric  Both

According to the Stanislaus County Assessor, the construction date for this address is 1948.

\*P7. **Owner and Address:**

L & C DAVIS LTD PRNTSHP ET AL

\*P8. **Recorded by:** (Name, affiliation, and address)  
Jessica B. Feldman, CH2M HILL,  
2485 Natomas Park Drive, Suite  
600, Sacramento, CA 95833

\*P9. **Date Recorded:** 01/15/09

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

Reconnaissance survey

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Application for Certification for the TID Almond Plant, Cultural Resource Report

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

\*Resource Name or # (Assigned by recorder) 142 W. Service Road

B1. Historic Name:

B2. Common Name: 142 W. Service Road

B3. Original Use: Unknown

B4. Present Use: Farm & heavy Equipment Dealers (Service Center)

\*B5. Architectural Style: Unknown

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

According to the Stanislaus County Assesor, the construction date for this address is 1948; it is unclear which building this date refers to, or if there is another building on the property that was not visible during the field survey. No alterations were observed at the time of the 2009 survey.

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

146 W. Service Road

B9a. Architect: Unknown

b. Builder: Unknown

\*B10. Significance: Theme: Architecture in Ceres, CA

Area: Ceres, greater Modesto area

Period of Significance: 1948

Property Type: Commercial/Industrial

Applicable Criteria: n/a

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

A rural community cultural pattern existed in the study area from approximately 1870 to 1930. This pattern consisted of communities made up of population aggregates that lived within well-defined geographic boundaries, shared common bonds, and cooperated to solve shared problems. They lived on farmsteads, tied together by a common school district, church, post office, and country store. These farmsteads and dispersed farming communities gave way to horse ranches, dairies, and nurseries, which in turn were replaced by the establishment of the roadside service complex. The roadside service industry thrived in the highly mobile, mechanized pre- and post-war society, which was linked by state and federal roadways.

Modesto and Ceres were founded near the end of the 19th century. Modesto, originally a planned railroad town, grew quickly, and was officially incorporated in 1884. Ceres was first settled in 1870 and by 1872, the Central Pacific Railroad (CPRR) stopped at Ceres. Originally, wheat was the main crop grown in the Modesto area. Over-cultivation near the end of the 19th century forced crop diversification in the area and local farmers experimented with the cultivation of fruit and nut trees which did not require a great deal of water.)

[See Continuation Form]

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

\*B12. References:

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz; Cleland, Robert Glass. 1941. *The Cattle on a Thousand Hills: Southern California, 1850-1870*. The Huntington Library, University of California; Hillman, Raymond W. and Leonard Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno: Panorama West Books; Lucas, Mildred D. 1976. *From Amber Grain to Fruited Plain*. Ceres: Ceres Unified School District; McDonald, Hazel. 1989. *Extracts from the Past*. Modesto: Ridgecrest Graphics; Paterson. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*; Smith, Wallace. 2004. *Garden of the Sun: A History of the San Joaquin Valley, 1772-1939*. Fresno: Max Hardison;

(Sketch Map with north arrow required.)

B13. Remarks: None

\*B14. Evaluator: Jessica B. Feldman, CH2M HILL

\*Date of Evaluation: February 27, 2009

(This space reserved for official comments.)

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

Primary #  
 HRI #  
 Trinomial  
 NRHP Status Code

Other Listings  
 Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: T.I.D. Lateral No. 2

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres and Brush Lake Date: 1987 and 1986 T 4S; R 9E; Sections 19, 20, 21; M.D.B.M.

c. Address: Lateral No. 2/Lower Lateral No. 2

City: Ceres

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Irrigation canal paralleling Redwood Road.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Turlock Irrigation District's (TID) Lateral No. 2 connects at the eastern end to the Turlock Main Canal. The segment of the canal recorded begins where the Union Pacific railroad intersects Lateral No. 2 and continues west until Carpenter Road. This portion of Lateral No. 2 connects on the eastern end at the Ceres Main Canal and Laird Slough on the western end. At Crow's Landing, Lateral No. 2 is called Lower Lateral No. 2. Lateral No. 2 was completed in 1899 (Paterson 1989). Originally, Lateral No. 2 was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. The easternmost section of Lateral No. 2 that is recorded here is located between the Union Pacific Railroad line and Crow's Landing Road and was lined with concrete in 1953. Approximately one mile west of Crow's Landing Road at Ustick Road, the concrete lining was installed by 1961. Concrete lining was installed in Lateral No. 2 at Carpenter Road by 1964. Even with this concrete lining, irrigation canals require maintenance and repair on a periodic basis. Several patched cracks were observed along this lateral. In addition to the actual canal, the recorded segment of Lateral No. 2 includes several check dams: D7, D8, D9, D10, and D11.

\*P3b. Resource Attributes: (List attributes and codes) HP 20

\*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 #) March 16, 2009, View to the west.

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

\*P7. Owner and Address:

Turlock Irrigation District  
 333 East Canal Drive  
 P.O. Box 949  
 Turlock, CA 95381-0949

\*P8. Recorded by: (Name, affiliation, and address)  
 Natalie Lawson/Jessica Feldman  
 CH2M HILL

6 Hutton Centre, Suite 700  
 Santa Ana, CA 92707

\*P9. Date Recorded: March 16, 2009

\*P10. Survey Type: (Describe): Pedestrian survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") TID Almond Power Plant No. 2, AFC Application

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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 6

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder)

B1. Historic Name: T.I.D Lateral No. 2

B2. Common Name: Lateral No. 2/Lower Lateral No. 2

B3. Original Use: Irrigation canal

B4. Present Use: Irrigation canal

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed 1899

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features: Check dams and drains.

B9a. Architect:

b. Builder: Turlock Irrigation District

\*B10. Significance: Theme: Irrigation/Agriculture

Area: Ceres and Turlock

Period of Significance: 1905-1920

Property Type: Irrigation canal

Applicable Criteria:

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

The recorded segment of the TID canal Lateral No. 2/Lower Lateral No. 2 between the Union Pacific Railroad line and Carpenter Road does not appear to meet the criteria for listing in the National Register of Historic Places. It is located west of Turlock in the Central Valley, and it is in the context of the TID that the canal is evaluated. See continuation sheet.

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

\*B12. References: Paterson, A.M. 1989. Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987. The Arthur H. Clark Company, Spokane, Washington.

B13. Remarks:

\*B14. Evaluator:

\*Date of Evaluation:

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

### Historic Context

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crow's Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton 1991). Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19<sup>th</sup> century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

In 1900, the area was still a big grain farming region. Irrigation, however, allowed the planting of orchards, vineyards, and row crops which were better suited to farmers able to devote a few acres and put considerable effort into them rather than to the large grain fields planted and harvested by transient hired hands. Small farms meant more people, more towns, and more trade. This vision of irrigation propelled the local crusade for the Wright Act and became a part of the national reclamation movement for a federal irrigation program. In 1901, only 3700 acres were irrigated by the TID in the northern part of the district. A scant two years later 10,000 acres were irrigated and by 1908, the TID provided water to almost 58,000 acres (Hohenthal 1971:207).

Settlers to the area, unless they bought property adjacent to the TID canals, faced the prospect of creating ditches which connected to the lateral canals of the TID. Farmers depended on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them were built and maintained by the irrigators using them, generally without any formal organization. Once water reached a farm, it could be sent into crop fields in a number of ways. One was called "wild flooding". In this method, supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were plugged at intervals to force water out onto the field, letting the water flood down the hill without restraint. Another method, furrow irrigation, sent a small head of water through the rows of crops or orchards. The check method of flooding and its variants divided the land into a series of level basins or checks that were surrounded by levees. A large flow of water was turned into each check until the area was just covered by water. By the time irrigation reached the TID area, the standard practice was to create checks of up to one acre (Paterson 1989: 123).

The TID system began a revolution in the region's agriculture. The system formed the basis for new industries and caused the reduction in the size of landholdings as the large ranches of the late 1800s were broken into small parcels with dairies, orchards, and row crops. New towns were founded and wheat was replaced by melons, grapes, and peaches.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

New settlers in the area first planted alfalfa, raised a few dairy cows, and sold cream to the nearest creamery. Others raised poultry. Both practices readily raised needed cash. In the first few years of irrigation in the TID, alfalfa was the main crop. It grew readily, could usually be cut twice in its first year and would yield about four cuttings annually thereafter, thus producing approximately five to six tons of good quality hay per acre. Alfalfa acreage peaked in 1914 at approximately 72 percent of the acreage, or 68,000 acres, in the TID. It rapidly decreased in acreage, accounting for less than 31,000 acres in 1920. Between 1911 and 1925, the Turlock was called the Watermelon Capitol of the World. After the lowering of the water table, however, the melon boom in the TID quickly faded. For a time, grapes were a major fruit crop of the region following the decline of melons. Orchard land reached just over 5000 acres in 1920 and grew to 11,500 acres in 1927. Although the acreage devoted to grapes declined for a time in the 1930's, ultimately acreage devoted to vineyards grew again until the 1970s (Hohenthal 1971: 214).

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as a freight feeder system and connected with the Western Pacific Railroad at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing.

The main Turlock diversion canal leads from the La Grange Dam along the south bank of the Tuolumne River for approximately 7 miles to Turlock Lake, historically known as Owen Reservoir. The Main Supply Canal diverts near the western end of Turlock Lake, and carries water to the northeastern edge of the TID. At this point, the Ceres Main Canal carries the water west to the highland above the Tuolumne channel and south through the center of the TID. The Turlock Main Canal diverst at the same gate as the Ceres Main, flows south for approximately 10 miles, and then the main laterals divert the water at intervals of two and three miels, running west to the San Joaquin River (Hohenthal 1972).

Until the late 1930's, concrete lining predominated canal improvement work. By 1940, only 20 miles of the 132 miles of improved community ditches had pipelines. During the 1944-1945 growing season, a short stretch of concrete lining was removed from a community ditch to make way for underground pipe and from this project, the trend continued. By 1951, the local improvement districts had more miles of pipeline than concrete lined open canals. The TID canals, however, remained open canals. By 2002, only 3 miles of the 250 miles of TID canals have been replaced with pipeline (TID documents). Local community ditches, however, have been largely replaced with underground pipe line, and only the relief standpipes and gate structures of these underground lines are visible (Paterson 1989:263).

### Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217).

Lateral No. 2 was completed in 1899, thus making irrigation agriculture and farm settlement possible. Although the lateral was completed in 1899, the first irrigation waters did not flow until 1900. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 2 and the sale of smaller parcels, such as 40, 60, and 80 acres.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

Lateral No. 2 was originally an open earth canal that was later improved with concrete lining beginning in the 1950s and continuing through 1970. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well. The canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1899. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal and The canal has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete which has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. The canal segment does retain some integrity of association, as the canal segment is still used for irrigation. Since the materials and workmanship of this canal segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

The canal segment being a very small part of a much larger canal system, does not itself convey clear association with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). The canal segment is not an important example of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, it can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, this segment does not appear to meet the criteria for listing in the National Register of Historic Places.

This canal segment was 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. This canal segment does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

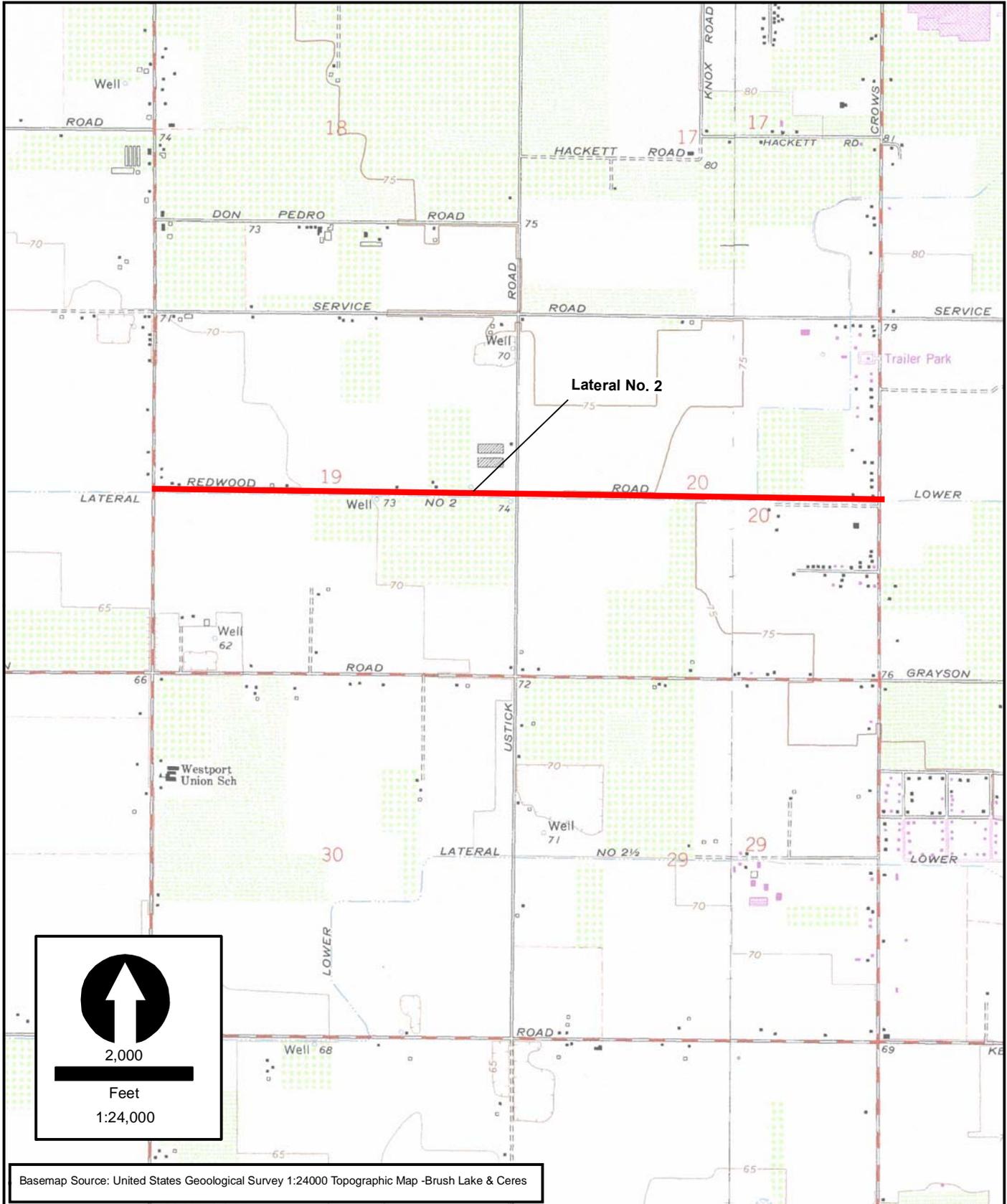
Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

**LOCATION MAP**



Basemap Source: United States Geological Survey 1:24000 Topographic Map -Brush Lake & Ceres

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

P2. Location:

b. **USGS 7.5' Quad:** *Ceres and Brush Lake* **Date:** 1987 and 1986 **T** 4S; **R** 8E; **Sections** 25; **T** 4S; **R** 9E; **Sections** 29, 30; **M.D.B.M.**

c. **Address:** Lateral No. 2 ½ / Lower Lateral No. 2 ½ / Upper Lateral No. 2 ½

e. **Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Irrigation canal approximately one-half of a mile south of Grayson Road and at the intersection of Keyes and Carpenter Roads.

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

Turlock Irrigation District's (TID) Lateral No. 2 ½ also referred to as the Upper Lateral No. 2 ½ and Lower Lateral No. 2 ½, depending upon the location of the section, connects at the eastern end to the Turlock Main Canal. Two 100 foot segments of this canal are recorded here. One segment is located along Crow's Landing road approximately one half of a mile south of Grayson Road and the other is located at the intersection of Keyes and Carpenter Roads. This portion of Lateral No. 2 ½ connects on the eastern end at the Ceres Main Canal and the Westport Drain on the western end. At Crow's Landing, Lateral No. 2 ½ is called Lower Lateral No. 2 ½. Lateral No. 2 ½ was completed in 1913 to 1914 (Paterson 1989). Originally, Lateral No. 2 ½ was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. The easternmost sections of Lateral No. 2 ½ recorded here were lined with concrete in 1970 and 1986, respectively. Even with this concrete lining, irrigation canals require maintenance and repair on a periodic basis. Several patched cracks were observed along this lateral.

**Period of Significance**

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217). Lateral No. 2 ½ was completed in 1913 and 1914, thus making irrigation agriculture and farm settlement possible. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 2 ½, which allowed for the additional influx of settlers into the TID area and the additional flow of water. Lateral No. 2 ½ was originally an open earth canal that was later improved with concrete lining beginning in the 1950s and continuing through the 1980s. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well.

Similarly to the other recorded segment of this canal, the canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1913/1914. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal and The canal has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete which has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. The canal segment does retain some integrity of association, as the canal segment is still used for irrigation. Since the materials and workmanship of this canal segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

These canal segments being a very small part of a much larger canal system, do not themselves convey clear association with significant trends in agriculture on a national level (Criterion A), nor are they associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). These canal segments are not important examples of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, they can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, these segments do not appear to meet the criteria for listing in the National Register of Historic Places.

These canal segments were 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. These canal segments does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

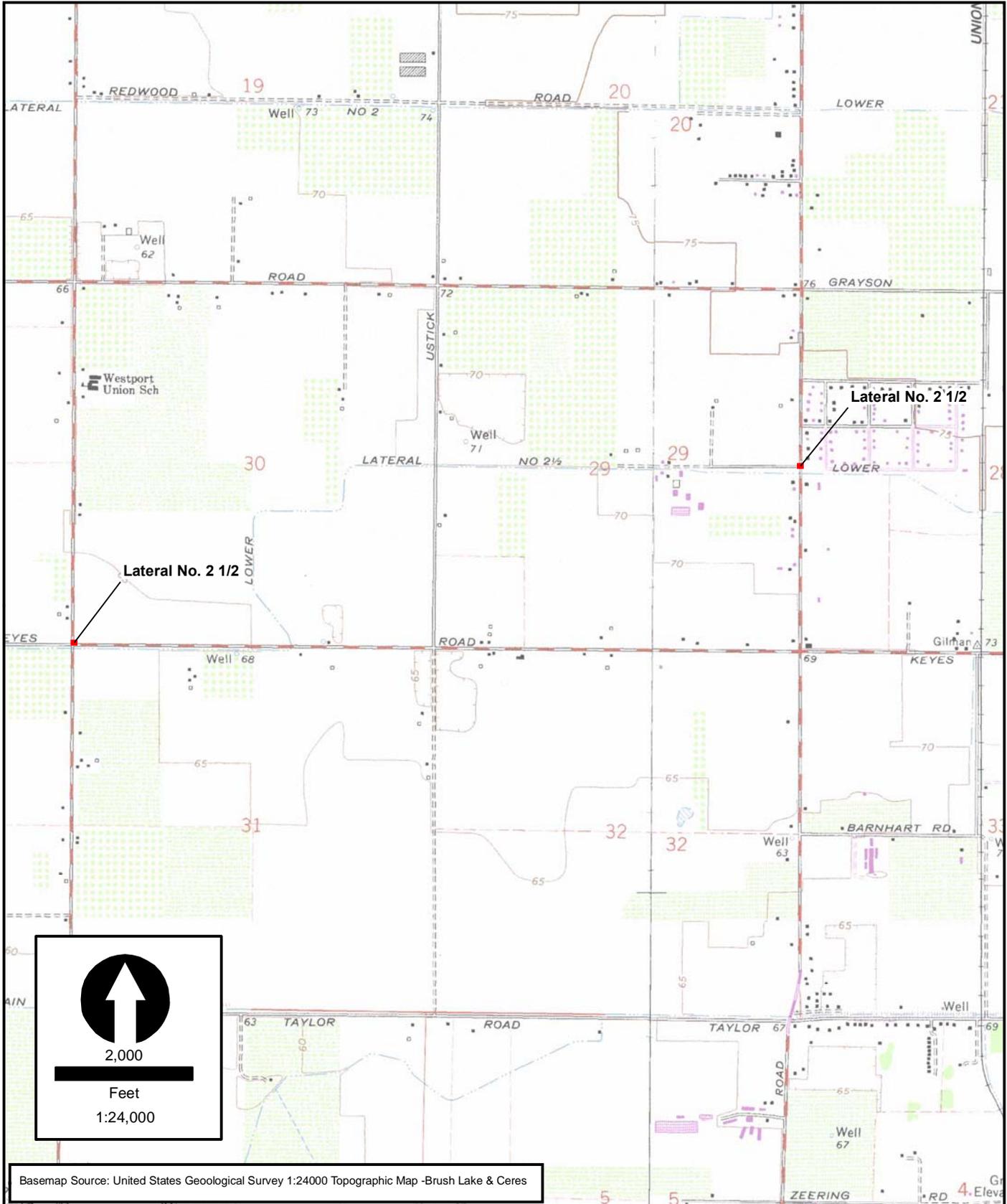
Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

# LOCATION MAP



4/96

**SITE NAME:** Upper Lateral 2 1/2, Turlock Irrigation District, Stanislaus County  
**SITE NUMBER:** LG-28  
**QUAD SHEET:** "Ceres Quadrangle," USGS: 1969, photorevised 1987  
**PIPELINE LOCATION:** Milepost 197.1, Mainline

Description of Feature

Site LG-28 is located at the point where Turlock Irrigation District's Upper Lateral 2 1/2 crosses the proposed Mojave Pipeline project APE, just northeast of the junction of Prairie Flower Road and Freeway 99, about two miles south of the town of Ceres. This site, with its comparison points LG-28(n) and LG-28(s), is located in a mixed agricultural and industrial area of Stanislaus County. JRP recorded the two comparison sites to better place LG-28 in context and consider the lateral's integrity.

Upper Lateral 2 1/2 flows from out of Upper Lateral 2 (just west of that lateral's connection with the Turlock Main Canal) on the east to the Ceres Main Canal on the west. LG-28 and its comparison sites are located in an area of mixed agricultural, residential, and commercial use. LG-28 is located just west of the SPRR tracks where Upper Lateral 2 1/2 enters a siphon in two segments, the first to pass under the tracks and the second to pass beneath Freeway 99 (**Photograph 1**). To the southwest of this site are orchards and an almond processing facility, while to the northwest is a vehicle yard and silo complex. To the southeast across the freeway are subdivisions, while to northeast across the freeway is a sales yard. Site LG-28(s) is completely surrounded by orchards, contains a check structure to control flow into the Ceres Main Canal, and is located approximately one mile to the southwest of LG-28 (**Photograph 3**). On the eastern side of Highway 99 is LG-28(n), which is located where Washington Road crosses Upper Lateral 2 1/2 over a small county bridge (**Photograph 2**). It is located in an area of residential development on the southeast and southwest, and open fields and orchards on the northwest and northeast.

