

# **HISTORIC PROPERTY SURVEY REPORT**

## **HIGHWAY 101 OVERCROSSING PROJECT**

### **PALO ALTO, SANTA CLARA COUNTY, CALIFORNIA**

### **COUNTY POST MILE SCL 50.684**

California Department of Transportation

District 4 - Oakland

**EFIS No. 0413000094**

**EA No. 4H1300**

March 2017

**Prepared by**

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Principal Investigator

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Consultant to  
David J. Powers & Associates, Inc. and the City of Palo Alto

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**HISTORIC PROPERTY SURVEY REPORT****1. UNDERTAKING DESCRIPTION AND LOCATION**

District	County	Route	Post Miles	Unit	E-FIS Project Number	Phase
4	Santa Clara	101	SCL 50.684		0413000094	
District	County	Federal Project Number. (Prefix, Agency Code, Project No.)		Location		
		4H1300		Highway 101 in Palo Alto		

**Project Description:**

The City of Palo Alto (City) has retained Environmental Science Associates (ESA) to complete a Historic Property Survey Report (HPSR) and a supporting Archaeological Survey Report (ASR) for the proposed Highway 101 Bicycle and Pedestrian Overcrossing Project (“Overcrossing Project” or “proposed project”). The proposed project consists of the construction of a year-round pedestrian/bicycle overcrossing of U.S. 101 at Adobe Creek in the City of Palo Alto. The proposed project is in the immediate vicinity of Highway 101 County Post Mile SCL 50.684, and would be located adjacent to and above Adobe Creek and Barron Creek, West Bayshore Road, and East Bayshore Road. A portion of the project is also located within the Palo Alto Baylands Nature Preserve. **Figure 1** (provided in **Exhibit 1** of this HPSR) shows the project’s regional location as shown on the Mountain View, California USGS 7.5-minute topographic quadrangle in the unsectioned Rancho Rincon de San Francisquito land grant (projected Township 6 South, Range 2 West, Section 5). **Figure 2** (provided in **Exhibit 1** of this HPSR) shows the project Area of Potential Effects (APE).

The City Public Works Department is the project proponent and the City Department of Planning & Community Environment is the Lead Agency under CEQA. Caltrans is acting as the federal Lead Agency under the delegated authority of the FHWA. The project would be completed in compliance with the January 2014 *First Amended Programmatic Agreement Among the FHWA, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and Caltrans Regarding Compliance with Section 106 of the NHPA, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (the PA). In accordance with Section 106 and the Caltrans PA, the purpose of the HPSR and supporting ASR is to identify and record any historic properties (including architectural and archaeological resources) within the project APE.

**Project Description**

The proposed project consists of the construction of a year-round, grade-separated, shared bicycle and pedestrian bridge over U.S. 101 and East and West Bayshore Roads at Adobe Creek; construction of sidewalk and bikeway improvements along West Bayshore Road; and construction of an approximately 800-foot long trail along the east side of Adobe Creek between U.S. 101 and East Meadow Drive. Ancillary improvements to be constructed as part of the new facility would include new signage and striping, sidewalk improvements, retaining walls, fencing, railings, landscaping, utility relocations, amenities, and lighting.

The proposed main pedestrian/bicycle bridge over U.S. 101 would be a bowstring steel truss structure of approximately 165 feet in length that would clear-span the freeway. The structure, which would have a

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total width of 14 feet, would be supported on concrete pier walls located between the freeway and East and West Bayshore Roads. The vertical clearance of the structure over U.S. 101 would be approximately 18.5 feet.

Leading up to the main bridge would be additional steel truss spans over East and West Bayshore Roads, as well as concrete approach ramp structures. The steel truss and concrete ramp on the east side of U.S. 101 would be supported on concrete pier walls. The steel truss on the west side of U.S. 101 would be supported on concrete pier walls, and the concrete approach ramp structure would be supported on oval concrete columns, some of which would be within the existing parking lot for the office building located at 3600 West Bayshore Road. This would require some reconfiguration of the parking lot but no net loss of parking spaces is anticipated.

The ramp on the east side of U.S. 101 would connect to the existing Bay Trail that is located adjacent to East Bayshore Road.

