

### 3.14 HISTORIC RESOURCES

This chapter provides a summary of study methods and offers a discussion of federal, state and local regulatory context and criteria for evaluating the historic significance of properties in the proposed project area. The historic buildings, structures, and setting, the basis for the Area of Potential Effects (APE) definition of architectural resources, and a summary of historic resources in the proposed project follow. Finally, the impacts on historic resources are identified and appropriate mitigation measures are recommended for potentially significant impacts. Further details are contained in the *Historic Resources Technical Report for the Sonoma-Marín Area Rail Transit (SMART) Project* (Garcia and Associates, 2004).

#### 3.14.1 Regulatory Setting

##### Federal Regulations

Section 106 of the National Historic Preservation Act (NHPA) requires that prior to the onset of any undertaking, a federal agency - in this case the Federal Transit Administration (FTA) or the U.S. Army Corps of Engineers for the Section 404 permit - must take into account the effects of a project on historic properties, and provide the Office of Historic Preservation (OHP) an opportunity to comment. Regulations regarding compliance with Section 106 state that although the tasks necessary to comply with Section 106 may be delegated to others, the lead federal agency is ultimately responsible for ensuring that Section 106 is fully executed.

A historic property is defined as any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. Historic properties include artifacts, records, and remains that are related to and located within such properties. They also can include properties of traditional religious and cultural importance to Indian tribes or Native Hawaiian organizations that meet NRHP criteria. Historic properties eligible for inclusion in the NRHP include both properties formally listed in accordance with regulations of the Secretary of the Interior and all other properties that meet the NRHP criteria.

Cultural resource significance is evaluated in terms of a resource's eligibility for listing in the NRHP (36 CFR 60.4). Eligibility for listing on the National Register of Historic Places is determined using the following criteria:

- The quality of significance in American history, architecture, archaeology, and culture is present in districts, sites, buildings, structures, and objects of State and local importance that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and,
- (a) that are associated with events that have made a significant contribution to the broad patterns of our history; or
  - (b) that are associated with the lives of persons significant in our past; or
  - (c) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
  - (d) that have yielded or may be likely to yield information important in prehistory or history [Code of Federal Regulations, Title 36, Part 60].

Sites less than 50 years of age, unless of exceptional importance, are not eligible for the National Register.

The types of integrity listed above are defined as:

- Location: the place where the historic property was constructed or the place where the historic event occurred.
- Design: the combination of elements that create the form, plan, space, structure, and style of a property.
- Setting: the physical environment of a historic property.
- Materials: the physical elements that were combined or deposited during a particular time and in a particular pattern or configuration to form a historic property.
- Workmanship: the physical evidence of the crafts of a particular culture of people during any given period in history or prehistory.
- Feeling: the property's expression of the aesthetic or historic sense of a particular period of time.
- Association: the direct link between an important historic event or person and a historic property.

### **California Regulations**

Cultural resources are defined by CEQA as buildings, sites, humanly modified landscapes, Traditional Cultural Properties, structures, or objects that may have historical, architectural, cultural, or scientific importance. CEQA states that if a project will have a significant effect on important cultural resources, then alternative plans or mitigation measures need to be developed. However, only significant cultural resources need to be considered in the mitigation plans.

CEQA defines significant historical resources as “resources listed or eligible for listing in the California Register of Historical Resources (CRHR)” (Public Resources Code Section 5024.1). NRHP and CRHR criteria are very similar. A property may be considered “historically significant” by CEQA if it meets the following criteria for listing on the CRHR:

1. It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage; or
2. It is associated with the lives of persons important to California's past; or
3. It embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
4. It has yielded or is likely to yield information important in prehistory or history [Public Resources Code (PRC) Section 5024.1].

As per Title 14, California Code of Regulations Section 15064.5, historical resources are those that are:

- Listed in, or eligible for listing in, the CRHR (Public Resources Code 5024.1, Title 14 CCR, Section 4850 et. seq.);
- Listed in, or eligible for listing in, the NRHP;
- Included in a local register of historical resources, as defined in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code; or
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California, provided the lead agency's determination is supported by substantial evidence in light of the whole record.

The fact that a resource is not listed in, or determined to be eligible for listing in the CRHR, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public

Resources Code) does not preclude a lead agency from determining that the resource may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1.

Any resource determined eligible for the NRHP is also automatically eligible for the CRHR. CEQA also contains a section addressing “unique” archeological resources and provides a definition of such resources (Public Resources Code, Section 21083.2). This section establishes limitations on the cost of mitigation and prohibits imposition of mitigation measures for impacts on archeological resources that are not unique. However, the CEQA Guidelines state that the limitations in this section do not apply when an archeological resource has already met the definition of a Historical Resource [Title 14, California Code of Regulations, Section 15064.5(c)(2)].

### **Local Regulations**

#### **Sonoma County**

The Open Space Element of the *Sonoma County General Plan* includes historic preservation goals under 5.0 Archaeological/Historical Resources. Goal OS-9, is to “Preserve significant archaeological and historical sites which represent the ethnic, cultural, and economic groups that have lived and worked in Sonoma County. Preserve unique or historically significant heritage or landmark trees.”

Objective OS-9.1 supports Goal OS-9: “Encourage the preservation and conservation of historic structures by promoting their rehabilitation or adaptation to new uses.”