History of Feature

Upper Lateral 2 1/2 is one of Turlock Irrigation District's original distribution laterals. TID is one of the first Wright Act districts (along with Modesto Irrigation District). For a brief history of TID see Section 2.2 above. The district began building its system in 1893, when it constructed a diversion facility at La Grange on the Tuolumne River. Over the next years the district constructed its main canal and began work on its laterals. Internal dissension in the district caused main canal construction progress to move forward slowly. By April 1894, TID had underway planning and preliminary work on the district canal and irrigation system. Besides the main headworks at the dam and canals, flumes and tunnels to reach Hickman, where the main canal then terminated, laterals would have to be dug in what the district engineer described as "ground easily scraped." The main canal would run almost due south from Hickman for 18 miles, nearly to the Merced River, with laterals serving separate areas. The main canal decreased in capacity after serving each lateral. (Modesto Daily Evening News, April 7, 1894.) Later that summer TID's directors accepted a bid from Doe, Hunt & Co. of San Francisco to complete the TID canal system, who began work in June 1894. However, by August, 1894 worked stopped because the

district had no money to pay their contractors. (Stanislaus County Weekly News May 11, 1894; June 8, 1894; June 29, 1894; July 23, 1894)

For the next few years the district struggled to build its system, and by the end of 1898 TID had finished its main canal sufficiently far to send of water 23 miles from La Grange to Hickman. (Modesto Daily Evening News November 12, 1898; Stanislaus County Weekly News November 18, 1898). TID began irrigation in the spring of 1900, and by 1904 had virtually all of its main canal and lateral system in place. (Stanislaus County Weekly News, March 16, 1900; Glauser, July 12, 1993).

During the 1920s and 1930s the district undertook a program of canal and lateral lining. Asphalt proved impractical, and eventually the district turned to concrete lining. In later years the canals and laterals have also been gunited. In July 1993 the district described changes to their laterals:

Since the date of first construction of the canals the District has conducted routine maintenance and significant upgrades of its water delivery systems. Although the canals were originally constructed near the turn of the century they have been improved over the years with the addition of modern structures and surface lining to improve flow capacity, improve hydraulic control, and improve customer service. Alignments have been changed, cross sections have been increased, drop structures have been installed and improved, and the location of the original turnouts has been changed. The only remnant of the original canal is probably the name of the canal ... (Glauser, July 12, 1993)

Comparison of historic and modern maps indicates that at site LG-28 and its comparison sites, Upper Lateral 2 1/2 is apparently in its original location. Field inspection of the three sites show that in all cases the lateral has been lined with concrete.

Evaluation of Feature

Upper Lateral 2 1/2 at site LG-28 is part of the original irrigation system of one of California's first Wright Act irrigation districts. It has played a significant role in the agricultural development of the area it serves, and is sufficiently old to be considered for the National Register on the basis of its age and local importance under Criterion A. Its period of significance, therefore, dates to the time of its original construction, ca. 1898-1904. At that time the lateral was dirt lined and ran through an area of farms and orchards. Since that time, however, the lateral has lost integrity of construction, workmanship, materials, and feeling owing to the district's lining projects and the installation of modern bridges and culverts after the period of significance. Furthermore, because lined irrigation laterals are common features in the San Joaquin Valley, Upper Lateral 2 1/2 is not a unique example of a segment of an early irrigation system and thus does not meet Criterion C. It is not eligible for the National Register.

P-50-000071

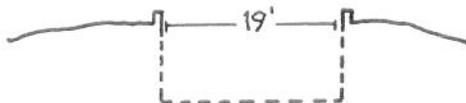
# CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

**PROJECT:** Mojave Natural Gas Pipeline, Northern Extension Project  
**MILEPOST:** 197.1, Mainline

**LOCATION NO:** LG-28  
**PHOTO DATE:** May 28, 1993

1. **Name of Feature:** Upper Lateral No. 2 1/2
2. **Location of recordation:** LG-28 is located at the point where the Southern Pacific railroad tracks cross Upper Lateral 2 1/2, immediately south and adjacent to the point where Prairie Flower Road crosses the tracks and meets Highway 99.
3. **Other locations for recording this feature:** LG-28(n) and LG-28(s)
4. **Structures at or near this location:** Structures at this location relate to the lateral and to the railroad. The lateral passes beneath the railroad in a siphon, rises into a basin, then passes under the freeway in a second siphon. The basin at the west end of the siphon is a poured concrete structure.
5. **Setting at this location:** LG-28 is located just east of Highway 99, in a mixed industrial and agricultural area. To the northwest of the site is a vehicle yard and silo. Across the tracks and the highway to the southeast are subdivisions, and to the northeast is a sales yard. Orchards are located to the southwest of the lateral and beyond the orchards is an almond processing facility.
6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.
7. **Attributes at this location (measurements in feet):**
  - Top width:** 19
  - Bottom width:** Unable to observe due to high flows
  - Height or Depth:** Unable to observe due to high flows
  - Material:** Concrete. Surface layer installed in 1991.
8. **Sketch, in cross section:** Looking east



P-50-000071

# CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

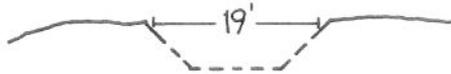
**PROJECT:** Mojave Natural Gas Pipeline, Northern Extension Project  
**MILEPOST:** N/A

**LOCATION NO:** LG-28(n)  
**PHOTO DATE:** May 28, 1993

1. **Name of Feature:** Upper Lateral No. 2 1/2
2. **Location of recordation:** Where Washington Road crosses Upper Lateral No. 2 1/2
3. **Other locations for recording this feature:** LG-28 and LG-28(s)
4. **Structures at or near this location:** A county bridge carries Washington Road traffic over the lateral. Fifty yards to the east of LG-28(n) is a flow regulation dam.
5. **Setting at this location:** Site LG-28(n) is located in an area of dispersed residential development and commercial orchards. Widely spaced suburban/rural residences extend along the southern bank of the lateral. Commercial orchards are located north of the lateral.
6. **Integrity considerations for this feature:** Concrete lining in 1966 has replaced the original dirt construction.
7. **Attributes at this location (measurements in feet):**

**Top width:** 19  
**Bottom width:** 6  
**Height or Depth:** 3.5  
**Material:** Concrete

8. **Sketch, in cross section:** Looking east



P-50-000071

# CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

**PROJECT:** Mojave Natural Gas Pipeline, Northern Extension Project  
**MILEPOST:** N/A

**LOCATION NO:** LG-28(s)  
**PHOTO DATE:** May 28, 1993

- 1. Name of Feature:** Upper Lateral No. 2 1/2
- 2. Location of recordation:** At the intersection of Mitchell and Turner roads, where the Ceres Main Canal and Upper Lateral No. 2 1/2 intersect.
- 3. Other locations for recording this feature:** LG-28 and LG-28(n)
- 4. Structures at or near this location:** Structures on this site include a concrete bridge at the junction of the lateral with the Ceres Main Canal. TID's steel tower high tension line runs parallel to the Ceres Main Canal, and perpendicular to Upper Lateral 2 1/2.
- 5. Setting at this location:** This location is completely surrounded by commercial orchards and vineyards.
- 6. Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.
- 7. Attributes at this location (measurements in feet):**

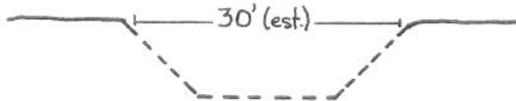
**Top width:** Estimated 30' -- unable to cross lateral to measure.

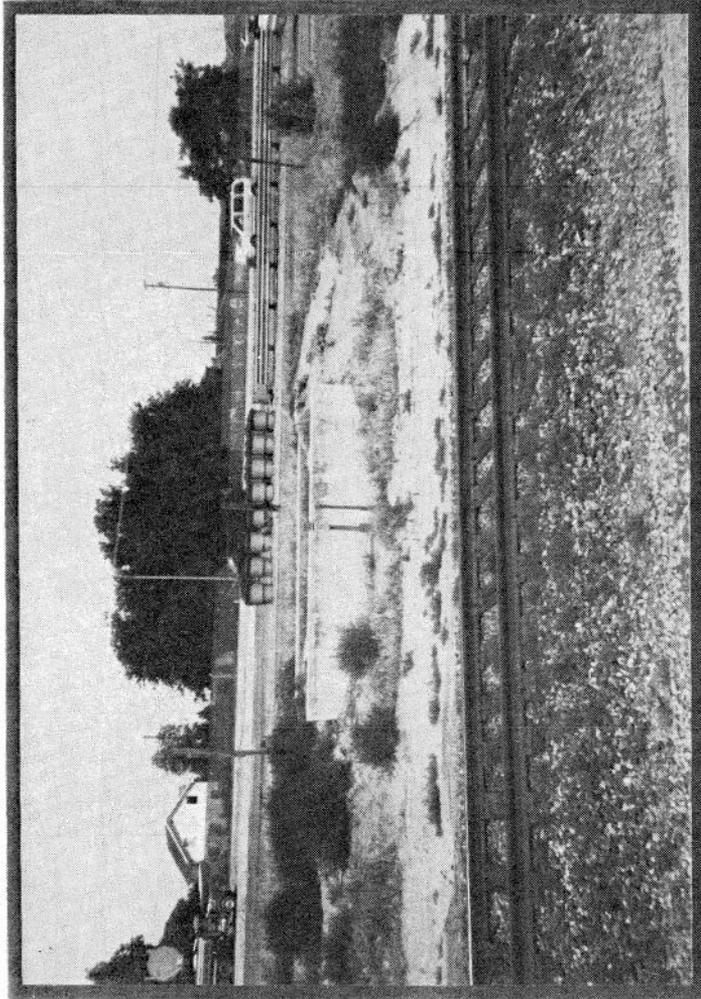
**Bottom width:** Unable to observe due to high flows

**Height or Depth:** Unable to observe due to high flows

**Material:** Concrete

- 8. Sketch, in cross section:** Looking east





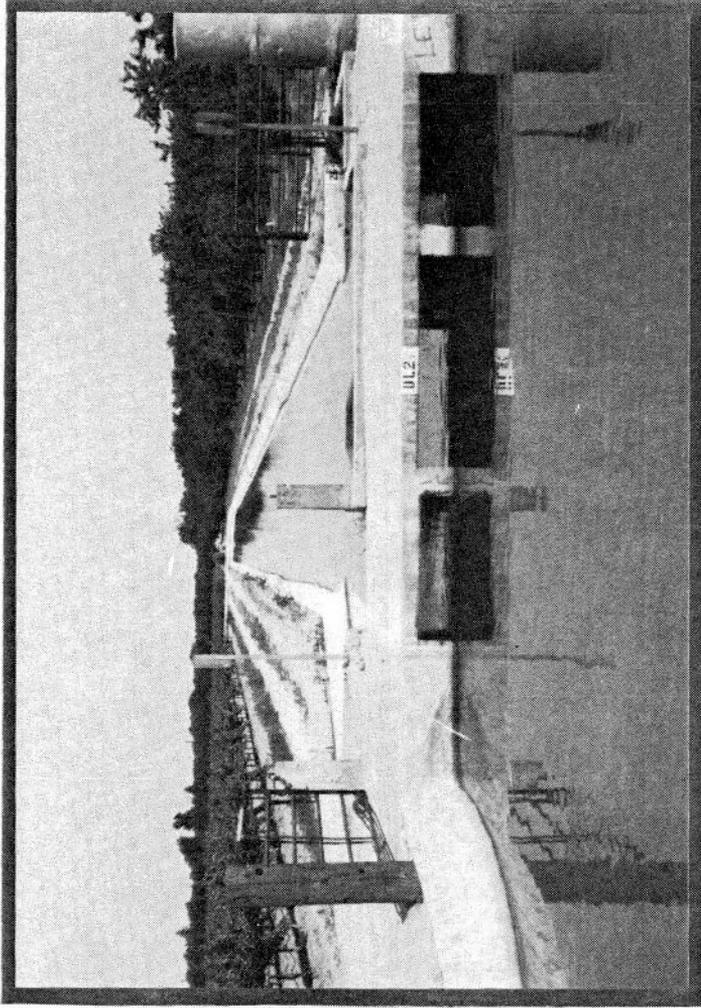
1

Photograph Number: 1  
Site Number: LG-28  
Common Name: Upper Lateral 2 1/2  
Camera Facing: East

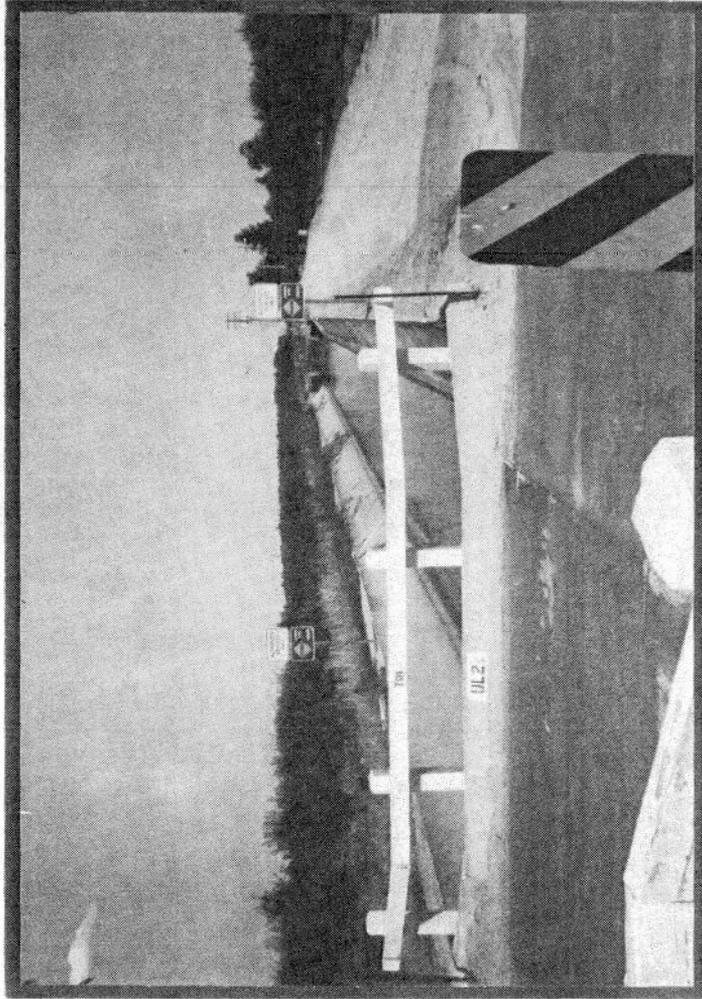
Photograph Number: 2  
Site Number: LG-28(n)  
Common Name: Upper Lateral 2 1/2  
Camera Facing: East

Photograph Number: 3  
Site Number: LG-28(s)  
Common Name: Upper Lateral 2 1/2  
Camera Facing: East

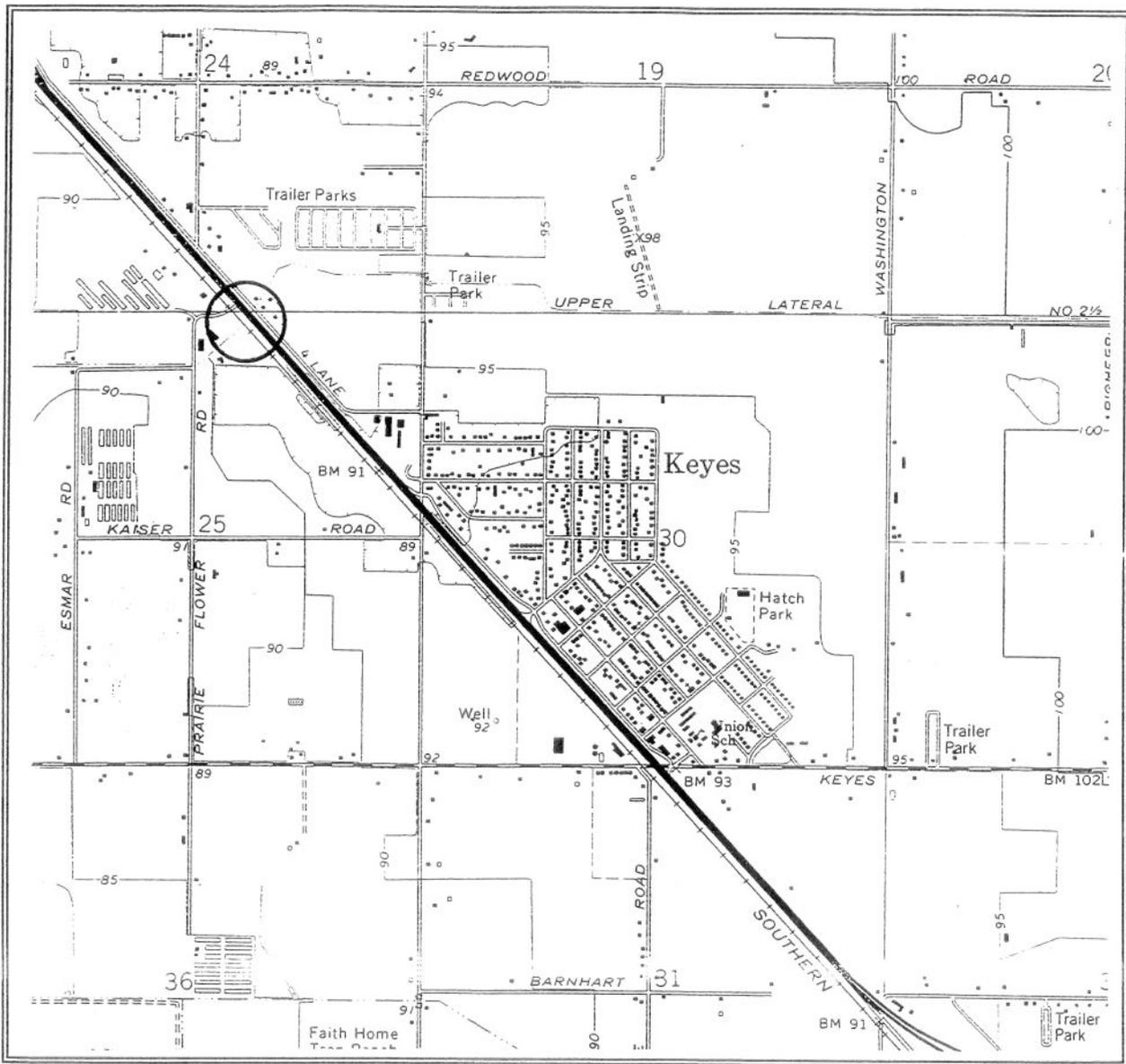
3



2



P-50-00007



**SITE NAME:** Upper Lateral 2 1/2, Turlock Irrigation District, Stanislaus County

**SITE NUMBER:** LG-28

**QUAD SHEET:** "Ceres Quadrangle," USGS: 1969, photorevised 1987

**PIPELINE LOCATION:** Milepost 197.1, Mainline

**FEATURE LG-28, REROUTE A-119  
ADDENDUM TO HISTORIC FEATURE EVALUATION FORM**

<b>ALT #</b>	A-119
<b>ORIGINAL SITE #</b>	LG-28
<b>SEGMENT</b>	Mainline
<b>MILEPOSTS</b>	197.1
<b>QUAD NO., NAME</b>	34, Ceres (1969/1987)

**COMMENTS:**

The original alignment at LG-28 passed along the west side of the Southern Pacific Railroad and Highway 99. The proposed relocation is on private property 15' west of the railroad right of way. JRP recorded LG-28 at the original location east of the proposed realignment. Field crews also took photographs upstream and downstream from the site. Evaluation of site photographs indicates that the area immediately to the west of LG-28 is similar in condition and construction to original LG-28 and thus needs no further field work nor evaluation. (see Site Form LG-28 in main body of Class III Report)

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

P2. Location:

b. **USGS 7.5' Quad:** *Ceres and Brush Lake* **Date:** 1987 and 1986 **T 5S;R 8E; Sections 1; T 5S;R 9E; Sections 5,6; M.D.B.M.**

c. **Address:** Lateral No. 3 /Lower Lateral No. 3 /Upper Lateral No. 3

e. **Other Locational Data:** (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Irrigation canal at the intersection of Taylor and Crow's Landing Roads and approximately one-half of a mile south of Taylor Road.

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

Turlock Irrigation District's (TID) Lateral No. 3 also referred to as the Upper Lateral No. 3 and Lower Lateral No. 3, depending upon the location of the section, connects at the eastern end to the Turlock Main Canal. Two 100 foot segments of this canal are recorded here. One segment is located at the intersection of Taylor and Crow's Landing Roads and the other is located along Carpenter Road approximately one half of a mile south of Taylor Road. This portion of Lateral No. 3 connects on the eastern end at the Ceres Main Canal and the Westport Drain on the western end. At Crow's Landing, Lateral No. 3 is called Lower Lateral No. 3. Lateral No. 3 was completed in 1899 (Paterson 1989). Originally, Lateral No. 3 was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. The easternmost sections of Lateral No. 3 recorded here were lined with concrete in the 1990s. Even with this concrete lining, irrigation canals require maintenance and repair on a periodic basis. The concrete of Lateral No. 3 is in excellent condition, as it is relatively new.

**Period of Significance**

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217). Lateral No. 3 was completed in 1899, thus making irrigation agriculture and farm settlement possible. Although the lateral was completed in 1899, the first irrigation waters did not flow until 1900. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 3, which allowed for the additional influx of settlers into the TID area and the additional flow of water. Lateral No. 3 was originally an open earth canal that was later improved with concrete lining beginning in the 1950s and continuing through the 1990s. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well.

Similarly to the other recorded segment of this canal, the canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1899. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal and The canal has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete which has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. The canal segment does retain some integrity of association, as the canal segment is still used for irrigation. Since the materials and workmanship of this canal segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

These canal segments being a very small part of a much larger canal system, do not themselves convey clear association with significant trends in agriculture on a national level (Criterion A), nor are they associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). These canal segments are not important examples of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, they can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, these segments do not appear to meet the criteria for listing in the National Register of Historic Places.