The ramp on the west side of U.S. 101 would connect to a new pedestrian/bicycle bridge over Adobe Creek adjacent to West Bayshore Road. The new bridge would be a single-span, prefabricated steel half-through truss structure approximately 140 feet in length and 14 feet in width. The existing sidewalk would be widened and would connect to the existing bike lane on West Bayshore Road. The sidewalk would also connect to an approximately 800-foot long trail to be constructed along the east side of Adobe Creek between U.S. 101 and East Meadow Drive. Construction of the trail would consist of paving the existing gravel maintenance road that is above the top-of-bank, which is used by the Santa Clara Valley Water District (SCVWD). Trailheads would be constructed at each end. A 2-foot high fence would also be constructed on top of the existing raised floodwall for safety purposes.

**Right-of-Way Requirements**

With one exception, the proposed project will be constructed within the existing public rights-of-way of Caltrans, the City, and the Santa Clara Valley Water District (SCVWD). The exception is that right-of-way will be required from a portion of the existing parking for the office building located at 3600 West Bayshore Road (Assessor's Parcel Number 127-10-076).

**Construction**

Based on preliminary geotechnical recommendations, the bridges would be supported on cast-in-drilled-holes (CIDH) piles that would likely extend to a depth of up to approximately 75 feet. Pile driving is not proposed.

**Staging**

The City has identified a staging area at a nearby, City-owned, parcel on the west side of San Antonio Road, just north of U.S. 101, near the San Antonio Road/Casey Street intersection. The approximately one-acre area is a gravel lot that is presently used for equipment storage and vehicle parking.

**HISTORIC PROPERTY SURVEY REPORT****2. AREA OF POTENTIAL EFFECTS**

In accordance with Section 106 Programmatic Agreement Stipulation VIII.A, the APE for the project was established in consultation with Caltrans District 4 Lindsay Hartman (PQS Lead Archaeological Surveyor) and Fariba Zohoury (Caltrans Project Manager). The APE map is located as **Figure 2** in **Exhibit 1** of this HPSR.

The archaeological APE is the area, surface and subsurface, that could experience ground disturbance as a result of proposed project activities including staging areas and work areas. A horizontal APE has been established that includes the outer extent of potential ground-disturbing activity for the proposed main bridge over Highway 101, bridge over Adobe Creek, as well as all ancillary improvements including new signage and striping, sidewalk improvements, retaining walls, fencing, railings, landscaping, utility relocations, amenities, and lighting. The APE also includes the equipment staging area. The horizontal APE encompasses approximately 10 acres. The vertical APE corresponds to the individual project components described above with an average depth of 4 feet below ground surface for grading and other preparatory activities and a depth of up to 75 feet for CIDH piles.

The architectural APE includes areas that will be both directly and indirectly affected by the proposed project. Indirect effects may encompass visual, audible, or atmospheric intrusions; shadow effects; vibrations from construction activities; or change in access or use. The architectural APE includes the area of direct ground disturbance and the immediately adjacent buildings from which the bridge could potentially be within the viewshed.

**3. CONSULTING PARTIES / PUBLIC PARTICIPATION**

- Local Government
  - City of Palo Alto
- Native American Tribes, Groups and Individuals
  - Contacted October 4, 2013 and December 19, 2016  
(see **Appendix A** in **Attachment C** - Archaeological Survey Report)
- Native American Heritage Commission
  - Contacted June 12, 2013, response received June 20, 2013, no known sacred sites in APE  
(see **Appendix A** in **Attachment C** - Archaeological Survey Report)

**4. SUMMARY OF IDENTIFICATION EFFORTS**

- |   |  |
|---|--|
| <input checked="" type="checkbox"/> National Register of Historic Places        | <input checked="" type="checkbox"/> California Points of Historical Interest                   |
| <input checked="" type="checkbox"/> California Register of Historical Resources | <input checked="" type="checkbox"/> California Historical Resources Information System (CHRIS) |
| <input checked="" type="checkbox"/> California Inventory of Historic Resources  | <input checked="" type="checkbox"/> Caltrans Historic Highway Bridge Inventory                 |
| <input checked="" type="checkbox"/> California Historical Landmarks             |  |

**HISTORIC PROPERTY SURVEY REPORT****X Results:**

ESA archaeologist, Heidi Koenig, M.A. conducted a records search for the project at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University on July 2, 2013 (File No. 12-1637) and updated the search on December 21, 2016 (File No. 16-0937). The records search included a review of the *Historic Properties Directory Listing for Santa Clara County* (through August 2012), which includes the listings for the *California Register of Historical Resources* and the *National Register of Historic Places*.