Sonoma County has also established a Historic Combining District to protect those structures, sites and areas that are remainders of past eras, events and persons important in local, state or national history, or which provide significant examples of architectural styles of the past, or which are unique and irreplaceable assets to the county and its communities (County Ordinance No. 4643, 1993).

#### **Marin County**

In the *Marin Countywide Plan 2004* (2004) the built environment policies address aesthetic and environmental issues including preservation of cultural and archeological resources. Several of these policies have been implemented through zoning and subdivision laws. Review procedures ensure that proposed developments comply with the County's conservation policies.

Marin County also has combining districts under Title 22 development Code, Chapter 22.14 Special Purpose and Combining Districts; however, nothing has been established specifically for historic resources.

#### **Cloverdale**

The *City of Cloverdale's General Plan* (1994) Conservation and Open Space Element addresses historic preservation: Goal D is to identify, preserve, and enhance the historic and prehistoric cultural resources of Cloverdale. Specific policies related to this goal focus on identification of resources and include:

3. Make an effort to identify historically significant structures, i.e. those with any of the following attributes: representative of a unique style of architecture, typical of a type of architecture considered significant either locally or throughout the state (such as the Victorians of San Francisco), or a structure associated with either an important local or wider-known individual or event important locally or throughout the region.

#### **Healdsburg**

Healdsburg provides for historic preservation with overarching historic preservation goals and specific policies for the railroad depot. *Healdsburg's General Plan Policy Document* (1987) under I. Land Use/Goal E states that:

3. The historic railroad depot is the designated center for Healdsburg. The designation of this facility shall not be deemed to preclude the development of other uses under the General Plan.

Other potential transit facility sites in the community may be considered provided they are minor facilities or support the railroad depot facility use and are based on the results of further planning, circulation and environmental analyses.

Section VI. Cultural and Recreational Resources – also supports historic preservation: Goal D: To preserve and enhance Healdsburg’s historical heritage sites through establishment of policies.

The City of Healdsburg adopted an ordinance in 1987 establishing procedures for the establishment of City designated historic districts, landmarks, and historic buildings. This ordinance was subsequently incorporated into the City Zoning Ordinance adopted in 1998.

### **Windsor**

Similar to other jurisdictions, the *Town of Windsor General Plan (1995)* includes policies which support historic preservation. Chapter 6, Environmental Resources, Part E, Cultural Resources includes the following:

- E.1 Identify and preserve significant cultural or historical sites or structures within the Town.
- E.2 Promote public awareness of and support for historic preservation, and encourage both visual and physical access to historic properties, whenever appropriate.

### **Santa Rosa**

Recognizing the value of Santa Rosa's historic resources, the City Council adopted a Preservation Ordinance in 1988 and created the City's Cultural Heritage Board. Santa Rosa's on-going support of preservation planning is also expressed in the City's General Plan which includes a separate Preservation Element, Element 11, Historic Resources, in the City of Santa Rosa's 2020 General Plan. Railroad Square is called out as an example of an historic landmark.

The Santa Rosa Zoning Code, Title 20, provides for an Historic (-H) Combining District (20-28.040) “to preserve and/or enhance neighborhood character and residential privacy within designated historic districts by establishing height limits for structures proposed within the combining district that are more restrictive than the height limits of the primary zoning district.”

### **Rohnert Park**

In support of historic preservation, *The City of Rohnert Park General Plan (2000)*, Section 6.1, Historic and Archaeological Resources, policy (EC-A) is to “Conserve historic and archaeological resources for the aesthetic, educational, economic, and scientific contribution they make to Rohnert Park’s identity and quality of life”. Although Rohnert Park’s Zoning Ordinance does not address historic resources specifically, all development projects involving either new building construction and/or the significant remodeling of existing structures require architectural and design review.

### **Cotati**

The City of Cotati has developed around a hexagonal central plaza (a registered historical landmark). In the *City of Cotati General Plan (1990)*, historic preservation focused on this plaza and on general design guidelines to preserve Cotati’s community identity.

### **Petaluma**

The *Central Petaluma Specific Plan (2003)* addresses historic preservation within the Specific Plan area through policy direction, as well as providing a survey of potential resources. More specifically it says:

- Objective 2: Preserve the industrial and commercial complex of structures, including the resources within the Petaluma Historic Commercial District.

**Novato**

The City of *Novato General Plan (2003)* in Chapter IX, Community Identity, includes the following policy in support of historic preservation:

CI Policy 31 Historic Buildings, Sites and Districts. Identify, recognize and protect sites, buildings, structures and districts with significant cultural, aesthetic and social characteristics which are part of Novato's heritage.

The Downtown Specific Plan further supports the General Plan through its Design Guidelines.

**San Rafael**

In the *City of San Rafael General Plan 2020 (2004)*, historic preservation elements can be found under the goals for Culture and Arts. Goal 26: Protected Cultural Heritage, states, "It is the goal for San Rafael to have protected and maintained historic buildings and archaeological resources as part of San Rafael's cultural heritage."

The City of San Rafael also has adopted an historic preservation ordinance and within the Title 14, Zoning, provides for project review criteria (14.25.050) under Architecture. "The design should be sensitive to and compatible with historic and architecturally significant buildings in the vicinity, and should enhance important community gateways, view corridors and waterways as identified in the general plan."