These canal segments were 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. These canal segments does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

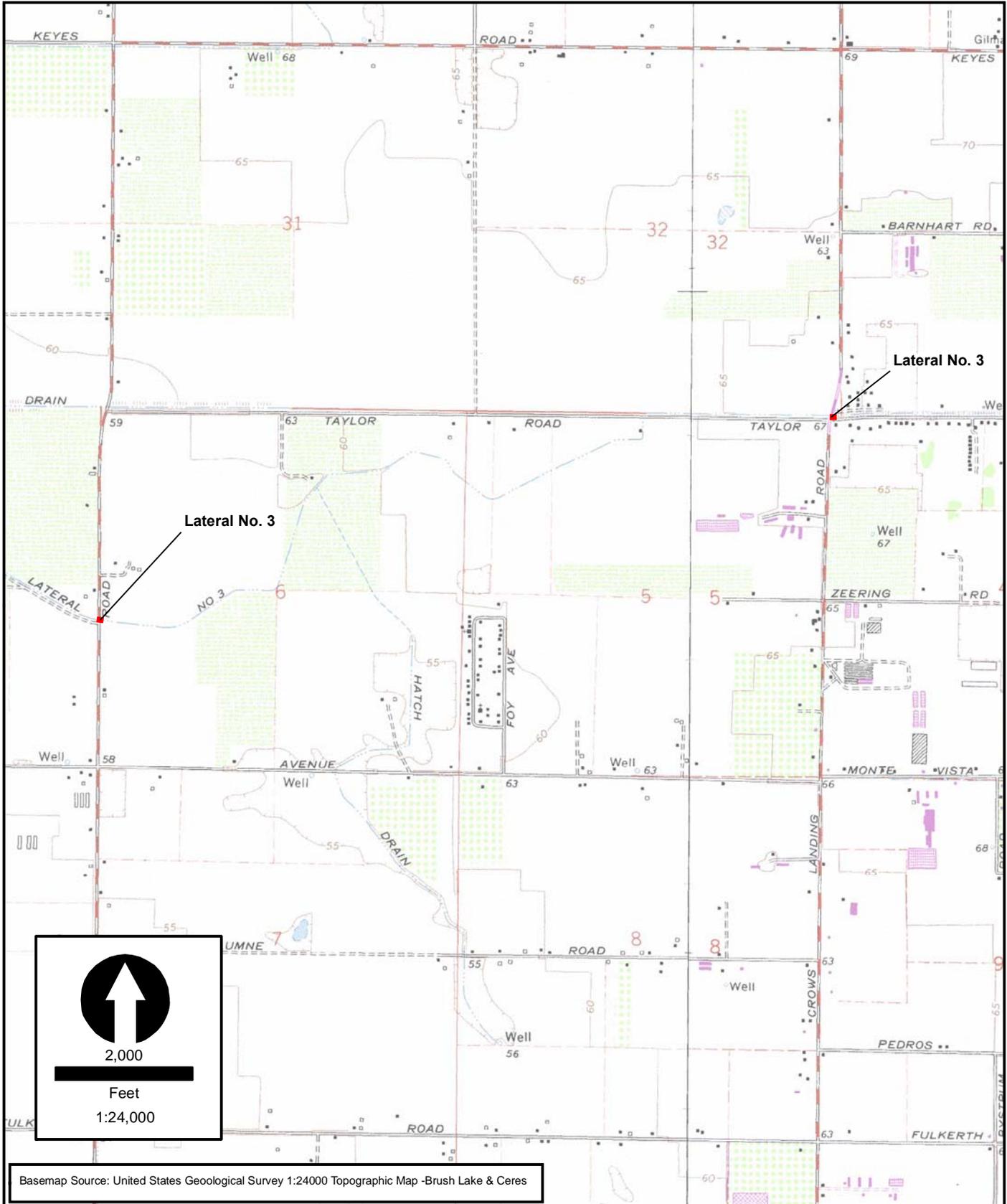
Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

# LOCATION MAP



Basemap Source: United States Geological Survey 1:24000 Topographic Map -Brush Lake & Ceres

**SITE NAME:** Upper Lateral 3, Turlock Irrigation District, Stanislaus County

**SITE NUMBER:** KT-6

**QUAD SHEET:** "Ceres Quadrangle," USGS: 1969, photorevised 1987

**PIPELINE LOCATION:** Milepost 194.8, Mainline

Description of Feature

Site KT-6 is located at the point where Turlock Irrigation District's [TID] Upper Lateral 3 crosses the proposed Mojave Pipeline project APE, near the junction of the SPRR (and Old Highway 99) and Taylor Road. This site, with its comparison points KT-6(n) and KT-6(s), is located about two miles southeast of the town of Keyes, in an agricultural area of Stanislaus County. JRP recorded the two comparison sites to better place KT-6 in context and consider the lateral's integrity.

Upper Lateral 3 flows from the Turlock Main Canal on the east to the Ceres Main Canal on the west, and passes through an area of open fields and orchards, along the south side of Taylor Road to its junction with Freeway 99. It passes under the freeway overcrossing of Taylor Road, under Old Highway 99 and the SPRR, then continues west to Washington Road, where it heads to the northwest across agricultural land. The lateral is concrete lined, and varies in width from 18 to 20'. JRP was unable to measure its depth or bottom width because it was full at the time of field recordation. It passes under the SPRR and Washington Road in short siphons, while Old Highway 99 is carried across the lateral on a bridge built in 1927. To the northeast of KT-6 is a fruit processing facility, and to the southeast a trailer park (**Photograph 1**). To the immediate north and south on both sides of Taylor Road at KT-6 are orchards. Freeway 99 is about one-third mile to the east. KT-6(n) is located at the junction of Tegner and Taylor roads, where the lateral is crossed by a concrete county bridge built ca. 1925 (**Photograph 2**). KT-6(s) is located at the junction of Taylor and Washington roads where it passes under Washington Road in a siphon (**Photograph 3**).

History of Feature

Upper Lateral 3 is one of Turlock Irrigation District's original distribution laterals. TID is one of the first Wright Act districts (along with Modesto Irrigation District). For a brief history of the district see Section 2.2 above. The district began building its system in 1893, when it constructed a diversion facility at La Grange on the Tuolumne River. Over the next years the district constructed its main canal and began work on its laterals. Internal dissention in the district caused main canal construction progress to move forward slowly. By April 1894, TID had underway planning and preliminary work on the district canal and irrigation system. Besides the main headworks at the dam and canals, flumes and tunnels to reach Hickman, where the main canal then terminated, laterals would have to be dug in what the district engineer described as "ground easily scraped." The main canal would run almost due south from Hickman for 18 miles, nearly to the Merced River, with laterals serving separate areas. These laterals were dubbed Ceres (No.

1, 15 miles long), Keyes (No. 2, 17 miles long), Turlock (No. 3, 15 miles long) and River (No. 4, to a point midway between Turlock and the Merced River). The main canal decreased in capacity after serving each lateral (Modesto Daily Evening News, April 7, 1894). Later that summer TID's directors accepted a bid from Doe, Hunt & Co. of San Francisco to complete the TID canal system, who began work in June 1894. However, by August, 1894 work stopped because the district had no money to pay their contractors (Stanislaus County Weekly News May 11, 1894; June 8, 1894; June 29, 1894; July 23, 1894).

For the next few years the district struggled to build its system, and by the end of 1898 TID had finished its main canal sufficiently far to send of water 23 miles from La Grange to Hickman (Modesto Daily Evening News November 12, 1898; Stanislaus County Weekly News November 18, 1898). TID began irrigation in the spring of 1900, and by 1904 had almost all of its main canals and laterals in place (Stanislaus County Weekly News, March 16, 1900; Glauser, July 12, 1993). By 1905 TID's main canal "was about 25 miles long, the Turlock canal dividing into two main branches about 35 miles long and each system having seven laterals aggregating over 100 miles in length." (Elias, 1924: 63).

During the 1920s and 1930s the district undertook a program of canal and lateral lining. Asphalt proved impractical, and eventually the district turned to concrete lining. In later years the canals and laterals have also been gunited. In July 1993 the district described changes to their laterals:

Since the date of first construction of the canals the District has conducted routine maintenance and significant upgrades of its water delivery systems. Although the canals were originally constructed near the turn of the century they have been improved over the years with the addition of modern structures and surface lining to improve flow capacity, improve hydraulic control, and improve customer service. Alignments have been changed, cross sections have been increased, drop structures have been installed and improved, and the location of the original turnouts has been changed. The only remnant of the original canal is probably the name of the canal ... (Glauser, July 12, 1993).

Field inspection of the site, along with KT-6(s) and KT-6(n) indicates that the lateral was recently lined. At KT-6(s) the canal lining was stamped "82" and at KT-6(n) it was stamped "83." Comparison of modern and historic maps indicates that Upper Lateral 3 appears to be in its original location.

#### Evaluation of Feature

Upper Lateral 3 at site KT-6 is part of the original irrigation system of one of California's first Wright Act irrigation districts. It has played a significant role in the agricultural development of the area it serves, and is sufficiently old to be considered for the National Register on the basis of its age and local importance under Criterion A. Its period of significance, therefore, dates to the time of its original construction, ca. 1898-1904. At that time the lateral was dirt lined and ran through an area of farms and orchards. Since

that time, however, the lateral has lost integrity of construction, workmanship, materials, and feeling owing to the district's lining projects and the installation of modern control structures, bridges, and culverts after the period of significance. Furthermore, lined irrigation laterals are common features in the San Joaquin Valley, so Upper Lateral 3 is not a unique example of a segment of an early irrigation district system and thus does not meet Criterion C. It is not eligible for the National Register.

P-50-000072

# CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

**PROJECT:** Mojave Natural Gas Pipeline, Northern Extension Project  
**MILEPOST:** 194.8, Mainline

**LOCATION NO:** KT-6  
**PHOTO DATE:** May 28, 1993

- 1. **Name of Feature:** Turlock Irrigation District Upper Lateral No. 3
- 2. **Location of recordation:** This site is located at the point where the Southern Pacific railroad crosses the lateral. Taylor Road parallels Upper Lateral 3 to the north.
- 3. **Other locations for recording this feature:** KT-6(n) and KT-6(s)
- 4. **Structures at or near this location:** There are a variety of structures at this site, for the most part unrelated to the lateral. These include railroad gates, lights, and signals. The lateral passes under the railroad in a siphon. There are concrete bulkheads on both sides of the siphon. A highway bridge, built in 1927, carries Old Highway 99 over the canal.
- 5. **Setting at this location:** Freeway 99 is visible to the east about one quarter of a mile away. There are orchards located to the south and southwest of the APE, and open ground is situated to the northwest. To the northeast, across Taylor Road and the SPRR, is an equipment company and food processing plant. To the southeast of Taylor, along Old Highway 99, is a mobile home park.
- 6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.

**7. Attributes at this location (measurements in feet):**

- Top width:** 20
- Bottom width:** Unable to observe due to high flows
- Height or Depth:** Approximately 7
- Material:** Concrete: the concrete lining is about 2-3 inches thick.

**8. Sketch, in cross section:** Looking west



P-50-000072

# CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

**PROJECT:** Mojave Natural Gas Pipeline, Northern Extension Project

**MILEPOST:** N/A

**LOCATION NO:** KT-6(n)

**PHOTO DATE:** May 28, 1993

1. **Name of Feature:** Turlock Irrigation District Upper Lateral No. 3
2. **Location of recordation:** Where Washington Road crosses the lateral.
3. **Other locations for recording this feature:** KT-6 and KT-6(s)
4. **Structures at or near this location:** Upper Lateral 3 at this location passes underneath Washington Road in a siphon, conveyed through concrete inlet and outlet walls.
5. **Setting at this location:** KT-6(s) is located in agricultural land about one mile west of Freeway 99. To the south are plowed fields. Irrigated pasture-land is located northwest of this site, and orchards are located to the northeast. The southwest bank of the lateral is lined with walnut trees. Widely dispersed ranch complexes surround this recordation site.
6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.
7. **Attributes at this location (measurements in feet):**

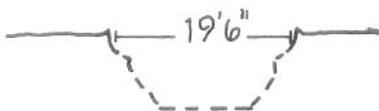
**Top width:** 19' 6"

**Bottom width:** Unable to observe due to high flows

**Height or Depth:** Unable to observe due to high flows

**Material:** West of Washington Road the canal is lined with concrete, installed in 1983. East of Washington Road the concrete lining appears to be older.

8. **Sketch, in cross section:** Looking east



P-50-000072

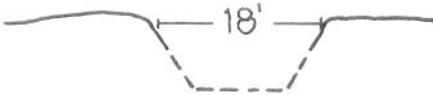
# CANAL FEATURE INVENTORY FORM

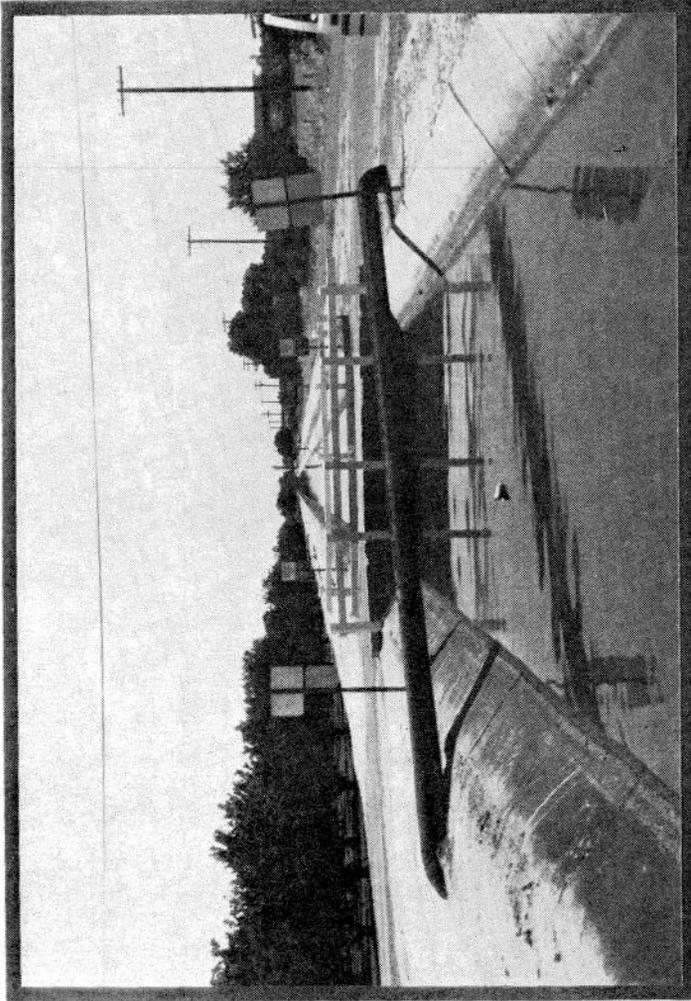
Developed by JRP Historical Consulting Services

**PROJECT:** Mojave Natural Gas Pipeline, Northern Extension Project  
**MILEPOST:** N/A

**LOCATION NO:** KT-6(s)  
**PHOTO DATE:** May 28, 1993

1. **Name of Feature:** Turlock Irrigation District Upper Lateral No.3
2. **Location of recordation:** At the junction of Tegner and Taylor roads, where Tegner Road crosses the canal.
3. **Other locations for recording this feature:** KT-6 and KT-6(n)
4. **Structures at or near this location:** A county bridge built ca. 1925 carries Tegner Road over the lateral. A pump-house ("No. 10") is situated to the southeast of the canal.
5. **Setting at this location:** This site is dominated by commercial agriculture and scattered farmhouses. Orchards surround the site to the north and southeast, and to the southwest are open fields. Located nearby, just to the southeast, is a farmhouse.
6. **Integrity considerations for this feature:** Upper Lateral 3 was relined with concrete in 1982.
7. **Attributes at this location (measurements in feet):**
  - Top width:** 18
  - Bottom width:** Unable to observe due to high flows
  - Height or Depth:** Unable to observe due to high flows
  - Material:** Concrete (3 inch) lining installed in 1982.
8. **Sketch, in cross section:** Looking east



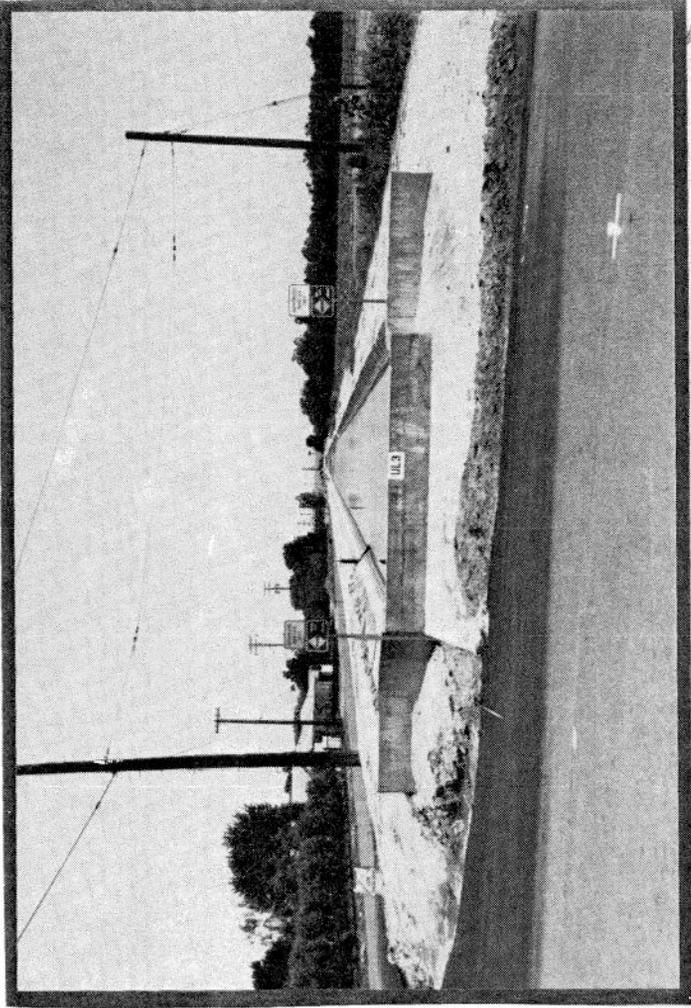


Photograph Number: 1  
Site Number: KT-6  
Common Name: Upper Lateral 3  
Camera Facing: West

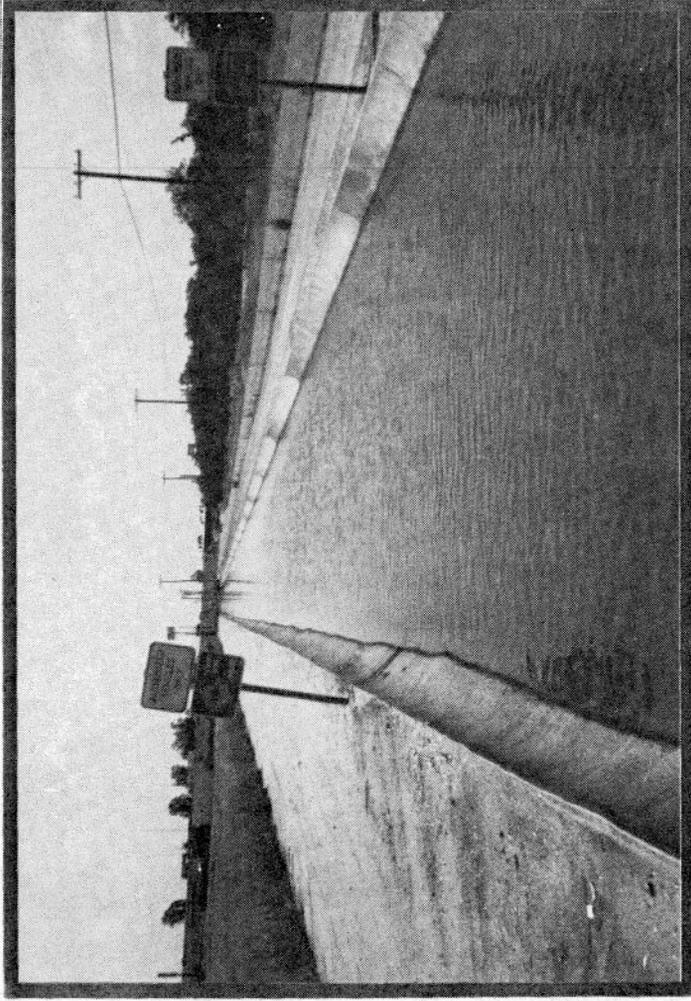
Photograph Number: 2  
Site Number: KT-6(n)  
Common Name: Upper Lateral 3  
Camera Facing: West

Photograph Number: 3  
Site Number: KT-6(s)  
Common Name: Upper Lateral 3  
Camera Facing: East

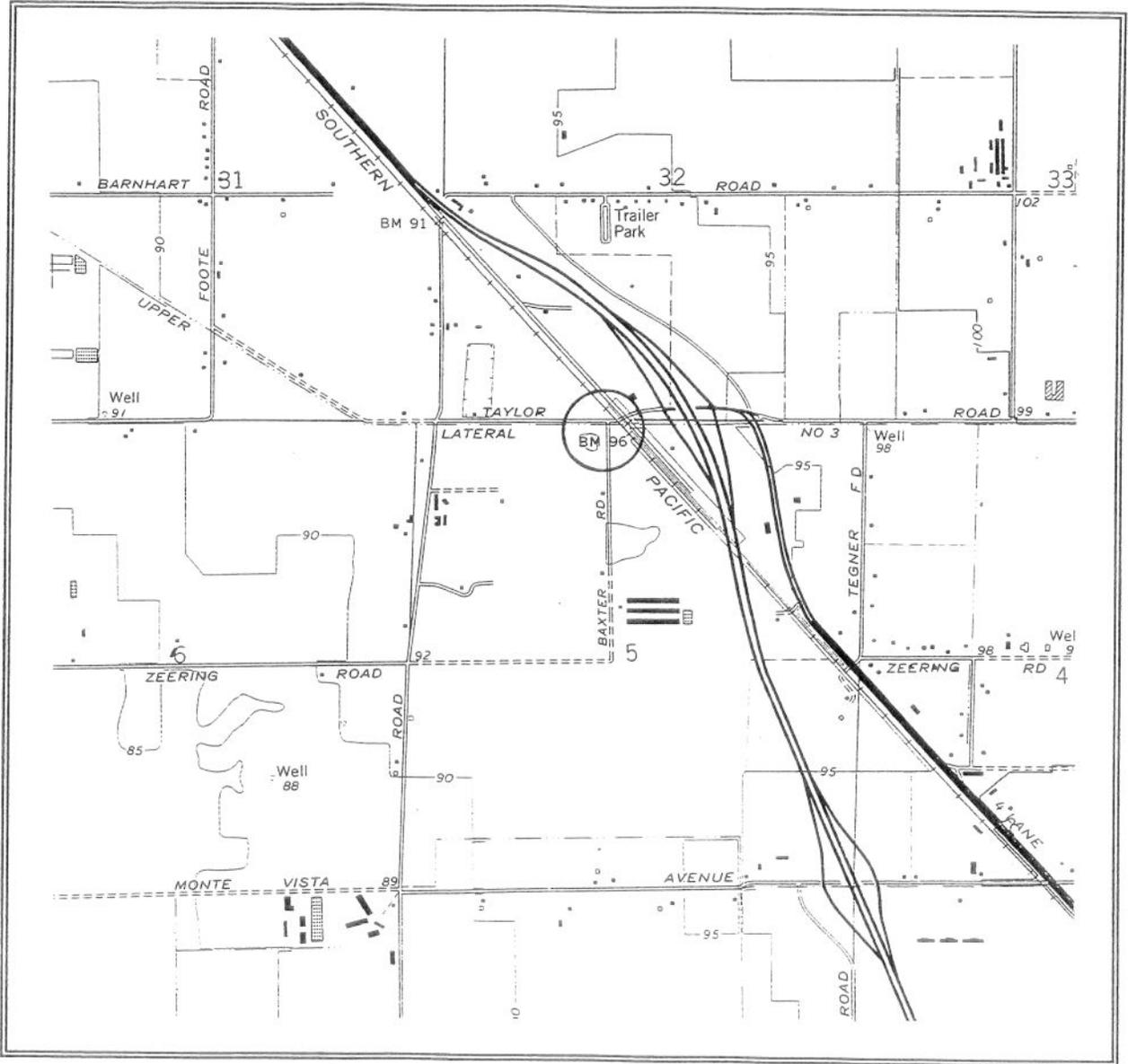
3



P-50-00007



2



**SITE NAME:** Upper Lateral 3, Turlock Irrigation District, Stanislaus County  
**SITE NUMBER:** KT-6  
**QUAD SHEET:** "Ceres Quadrangle," USGS: 1969, photorevised 1987  
**PIPELINE LOCATION:** Milepost 194.8, Mainline

**FEATURE KT-6, REROUTE A-119  
ADDENDUM TO HISTORIC FEATURE EVALUATION FORM**

<b>ALT #</b>	A-119
<b>ORIGINAL SITE #</b>	KT-6
<b>SEGMENT</b>	Mainline
<b>MILEPOSTS</b>	194.8
<b>QUAD NO., NAME</b>	34, Ceres (1969/1987)

**COMMENTS:**

The original alignment at KT-6 ran west of Highway 99 and the Southern Pacific Railroad tracks at the point where they intersected with Turlock Irrigation District Upper Lateral No. 3. The lateral passed beneath the highway and railroad in siphons. The proposed realignment is on private property 15' west of the railroad right of way. JRP recorded KT-6 at the original location east of the proposed realignment. Field crews also took photographs upstream and downstream from the site. Evaluation of site photographs indicates that the area immediately to the west of KT-6 is similar in condition and construction to original KT-6 and thus needs no further field work nor evaluation. (see Site Form KT-6 in main body of Class III Report)

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: T.I.D. Lateral No. 4

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Ceres and Brush Lake Date: 1987 and 1986 T 5S; R 9E; Sections 16, 17; M.D.B.M.

c. Address: Lateral No. 2/Lower Lateral No. 2

City: Ceres

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Irrigation canal paralleling Redwood Road.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Turlock Irrigation District's (TID) Lateral No. 4 connects at the eastern end to the Turlock Main Canal. The segment of the canal recorded is located along Crow's Landing Road approximately one-half of a mile south of Fulkerth Street. This portion of Lateral No. 4 connects on the eastern end at the Ceres Main Canal and Lateral No. 5 at Harding Road on the western end. At Crow's Landing, Lateral No. 4 is called Lower Lateral No. 4. Lateral No. 4 was completed in 1903 (Paterson 1989). Originally, Lateral No. 4 was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. The section of Lateral No. 4 that is recorded here was lined with concrete in 1988. Even with this concrete lining, irrigation canals require maintenance and repair on a periodic basis. Several patched cracks were observed along this lateral.