Records at the NWIC indicate that several cultural resources investigations have been completed within the APE, primarily linear studies along the Highway 101 corridor. No prehistoric or historic-period archaeological resources have been previously recorded within the APE or within a ½-mile radius of the APE. The nearest archaeological resource is CA-SCL-708, a disturbed midden with shell fragments, located approximately one mile to the northwest. The site is associated with a group of sites aligned with the former channel of Matadero Creek (CA-SCL-36, -596, -622, and -700). No resources of the built environment (buildings or structures) have been previously recorded within the records search radius.

A Secretary of the Interior-qualified architectural historian completed an intensive survey of the project APE on August 21, 2013. Buildings and structures older than 45 years were documented on DPR 523 forms (provided as **Attachment A** in this HPSR). Two resources were identified: 1036 E. Meadow Circle (P-43-003049) and the Adobe Creek / Barron Creek Canal (P-43-003048). The DPR forms provide an evaluation of each resource for potential eligibility for the National Register of Historic Places.

Caltrans Bridge 370174 is located in the APE; there will be no project-related impacts to the bridge. The bridge was originally constructed in 1960 and was modified in 1989. It has been evaluated as a Category 5 indicating that it is not considered eligible for listing in the National Register of Historic Places. The appropriate page of the Caltrans Historic Bridge Inventory is included in this HPSR as Attachment B.

An ESA Secretary of the Interior-qualified archaeologist completed a surface survey of the project APE on October 8, 2013. On June 29, 2015 an archaeologist from Dudek (Environmental Consultants) completed an archaeological survey of the off-site staging area. No archaeological resources or other evidence of past human use and occupation were identified in the APE, including the off-site staging area.

The Archaeological Survey Report provided as Attachment C of this HPSR includes an analysis of the potential for deeply buried archaeological sites in the project APE. Previous studies have concluded there to be moderate to high potential for buried archaeological resources in the general vicinity. However, based on: (1) observations made during the pedestrian survey for the Overcrossing Project, (2) the known distribution of sites in the region, (3) previous disturbance in the general vicinity from the construction of Highway 101, (4) the channelization of Adobe and

**HISTORIC PROPERTY SURVEY REPORT**

Barron Creeks, and (5) the results of the geotechnical investigation in the project APE (which indicated that the area was submerged or subject to seasonal flooding), the potential for uncovering unknown sites within the proposed project APE is significantly lessened. There is a low potential for uncovered buried archaeological resources in the project APE.

**5. PROPERTIES IDENTIFIED**

X **Bridges listed as Category 5** in the Caltrans Historic Highway Bridge Inventory are present within the APE. Appropriate pages from the Caltrans Historic Bridge Inventory are attached (Attachment B).

- **Caltrans Bridge 370174**

X The following cultural resources within the APE are **not eligible** for inclusion in the National Register of Historic Places (DPR forms are included as Attachment A of this HPSR):

- **Adobe Creek / Barron Creek Canal** (P-43-003048)
- **1036 E. Meadow Circle** (P-43-003049)

**6. HPSR to District File**

X Not applicable.

**7. HPSR to SHPO**

X Caltrans has determined there are properties within the APE that were evaluated as a result of the project and are **not eligible** for inclusion in the National Register of Historic Places; see Section 5. Under Section 106 Programmatic Agreement Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

- **Adobe Creek / Barron Creek Canal** (P-43-003048)
- **1036 E. Meadow Circle** (P-43-003049)

X Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.A, has determined a Finding of No Historic Properties Affected is appropriate for this undertaking and is notifying SHPO of this determination.

**8. HPSR to CSO**

X Not applicable.

**HISTORIC PROPERTY SURVEY REPORT****9. Findings for State-Owned Properties***Findings to District File*

- ☒ Caltrans, pursuant to PRC 5024 Memorandum of Understanding Stipulation VIII.C.5, has determined that **the following State-owned cultural resources** within the APE **previously were determined not eligible** for inclusion in the National Register of Historic Places or for registration as California Historical Landmarks and that determination is still valid.
- **Caltrans Bridge 370174**
- ☒ Caltrans, pursuant to PRC 5024 Memorandum of Understanding Stipulation IX.A.2, has determined that a Finding of No State-owned Historical Resources Affected is appropriate because there are no State-owned Historical Resources within the APE.