**Larkspur**

In the *City of Larkspur General Plan (1990)* Chapter 3, Community Character, Goal 3 is to: Assure the survival of Larkspur's special "sense of place." Larkspur's heritage preservation program establishes a framework for the identification, establishment, and protection of sites, structures, and artifacts of architectural, historical, archaeological (see next section) or cultural significance.

**3.14.2 Environmental Setting**

The most obvious historic resource within the corridor is the Northwestern Pacific Railroad (NWP) roadbed. Over fifty historic resource locations, which include stations, stops, sidings, junctions, wyes, railroad sections and other features, have been identified along the line. Many of these identified locations along the line were named after a prominent landmark or business, even though the train may not have stopped there. Other common NWP railroad structures and features include trestles, culverts, tunnels, bridges, switches, sidings, spurs, whistle posts, telegraph poles, call boxes, a turntable and stations/depots. In addition, other historic resources are located nearby or within the railroad right-of-way. These resources include winery buildings, residences and rural structures like barns and fishing related buildings. Table 3.14-1 presents important historic resources within or adjacent to the project corridor that are listed or potentially eligible for the NRHP, CRHR, or local status.

**TABLE 3.14-1  
HISTORIC RESOURCES IN OR ADJACENT TO THE PROJECT CORRIDOR  
OR PROPOSED IMPROVEMENTS**

Name	Register Status
<b>Asti</b>	
Redwood Empire Mill 26800 Asti Road	Appears eligible for CR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.
Swiss-Italian Colony Asti Station	California State Landmark No. 621
<b>Geyserville</b>	
Nervo Winery 19585 South Geyserville Road	Appears eligible for NR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway. Langhart Museum/City of Healdsburg inventory 1983.

Name	Register Status
Railroad Avenue/Crowell and Walden street residences	Appears eligible for CR both individually and as a contributor to a CR eligible district through a survey evaluation. Intact rows of Folk Victorian and Craftsman style residences adjacent to bicycle/pedestrian pathway.
<b>Healdsburg</b>	
Simi Winery 16275 Healdsburg Ave	Appears eligible for NR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway. Langhart Museum/City of Healdsburg inventory 1983.
Olivetto Winery 845 Healdsburg Avenue	Appears eligible for NR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway. Langhart Museum/City of Healdsburg inventory 1983.
Healdsburg Chamber of Commerce Building 217 Healdsburg Ave.	Appears eligible for NR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway. Langhart Museum/City of Healdsburg inventory 1983.
Healdsburg Russian River Railroad Bridge	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated.
Healdsburg Station and Freight Depot	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated. PAR 2001
The Healdsburg Turntable	Appears eligible for NR as an individual property through survey evaluation.
Healdsburg Ward Street Historic District Railroad Ave./Adeline/Ward Streets	Contributor to a district that is listed or designated locally. Adjacent to bicycle/pedestrian pathway. Previously evaluated.
Roma Winery/Sunsweet prune packing 128 Mill Street	Individual property that is listed or designated locally. Langhart Museum/City of Healdsburg inventory 1983.
Roma Vista Winery 420 Hudson Street	Individual property that is listed or designated locally. Langhart Museum/City of Healdsburg inventory 1983.
<b>Santa Rosa</b>	
Warehouse 7 College Avenue	Appears eligible for CR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.
Santa Rosa North Railroad District (eight buildings) 802 Donahue Street, 806 Donahue Street, 812 Donahue Street, 807 Ripley Street, 21 West Seventh Street, 625 Wilson Street, 717 Wilson Street, 99 Sixth Street	May become eligible for separate listing in the National Register when one of the following occurs: 4S1-the property become old enough to meet the Register's 50-year requirement. Previously evaluated (in 1989 with 1997 as eligible date). 3S: Appears eligible for NR as an individual property through survey evaluation.
Historic Residence 769 Wilson	Appears eligible for CR or City Register as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.
Santa Rosa Depot Park Wilson Street	NRHP listed
Santa Rosa Station 4 <sup>th</sup> Street	NRHP listed (38 district contributors)
Santa Rosa Warehouse 46 West 6 <sup>th</sup> Street	NRHP listed
Redwood Feed and Milling Co. 1 Sebastopol Ave.	Appears eligible for CR as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.

Name	Register Status
<b>Penngrove</b>	
Historic flatiron-style hotel 10056 Main Street	Appears eligible for CR or Sonoma County register as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.
Redwood Montessori School 11051 Main St.	3CS: Appears eligible for CR or Sonoma County register as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.
Railroad freight warehouse 11790 Main St.	3CS: Appears eligible for CR or Sonoma County register as an individual property through survey evaluation. Adjacent to bicycle/pedestrian pathway.
<b>Petaluma</b>	
Gothic Revival Cedar Park Grove House Petaluma City Park	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated
Sobrantes House 421 E. Washington Street	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated.
Poultry Producers Cooperative 323 E. Washington Street	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated.
Burdells Creamery 405 E. D Street	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated.
NWP RR downtown segment along Copeland Street	Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing. Previously evaluated.
Petaluma Station Lakeville Street	City of Petaluma register Appears eligible for NR as an individual property through survey evaluation. Previously evaluated.
Petaluma/Santa Rosa car barns and depot 228 Weller	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated.
Old East Petaluma District Worker homes (six) East D, Edith, Wilson streets	Contributor to a district that is listed or designated locally. Previously evaluated.
Haystack Bridge	Appears eligible for NR both individually and as a contributor to a NR eligible district through survey evaluation.
<b>Petaluma-Novato</b>	
Rail section from Novato north to Petaluma (Haystack M.P. 36.7 to Burdell M.P. 31.3). Includes trestles, poles, culverts, siding, and signal lights.	Appears eligible for NR as a contributor to a NR eligible district through survey evaluation.
Petaluma River delta fishing shack	Appears eligible for CR or Sonoma County register as an individual property through survey evaluation.
<b>Novato</b>	
County Engineer's house 868 Railroad Ave	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.