\*P3b. Resource Attributes: (List attributes and codes) HP 20

\*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 #) March 16, 2009, View to the west.

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

**\*P7. Owner and Address:**

Turlock Irrigation District  
333 East Canal Drive  
P.O. Box 949  
Turlock, CA 95381-0949

\*P8. Recorded by: (Name, affiliation, and address)  
Natalie Lawson/Jessica Feldman  
CH2M HILL

6 Hutton Centre, Suite 700  
Santa Ana, CA 92707

\*P9. Date Recorded: March 16, 2009

\*P10. Survey Type: (Describe):  
Pedestrian survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") TID Almond Power Plant No. 2, AFC Application

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 6

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder)

B1. Historic Name: T.I.D Lateral No. 4

B2. Common Name: Lateral No. 4/Lower Lateral No. 4

B3. Original Use: Irrigation canal

B4. Present Use: Irrigation canal

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed 1903

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect:

b. Builder: Turlock Irrigation District

\*B10. Significance: Theme: Irrigation/Agriculture

Area: Ceres and Turlock

Period of Significance: 1905-1920

Property Type: Irrigation canal

Applicable Criteria:

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

The recorded segment of the TID canal Lateral No. 4/Lower Lateral No. 4 located along Crow's Landing Road approximately one half of a mile south of Fulkerth Road does not appear to meet the criteria for listing in the National Register of Historic Places. It is located west of Turlock in the Central Valley, and it is in the context of the TID that the canal is evaluated. See continuation sheet.

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

\*B12. References: Paterson, A.M. 1989. Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987. The Arthur H. Clark Company, Spokane, Washington.

B13. Remarks:

\*B14. Evaluator:

\*Date of Evaluation:

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

### Historic Context

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crow's Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton 1991). Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19<sup>th</sup> century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

In 1900, the area was still a big grain farming region. Irrigation, however, allowed the planting of orchards, vineyards, and row crops which were better suited to farmers able to devote a few acres and put considerable effort into them rather than to the large grain fields planted and harvested by transient hired hands. Small farms meant more people, more towns, and more trade. This vision of irrigation propelled the local crusade for the Wright Act and became a part of the national reclamation movement for a federal irrigation program. In 1901, only 3700 acres were irrigated by the TID in the northern part of the district. A scant two years later 10,000 acres were irrigated and by 1908, the TID provided water to almost 58,000 acres (Hohenthal 1971:207).

Settlers to the area, unless they bought property adjacent to the TID canals, faced the prospect of creating ditches which connected to the lateral canals of the TID. Farmers depended on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them were built and maintained by the irrigators using them, generally without any formal organization. Once water reached a farm, it could be sent into crop fields in a number of ways. One was called "wild flooding". In this method, supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were plugged at intervals to force water out onto the field, letting the water flood down the hill without restraint. Another method, furrow irrigation, sent a small head of water through the rows of crops or orchards. The check method of flooding and its variants divided the land into a series of level basins or checks that were surrounded by levees. A large flow of water was turned into each check until the area was just covered by water. By the time irrigation reached the TID area, the standard practice was to create checks of up to one acre (Paterson 1989: 123).

The TID system began a revolution in the region's agriculture. The system formed the basis for new industries and caused the reduction in the size of landholdings as the large ranches of the late 1800s were broken into small parcels with dairies, orchards, and row crops. New towns were founded and wheat was replaced by melons, grapes, and peaches.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

New settlers in the area first planted alfalfa, raised a few dairy cows, and sold cream to the nearest creamery. Others raised poultry. Both practices readily raised needed cash. In the first few years of irrigation in the TID, alfalfa was the main crop. It grew readily, could usually be cut twice in its first year and would yield about four cuttings annually thereafter, thus producing approximately five to six tons of good quality hay per acre. Alfalfa acreage peaked in 1914 at approximately 72 percent of the acreage, or 68,000 acres, in the TID. It rapidly decreased in acreage, accounting for less than 31,000 acres in 1920. Between 1911 and 1925, the Turlock was called the Watermelon Capitol of the World. After the lowering of the water table, however, the melon boom in the TID quickly faded. For a time, grapes were a major fruit crop of the region following the decline of melons. Orchard land reached just over 5000 acres in 1920 and grew to 11,500 acres in 1927. Although the acreage devoted to grapes declined for a time in the 1930's, ultimately acreage devoted to vineyards grew again until the 1970s (Hohenthal 1971: 214).

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as a freight feeder system and connected with the Western Pacific Railroad at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing.

The main Turlock diversion canal leads from the La Grange Dam along the south bank of the Tuolumne River for approximately 7 miles to Turlock Lake, historically known as Owen Reservoir. The Main Supply Canal diverts near the western end of Turlock Lake, and carries water to the northeastern edge of the TID. At this point, the Ceres Main Canal carries the water west to the highland above the Tuolumne channel and south through the center of the TID. The Turlock Main Canal diverst at the same gate as the Ceres Main, flows south for approximately 10 miles, and then the main laterals divert the water at intervals of two and three miels, running west to the San Joaquin River (Hohenthal 1972).

Until the late 1930's, concrete lining predominated canal improvement work. By 1940, only 20 miles of the 132 miles of improved community ditches had pipelines. During the 1944-1945 growing season, a short stretch of concrete lining was removed from a community ditch to make way for underground pipe and from this project, the trend continued. By 1951, the local improvement districts had more miles of pipeline than concrete lined open canals. The TID canals, however, remained open canals. By 2002, only 3 miles of the 250 miles of TID canals have been replaced with pipeline (TID documents). Local community ditches, however, have been largely replaced with underground pipe line, and only the relief standpipes and gate structures of these underground lines are visible (Paterson 1989:263).

### Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217).

Lateral No. 4 was completed in 1903, thus making irrigation agriculture and farm settlement possible. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 4 and the sale of smaller parcels, such as 40, 60, and 80 acres.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

Lateral No. 4 was originally an open earth canal that was later improved with concrete lining beginning in the 1950s and continuing through 1970. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well. The canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1903. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal and the canal has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete which has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. The canal segment does retain some integrity of association, as the canal segment is still used for irrigation. Since the materials and workmanship of this canal segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

The canal segment being a very small part of a much larger canal system, does not itself convey clear association with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). The canal segment is not an important example of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, it can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, this segment does not appear to meet the criteria for listing in the National Register of Historic Places.

This canal segment was 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. This canal segment does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

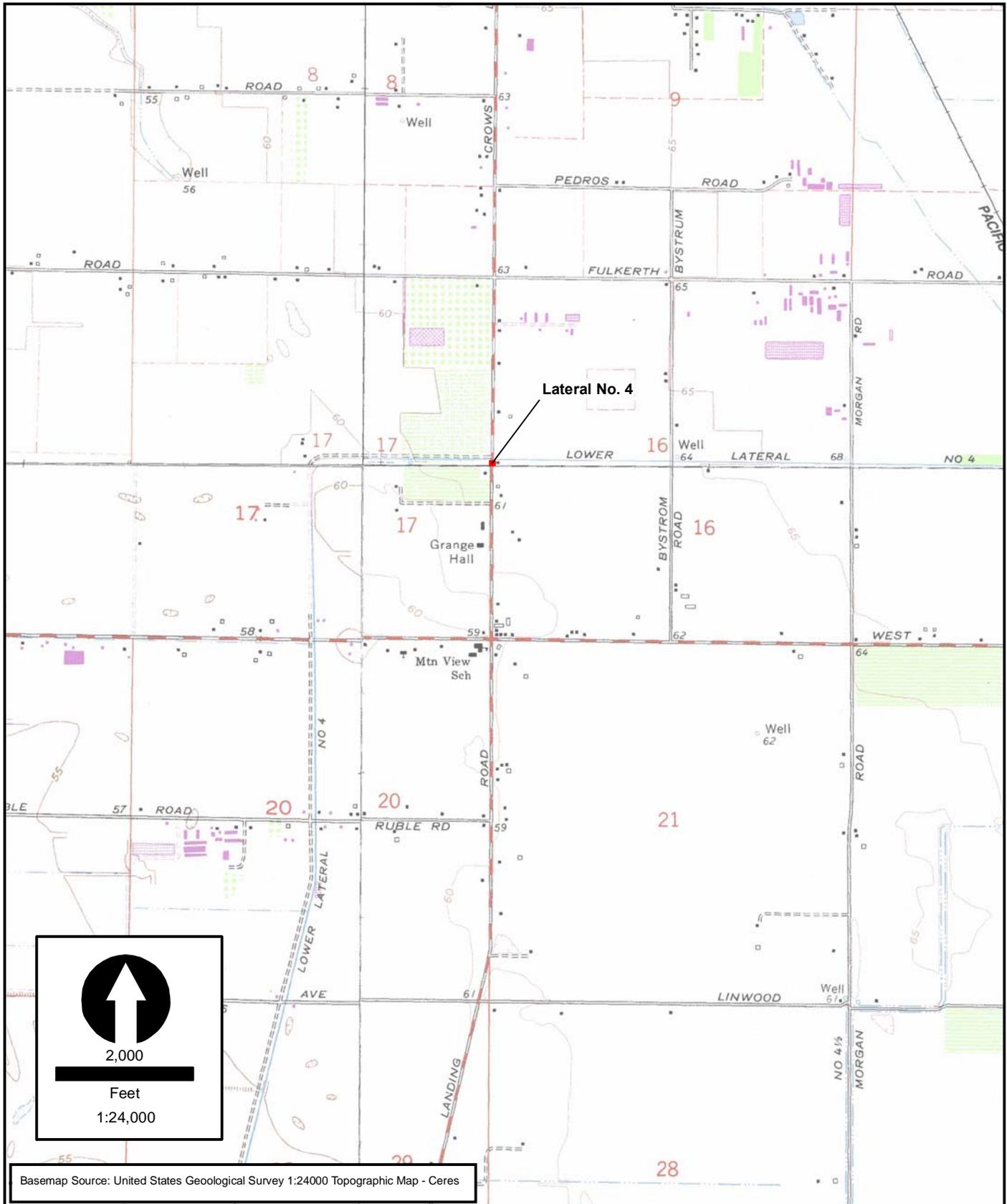
Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

**LOCATION MAP**



\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

P2. Location:

b. USGS 7.5' Quad: *Crow's Landing* Date: 1980 T 5S;R 9E; Sections 25 ; M.D.B.M.

c. Address: Lateral No. 5 /Lower Lateral No. 5 /Upper Lateral No. 5

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Irrigation canal along Harding Road, in one segment at Crow's Landing Road.

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

Turlock Irrigation District's (TID) Lateral No. 5 also referred to as the Upper Lateral No. 5 and Lower Lateral No. 5, depending upon the location of the section, connects at the eastern end to the Turlock Main Canal. A single 100 foot segments of this canal is recorded here. This segment is located along Harding Road at Crow's Landing Road. This portion of Lateral No. 5 connects on the eastern end at the Ceres Main Canal and the Harding Drain (Lateral No. 5 Drain) on the western end. At Crow's Landing, Lateral No. 5 is called Lower Lateral No. 5. Lateral No. 5 was completed in 1903 (Paterson 1989). Originally, Lateral No. 5 was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. Neither of the segments have been paved; the western portion of Lateral No. 5 remains unpaved.

**Period of Significance**

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217). Lateral No. 5 was completed in 1903, thus making irrigation agriculture and farm settlement possible. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 5, which allowed for the additional influx of settlers into the TID area and the additional flow of water. Lateral No. 5 remains an open earth canal.

Similarly to the other recorded segment of this canal, the canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1903. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal. The canal retains some integrity of materials and workmanship as it remains an open earth canal. The bridge, also, is in good condition. The canal segment does retain some integrity of association, as the canal segment is still used for irrigation.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

This canal segment being a very small part of a much larger canal system, do not itself convey clear association with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). This canal segment is not an important example of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, it can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, this segment does not appear to meet the criteria for listing in the National Register of Historic Places.

This canal segment was 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. This canal segments does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

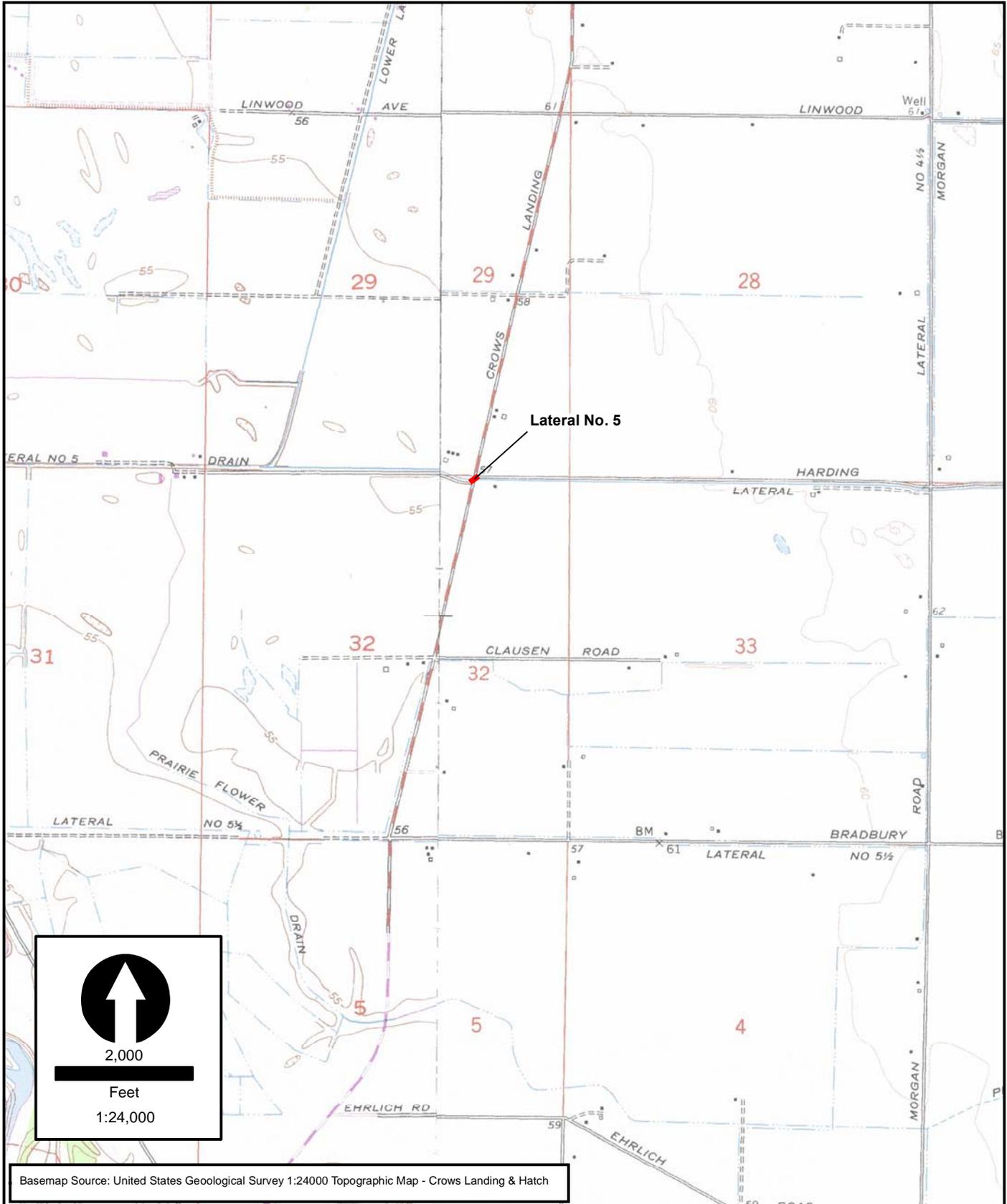
National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

Randy Baysinger, General Manager, TID, personal communication, 2009.

Form reviewed by Jessica Feldman, M.A. (CH2M HILL, Inc.-Secretary of the Interior-qualified Architectural Historian).

**LOCATION MAP**



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

Primary # P-50-001927  
HRI #  
Trinomial  
NRHP Status Code

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

T.I.D. Lateral No. 5

Page 1 of 12

\*Resource Name or #: (Assigned by recorder)

1/07

P1. Other Identifier: \_\_\_\_\_ \*P2. Location:  Not for Publication  Unrestricted

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

\*b. USGS 7.5' Quad Hatch Date 1980 T 5; R 10;  $\frac{1}{4}$  of  $\frac{1}{4}$  of Sec --; -- B.M.

c. Address Lateral No. 5 City Turlock Zip \_\_\_\_\_

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

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)  
Irrigation canal paralleling the south side of Harding Road.

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

Turlock Irrigation District's canal Lateral No. 5 connects at the eastern end to the Turlock Main Canal and to the Ceres Main Canal at the western end. At this location on the south side of Harding Road at South Commons Road, Turlock Irrigation District's canal Lateral No. 5 was deeded on April 14, 1903. At first, canal Lateral No. 5 was an open dirt canal constructed by horses and plows and scrapers. Beginning in the 1920s, Turlock Irrigation District began a long-term program of canal improvement focused on installation of concrete lining that would improve water flow, reduce seepage, and eliminate costly maintenance. Even with concrete lining, irrigation canals still require maintenance and repair on a periodic basis. This particular section of canal Lateral No. 5 received its concrete lining on or about March 11, 1935. Information on recent maintenance of this particular segment of canal Lateral No. 5 reveals that the headwalls on both sides of the canal at South Commons Road and Washington Road were patched in 1992. A buckle was taken out on the north bank 20 feet downstream from Commons Road in 1992. Cracks were patched and backfill added behind the lining on the downstream side of Commons Road in 1998. Cracks and a hole in the bottom lining was repaired 10 feet upstream from Commons Road on the north bank in 1999. Cracks were patched in the bottom and bottom of the lining 150 feet downstream from Commons Road on the north bank in 1999.

\*P3b. Resource Attributes: (List attributes and codes) HP20

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

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

P5b. Description of Photo: (view, date, accession #) Roll 6, Exposure 12; View West @ Common & Harding Rds.

\*P6. Date Constructed/Age and Source:  Historic  Prehistoric  Both 1903.

\*P7. Owner and Address: Lateral No. 5 (Irrigation Canal) Turlock Irrigation District

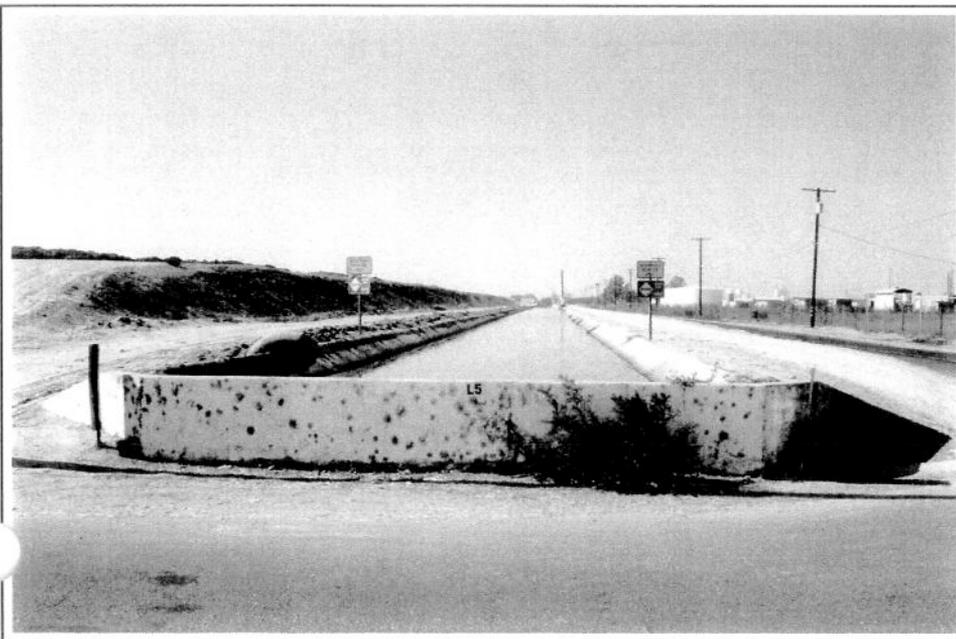
\*P8. Recorded by: (Name, affiliation, and address) James C. Bard, PhD, CH2M HILL, 2485 Natomas Park Drive, Suite 600, Sacramento, CA 95833-2937

\*P9. Date Recorded: 10/22/02

\*P10. Survey Type: (Describe) Inventory

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

\*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):



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

Primary **P-50-001927** #  
HRI #  
Trinomial

Page 2 of 12

\*Resource Name or # (Assigned by recorder) \_\_\_\_\_ \*Recorded

by: James C. Bard, PhD, CH2M Hill, 2485 Natomas Park Drive, Suite 600, Sacramento, CA 95833-2937 \*Date

10/22/02  Continuation  Update



Roll 6, Exposure 13; Intersection of Commons and Harding roads; View East

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 3 of 12

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder)

B1. Historic Name: Lateral No. 5

B2. Common Name: Lateral No. 5

B3. Original Use: Irrigation Canal B4. Present Use: Irrigation Canal

\*B5. Architectural Style:

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

Constructed 1903

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

\*B8. Related Features:

B9a. Architect: b. Builder: Turlock Irrigation District

\*B10. Significance: Theme: Irrigation Agriculture Area:

Period of Significance: Property Type: Irrigation Canal Applicable Criteria:

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

The segment of Turlock Irrigation District canal Lateral No. 5 at South Commons Road does not appear to meet the criteria for listing in the National Register of Historic Places but could be a historical resource for the purposes of CEQA. It is located west of Turlock in the Central Valley, and it is in the context of the Turlock Irrigation District that it is evaluated. (see continuation sheet).