*Findings to SHPO*

- ☒ Not applicable

*Findings to CSO*

- ☒ Not applicable

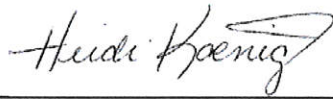
**10. CEQA Considerations**

- ☒ Not applicable; Caltrans is not the lead agency under CEQA.

**11. List of Attached Documentation**

- ☒ Project Vicinity, Location, and APE Maps (**Exhibit 1**)
- ☒ Department of Parks and Recreation Forms (**Attachment A**)
- **Adobe Creek / Barron Creek Canal** (P-43-003048)
  - **1036 E. Meadow Circle** (P-43-003049)
- ☒ California Historic Bridge Inventory sheet (**Attachment B**)
- **Caltrans Bridge 370174**
- ☒ Archaeological Survey Report, Koenig, 2016 (**Attachment C**)



**HISTORIC PROPERTY SURVEY REPORT****12. HPSR Preparation and Caltrans Approval****Prepared by:**Consultant / discipline:  
AffiliationHeidi Koenig, Archaeologist  
Environmental Science Associates

3/3/2017

Date

**Prepared by:**Consultant / discipline:  
AffiliationEryn Brennan, Architectural Historian  
Environmental Science Associates

3/3/2017

Date

**Reviewed for approval by:**

Caltrans District 4 PQS :



Charles Palmer, Principal Architectural Historian

3/8/2017

Date

Caltrans District 4 PQS :

 ForLindsay Hartman, Principal Investigator-  
Prehistoric Archaeology

3/8/2017

Date

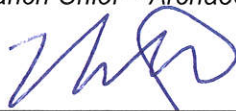
Caltrans District 4 EBC:

Kathryn Rose, District 4 Caltrans:  
Branch Chief – Archaeology

3/8/2017

Date

Caltrans District 4 EBC:

Noah Stewart, District 4 Caltrans:  
Branch Chief – Architectural History

3/8/2017

Date

**EXHIBIT 1**  
**FIGURES**

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- Highway 101 Overcrossing Project. D160996

SOURCE: USGS Mountain View, Calif. 7.5-minute topographic quadrangle

**Figure 1**  
Project Location and Vicinity







**ATTACHMENT A**  
**DEPARTMENT OF PARKS AND RECREATION FORM**

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

Primary # P-43-003048

HRI #

Trinomial

NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: Adobe Creek/Barron Creek Canal

P1. Other Identifier: N/A

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

\*a. County: Santa Clara

and

\*b. USGS 7.5' Quad: Mountain View, Calif. Date: 1979

T 6S; R 2W; SW ¼ of SW ¼ of Sec 5; M.D. B.M.

c. Address:

City:

Zip:

d. UTM: Zone 10; 578979 mE/ 4143177 mN (G.P.S.)

e. Other Locational Data: West of Highway 101 at the Adobe Creek undercrossing in Palo Alto

**\*P3a. Description:**

The Adobe Creek/Barron Creek Canal are two separate channelized waterways which join together just west of Highway 101 in Palo Alto. Both creeks channel surface water toward the San Francisco Bay, further to the east. Barron Creek connects directly to Adobe Creek, which continues beneath Highway 101 toward the Bay. Both creeks existed as natural waterways until the twentieth century, when they were channelized and rerouted circa 1960 likely in concert with an expansion of Highway 101, and later partially lined with concrete. Barron Creek is about 30 feet wide at the top of the bank, about 20 feet wide at the bottom of the bank, and is about 6 feet deep, with a trapezoidal profile. A bi-level, engineered earthen levee, gravel maintenance road, and a 6-ft-high flood wall line the western edge of Barron Creek, while a mixture of vegetated soil embankments, concrete retaining walls, and concrete-filled sandbags line the eastern edge of the creek. The canal embankments are reinforced concrete where they join Adobe Creek and go under Highway 101. On the west side of Highway 101, Adobe Creek has similar overall dimensions and profiles as Barron Creek, but is entirely lined with concrete. On the east side of Highway 101, Adobe Creek has a concrete-lined channel for approximately 50 feet east of the highway, with an engineered soil embankment and heavy vegetation further to the east. A paved bike and pedestrian path runs parallel to the southern edge of Adobe Creek.