Name	Register Status
DeBorba House 900 Railroad Avenue	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
Augere Hiribarren House 904 Railroad Avenue	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
Samuels House 906 Railroad Avenue	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
Oliver House 910 Railroad Avenue	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
Yelmorini Building (flatiron) 701 Scott Court	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
Yelmorini House 705 Scott Court	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
Novato passenger depot Railroad Avenue	Locally significant both individually (listed, eligible, or appears eligible) and as a contributor to a district that is locally listed, designated, determined eligible or appears eligible through survey evaluation. City of Novato Historic District.
<b>San Rafael</b>	
Marin County Civic Center Civic Center Drive	NRHP listed
San Rafael railroad station 930 Tamalpais	Appears eligible for NR as an individual property through survey evaluation. Previously evaluated
Barrel House 927 Tamalpais	Individual property that is eligible for local listing or designation. Previously evaluated.

### **Railroad Structures**

Sixteen modern and vintage bridges, 55 trestles, 75 culverts, 22 spurs, one turntable, 31 switches, 38 communication/signal facilities, 100 historic telegraph poles, and various crossing markers are present along the main line from Cloverdale to Larkspur. These railroad structures on the NWP vary in age, type, and design. Three railroad structures, including the Healdsburg Railroad Bridge, Petaluma Haystack Bridge, and Healdsburg turntable are significant historical resources. In addition, a section of the NWP line from Novato north to Petaluma (Haystack M.P. 36.7 to Burdell M.P. 31.3), including

trestles, telegraph poles, culverts, siding, and signal lights appears to be eligible for the NRHP as a historic district.

### Modern Bridges

Two modern reinforced concrete bridges are found within the rail right-of-way. These bridges exhibit 1970s-1990s bridge construction techniques, and have replaced earlier bridges or trestles. They represent the latest addition and upgrades performed along the corridor before it ceased full-time freight rail operations.

### Vintage Bridges

Vintage bridges, both fixed and moveable, are represented within the rail right-of-way. Fixed bridges are stationary, while moveable bridges move to accommodate water traffic. Vintage-era bridges still in operation are rare in the West. The majority of American vintage railroad bridges are located in Pennsylvania. In California, significant examples of railroad bridges include the following:

- Mountain Queries Company Railroad Bridge (1911)-Placer County
- Central Pacific Line between Sacramento and Reno (1869-1945)
- Napa River Bridge-Sonoma County
- Union Pacific Santa Anna River Railroad Bridge (1904)-Riverside County

**Moveable Bridges.** One swing railroad bridge is located within the rail right-of-way in Petaluma. The Haystack Landing Bridge is located immediately south of Petaluma at the Petaluma River crossing. The American Bridge Company constructed the bridge in 1901 and it represents one of the firm's earliest bridge projects. The American Bridge Company was a significant early twentieth century firm. Aided by its affiliation with U.S. Steel, the company gained national prominence. This bridge is a variant of a Howe Truss bridge. A center tower pivots from two Howe Truss spans that extend outward. Cables connect the spans and the center tower for greater structural support. The bridge is permanently held open to allow boat traffic to pass.

In California, the truss bridge was the dominant nineteenth-century railroad bridge until it fell out of favor by the 1930s (Mikesell, 1990). Swing bridges were once located in 78 locations in California with most of them constructed between 1890 and 1915 and, subsequently removed between 1915 and 1950. The Haystack Bridge is one of eight surviving California railroad swing bridges. Not all of these bridges are of the same architectural design. At least one is a pony plate girder swing bridge and not a Howe Truss bridge like the Haystack Bridge (Winn, 1995).

**Fixed Bridges.** The most prominent fixed bridge style in the rail right-of-way is the Russian River Bridge south of Healdsburg. This bridge is a steel Subdivided Warren Truss style structure built in 1901, the sole example of this style on the NWP. It has a timber pile trestle leading up to the steel bridge deck and superstructure on both sides. The substructure consists of four concrete piers that support the bridge.

Another type of fixed historic bridge in the SMART corridor is the simply constructed continuous span bridge with a steel I-beam. Some have concrete pier substructures for support while others do not. Similarly, some bridges have pedestrian catwalks with cable handrails while others do not have this feature. Three of the seventeen bridges are this type. These types of bridges can be as small as 10 to 15 feet or traverse a much broader expanse.