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

\*B12. References:

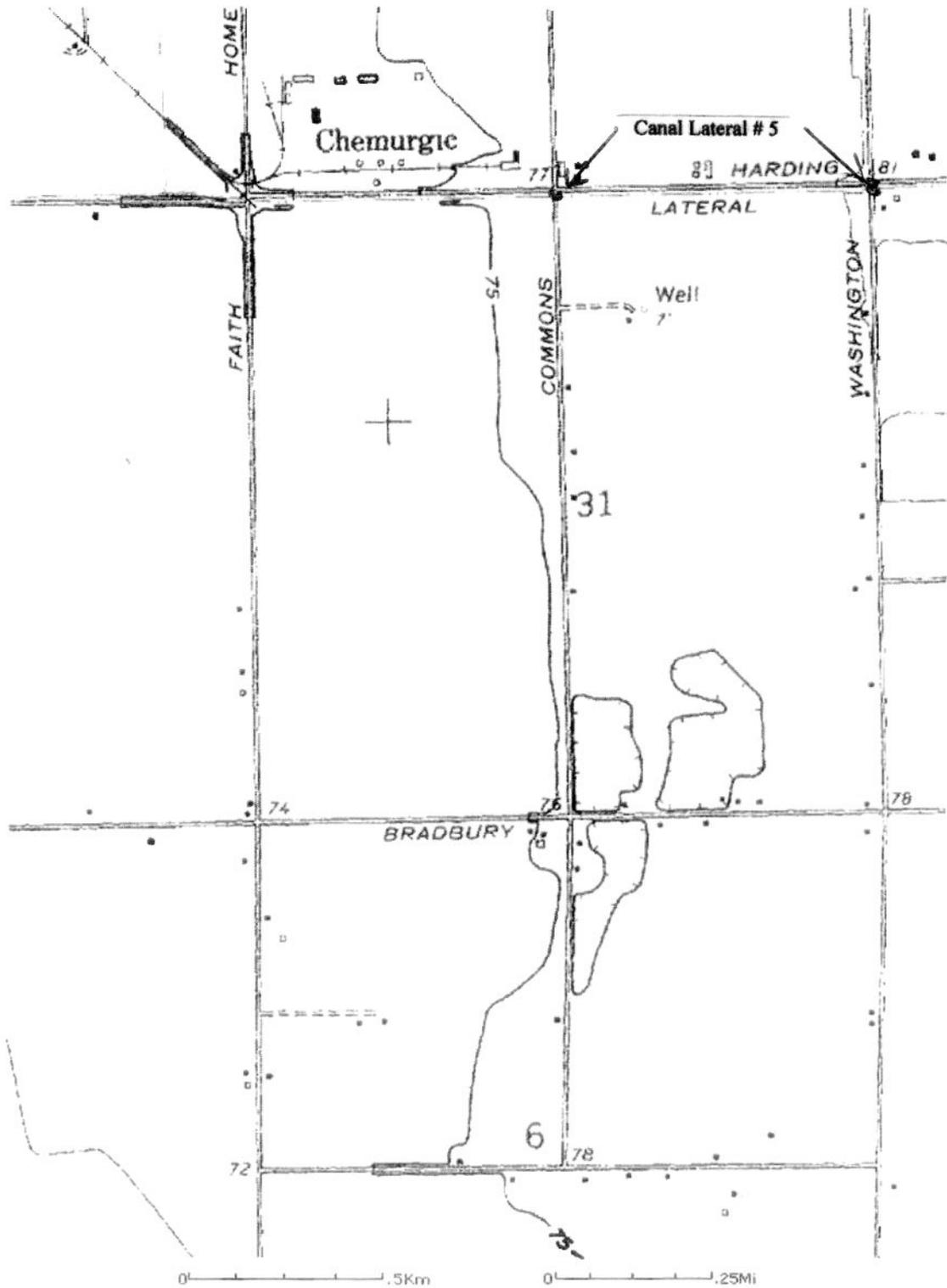
Paterson, A.M. 1989. Land, Water and Power: A History of the Turlock Irrigation District 1887-1987). The Arthur H. Clark Company, Spokane, Washington,

B13. Remarks:

Lateral No. 5 is probably ineligible for listing in the National Register of Historic Places but may be eligible for inclusion in the California Register of Historical Resources as an example of the "open" canals that helped open up the Turlock region to agricultural development at the beginning of the 20<sup>th</sup> century.

\*B14. Evaluator: Elizabeth Calvit, M.A. (CH2M HILL, Inc. – Secretary of the Interior – qualified Architectural Historian).

\*Date of Evaluation: 02/21/03



## B10. Significance (continued):

### Historic Context Statement for TID WEC Project Area

Two factors were required to develop the region – transportation and irrigation. Water was necessary to produce the crops and without transportation, the value and size of the crops would have been limited by the amount of local consumption. Demands for both a railroad and irrigation were first voiced at the same time, but by the time irrigation canals brought water to the vicinity, there were already three railroad lines. The dream Stanford, Huntington, and others had of cultivated fields and orchards made possible by the coming of the railroad became a reality only after irrigation arrived (Hohenthal 1972:49).

Turlock's location was determined by its suitability for shipping grain from nearby ranches on the new Central Pacific Railroad line. Turlock was founded by John William Mitchell in 1871; he ran large flocks of sheep in the vicinity for years before towns or settlers appeared. Mitchell began buying up land until he had some 100,000 acres beginning near Keyes Switch on the railroad and extending 25 miles south to Atwater. Mitchell farmed his thousands of acres through the tenant system and had a string of warehouses along the railroad.

A few scattered settlers were living northwest of Turlock when it was established, and some of them moved promptly into town. In Turlock, as in other towns, early settlers included men and women who moved to the valley from mining areas. Six months after the railroad was put through, the town of Turlock was ready for business with its two blacksmith shops, one hotel, one general merchandise store, a saloon, a warehouse, and a livery stable. The post office was established in 1870 but was later moved to the back of the Giddings and Ward store which opened for business in January 1872. Dwellings in Turlock were not as numerous as business houses during the first year. The older part of Turlock, like many San Joaquin Valley towns, is laid out parallel and at right angles to the railroad track.

Grain ranches in the surrounding areas poured hundreds of wagonloads of grain into Turlock during the harvest season, but local purchases by the large grain ranches were modest. Thus, 10 years after it was founded (e.g., 1881), Turlock was described as a town of about fifteen dwellings, many saloons, two stores, five grain warehouses, a couple of hotels, a butcher shop, and a Chinatown. The 1880 census listed 192 inhabitants, but many of these were living in hotels or boarding houses and most were probably transient laborers (Hohenthal 1972:53). The 1880s saw rapid development within the town, but the surrounding country was not as productive as it had been in the 1870s and many farmers, hit by a series of crop failures, were already deeply in debt.

In 1886 statewide agitation against the Chinese resulted in the formation of the Anti-Chinese League of Turlock. Turlock's Chinatown consisted of a number of shacks located on First Street opposite the American Railway Express Company's building. A fire in Chinatown hastened the departure of the Chinese to a new location on Center Street and East Avenue. The Chinese population eventually moved away. In the early 1890s, Turlock was described as a fairly prosperous busy town, consisting of three hotels, one restaurant, three general merchandise stores, one drug store, one tin shop, one boot and shoe shop, three livery stables, two blacksmith shops, a butcher shop, five warehouses, and 16 saloons (Hohenthal 1972:58).

On the night of October 3, 1893, a disastrous fire wiped out the main part of the business section on Front Street from Crane (Market Street) to East Main. After the fire, many farmers did their trading in places like Modesto or Stockton. The construction of the two railroad lines east of Turlock enabled east side wheat ranchers to haul their grain to the "East Southern Pacific" at Hickman and Montpellier. Even after 1900, big burnt-over spots were visible. Turlock was a sorry sight – with her cheap shacks, her closed churches, her occasional stretches of wooden sidewalks, often with loose boards, her hitching bars in front of every building, her sandy, dirty, and strawed streets or mudholes (depending on the season). The town was not rebuilt until after 1902, when the Swedes and the Portuguese began to settle in Turlock (Hohenthal 1972:60).

During the spring in the early days, green, grassy plains lay spread between the Merced and Tuolumne Rivers and the first pioneers began by farming the fertile river-bottom lands. As they prospered, thousands of acres of surrounding land were planted to wheat. Then came the hot dry summers which parched and dried the fields. Hohenthal (1972:72) paints a desolate picture - after the disastrous fires of the 1890s and the loss of the wheat business to towns on other railway lines, Turlock was desolate indeed. Sand, dust, tumbleweeds, jack rabbits, gophers, squirrels, horned toads and lizards were a part of the scene in the little village of Turlock. Scattered wooden buildings could be seen between sandy streets covered with straw. The one ray of hope was that water was promised to this dry and thirsty land.

The ground work for Turlock's rebirth may have been laid at the same time as the fire. With the coming of water, the entire area could be opened up to colonization. In 1899, Fin de Siecle (end of the century) Investment Company (formed by John Mitchell's heirs to sell off the land he left after he died) divided 35,000 acres into 20, 40, 60 and 80 acre parcels at \$25/acre. Sales for this company were promoted by Nels O. Hultberg (a native of Skane, Sweden). Hultberg wanted stable, persevering Swedish settlers in this area so he advertised in the Swedish papers in Minneapolis, Chicago and Seattle. After the first advertisement went out on February 4, 1902, they received 9 letters in one day; by the end of March, 22 families had arrived and in April 1902 "whole carloads came and scattered over the area"(Hohenthal 1972:73). The years of 1903-1904 brought the greatest influx of settlers which came from Minnesota, Nebraska, Iowa, Illinois, Ohio, and Pennsylvania by railway.

Turlock seemed unprepared for the newcomers; as late as February 1903, no new buildings had been built in Turlock and the city consisted of two dozen old residences, three churches, a depot, a school, two general merchandise stores, a post office, and the land office. There was also a hotel with bar, a saloon, a livery stable, a blacksmith shop, a lumber yard, a few warehouses, and some empty buildings. The two main streets in town (Front and Main) were covered with straw so that the long mule teams (16 miles to two wagons) could haul the grain to the warehouses without bogging down in the deep sand. With no sidewalks, everyone walked in the middle of the street and in rainy weather, the damp straw squished underfoot. For transportation, horses, buggies and wagons were used and wherever you drove, you were followed by a cloud of dust.

It was the promise of water and cheap land that brought the influx of Swedish settlers - and fortunately, the Turlock Irrigation District was mostly up and running when the settlers arrived. The first construction done in the creation of the Turlock irrigation system was building the La Grange Dam at the site of the old Wheaton Dam about 1.5 miles above the town of La Grange. It was completed in 1893 at a cost of \$543,164.

The main Turlock diversion canal leads from the La Grange Dam along the south bank of the Tuolumne River for about 7 miles to Turlock Lake (formerly Owen Reservoir). Then, the Main Supply Canal diverts near the west end of Turlock Lake and carries water to the northeast edge of the Turlock District a few miles east of Hickman. At this point the Ceres Main Canal takes off, flows west on the highland above the Tuolumne channel, and then south through the center of the Turlock Irrigation District. The Turlock Main Canal diverts at the same gate as the Ceres Main, flows south for about 10 miles, and then the main laterals divert at intervals of two and three miles, running west to the San Joaquin River (Hohenthal 1972:67). A comprehensive history of the Turlock Irrigation District was published by Paterson (1989).

When water arrived in the Turlock Irrigation District in 1900, the area was not much different from what it had been in 1887, except poorer. The total number of taxpayers had increased from 236 to 313 and there were now 57 parcels of less than 80 acres compared to only a few 13 years earlier. In 1900, the vicinity was still a big grain farming country. Small farms were the heart and soul of the irrigation dogma and the local and national irrigation crusade implied family farms and men working their own land was preferred to the rootless hired hands who planted and harvested wheat. With irrigation, orchards, vineyards and row crops could be grown and such crops were better suited to farmers able to devote a few acres and considerable effort to them. Small farms meant more people, more towns and more trade. This vision of irrigation propelled the local crusade for the Wright Act (and sustained the friends of irrigation through the 1890s). This same vision was part of the national reclamation movement (at the turn of the century) for a federal irrigation program. It was an expansive concept based on the Jeffersonian ideal of the yeoman farmer who drew a host of democratic virtues from the tilling of his own soil. The irrigation movement built on that heritage and promised to regenerate it (Paterson 1989:109).

Although water had been running in Turlock's canals for three years, only 12,000 out of over 176,000 acres in the District had used water by 1903. As noted above, most of the District was still being farmed in grain and except for the settlement of Fin de Siecle lands south and west of Turlock (e.g., the TID Walnut Energy Center project area) and the sale of some farms near Ceres, subdivision and settlement were just beginning to change life in the Turlock Irrigation District (Paterson 1989:116). As illustrated below in Figure 1, the TID WEC project area is located south of Lateral 4, east of Ceres Main Canal, and north of Lateral 5. The water in Lateral 4 had no sooner reached Turlock in the spring of 1900 than some of the local boys were out swimming in it (Paterson 1989:127).

The influx of settlers in 1903 and 1904 (and beyond) had their work cut out for them. Except for a fortunate few whose newly purchased property adjoined a canal and could be served directly from a sidegate in it, farmers depend on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them, were built and maintained by the irrigators using them, usually without any formal organization (Figure 2).

There were a number of ways in which water could be handled once it reached the farm. The most common method was known as "wild flooding." Supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were in turn plugged at intervals to force water out onto the field, letting it flood without restraint down the hill. Used with skill, wild flooding could be a reasonably effective technique, though water distribution tended to be uneven. Another method using a small head of water was furrow irrigation which was suited to certain row crops that could be grown between the furrows and to orchards. The final irrigation system was the check method of flooding and its variants. Under that method, land was divided into a series of basins (checks) each one level or nearly so and surrounded by levees. A large flow of water was turned into each check until it was just covered. By the time water reached the Turlock region, the standard practice was to create checks of up to an acre in size (Paterson 1989:123).

The flow of water down Turlock Irrigation District ditches in 1901 began a revolution in the region's agriculture. It formed the basis for new industries and triggered drastic reduction in the size of landholdings as the great ranches were broken up for dairies, orchards and row crops. New towns sprang up and the region which was once famous for wheat now excelled in melons, grapes, and peaches. In 1901 only 3757 acres were irrigated in the northern part of the District. By 1903 irrigated acreage topped 10,000 acres and in 1906 it reached 32,587 acres and by 1908 almost 58,000 acres (Hohenthal 1972:207). As extensive farming gave way to intensive farming the scattered population of grain growers became a dense population of dairymen, vineyardists, orchardists, and truck and melon growers.

One of the first things the new settlers needed was a source of ready cash. About the quickest cash source was to plant alfalfa, buy a few dairy cows, and sell the cream to the nearest creamery. Poultry were another source of ready money. Others turned rather soon to planting fruit trees or grapes, then put in melons, beans or other row crops. In the first few years of irrigation, alfalfa was the main crop. It is a deep-rooted perennial forage plant that when cut will quickly send out new growth. In its first year, it could usually be cut at least twice, and in succeeding years would yield about four cuttings annually, which could produce some 5 to 6 tons of good quality hay per acre. Alfalfa acreage continued to increase until 1914 when it peaked at 67,682 acres or 72 percent of the irrigated cropland in the Turlock District. Thereafter it lost ground rapidly and by 1920 it accounted for less than 31,000 acres. Its decline was matched by an increase in the irrigation of grain (Paterson 1989:128).

When melons were first grown around Turlock they needed none of the irrigation or expensive fertilizers that they required in later decades. The virgin soil was rich with the necessary nutrients, and the water table was so high that the melons received all the water they needed directly from the soil. It was not uncommon for early Turlockers to see swamps around the area resulting from the unusually high water table caused by over-irrigation (Hohenthal 1972:210). From 1911 to 1925, Turlock was known as the Watermelon Capitol of the World. All good things must come to an end and Turlock's melon industry began to slowly decline after 1925. In the 1930s rapid deterioration set in due to the lowering of the water table by pumping to help the orchards and to protect the soil from alkali intrusion. With a lower water table, melons had to be irrigated and this seemed to cause their quality to decline. By 1930, Turlock's famous melon boom was only a memory.

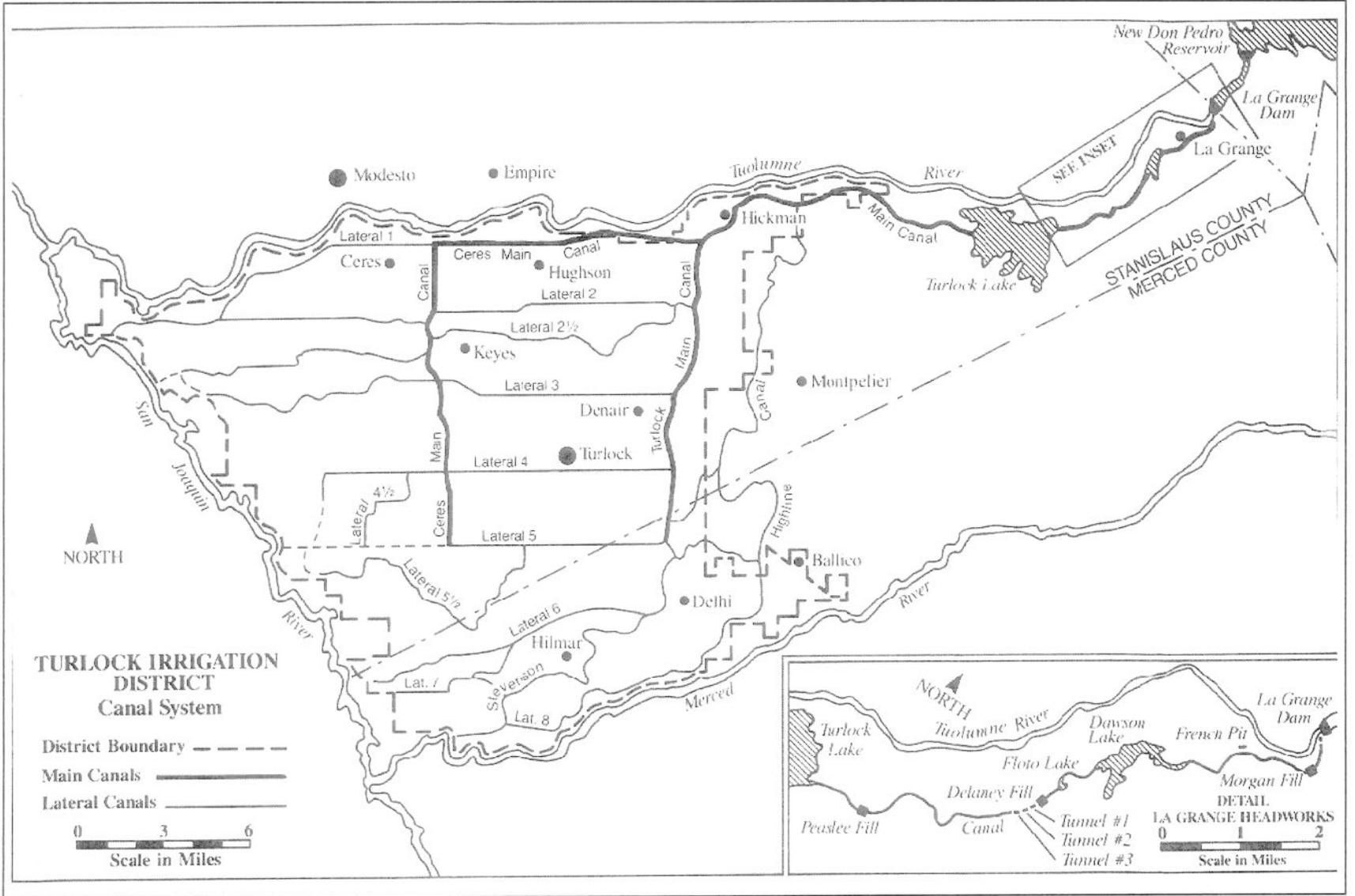
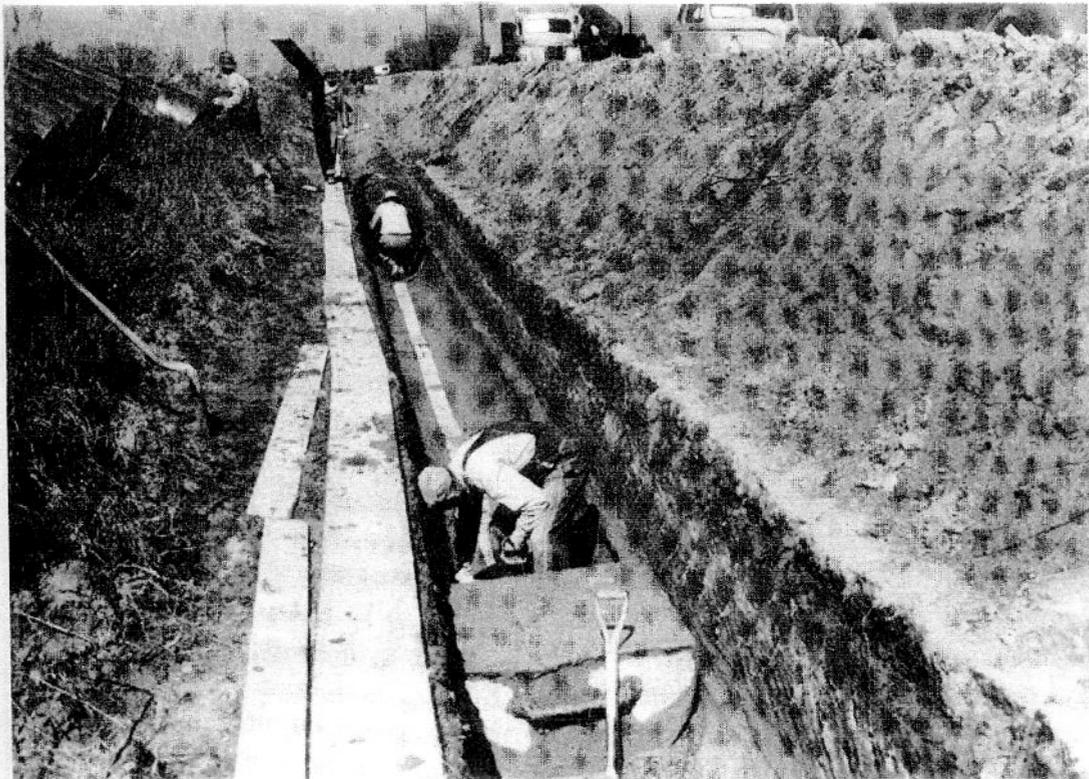


Figure 1

Figures 2 and 3



Fresno scraper completing a farmer's ditch.  
Source: U.S. Department of Agriculture.