\*P3b. Resource Attributes: HP20. Canal/Aqueduct

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

P5a. Photo or Drawing



P5b. Description of Photo:  
View of canal, looking southwest

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

**Sources:** c. 1960 ☒ Historic

☐ Prehistoric ☐ Both

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

Santa Clara Valley Water District  
5750 Almaden Expressway  
San Jose, CA

**\*P8. Recorded by:**

Brad Brewster / ESA  
550 Kearny Street, Suite 800  
San Francisco, CA 94108

**\*P9. Date Recorded:** 08/21/13

**\*P10. Survey Type:** Intensive

\*P11. Report Citation: Koenig, Heidi and Brad Brewster, *Historic Property Survey Report for the Highway 101 Overcrossing Project*, Prepared for Caltrans District 4, December 2016.

\*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 3

\*NRHP Status Code: 6Z

\*Resource Name or # Adobe Creek /Barron Creek Canal

B1. Historic Name: Adobe Creek/Barron Creek Canal

B2. Common Name: Same

B3. Original Use: Drainage

B4. Present Use: Same

\*B5. Architectural Style: n/a

\*B6. Construction History:

Barron Creek was channelized pre-1948, rerouted to join Adobe Creek c. 1960, and lined with concrete in certain locations c. 1980. Adobe Creek was channelized pre-1948, altered to join Barron Creek c. 1960, and lined with concrete c. 1980.

\*B7. Moved? ☒No ☐Yes ☐Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria:

The Adobe and Barron Creeks originally existed as separate and natural waterways draining portions of the Los Altos Hills in Santa Clara County toward the San Francisco Bay. Barron Creek is a tributary to the larger Adobe Creek, so-named for a nearby adobe structure which was sold to Juanita Briones in the 1840s, located at 4155 Old Adobe Road between Palo Alto and Los Altos Hills. Barron Creek (originally called Dry Creek) was so-named for Edward Barron, a major land owner in the area in the 1870s. Both creeks were channelized and straightened to prevent flooding and accommodate the huge growth in commercial and residential development which occurred in Santa Clara Valley in the post-WWII period. Barron Creek was channelized sometime prior to 1948, rerouted parallel to Highway 101 to join Adobe Creek c. 1960, and lined with concrete c. 1980, according to historic aerials and topographic maps of the area. Similarly, Adobe Creek was also channelized sometime before 1948, altered c. 1960 when it joined Barron Creek, and its embankments lined with concrete c. 1980. Although both creeks once existed as natural waterways, there is nothing to indicate that Adobe/Barron Creek Canal would qualify for listing in the NRHP, and the alterations which have occurred during the mid-to-late twentieth century have greatly reduced their integrity. As such, these structures would not be considered historic properties.

B11. Additional Resource Attributes: HP20. Canal/Aqueduct

\*B12. References:

www.historicaerials.com Accessed 9.30.13

Barron Park Association Newsletter. <http://www2.bpaonline.org/bp-news/pdfs/Summer08.pdf> Accessed 9.30.13

B13. Remarks:

\*B14. Evaluator: Brad Brewster, ESA

\*Date of Evaluation: 9.30.13



(This space reserved for official comments.)