The third type of fixed railroad bridge found in the SMART corridor is the pre-stressed, pre-cast (PSPC) concrete bridge. This bridge type consists of a concrete deck that can be open or ballasted. It is narrower at the bottom and flares out at the top providing a walkway on either side of the tracks. It can continuously span a feature or have concrete piers to support the deck. It can also vary in size depending on the feature to be bridged. Eight of the 17 bridges in the corridor are PSPC bridges.

The last fixed type of bridge found in the corridor is the pony plate girder bridge. This type of bridge consists of an open deck enclosed on two sides by upright metal girders. Knee braces are present where the girders and deck meet for added support and to prevent deflection. Within the right-of-way, this type of bridge is a continuous span with substructure supports at either end.

### **Trestles**

The SMART corridor includes 55 trestles along the main line from Cloverdale to Larkspur. Trestles differ from bridges in that they provide no pedestrian features such as catwalks. The trestles represent standardized railroad civil engineering features. The trestles vary in size from ten feet to several hundred feet in length. The substructure of the trestles is mainly composed of timber pilings with a few exceptions. The deck of the trestles are mainly composed of wood, with a few composed of metal.

While some trestles have steel cables for rails, the main structural element is timber. Modern rail trestles are constructed entirely of concrete and steel, and the vintage NWP trestles recall when timber dominated trestle construction. Many of these trestles are constructed of local materials such as redwood or Douglas fir. The timbered pile trestle is most common throughout the corridor. This trestle type is supported by three or more wooden support bents (or towers) of timbered piles, with a certain number of separate wooden piles in each tower. The outer two piles in each tower are slanted as they meet the ground for added ability to support the weight of the train and cars. Heavy planks, placed parallel under the steel rails, are bolted to the cap. Timbered "X" braces are installed between bents to provide added support.

### **Spurs**

Spur tracks are short sections of railroad line that diverge from the mainline and terminate at properties along the mainline. Spurs served nearby businesses and were also used by the railroad to store excess cars and equipment along the line. While the spurs remain along the mainline, most no longer accommodate the businesses for which they were originally built. However, these spurs do provide information about the relative importance and/or wealth of businesses or industries adjacent to the line in previous times. In cases like the Asti Winery, spurs ran through their warehouses so the trains could be loaded directly. Lumber mills along the line had spurs running to their operations to accommodate the large quantities of material. Eventually, these spurs were abandoned as automobile (truck) traffic became cheaper and more efficient.

### **Turntables**

At least three turntables were located within the NWP corridor between Cloverdale and San Rafael: one in Cloverdale; one in Petaluma; and one in/near Healdsburg. Currently, the only turntable that still exists within the right-of-way is near Healdsburg.

### **Stations**

Stations or depots along the NWP line vary in type and pattern. Their size and design historically depended on how much potential traffic was expected at each location and the expected function (i.e., freight versus passenger). Some stops were just signposts with trains only rarely stopping for passengers. At least twenty locations were identified to have platforms or stations (Stindt, 1964). Of those twenty locations, some were simple platforms and some were enclosed stations with full facilities. Six of these stations are still standing and are located in Asti, Healdsburg, Santa Rosa, Petaluma, Novato, and San Rafael (the Larkspur station is also still standing but is south of the project area). A new station has replaced the former historic Cloverdale Station.

### **Vernacular**

The earliest stations were built of wood in a simple vernacular style, some with Gothic Revival elements. Although some stations, such as the San Rafael Station, were developed at later dates in a more elaborate vernacular style, most stations were simple utilitarian structures. This type of station is illustrated best by the original Novato Station, built in 1875 and the demolished Cloverdale Station. The

board and batten clad stations have medium-pitched, side-gabled roofs with slightly arched Gothic-revival braces supporting the eaves around the entire perimeter. The roof cladding consists of composition shingles. Their rectangular floor plans aligned the long axis with the railroad track. Wall opening styles and operation vary from station to station.

Other vernacular style stations were also built along the corridor. Stations such as Cotati and Fulton illustrate this type of station. The tongue-and-groove clad stations had medium-pitched hipped roofs clad with composition shingles, some with braces under the eaves. Their rectangular floor plans rested on indeterminate foundations.

Another vernacular style station along the line is the Santa Rosa station. The 1904 Santa Rosa station replaced the original 1870 wood station. The 1904 station is unlike any others in the project area. It was built of locally quarried stone. The stone walls are surrounded on all sides by stone pillars that support the irregularly hipped roof, which is clad with composition shingles. A dormer is present on the façade facing the track. The irregular floor plan rests with its long axis parallel to the tracks.

### **Mission Revival**

In most cases, these vernacular style stations were replaced by newer stations built in the popular Mission Revival style in the early twentieth century. The use of the Mission Revival style was part of an overall marketing effort by the railroads to promote western tourism. Red tile roofs, stucco, and elaborate arches are typical of stations built in this style.

Additionally, a particular type of minimalist Mission Revival station appears in two cases on the line. At least two stations, Healdsburg and Novato, are virtually identical in design. The stucco-clad stations have a hipped composition shingle-clad roof with façade exhibiting a small parapet. This type of station has a rectangular floor plan with the long axis paralleling the track. An arched doorway faces the track with recessed patios to either side supported by a single post.