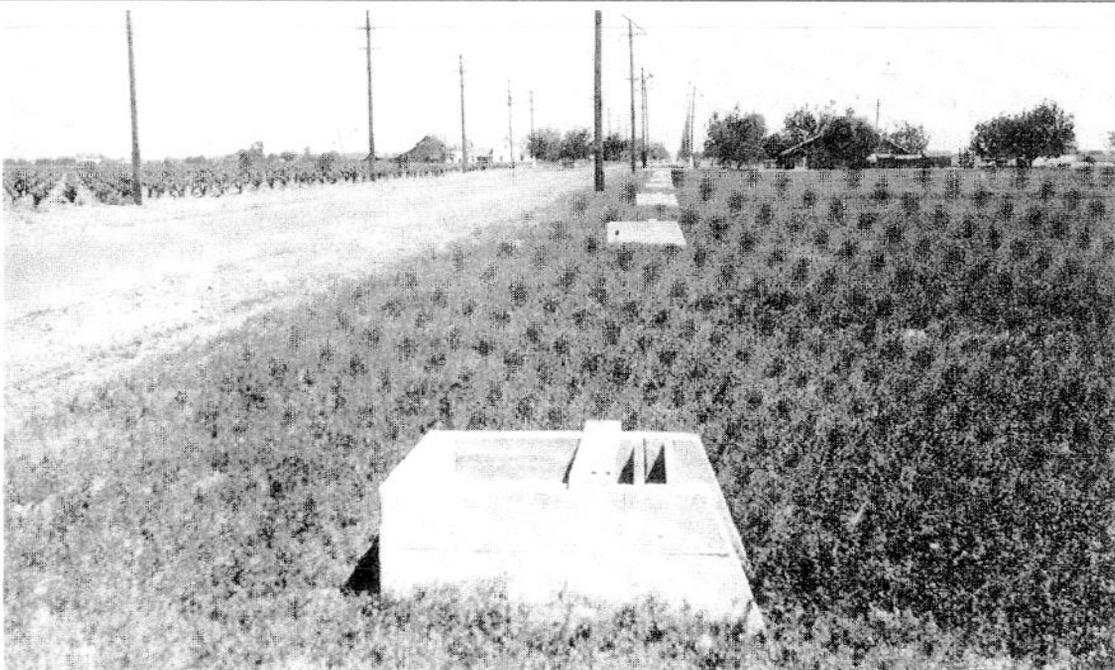


Poured-in-place concrete pipeline being installed, 1947.

Figures 4 and 5



Preparing a canal for concrete lining, 1951-52.



Only a row of irrigation gates marks the location of a pipeline.

For a time, grapes were the major fruit crop of the Turlock region, following the decline of melons in the early 1920s. Orchard land in the region was just over 5,000 acres in 1920 but grew to 11,500 acres in 1927 and then declined again before beginning a rise which continued through 1970 (Hohenthal 1972:214). Important to both fruit and vegetable growers were canneries where they could conveniently sell their fruit and produce. Prior to opening canneries in Stanislaus County, fruit growers in the county had to haul their figs, apricots and peaches to San Jose and Santa Clara for processing.

Until the late 1930s, concrete lining predominated improvement work and even in 1939-1940 less than 20 miles of the 132 miles of improved community ditches had pipelines. In the 1944-1945 season, however, a short stretch of lining was torn out to make way for pipelining and the trend continued. By 1951, the local improvement districts had more miles of pipeline than lining (Figures 3 and 4). On the other hand, the Turlock Irrigation District itself ultimately constructed 250 miles of open canal for its system. As of 2002, only 3.16 miles of open canal was piped leaving 98.7 percent of the canal system still "open." TID documents reveal that Lateral No. 1 had 1625 feet of open canal "piped" in 1990 and 2386 feet piped in 1999. Lateral No. 4 had 11,667 feet of open canal piped in 1935. Cross Ditch No. 2 had 1000 feet piped in 2000. None of Lateral No. 5 has been piped.

In time, the local improvement district ditches that had been such a prominent part of the local landscape disappeared from large sections of the Turlock region, their former course marked only by the presence of relief standpipes and gate structures of the underground lines (Paterson 1989:263-264) (Figure 5).

### Period of Significance

From the standpoint of agriculture (the primary occupation of people that settled the Turlock Irrigation District project area west of Turlock), the years from **1905 to 1920** were ones of growth and development. They were pioneering times. Many a family lived in one end of a barn with the cattle in the other until they could afford both a barn and a house. Then with the coming of WWI, prices of agricultural products increased sharply. Gross farm income in the county had been \$14,300,000 in 1910 and by 1919 it had soared to \$34,204,000. This total reflected the inflationary prices of the years immediately after the war. Then came a crash and a slow revival of farm prices. Stanislaus county farmer's gross for 1930 was below that of 1920. Not until the years of WWII was the gross farm income of 1919 exceeded (Hohenthal 1972:217).

In 1903, the segment of canal Lateral #5 was completed at South Commons Road and by 1904/1905, canal Lateral No. 5 was completed and thus made irrigation agriculture and farm settlement possible south of Lateral #4 and east of Ceres Main Canal (see Figure 1). Using 1905 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Laterals # 4 and #5 (completed in 1903) and the sale of smaller (40, 60, and 80 acre) parcels to an influx of Swedes (Hohenthal 1972:72-86), and other ethnic groups such as the Portuguese (Hohenthal 1972:87-97), Assyrians (Hohenthal 1972:98-107); and Japanese (Hohenthal 1972:108-119) in response to targeted advertising and promotion by heirs of the Mitchell estate.

The canal Lateral No. 5 segment located at South Commons Road was constructed in 1903 and the entire canal system was up and flowing by 1904/1905. As described above (P3a), this segment of canal was originally an open earth canal that was later (1935) improved with concrete lining. Over the decades, the concrete lining was repaired and maintained (with recent repairs during the decade of the 1990s documented above). This segment of canal was an open earth canal until 1935 when it was modified for concrete lining. The canal segment possesses integrity of location (it is in the same location as originally constructed in 1903). The canal has some loss of integrity of materials and workmanship that date from 1935 when it was concrete lined (e.g., continued repair and maintenance has resulted in a loss of the original concrete lining and finishing). It retains some integrity of setting and feeling (although the original rural agricultural setting is now urbanizing with the addition of industrial and other agri-business development the areas immediately adjacent to the canal are still characterized by irrigation agriculture), and maintains better integrity of association (it is clearly associated with the period of significance).

This canal segment does not appear to meet the criteria for listing in the National Register of Historic Places. However, it is possible the canal **system** (250 miles) may be significant under Criterion A due to its association with irrigation agriculture in California. Although this canal segment has been modified, and lined with concrete, it still maintains its original use. The fact that the canal has been lined adds another layer of history, exhibiting changes in agriculture over time. The concrete has not changed the canal. Changes in technology do not preclude eligibility. While retention of some integrity of setting, feeling and association with the period of significance is demonstrated,

this canal segment, being a very small part of a much larger canal system, does not itself convey clear association with significant trends in agriculture on a national level (Criterion A). It is not associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). It is not an important example of a type or method of construction (Criterion C), and because of repeated repairs, it could not serve as a source of important information about historic canal construction or technology (Criterion D).

This canal segment was 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. This canal segment does not appear to meet any of the significance criteria as outlined in these guidelines. The overall TID canal **system** could be eligible for the CRHR for its association with the locally important TID (Criterion A) and it is possible that this segment may be CRHR eligible (Criterion A) as an example of the open canals that characterized the irrigation infrastructure that enabled the Turlock region to open up to irrigation agriculture in the early 20<sup>th</sup> century.

## References Cited or Consulted

- Gooch, K. 1988. *Stanislaus County: An Illustrated History*. Windsor Publications, Northridge.
- Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.
- Paterson, A.M. 1989. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.
- Tatum, R.D. and L. Myers. 1996. *Old Times in Stanislaus County: A Journey to the Past*. Highland Publishers, Pittsburg, California.
- Tinkham, G.H. 1921. *History of Stanislaus County, California with Biographical Sketches of its Prominent Citizens*. Historic Record Company, Los Angeles.
- Turlock Historical Record. 1966. *The Crane Story (Part II) How Turlock Began*. Official Newsletter of the Turlock Historical Society, 1(3). On file at the Turlock Public Library, Turlock, California.

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: T.I.D. Lateral No. 5 1/2

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: *Hatch* Date: 1973 T 6S;

R 9E; Sections 5; M.D.B.M.

c. Address: Lateral No. 5 1/2 /Lower Lateral No. 5 1/2

City: Ceres

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Irrigation canal paralleling Bradbury Road.

\*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Turlock Irrigation District's (TID) Lateral No. 5 1/2 connects at the eastern end to the Lateral No. 5. The segment of the canal recorded here is at the intersection of Crow's Landing Road and Bradbury Road. This portion of Lateral No. 5 1/2 connects on the eastern end at the Ceres Main Canal drains into the San Joaquin River on the western end. Lateral No. 5 1/2 was completed in 1913/1914 (Paterson 1989). Originally, Lateral No. 5 1/2 was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. The section of Lateral No. 5 1/2 that is recorded here was lined with concrete in 1977. Even with this concrete lining, irrigation canals require maintenance and repair on a periodic basis. Several patched cracks were observed along this lateral.

\*P3b. Resource Attributes: (List attributes and codes) HP 20

\*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 #) March 16, 2009, View to the east.

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

**\*P7. Owner and Address:**

Turlock Irrigation District  
333 East Canal Drive  
P.O. Box 949  
Turlock, CA 95381-0949

\*P8. Recorded by: (Name, affiliation, and address)  
Natalie Lawson/Jessica Feldman  
CH2M HILL

6 Hutton Centre, Suite 700  
Santa Ana, CA 92707

\*P9. Date Recorded: March 16, 2009

\*P10. Survey Type: (Describe):  
Pedestrian survey

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") TID Almond Power Plant No. 2, AFC Application

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 6

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder)

B1. Historic Name: T.I.D Lateral No. 5 ½

B2. Common Name: Lateral No. 5 ½ /Lower Lateral No. 5 ½

B3. Original Use: Irrigation canal

B4. Present Use: Irrigation canal

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed 1913/1914

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect:

b. Builder: Turlock Irrigation District

\*B10. Significance: Theme: Irrigation/Agriculture

Area: Ceres and Turlock

Period of Significance: 1905-1920

Property Type: Irrigation canal

Applicable Criteria:

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

The recorded segment of the TID canal Lateral No. 5 ½ /Lower Lateral No. 5 ½ located at the intersection of Crow's Landing Road and Bradbury Road does not appear to meet the criteria for listing in the National Register of Historic Places. It is located west of Turlock in the Central Valley, and it is in the context of the TID that the canal is evaluated. See continuation sheet.

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

\*B12. References: Paterson, A.M. 1989. Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987. The Arthur H. Clark Company, Spokane, Washington.

B13. Remarks:

\*B14. Evaluator:

\*Date of Evaluation:

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

### Historic Context

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crow's Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton 1991). Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19<sup>th</sup> century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

In 1900, the area was still a big grain farming region. Irrigation, however, allowed the planting of orchards, vineyards, and row crops which were better suited to farmers able to devote a few acres and put considerable effort into them rather than to the large grain fields planted and harvested by transient hired hands. Small farms meant more people, more towns, and more trade. This vision of irrigation propelled the local crusade for the Wright Act and became a part of the national reclamation movement for a federal irrigation program. In 1901, only 3700 acres were irrigated by the TID in the northern part of the district. A scant two years later 10,000 acres were irrigated and by 1908, the TID provided water to almost 58,000 acres (Hohenthal 1971:207).

Settlers to the area, unless they bought property adjacent to the TID canals, faced the prospect of creating ditches which connected to the lateral canals of the TID. Farmers depended on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them were built and maintained by the irrigators using them, generally without any formal organization. Once water reached a farm, it could be sent into crop fields in a number of ways. One was called "wild flooding". In this method, supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were plugged at intervals to force water out onto the field, letting the water flood down the hill without restraint. Another method, furrow irrigation, sent a small head of water through the rows of crops or orchards. The check method of flooding and its variants divided the land into a series of level basins or checks that were surrounded by levees. A large flow of water was turned into each check until the area was just covered by water. By the time irrigation reached the TID area, the standard practice was to create checks of up to one acre (Paterson 1989: 123).

The TID system began a revolution in the region's agriculture. The system formed the basis for new industries and caused the reduction in the size of landholdings as the large ranches of the late 1800s were broken into small parcels with dairies, orchards, and row crops. New towns were founded and wheat was replaced by melons, grapes, and peaches.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

New settlers in the area first planted alfalfa, raised a few dairy cows, and sold cream to the nearest creamery. Others raised poultry. Both practices readily raised needed cash. In the first few years of irrigation in the TID, alfalfa was the main crop. It grew readily, could usually be cut twice in its first year and would yield about four cuttings annually thereafter, thus producing approximately five to six tons of good quality hay per acre. Alfalfa acreage peaked in 1914 at approximately 72 percent of the acreage, or 68,000 acres, in the TID. It rapidly decreased in acreage, accounting for less than 31,000 acres in 1920. Between 1911 and 1925, the Turlock was called the Watermelon Capitol of the World. After the lowering of the water table, however, the melon boom in the TID quickly faded. For a time, grapes were a major fruit crop of the region following the decline of melons. Orchard land reached just over 5000 acres in 1920 and grew to 11,500 acres in 1927. Although the acreage devoted to grapes declined for a time in the 1930's, ultimately acreage devoted to vineyards grew again until the 1970s (Hohenthal 1971: 214).

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as a freight feeder system and connected with the Western Pacific Railroad at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing.

The main Turlock diversion canal leads from the La Grange Dam along the south bank of the Tuolumne River for approximately 7 miles to Turlock Lake, historically known as Owen Reservoir. The Main Supply Canal diverts near the western end of Turlock Lake, and carries water to the northeastern edge of the TID. At this point, the Ceres Main Canal carries the water west to the highland above the Tuolumne channel and south through the center of the TID. The Turlock Main Canal diverst at the same gate as the Ceres Main, flows south for approximately 10 miles, and then the main laterals divert the water at intervals of two and three miels, running west to the San Joaquin River (Hohenthal 1972).

Until the late 1930's, concrete lining predominated canal improvement work. By 1940, only 20 miles of the 132 miles of improved community ditches had pipelines. During the 1944-1945 growing season, a short stretch of concrete lining was removed from a community ditch to make way for underground pipe and from this project, the trend continued. By 1951, the local improvement districts had more miles of pipeline than concrete lined open canals. The TID canals, however, remained open canals. By 2002, only 3 miles of the 250 miles of TID canals have been replaced with pipeline (TID documents). Local community ditches, however, have been largely replaced with underground pipe line, and only the relief standpipes and gate structures of these underground lines are visible (Paterson 1989:263).

### Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from 1900 to 1920 were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217).

Lateral No. 5 ½ was completed in 1913 and 1914, thus making irrigation agriculture and farm settlement possible. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 5 ½, which allowed for the additional influx of settlers into the TID area and the additional flow of water.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

Lateral No. 5 ½ was originally an open earth canal that was later improved with concrete lining beginning in the 1970's. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well. The canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1913/1914. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal and the canal has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete which has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. The canal segment does retain some integrity of association, as the canal segment is still used for irrigation. Since the materials and workmanship of this canal segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

The canal segment being a very small part of a much larger canal system, does not itself convey clear association with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). The canal segment is not an important example of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, it can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, this segment does not appear to meet the criteria for listing in the National Register of Historic Places.

This canal segment was 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. This canal segment does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

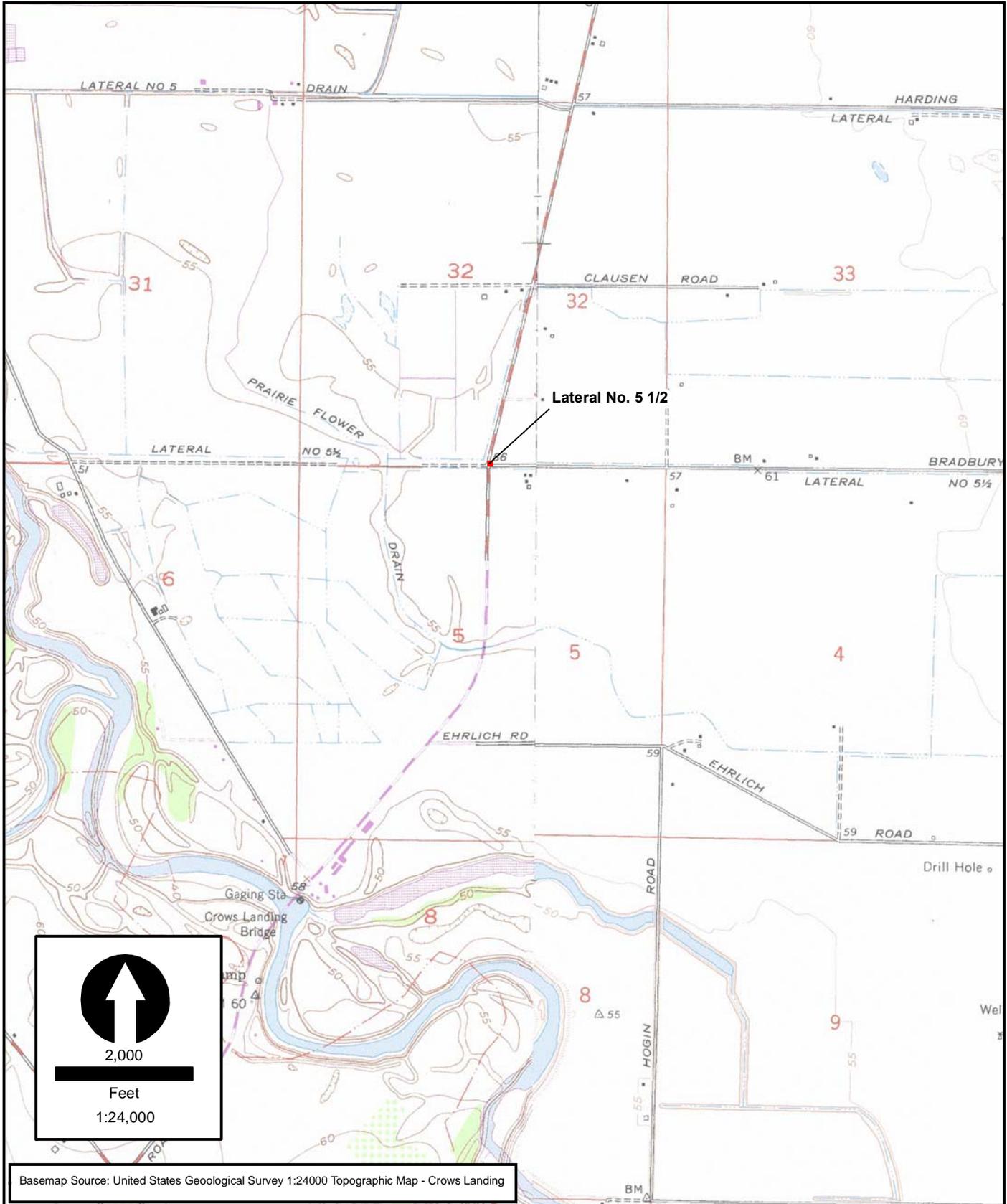
Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

**LOCATION MAP**



Basemap Source: United States Geological Survey 1:24000 Topographic Map - Crows Landing

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

Primary #  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: Westport Drain

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: *Brush Lake* Date: 1976 T 5S;

R 9E; Sections 1, 6; M.D.B.M.

c. Address: Westport Drain

City: Ceres

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Irrigation drain at the intersection of Carpenter Road and Taylor Road.

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Turlock Irrigation District's (TID) Westport Drain connects at the eastern end to Lateral No. 2. The segment of the drain recorded is located at the intersection of Carpenter Road and Taylor Road. Lateral No. 2 ½ also connects to the drain which ultimately empties into the San Joaquin River. By 1907, problems with the rising water table related to the irrigating of the TID began. The TID excavated the first drain, the Moore Drain, which crossed Crow's Landing Road and connected to Lateral No. 3 that year. More landowners asked the TID board to help drain their lands, and the TID began creating other drains in 1918 (Paterson, 1989). The Westport Drain appears to have been created during these efforts and is visible on historic maps of the area that post date 1918. The original drains in the TID were open earth V ditches, which were gradually replaced with underground concrete pipe (Paterson 1989). The Westport Drain is a large ditch which now contains underground pipe that is visible at the recorded segment. The drain west of the recorded segment remains an open V ditch.

\*P3b. **Resource Attributes:** (List attributes and codes) HP 20

\*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 #) March 16, 2009, View to the west.

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

\*P7. **Owner and Address:**

Turlock Irrigation District  
333 East Canal Drive  
P.O. Box 949  
Turlock, CA 95381-0949

\*P8. **Recorded by:** (Name, affiliation, and address)  
Natalie Lawson/Jessica Feldman  
CH2M HILL

6 Hutton Centre, Suite 700  
Santa Ana, CA 92707

\*P9. **Date Recorded:** March 16, 2009

\*P10. **Survey Type:** (Describe):  
Pedestrian survey

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") TID Almond Power Plant No. 2, AFC Application

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

Page 2 of 6

\*NRHP Status Code

\*Resource Name or # (Assigned by recorder)

B1. Historic Name: T.I.D. Westport Drain

B2. Common Name:

B3. Original Use: Irrigation drainage ditch

B4. Present Use: Irrigation drain

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed between 1914 and 1918

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect:

b. Builder: Turlock Irrigation District

\*B10. Significance: Theme: Irrigation/Agriculture

Area: Ceres and Turlock

Period of Significance: 1905-1920

Property Type: Irrigation canal

Applicable Criteria:

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

The recorded segment of the Westport Drain located at the intersection of Taylor and Carpenter Roads does not appear to meet the criteria for listing in the National Register of Historic Places. It is located west of Turlock in the Central Valley, and it is in the context of the TID that the canal is evaluated. See continuation sheet.

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

\*B12. References: Paterson, A.M. 1989. Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987. The Arthur H. Clark Company, Spokane, Washington.

B13. Remarks:

\*B14. Evaluator:

\*Date of Evaluation:

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

### Historic Context

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crow's Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton 1991). Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19<sup>th</sup> century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

In 1900, the area was still a big grain farming region. Irrigation, however, allowed the planting of orchards, vineyards, and row crops which were better suited to farmers able to devote a few acres and put considerable effort into them rather than to the large grain fields planted and harvested by transient hired hands. Small farms meant more people, more towns, and more trade. This vision of irrigation propelled the local crusade for the Wright Act and became a part of the national reclamation movement for a federal irrigation program. In 1901, only 3700 acres were irrigated by the TID in the northern part of the district. A scant two years later 10,000 acres were irrigated and by 1908, the TID provided water to almost 58,000 acres (Hohenthal 1971:207).