## LOCATION MAP

Trinomial

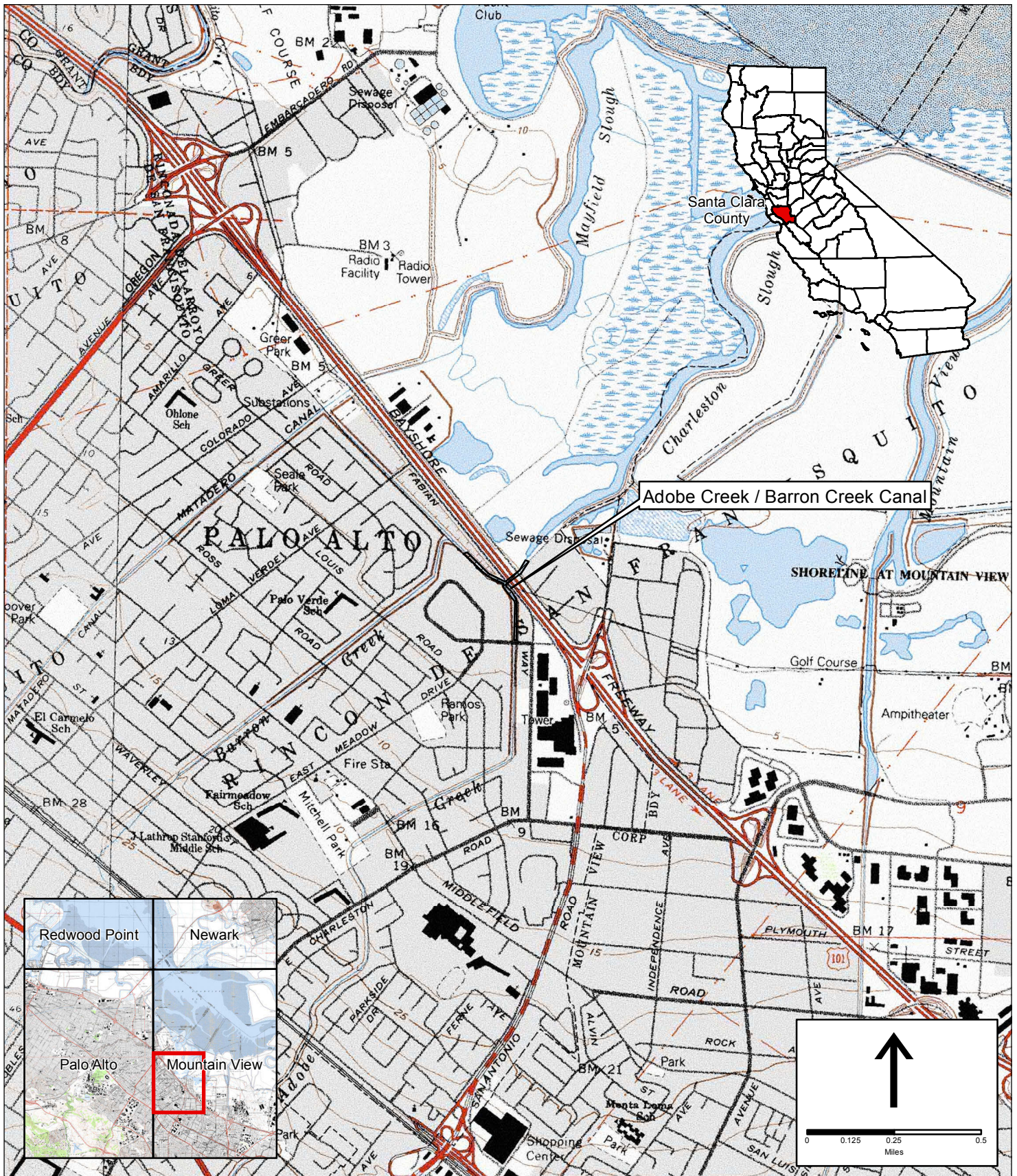
Page 3 of 3

\* Resource Name or Number: Adobe Creek / Barron Creek Canal

\*Map name: Mountain View, Calif.

\*Scale: 1:24000

\*Date of Map: 1979





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

Primary # P-43-003049

HRI #

Trinomial

NRHP Status Code

Other Listings  
Review Code

Reviewer

Date

Page 1 of 3

\*Resource Name or #: 1036 E. Meadow Circle

**P1. Other Identifier:** Loral Systems Building 12

**\*P2. Location:** ☐ Not for Publication ☒ Unrestricted  
and

**\*a. County:** Santa Clara

**\*b. USGS 7.5' Quad:** Mountain View, Calif. **Date:** 1979

**T 6S; R 2W; SW ¼ of SW ¼ of Sec 5; M.D. B.M.**

c. Address: 1036 E. Meadow Circle

City: Palo Alto

Zip: 94025

d. UTM: Zone 10; 578979 mE/ 4143177 mN (G.P.S.)