### **Tunnels**

Two tunnels, both near San Rafael, are located in the study area. The first, at MP 15.7 south of San Rafael, is the 1,106-foot long California Park Hill Tunnel No. 3, constructed in 1884 and refaced in 1924. This tunnel dates to the nineteenth century; however, the tunnel was determined ineligible for inclusion on the NRHP (JRP, 2004).

The second tunnel is the Puerto Suelo Tunnel No. 4 at milepost 18.16 north of San Rafael. The 1,350-foot long tunnel burned in the 1950s and the NWP reconstructed the structure in 1959. As a result, the historical integrity of this tunnel has been lost.

#### **3.14.3 Significance Criteria**

Impacts on CRHR eligible resources, or resources listed on local registers, constitute a significant effect on the environment if the project may cause a substantial adverse change in the significance of a historical resource.

As per Title 14, CCR, Section 15064.5(b)(1), physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired would trigger a finding of substantial adverse change. "Materially impaired" indicates that the historical resource will be demolished or the physical characteristics of the resource that made the resource eligible will be adversely altered such that the resource would no longer be eligible for the CRHR nor listed in a local historical register [Title 14, California Code of Regulations, Section 15064.5(b)(2)].

#### 3.14.4 Impact Assessment Methodology

A study area was first delineated to guide background research and field surveys. The architectural history study area was initially defined as the NWP railroad right-of-way as well as the parcels adjacent to, and including, the proposed station sites.

The preliminary APE was defined in consultation with the State Historic Preservation Officer (SHPO) based on the following reasoning. Since the railroad predates much of the built environment, as buildings were built and towns expanded, the railroad was always a part of the built environment defining settlement patterns in and adjacent to the project corridor. Resumption of passenger rail service would not be a new use of the corridor, so visual impacts on these buildings are not anticipated. Additionally, because the use of the corridor would essentially remain the same, new physical impacts based on usage are not anticipated. The NWP right-of-way corridor is a sufficient APE for architectural resources along most of the study corridor.

At the proposed station locations, the APE is expanded to include all adjacent parcels because in many cases new construction may occur where it could visually and physically impact the historic integrity of any buildings or structures. A one-parcel buffer around station sites was established. Visual impacts on historic resources are an important aspect to consider because the viewshed can be significantly degraded if improper types of building materials are used.

Consultation with SHPO resulted in criteria for definition of the architectural APE for the proposed bicycle/pedestrian pathway and safety structure. In locations where a bicycle/pedestrian pathway and a five to eight-foot tall solid safety structure are proposed, the architectural APE comprises historic buildings immediately adjacent to the railroad right-of-way, plus other potentially significant buildings that could be visually impacted for a distance of up to 150 feet.

A record search was conducted at the Northwest Information Center (NWIC) of the California Historical Resources Information System (CHRIS) for information regarding previous cultural resource surveys and recorded sites and historic architecture.

Previous survey reports, historic resources records, historic maps, NRHP listings, California Bridge Inventory, California Points of Historical Interest, California Historic Landmarks, Historic Property Data File, and other applicable material was compiled from the NWIC. All studies and recorded historic buildings and structures within ¼-mile of the rail line also were compiled.

Local historical societies and other organizations were consulted for information regarding the proposed project. These organizations include:

- Marin County Historical Society
- Northwestern Pacific Railroad Historical Society
- Sonoma County Museum
- Petaluma Historical Museum and Library
- Windsor Historical Society
- Healdsburg Historical Society
- The Novato History Museum and Archives
- Bancroft Library, UC Berkeley
- California State Railroad Museum and Archives

Due to the narrow corridor, it was determined that a single-transect pedestrian survey performed by certified historians and historical archaeologists along the center of the alignment was adequate for the discovery of railroad-related architectural resources. At the proposed station locations, survey personnel

examined both the parcel of the proposed station or existing depot, as well as all parcels adjacent to the station parcel. For resources noted to exist along, but outside, the railroad alignment, the decision to record such resources was made based on a practical “in the field” estimate of the age of the resource. This was generally done when assessing historic buildings with the potential for visual impacts resulting from the proposed bicycle/pedestrian safety structure. Access to these resources was restricted because they were located on private property, and complete recordation was not possible.

### 3.14.5 Impact Summary

Potential long-term impacts include permanent loss of historic cultural landscape and historic district visual values, vibration damage to historic masonry buildings, and historic bridge removal. Through implementation of the mitigation measures identified below, impacts on historic resources would be reduced to a less than significant level. Based on the assessment of the proposed project in combination with other projects there would not be a significant cumulative impact on historic resources.

### 3.14.6 Impacts and Mitigation Measures

#### Construction-Related Impacts

#### **Impact HR-1: Disturbance of historic Healdsburg Station turntable could occur as a result of construction activities. (Significant mitigable)**

Project construction activities associated with grading to establish a staging area in Healdsburg and continued use of the area by construction workers could impact the historic turntable. The staging area would be located immediately adjacent to the turntable at MP 67.8, but outside the area of effect. The turntable is potentially significant because it is the only extant historic turntable remaining along the SMART right-of-way and it retains integrity. Although the proposed project includes a worker orientation program to summarize relevant laws and regulations and review applicable avoidance and minimization measures, activities by construction workers such as parking automobiles and possible intentional or unintentional vandalism could occur at the site.