Settlers to the area, unless they bought property adjacent to the TID canals, faced the prospect of creating ditches which connected to the lateral canals of the TID. Farmers depended on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them were built and maintained by the irrigators using them, generally without any formal organization. Once water reached a farm, it could be sent into crop fields in a number of ways. One was called "wild flooding". In this method, supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were plugged at intervals to force water out onto the field, letting the water flood down the hill without restraint. Another method, furrow irrigation, sent a small head of water through the rows of crops or orchards. The check method of flooding and its variants divided the land into a series of level basins or checks that were surrounded by levees. A large flow of water was turned into each check until the area was just covered by water. By the time irrigation reached the TID area, the standard practice was to create checks of up to one acre (Paterson 1989: 123).

The TID system began a revolution in the region's agriculture. The system formed the basis for new industries and caused the reduction in the size of landholdings as the large ranches of the late 1800s were broken into small parcels with dairies, orchards, and row crops. New towns were founded and wheat was replaced by melons, grapes, and peaches.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

New settlers in the area first planted alfalfa, raised a few dairy cows, and sold cream to the nearest creamery. Others raised poultry. Both practices readily raised needed cash. In the first few years of irrigation in the TID, alfalfa was the main crop. It grew readily, could usually be cut twice in its first year and would yield about four cuttings annually thereafter, thus producing approximately five to six tons of good quality hay per acre. Alfalfa acreage peaked in 1914 at approximately 72 percent of the acreage, or 68,000 acres, in the TID. It rapidly decreased in acreage, accounting for less than 31,000 acres in 1920. Between 1911 and 1925, the Turlock was called the Watermelon Capitol of the World. After the lowering of the water table, however, the melon boom in the TID quickly faded. For a time, grapes were a major fruit crop of the region following the decline of melons. Orchard land reached just over 5000 acres in 1920 and grew to 11,500 acres in 1927. Although the acreage devoted to grapes declined for a time in the 1930's, ultimately acreage devoted to vineyards grew again until the 1970s (Hohenthal 1971: 214).

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as a freight feeder system and connected with the Western Pacific Railroad at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing.

The main Turlock diversion canal leads from the La Grange Dam along the south bank of the Tuolumne River for approximately 7 miles to Turlock Lake, historically known as Owen Reservoir. The Main Supply Canal diverts near the western end of Turlock Lake, and carries water to the northeastern edge of the TID. At this point, the Ceres Main Canal carries the water west to the highland above the Tuolumne channel and south through the center of the TID. The Turlock Main Canal diverst at the same gate as the Ceres Main, flows south for approximately 10 miles, and then the main laterals divert the water at intervals of two and three miels, running west to the San Joaquin River (Hohenthal 1972).

The original drains in the TID were open earth V ditches, which were gradually replaced with underground concrete pipe (Paterson 1989). Until the late 1930's, concrete lining predominated canal improvement work. By 1940, only 20 miles of the 132 miles of improved community ditches had pipelines. During the 1944-1945 growing season, a short stretch of concrete lining was removed from a community ditch to make way for underground pipe and from this project, the trend continued. By 1951, the local improvement districts had more miles of pipeline than concrete lined open canals. The TID canals, however, remained open canals. By 2002, only 3 miles of the 250 miles of TID canals have been replaced with pipeline (TID documents). Local community ditches, however, have been largely replaced with underground pipe line, and only the relief standpipes and gate structures of these underground lines are visible (Paterson 1989:263).

### Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217).

The Westport Drain was completed between 1914 and 1918, in response to pressure from landowners whose lands were gradually disappearing under water from the new canal system. The drainage system implemented by the TID during that period kept irrigation agriculture and farm settlement possible. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

The original drains in the TID were open earth V ditches, which were gradually replaced with underground concrete pipe (Paterson 1989). The Westport Drain is a large ditch which now contains underground pipe that is visible at the recorded segment. The drain west of the recorded segment remains an open V ditch.

The drain segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed. However, the drain only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the drain and the drain itself has sustained a loss of integrity of materials and workmanship as much of the originally open V ditch has been replaced with underground concrete line. The drain segment does retain some integrity of association, as the drain segment is still used for irrigation. Since the materials and workmanship of this drain segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

The recorded segment of the Westport Drain, is a small part of the larger TID system and does not itself convey clear with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). The canal segment is not an important example of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, it can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, this segment does not appear to meet the criteria for listing in the National Register of Historic Places.

This drain segment was 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. This drain segment does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

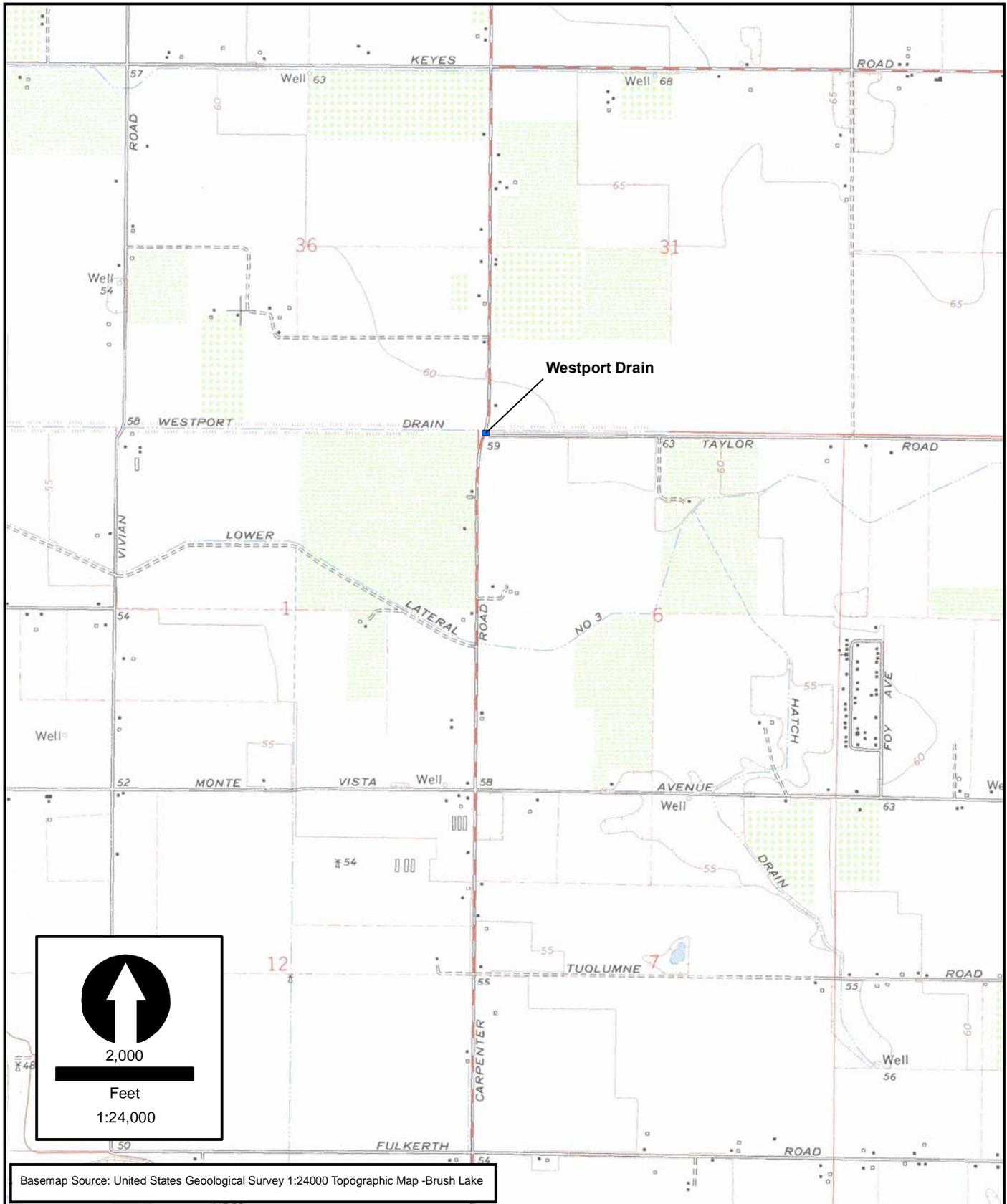
Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

**LOCATION MAP**



Basemap Source: United States Geological Survey 1:24000 Topographic Map -Brush Lake

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

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

\*b. USGS 7.5' Quad: *Ceres*

Date: 1987 T 4S;R 9E; Sections 4, 9, 16, 21; M.D.B.M.

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Segment of the UPRR rail line which runs south from Hatch Road to Wood Road, approximately one half mile east of Crow's Landing Road.

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

The TSRR segment recorded here runs adjacent to the 69 kV line to be reconductored for approximately four miles. The section of rail line visible on the historic maps reviewed and located in the A2PP APE is a segment of the TSRR interurban electric railway. This segment runs between Hatch Road and Wood Road and was a part of the TSRR completed in 1916. Although the segment recorded in the A2PP was initially intended to be an electric line, it was never actually electrified (Hatoff et al. 1995). The newly-recorded section of TSRR located within the transmission line corridor runs along the footprint of the original historic railroad grade; however, modern upgrades to the rail line, including modern rail crossings, upgraded rail lines and ties are extant. Additionally, the rail grade itself has been modified to allow for heavier loads to be run upon the tracks.

This line has been recorded in other parts of Stanislaus County as P-50-00083 (Napton, 1994; Sharpe 2003) and in San Joaquin County (Hatoff 1995) as P-39-00015 (CA-SJO-256H). In the A2PP APE, the TSRR has not yet been recorded. None of the segments of the TSRR investigated by Napton (1994), Sharpe (2003), and Hatoff (1995) were determined to be NRHP or CRHR-eligible. These previously recorded and discontinuous segments are not considered eligible to the NRHP as the segments lack integrity due to modern improvements made to the tracks, the rail ties, and the rail beds (Napton, 1994; Sharpe, 2003; Hatoff, 1995). This segment, likewise, was determined not eligible for listing on the NRHP or the CRHR.

P5. Description of Photo: (View, date, accession #) TSRR, view to the south at Hatch Road.



\*P11. Report Citation: (Cite survey report and other sources, or enter "none.") TID Almond Power Plant No. 2, AFC Application.

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

### Historic Context

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crow's Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton 1991). Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19<sup>th</sup> century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as a freight feeder system and connected with the Western Pacific Railroad at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing.

### Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217).

The recorded segment of the TSRR was completed in 1916, thus making settlement in the region easier as well as providing easy shipping access to local farmers. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the newly expanded freight line.

The TSRR, which runs adjacent to the 69 kV line to be reconductored and less than 200 ft to the west of the proposed plant site, has been recorded in other parts of Stanislaus County as P-50-00083 (Napton, 1994; Sharpe 2003) and in San Joaquin County (Hatoff 1995) as P-39-00015 (CA-SJO-256H). In the A2PP APE, the TSRR has not yet been recorded. None of the segments of the TSRR investigated by Napton (1994), Sharpe (2003), and Hatoff (1995) were determined to be NRHP or CRHR-eligible. These previously recorded and discontinuous segments are not considered eligible to the NRHP as the segments lack integrity due to modern improvements made to the tracks, the rail ties, and the rail beds (Napton, 1994; Sharpe, 2003; Hatoff, 1995).

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

Update

The section of rail line visible on the historic maps reviewed and located in the A2PP APE is a segment of the TSRR interurban electric railway. This line originally connected passengers between Taylor Street in Stockton and downtown Modesto. The line was eventually converted into a feeder line for the main Southern Pacific and Central Pacific lines, which were the first railroads to run through the San Joaquin Valley. The TSRR is now a part of the Union Pacific Railroad (UPRR). One separate section of this railroad is recorded elsewhere in Stanislaus County as site P-50-00083.

The historic TSRR was incorporated in 1910 and was originally an interurban electric railway that was intended to run from Stockton south through the San Joaquin Valley. In 1912, the TSRR consolidated with the Tidewater and Southern Transit and began operation as the Tidewater Southern Railway (Napton, 1994). By 1916, the line ran south to Turlock. The line was only electrified to Modesto and steam engines ran on the remainder of the track between Modesto and Turlock. The TSRR remained an independent line until 1917 when it was acquired by the the Western Pacific Railroad who bought much of the stock in the TSRR and began changing the line into a conventional feeder line. The purchase of the TSRR was a part of the WPRR's expansion designed to extend its market though the acquisition of feeder lines which ran into the main WPRR line. By the 1930's, passenger service on the TSRR was stopped and most of the electric service was removed (Hatoff et al. 1995). The line was further upgraded after World War II as the newer heavier diesel locomotives required heavier rail (Sharpe, 2003). The line is still actively used between Modesto and Stockton as a freight feeder line. The WPRR merged with the UPRR in 1983, two months before its 80<sup>th</sup> anniversary. Shortly after, the UPRR began an additional series of improvements to the Old WPRR tracks to enable larger locomotives and heavier freight cars running at higher speeds to run on the WPRR. The upgrades included heavier rails, new ties, and improved rail beds to permit higher tonnage on the tracks (Bridges, 1983).

The newly-recorded section of TSRR located within the transmission line corridor runs along the footprint of the original historic railroad grade; however, modern upgrades to the rail line, including modern rail crossings, upgraded rail lines and ties are extant. Additionally, the rail grade itself has been modified to allow for heavier loads to be run upon the tracks. Consistent with all other recorded segments of this rail line, this particular segment of the TSRR does not appear to be eligible for listing on the NRHP as it no longer retains integrity. This railroad segment was 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. This railroad segment does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

Sharpe, James J. 2003. *Primary Record From P-50-00083, Tidewater Southern Railroad*. Document on file, Central California Information Center, Stanislaus State University, Turlock, CA.

**L1. Historic and/or Common Name:** Tidewater Southern Railroad; now the Union Pacific Railroad

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

**b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map) The recorded section is limited to the section which runs from Hatch Road south to Wood Road. This section is located on the *Ceres* 7.5' quadrangle approximately 1/2 mile east of the intersection of Hatch Road and Crow's Landing Road.

**L3. Description:** (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This section of railroad is a single track with modern heavy gauge rails and pressure treated ties. Cross streets, including Hatch Road, Whitmore Road, and Service Road are paved with asphalt. The remainder of the recorded line is situated upon a crushed granite ballast berm. All crossing guards, warning lights, and associated signage are modern.

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

**a. Top Width:** 12 feet

**b. Bottom Width:** 20 feet

**c. Height or Depth:**

**d. Length of Segment:** approximately 4 miles

**L5. Associated Resources:** Modern crossing guards, warning lights

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

**L6. Setting:** (Describe natural features, landscape characteristics, slope, etc., as appropriate.) This segment is located near agricultural fields, farms, residences, and a small dairy.

**L7. Integrity Considerations:** The integrity of this segment has been compromised due to the improvements made to the track in the 1940's after complete removal of the electric lines north of this segment, as well as in the 1980's following the UPRR acquisition of the WPRR. The original historic features of this line have been removed and thus, the historic integrity is gone.

**L8b. Description of Photo, Map, or Drawing** (View, scale, etc.) View to the south.

**L8a. Photograph, Map or Drawing**



**L9. Remarks:**

While the original location of the TSRR line remains, the track has been upgraded and thus, has lost historic integrity.

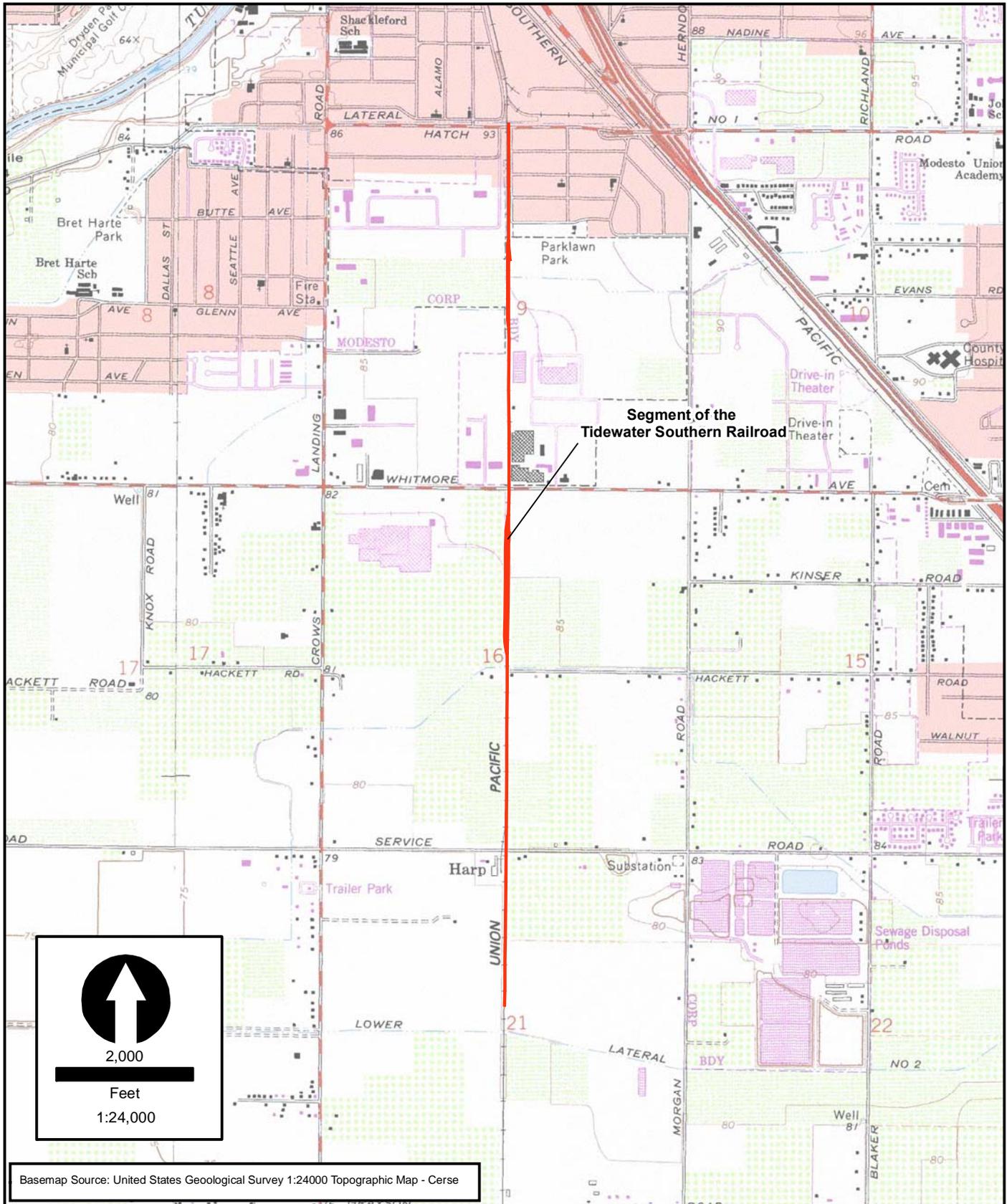
**L10. Form Prepared by:** (Name, affiliation, and address)

Natalie Lawson, CH2M HILL, 6  
Hutton Centre Drive, Santa Ana,  
CA 92707

**L11. Date:** January 1, 2009

DPR 523E (1/95)

**LOCATION MAP**



Primary # P. 50-000082  
HRI #  
Trinomial  
NRHP Status Code

Other Listings  
Review Code

Reviewer

Date 1/28/03

Page 1 of 5

\*Resource Name or #: Segment of the Tidewater Southern Railroad

1107

P1. Other Identifier: Tidewater Southern Railroad

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: Turlock, CA. Hatch 75 Date: 1980 T ; R ; 1/4 of 1/4 of Sec ; M.D. B.M.

c. Address:

City: Turlock

Zip:

d. UTM: Zone: 10 ; 685444 mE/ 4150979 mN (G.P.S.)

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

The survey point was located at the crossing of the Tidewater Southern Railroad and Washington Road.

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

This segment of the railroad is located in an agricultural setting and used in part to transport grain to the Tyson elevators a short distance to the east of Washington Road. At Washington Road, the rail consists of a single set of tracks set at grade with concrete pad added for traffic crossing. Railroad signal gates are located on each side of the crossing. A short distance east of Washington Road, is a small silver building used as a relay case for the signal light and a switch stand track. West of Washington at the switch stand, the railroad has five spur lines used by the Tyson grain elevators.

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

AH7. Railroad Grade

\*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 #) Photo #15, Looking east from Washington Road, 9-20-02.

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

\*P7. Owner and Address: Tidewater Southern Railroad Owned & Operated by the Union Pacific Railroad

\*P8. Recorded by: (Name, affiliation, and address) James J. Sharpe, CH2M HILL 2485 Natomas Park Drive, Sacramento, CA.

\*P9. Date Recorded: 9/20/02

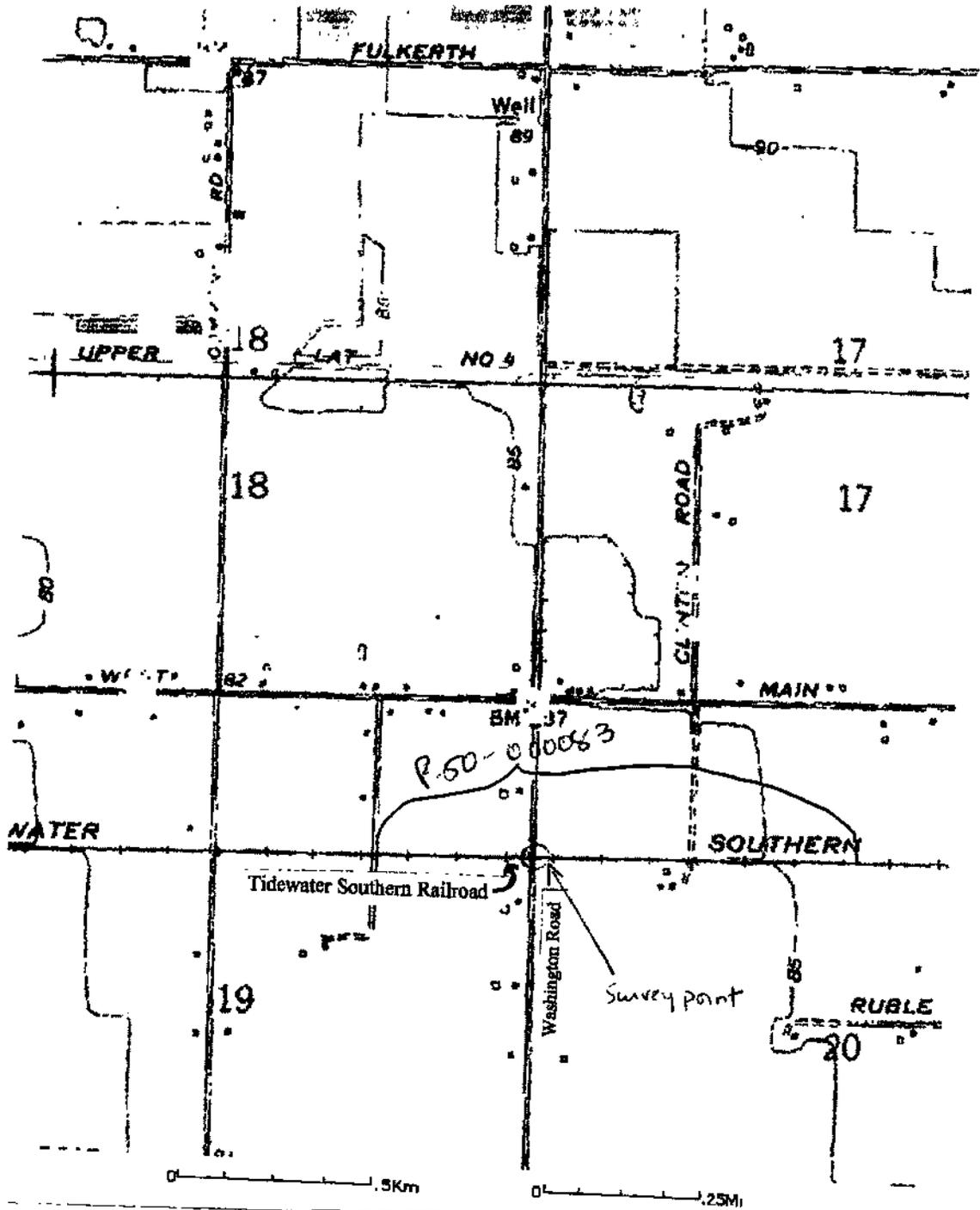
\*P10. Survey Type: (Describe) General Reconnaissance Inventory

\*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

*Cultural Resource Management Report, Walnut Energy Center, Stanislaus County, California.* James C. Bard with James J. Sharpe, Robin D. McClintock and Elizabeth D. Calvit (January 10, 2003). CH2MHILL, Inc., Sacramento. Report on file, California Energy Commission, Sacramento.