**Mitigation Measure HR-1:** Exclusionary plastic mesh fencing shall be installed and maintained to prohibit equipment from impacting the structure.

#### Long-Term Impacts

#### **Impact HR-2: Inappropriate rehabilitation techniques could affect the historic Healdsburg Station. (Less than significant)**

The historic Healdsburg Station (ca. 1928) was determined to be potentially eligible for the NRHP by PAR Environmental in 2001. The station site would be renovated to serve the proposed passenger rail line. However, the proposed project does not include any work on the historic structure itself. Sonoma County Transit is in the process of building a transit center and park and ride lot adjacent to the historic Healdsburg Depot. As part of this separate Sonoma County Transit project, the exterior of the depot is being repaired and upgraded following review and approval by the California Historic Preservation Office. Although water and electrical stub ends to the building would be provided as part of the proposed project, no internal renovation of the depot is planned at this time. The minor modifications proposed as part of the SMART project would not result in any significant effects on this historic station.

#### **Impact HR-3: Proposed changes to the Santa Rosa Railroad Square Station landscaping could affect the historic character of the Railroad Square District. (Less than significant)**

Extensive rehabilitation efforts have taken place in this National Register District and building and site treatment is governed under Secretary of the Interior Guidelines and City of Santa Rosa Community Development Design Guidelines Section 4.7 “Historic Districts.” The district consists of several historic stone buildings and wood-clad warehouses. Improvements as part of the proposed project would not

involve any changes to existing structures, but would involve construction of platforms, access, and other ancillary facilities such as a bicycle station. Consultation and coordination with the City of Santa Rosa regarding the design of station facilities will ensure that any adverse impacts are less than significant. Additional mitigation, though not required, is suggested below to further minimize any potential impacts.

**Mitigation Measure HR-2:** Any new street furniture, train platform, or shelters shall be sympathetic to the local historic character, landscaping spatial patterning, and designed in concert with the Community Development Department City Cultural Heritage Board. The City's historic district fencing guidelines shall be consulted in the proposed bicycle/pedestrian pathway designs.

**Impact HR-4: Inappropriate rehabilitation techniques could affect the historic Petaluma Station.**  
(Less than significant)

The historic Petaluma Station has been rehabilitated by the City of Petaluma. Future renovations related to the proposed project would be limited to minor retrofitting, addition of street furniture and construction of the two proposed train platforms. Any potential adverse impacts could be further reduced through the following measure.

**Mitigation Measure HR-3:** Any proposed rehabilitation, changes, alterations and additions shall comply with City of Petaluma policy which requires conformance with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring and Reconstructing Historic Buildings. Use of these guidelines shall be consulted for any proposed street furniture and construction of the two proposed train platforms.

**Impact HR-5: Railroad construction would affect historic features associated with a section of trackwork that retains integrity.** (Significant mitigable)

A 5.4 mile section from the Burdell Siding MP 31.3 to the Haystack Landing Swing Bridge MP 36.7 appears potentially eligible for the NRHP at the local level due to its intact setting, materials, and design. This track portion would be affected by the new track work. Implementation of the mitigation measure below would reduce this impact to a less than significant level.

**Mitigation Measure HR-4:** Prior to construction, a report shall be prepared by a professional architectural historian and shall be accompanied by requisite sets of large format camera Historic American Landscape Survey (HALS) Level II black-and-white 8-by-10 inch archival quality prints produced by a professional photographer. A minimum of twenty views shall be documented (five landscape perspectives at one-mile intervals, trestle profiles, culvert profiles, and telephone pole alignments) and two sets of prints, plus the report, shall be sent to the California State Library in Sacramento and the Petaluma Museum. The report and accompanying photography would provide a permanent record of this section of the former NWP track and right-of-way. This record would preserve the historic information and context for this section of track.

**Impact HR-6: Proposed rehabilitation of the Russian River Railroad Bridge could impact the integrity of the bridge.** (Significant mitigable)

The Russian River Railroad Bridge is potentially eligible for the NRHP and its proposed rehabilitation could be a significant impact. This bridge requires a formal SHPO determination of eligibility. Retaining the bridge through rehabilitation using Secretary of the Interior Guidelines and Standards would reduce this impact to a less than significant level.

**Mitigation Measure HR-5:** The following shall be conducted prior to any rehabilitation effort: a report shall be prepared by a professional architectural historian and shall be accompanied by requisite sets of large format camera Historic American Engineering Record (HAER) Level II black-and-white 8-by-10 inch archival quality prints taken by a professional photographer. A

minimum of twelve views shall be documented (two profiles, two centerline shots, four abutment shots, and four engineering details) and two sets of prints shall be sent to the California State Library in Sacramento and the Healdsburg Museum. Measured drawings shall be prepared of the structure under the supervision of a qualified architectural historian. After this effort, the bridge shall be rehabilitated using Secretary of the Interior Guidelines and Standards. The new concrete members shall be colored to match the existing metal to lower the visual impacts to less than significant levels.

**Impact HR-7: Proposed replacement of the Petaluma River Haystack Bridge would affect the significance of this historical resource. (Significant mitigable)**

Replacement of the bridge could be a significant impact since the bridge is potentially eligible to the NRHP for its engineering design and use of materials.