\*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):

*Hatch 7.5'*



L1. Historic and/or Common Name: Tidewater Southern Railroad

L2a. Portion Described:  Entire Resource  Segment  Point Observation

Designation: Washington Road Crossing

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

The track segment, west of Turlock, CA. crosses Washington Road. The segment's UTM coordinates at that location are Zone 10, 685444 mE, 4150979 mN.

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

The rails rest on gravel basalt held in place with wood railroad ties. The track is oriented in an east/west direction.

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

L5. Associated Resources:

Railroad crossing signs, relay building, and switching mechanism are shown in photographs.

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

The tracks are located in an agricultural setting.

L7. Integrity Considerations:

The Tidewater Southern began operations as an interurban electric railway to serve a route projected to extend from Stockton south along the San Joaquin Valley. On October 4, 1910, the Tidewater and Southern Railroad was incorporated and soon it constructed railroad grade to a point about 4 miles south of Modesto (Guido 1950:3-13). The Tidewater and Southern consolidated in 1912 with another company (Tidewater and Southern Transit) and then operated under the name Tidewater Southern Railway (Napton 1994).

The new railroad accelerated construction during 1912 and opened for service 32.23 miles of electric railway between Taylor Street in Stockton and the downtown Modesto passenger terminal. Operated as a freight feeder system, the railroad connected with the Western Pacific Railroad (WPRR) at Manteca Junction some 3 miles north of Manteca. The TSRR gradually expanded its operations in 1916 by opening a 16-mile extension from Modesto into Turlock. The extension of electrification failed to materialize and the interurbans never operated south of Modesto.

In 1907, W.A. Irwin promoted construction of a townsite south of Turlock, to be called Irwin City. The TSRR proposed to run its line through Irwin City to Fresno, but the residents of Irwin demurred, so the railroad encouraged development of an alternative townsite to the north, called Hilmar. The latter was founded and Irwin soon faded away.

According to Hohenthal et al. (1972) and Shireman (1970), the TSRR line was electrified as far as Modesto, steam locomotives being used on the 28-mile run south to Hilmar. The southward extension of the railroad was attractive to the WPRR, and in 1917 that company bought the majority of stock in the TSRR. A 10-wheel locomotive was operated on the line, and branch lines were constructed during this period for freight service. These included an 8-mile extension to Hilmar (south of Turlock), opened in 1917, and a 6.6-mile branch to Manteca, opened in 1918. It was planned to extend service from Nile Garden near Manteca south down the San Joaquin Valley as far as Bakersfield, but this ambitious scheme never materialized (Napton 1994).

Incrementally, the WPRR transformed the TSRR from its original electric interurban configuration to a conventional feeder railroad. The line's passenger service was discontinued in 1932, and the WPRR began dismantling the electric overheads along the mainline between Stockton and the northern limits of Modesto.

After World War II, the WPRR began to upgrade the mainline long-haul freight traffic and abandoned some of its branches. The WPRR brought in new diesel locomotives for the Tidewater Southern, some of which were used on the Sacramento Northern Western Pacific subsidiary as well. This heavier equipment required a heavier rail, and virtually all of the track was replaced after 1945 (Guido 1950). In time, the TSRR abandoned its Manteca Branch, but the line is still actively used along the Modesto to Stockton mainline as well as the Turlock Branch.

L4e. Sketch of Cross-Section (include scale)

Facing: See photographs

References:

Guido, F. (ed). 1950. *Tidewater Southern Railway*. The Western Railroader 13(11)[No.131]:3-13. Northern California Railroad Club, San Mateo.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*, City of Turlock, California.

Napton, L. K. 1994. *Primary Record From P-39-15 (CA-SJO-256H)-Tidewater Southern Railway (between Lathrop Road and Spreckles Road, Manteca, CA.)*. Document on file, California Historical Resources Information System, Central California Information Center, Stanislaus State University, Turlock, CA.

Shireman, K. 1970. *Tidewater Interurban: A Short History of Electric Interurban Service Between Modesto and Stockton*. Senior Thesis, Department of History, California State College, Stanislaus. Turlock.

L8a. Photograph, Map or Drawing



L8b. Description of Photo, Map, or Drawing (View, scale, etc.) Photo # 18, Looking north from Washington Road, 9-20-02.

L9. Remarks: None

L10. Form Prepared by: (Name, affiliation, and address) James J. Sharpe, CH2M HILL 2485 Natomas Park Drive, Sacramento, CA. Form Reviewed by: Elizabeth D. Calvit, CH2M HILL - Secretary of the Interior-qualified Architectural Historian. NRHP/CRHR eligibility evaluation (see Page 5 of 5) provided by Ms. Calvit.

L11. Date: 1/28/03

\*Recorded by: James J. Sharpe CH2M HILL 2485 Natomas Park Drive, Sacramento, CA. \*Date: 1/28/03 X

**Criteria A:** This segment of the Tidewater Southern Railroad branch evaluated for this project does not appear to meet the criteria for listing in the National Register nor does it appear to be a historical resource for the purposes of CEQA, primarily because of its loss of historic integrity with the replacement of the track in 1945 and the updating of the Washington Road crossing. Therefore the section under evaluation in this form does not appear to have the potential to be a contributor to any larger historic property, nor does the segment appear to meet the criteria individually.

**Criteria B:** This property does not appear to be associated with any individuals who made significant contributions to national, state, or local history as required under Criterion B. This property does not convey any association with W.A. Irwin (Turlock townsite promoter) or any of the well-known historical figures associated with California's major railroads (e.g., Stanford, Crocker, etc).

**Criteria C:** This property does not appear to be an important example of a type, period, or method of construction. No special engineering or construction techniques were known to be used in the construction of this segment of the railroad. Improvements and upgrades to this segment of the railroad have compromised the integrity.

**Criteria D:** The railline is documented and does not appear to be a principal source of important information in this regard.

This property has been evaluated in accordance with Section 15064.5(1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. The property does not appear to meet the criteria for listing in California Register of Historical Places.

Evaluated by Ms. Elizabeth D. Calvit, CH2M HILL, Secretary of the Interior-qualified Architectural Historian.

Other Listings  
Review Code

Reviewer

Date

Page 1 of 6

\*Resource Name or #: Harding Drain

**P1. Other Identifier:**

\*P2. Location:  Not for Publication  Unrestricted

\*a. County: Stanislaus

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

\*b. USGS 7.5' Quad: *Hatch* Date: 1973 T 5S;

R 9E; Sections 29, 30; M.D.B.M.

c. Address: Harding Drain

City: Ceres

Zip:

d. UTM: Zone: 10 ; mE/ mN (G.P.S.)

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Elevation: Irrigation drain at the intersection of Carpenter Road and Harding Road.

\*P3a. **Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) Turlock Irrigation District's (TID) Harding Drain connects at the eastern end to Lateral No.5. The segment of the drain recorded is located at the intersection of Carpenter Road and Harding Road. Lateral No. 4 also connects to the drain which ultimately empties into the San Joaquin River. By 1907, problems with the rising water table related to the irrigating of the TID began. The TID excavated the first drain, the Moore Drain, which crossed Crow's Landing Road and connected to Lateral No. 3 that year. More landowners asked the TID board to help drain their lands, and the TID began creating other drains in 1918 (Paterson, 1989). The Harding Drain appears to have been created during these efforts and is visible on historic maps of the area that post date 1918, labeled the Lateral No. 5 Drain. The drain is referred to within the TID as the Harding Drain (Baysinger, 2009). The original drains in the TID were open earth V ditches, which were gradually replaced with underground concrete pipe (Paterson 1989). The Harding Drain remains an open V ditch at the recorded segment. A concrete bridge crosses the drain just east of Carpenter Road. The associated concrete bridge appears to date circa 1920.

\*P3b. **Resource Attributes:** (List attributes and codes) HP 20

\*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 #) March 16, 2009, View to the east.

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

\*P7. **Owner and Address:**  
Turlock Irrigation District  
333 East Canal Drive  
P.O. Box 949  
Turlock, CA 95381-0949

\*P8. **Recorded by:** (Name, affiliation, and address)  
Natalie Lawson/Jessica Feldman  
CH2M HILL  
6 Hutton Centre, Suite 700  
Santa Ana, CA 92707

\*P9. **Date Recorded:** March 16, 2009

\*P10. **Survey Type:** (Describe):  
Pedestrian survey

\*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") TID Almond Power Plant No. 2, AFC Application

\*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

**BUILDING, STRUCTURE, AND OBJECT RECORD**

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\*NRHP Status Code

\*Resource Name or # (Assigned by recorder)

B1. Historic Name: T.I.D. Harding Drain

B2. Common Name:

B3. Original Use: Irrigation drainage ditch

B4. Present Use: Irrigation drain

\*B5. Architectural Style:

\*B6. Construction History: (Construction date, alterations, and date of alterations) Constructed between 1914 and 1918

\*B7. Moved? No Yes Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect:

b. Builder: Turlock Irrigation District

\*B10. Significance: Theme: Irrigation/Agriculture

Area: Ceres and Turlock

Period of Significance: 1905-1920

Property Type: Irrigation canal

Applicable Criteria:

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

The recorded segment of the Harding Drain located at the intersection of Harding and Carpenter Roads does not appear to meet the criteria for listing in the National Register of Historic Places. It is located west of Turlock in the Central Valley, and it is in the context of the TID that the canal is evaluated. See continuation sheet.

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

\*B12. References: Paterson, A.M. 1989. Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987. The Arthur H. Clark Company, Spokane, Washington.

B13. Remarks:

(Sketch Map with north arrow required.)

\*B14. Evaluator: Form reviewed by Jessica Feldman M.A. (CH2M HILL, Inc. – Secretary of the Interior – qualified Architectural Historian).

\*Date of Evaluation:

(This space reserved for official comments.)

\*Recorded by: N. Lawson

\*Date: 3/16/09

Continuation

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### Historic Context

The Central Valley is defined historically by agriculture and transportation. The area around Modesto and Ceres is no exception. In addition to the railroads, such as the Central Pacific and the Western Pacific, ferries serviced the area via several ferry landings and the Tuolumne and the San Joaquin Rivers. The road that would eventually become State Route 99 was planned and permitted in the late 1800's, although the paved highway was not completed until 1968. Ceres was first settled in 1870 and by 1872, the CPRR stopped at Ceres. Wheat was planted on thousands of acres in the region. The settlement of Crow's Landing was founded by J.B. Crow, one of the first wheat growers in the area. Crow established a landing on the San Joaquin River to ship his wheat to market and Crow and his two partners operated a ferry at that landing from 1870 until 1885 (Napton 1991). Crow's Landing Road represents the original road which connected two ferries, the Davis and Maze's Ferry on the Tuolumne and the Fairbank's Ferry on the San Joaquin. This main road was established in 1870. Several small taverns were constructed along this main road and served as way stations for (Brotherton 1982).

Hot dry summers and over cultivated lands made wheat growing less and less prosperous as the 19<sup>th</sup> century drew to a close. In 1887, the Wright bill, a bill that proposed the creation of irrigation districts in California, passed the California Senate and Assembly and was signed into law by then Governor Washington Bartlett. Local irrigation districts, including the TID and the Modesto Irrigation District (MID), created water conveyance systems in the early 1900s and started the flow of water into the area. Farmers began to diversify their crops and experimented with fruit and nut trees that did not require as much water as wheat. The combined efforts of the TID and the MID resulted in the construction of the La Grange Dam in 1893. The promise of water and cheap land brought an influx of settlers into the area. Expanding rail lines and ferry service made travel into the region easier.

In 1900, the area was still a big grain farming region. Irrigation, however, allowed the planting of orchards, vineyards, and row crops which were better suited to farmers able to devote a few acres and put considerable effort into them rather than to the large grain fields planted and harvested by transient hired hands. Small farms meant more people, more towns, and more trade. This vision of irrigation propelled the local crusade for the Wright Act and became a part of the national reclamation movement for a federal irrigation program. In 1901, only 3700 acres were irrigated by the TID in the northern part of the district. A scant two years later 10,000 acres were irrigated and by 1908, the TID provided water to almost 58,000 acres (Hohenthal 1971:207).

Settlers to the area, unless they bought property adjacent to the TID canals, faced the prospect of creating ditches which connected to the lateral canals of the TID. Farmers depended on the so-called community ditch system to connect their farms to the water supply. The community ditches, hundreds of miles of them were built and maintained by the irrigators using them, generally without any formal organization. Once water reached a farm, it could be sent into crop fields in a number of ways. One was called "wild flooding". In this method, supply ditches running along the high ground were temporarily dammed to divert small streams into field ditches dug down the slopes. These smaller ditches were plugged at intervals to force water out onto the field, letting the water flood down the hill without restraint. Another method, furrow irrigation, sent a small head of water through the rows of crops or orchards. The check method of flooding and its variants divided the land into a series of level basins or checks that were surrounded by levees. A large flow of water was turned into each check until the area was just covered by water. By the time irrigation reached the TID area, the standard practice was to create checks of up to one acre (Paterson 1989: 123).

The TID system began a revolution in the region's agriculture. The system formed the basis for new industries and caused the reduction in the size of landholdings as the large ranches of the late 1800s were broken into small parcels with dairies, orchards, and row crops. New towns were founded and wheat was replaced by melons, grapes, and peaches.

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New settlers in the area first planted alfalfa, raised a few dairy cows, and sold cream to the nearest creamery. Others raised poultry. Both practices readily raised needed cash. In the first few years of irrigation in the TID, alfalfa was the main crop. It grew readily, could usually be cut twice in its first year and would yield about four cuttings annually thereafter, thus producing approximately five to six tons of good quality hay per acre. Alfalfa acreage peaked in 1914 at approximately 72 percent of the acreage, or 68,000 acres, in the TID. It rapidly decreased in acreage, accounting for less than 31,000 acres in 1920. Between 1911 and 1925, the Turlock was called the Watermelon Capitol of the World. After the lowering of the water table, however, the melon boom in the TID quickly faded. For a time, grapes were a major fruit crop of the region following the decline of melons. Orchard land reached just over 5000 acres in 1920 and grew to 11,500 acres in 1927. Although the acreage devoted to grapes declined for a time in the 1930's, ultimately acreage devoted to vineyards grew again until the 1970s (Hohenthal 1971: 214).

By 1912, the Tidewater Southern Railroad connected Modesto with Stockton. This line operated as a freight feeder system and connected with the Western Pacific Railroad at Manteca Junction. Modesto was connected with Turlock via rail by 1916 (Paterson 1989) providing easy access to rail lines for local growers. A rise in canneries throughout the region provided convenient buyers for local fruit and vegetable sellers who, prior to the opening of the canneries had to haul their figs, apricots, and peaches to San Jose or Santa Clara for processing.

The main Turlock diversion canal leads from the La Grange Dam along the south bank of the Tuolumne River for approximately 7 miles to Turlock Lake, historically known as Owen Reservoir. The Main Supply Canal diverts near the western end of Turlock Lake, and carries water to the northeastern edge of the TID. At this point, the Ceres Main Canal carries the water west to the highland above the Tuolumne channel and south through the center of the TID. The Turlock Main Canal diverst at the same gate as the Ceres Main, flows south for approximately 10 miles, and then the main laterals divert the water at intervals of two and three miels, running west to the San Joaquin River (Hohenthal 1972).

The original drains in the TID were open earth V ditches, which were gradually replaced with underground concrete pipe (Paterson 1989). Until the late 1930's, concrete lining predominated canal improvement work. By 1940, only 20 miles of the 132 miles of improved community ditches had pipelines. During the 1944-1945 growing season, a short stretch of concrete lining was removed from a community ditch to make way for underground pipe and from this project, the trend continued. By 1951, the local improvement districts had more miles of pipeline than concrete lined open canals. The TID canals, however, remained open canals. By 2002, only 3 miles of the 250 miles of TID canals have been replaced with pipeline (TID documents). Local community ditches, however, have been largely replaced with underground pipe line, and only the relief standpipes and gate structures of these underground lines are visible (Paterson 1989:263).

### Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families lived in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217).

The Harding Drain was completed between 1914 and 1918, in response to pressure from landowners whose lands were gradually disappearing under water from the new canal system. The drainage system implemented by the TID during that period kept irrigation agriculture and farm settlement possible. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area.

\*Recorded by: N. Lawson

\*Date: 3/16/09

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The original drains in the TID were open earth V ditches, which were gradually replaced with underground concrete pipe (Paterson 1989). The Harding Drain is a large ditch which now contains underground pipe that is visible at the recorded segment. The drain west of the recorded segment remains an open V ditch.

The drain segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed. However, the drain only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the drain and the drain itself has sustained a loss of integrity of materials and workmanship as much of the originally open V ditch has been replaced with underground concrete line. The drain segment does retain some integrity of association, as the drain segment is still used for irrigation. Since the materials and workmanship of this drain segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made up its character or appearance during the period of its association.

The recorded segment of the Harding Drain, is a small part of the larger TID system and does not itself convey clear with significant trends in agriculture on a national level (Criterion A), nor is it associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). The canal segment is not an important example of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, it can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, this segment does not appear to meet the criteria for listing in the National Register of Historic Places.

This drain segment was 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. This drain segment does not appear to meet any of the significance criteria as outlined in these guidelines.

#### References Cited or Consulted

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

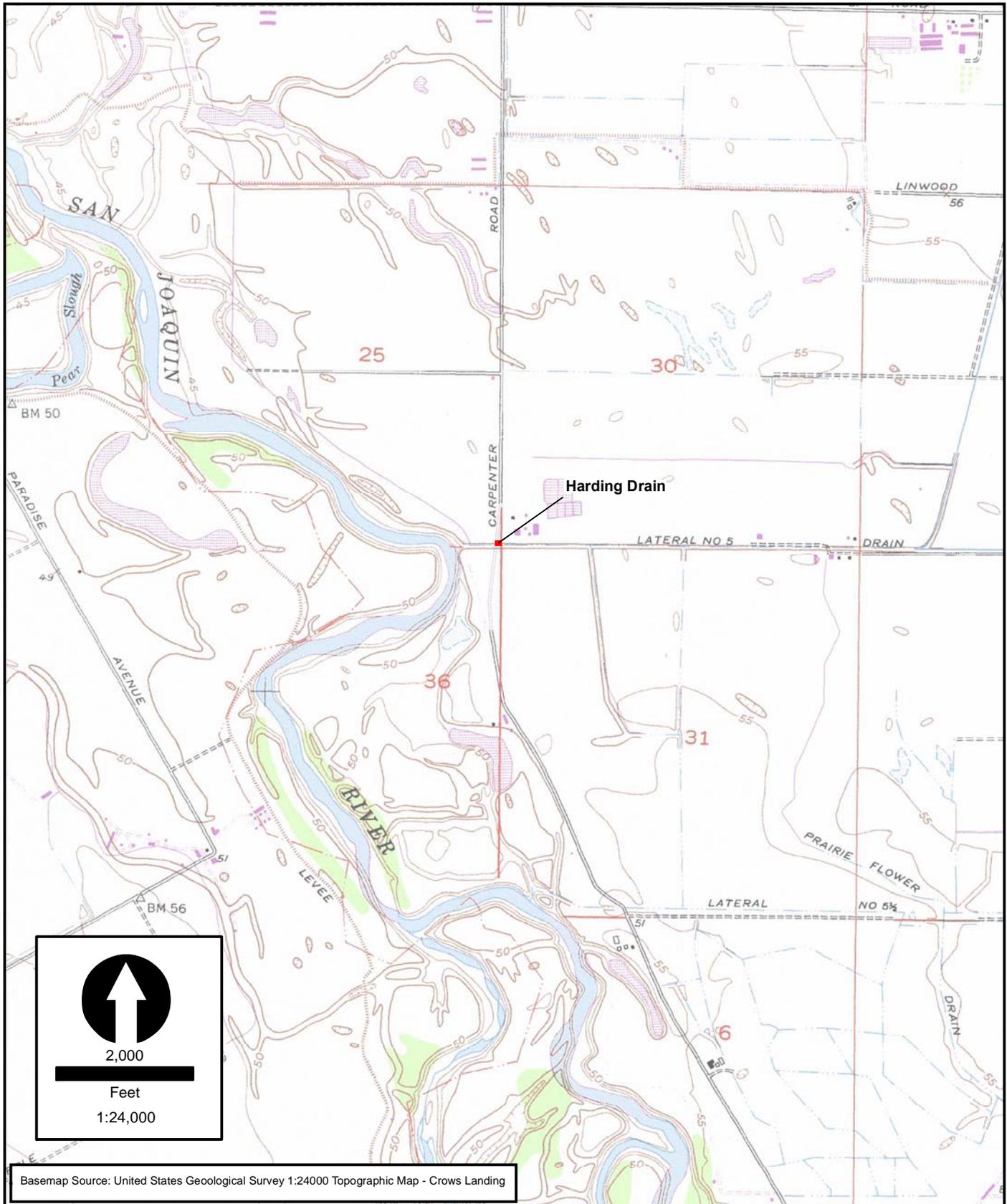
Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

Randy Baysinger, General Manager, TID, personal communication, 2009.

# LOCATION MAP



Basemap Source: United States Geological Survey 1:24000 Topographic Map - Crows Landing