**Mitigation:** Implementation of Mitigation Measure HR-2, with the exception that a set of prints and drawings be sent to the Petaluma Museum. The following additional mitigation measure should be required:

**Mitigation Measure HR-6:** Advertisements shall be placed in local newspapers, and historical advocacy groups that may be interested in acquiring the bridge shall be contacted. Arrangements shall be made for the relocation of the historic structure with its subsequent rehabilitation and adaptive re-use at its new site, including compliance with all State Historic Building Code requirements. Should efforts to relocate the structure fail, one or more of the following actions should be implemented to mitigate the loss:

1. Commemoration of the structure with an enclosed display of text and photos designed by a local professional historical consultant to be placed on the passenger cars at the primary entrance, or alternatively at the Petaluma Station.
2. Salvage of significant materials of the historic structure for conservation in a historical display located at the former bridge site.
3. Incorporation of the historic structure's operator's cab and truss system into the design of the new bridge.

**Impact HR-8: Proposed bicycle/pedestrian pathway safety structures could cause adverse visual impacts on adjacent historic resources. (Significant mitigable)**

Impacts from the proposed bicycle/pedestrian pathway are associated with construction of the bicycle/pedestrian pathway safety structure. Adjacent property owners and local governments would be consulted regarding what materials should be utilized for the proposed bicycle/pedestrian safety structure. The following list describes portions of the alignment where a safety structure would be built near historic resources. For additional discussion of visual impacts, refer to Section 3.14, Visual Quality.

- **Cloverdale and Asti Road to Healdsburg.** Three wineries have been determined to be potentially designated as Sonoma County landmarks or otherwise hold CRHR/NRHP significance. Of these, two would be adjacent to or near new safety structures: Chianti (MP 78.8), and Asti (MP 81-81.5).
- **Nervo to Geyserville.** The Nervo Winery has previously been found eligible and is within the APE. A potential residential historic district is located in Geyserville, bound on the south by Railroad Avenue, and crossed (east-west) by Crowell and Walden streets.
- **Healdsburg.** The Olivetto Winery in Healdsburg is within the APE and has been found eligible for inclusion on the local register.
- **Santa Rosa.** A warehouse at 7 College Avenue appears eligible for the CR as an individual property through survey evaluation.

- **Penngrove.** Three buildings appear eligible for the California Register or Sonoma County register. These include a historic flatiron-style hotel at 10056 Main Street, the Redwood Montessori School at 11051 Main Street, and a railroad freight warehouse at 11790 Main Street.
- **Novato.** Eight properties are listed in the City of Novato Historic District. They include the County Engineer's house at 868 Railroad Avenue, DeBorba House on 900 Railroad Avenue, Augere Hiribarren House on 904 Railroad Avenue, Samuels House at 906 Railroad Avenue, Oliver House on 910 Railroad Avenue, Yelmorini Building (flatiron) at 701-705 Scott Court, and the Novato passenger depot on Railroad Avenue.
- **San Rafael.** The San Rafael railroad station (The Whistlestop) on 930 Tamalpais appears to meet the National Register significance criteria as an individual property. The Barrel House at 927 Tamalpais is eligible for a local historic district designation.

Implementation of the following mitigation measure for the proposed bicycle/pedestrian pathway safety structures would reduce impacts on historic resources to less than significant levels.

**Mitigation Measure HR-7:** Where tall safety structures are required in close proximity to historic resources, design safety structures similar to the surrounding historical landscape. For example, structures should be built with similar materials (e.g., horizontal wooden planks and vertical wooden posts near historic wooden structures or brick near historic brick buildings). Adjacent property owners and local government shall be consulted about the design details of the safety structures and landscaping, safety structures should be consistent with applicable local historic preservation policies and guidelines.

### **Cumulative Impacts**

CEQA describes cumulative impacts as two or more individual impacts which, when considered together, are substantial or which compound or increase other environmental impacts. The purpose of a cumulative study is to define the "incremental impact of the project when added to other, closely related past, present, or reasonably foreseeable future projects" that can cause "individually minor but collectively significant projects taking place over a period of time (CEQA Guidelines Section 15355). Impacts on historic resources tend to be site-specific and are generally assessed on a case-by-case basis. However if a project were to result in development features or changes to existing environmental conditions that are incompatible with historical resources that exist within the vicinity of the project site, a potentially significant cumulative impact on historical resources could result.

A review of 29 recent or proposed projects within this proposed project's vicinity did not identify any significant cumulative impacts on historical resources. However, two of the proposed projects in the vicinity of historic buildings and structures related to this project would contribute to the cumulative impacts. These projects include the Santa Rosa Square Station transit-oriented development, Santa Rosa – a 5.4-acre site proposed for housing, retail, commercial, and public open space, and the Petaluma Depot Station transit-oriented development – a 6.0-acre commercial and residential development. With the incorporation of appropriate mitigation measures, project impacts would be mitigated, and the cumulative impacts to historic resources would not be significant. Appropriate mitigation would consist of a review of the final designs for the two TOD projects by a qualified architectural historian for consistency with this historic resources document and the U.S. Secretary of the Interior's standards. The addition of this mitigation measure would result in a reduction of potential impacts to historic resources within the project vicinity to less than significant levels.