e. Other Locational Data: APN 127-10-094

**\*P3a. Description:**

The property at 1036 E. Meadow Circle in Palo Alto is a 50,760-square-foot single story industrial manufacturing and warehouse structure with an L-shaped plan, flat roof, and concrete foundation and walls. Construction type is reinforced concrete. Exterior concrete walls on the front (west-facing) façade are comprised of alternating panels of smooth stucco finish and pebbled/textured finish, with expressed concrete pilasters between each panel. All other elevations are comprised of smooth stucco finish. Fenestration is limited to a single pedestrian entry on the north elevation, comprised of aluminum frame double doors beneath a steel canopy, and two vehicular entries, also on the north elevation, with roll-up type steel doors. A concrete planter with alternating smooth and pebbled finishes that match the wall surfaces is located along the front (west-facing) elevation. A steel security gate and entry is located in the northwest corner of the property. A paved parking lot is located in the southwest corner of the property, as are a number of steel tanks and other mechanical equipment. A paved outdoor storage lot comprised the northern and eastern edges of the property.

**\*P3b. Resource Attributes:** HP8. Industrial Building

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

P5a. Photo or Drawing



**P5b. Description of Photo:**  
View of 1036 E. Meadow Circle,  
looking north

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

**Sources:** 1965 ☒ Historic

☐ Prehistoric ☐ Both

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

Google Inc.  
1600 Amphitheatre Pkwy  
Mountain View, CA 94043

**\*P8. Recorded by:**

Brad Brewster / ESA  
550 Kearny Street, Suite 800  
San Francisco, CA 94108

**\*P9. Date Recorded:** 08/21/13

**\*P10. Survey Type:** Intensive

**\*P11. Report Citation:** Koenig, Heidi and Brad Brewster, *Historic Property Survey Report for the Highway 101 Overcrossing Project*, Prepared for Caltrans District 4, December 2016.

**\*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**

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\*NRHP Status Code: 6Z

\*Resource Name or # 1036 E. Meadow Circle

B1. Historic Name: Space Systems/Loral Building 12

B2. Common Name: Same

B3. Original Use: Manufacturing

B4. Present Use: Same

\*B5. Architectural Style: Modern

\*B6. Construction History:

Originally built in 1965, according to assessor's parcel information, with an addition to the southwest in c. 1975, according to historic aerial photography.

\*B7. Moved? ☒No ☐Yes ☐Unknown Date:

Original Location:

\*B8. Related Features:

B9a. Architect: unknown

b. Builder: unknown

\*B10. Significance: Theme:

Area:

Period of Significance:

Property Type:

Applicable Criteria:

The property at 1036 E. Meadow Circle in Palo Alto, also known as Space Systems/Loral Building 12, is a large manufacturing facility originally built in 1965 and expanded c. 1975 as one of approximately a dozen similar buildings in the immediate area to support Space Systems/Loral (SS/L), a commercial satellite design and manufacturing company, headquartered about 0.25 mile southeast at 3825 Fabian Way. The company was founded in 1957 as the Western Development Laboratories division of Philco Corporation, and was an early contributor to the founding of Silicon Valley's establishment as a high-technology center after WWII. The same year it broke ground for its headquarters at 3825 Fabian Way in Palo Alto. In 1960, Philco launched its first communications satellite, the Courier 1B, the world's first active repeater satellite. In 1961, Ford Motor Company purchased Philco, and in 1966, began to design and build 27 satellites for the Initial Defence Communications Satellite Program. The Company was renamed Ford Aerospace in 1976, which was acquired in 1990 by Loral Corporation (now Space Systems/Loral [SS/L]). The subject property is a modern, utilitarian manufacturing facility designed for the construction of commercial satellites, a use which it continues to this day with the construction of satellites for DirecTV. According to assessor's records, the building was sold to Google Inc. in July 2013, but is still used by SS/L for its original purposes. The property is a utilitarian manufacturing facility expressing some elements of the Modern style of architecture, such as a lack of ornamentation, structural expressionism, and the honest use of materials such as smooth and textured concrete, but would not be considered representative of the Modern style. Although associated with SS/L, the designer and manufacturer of the world's first active repeater satellite in 1960, the building is one of approximately a dozen manufacturing facilities in the immediate area, and is separated from the main SS/L headquarters building on Fabian Way by approximately 0.25 mile. Constructed some 5 years after the Courier 1B satellite, this building is not uniquely or individually associated with this important technological innovation in commercial communications. For these reasons, 1036 E. Meadow Circle would not be eligible for listing in the NRHP under criteria A-D.

B11. Additional Resource Attributes: HP8. Industrial Building

\*B12. References:

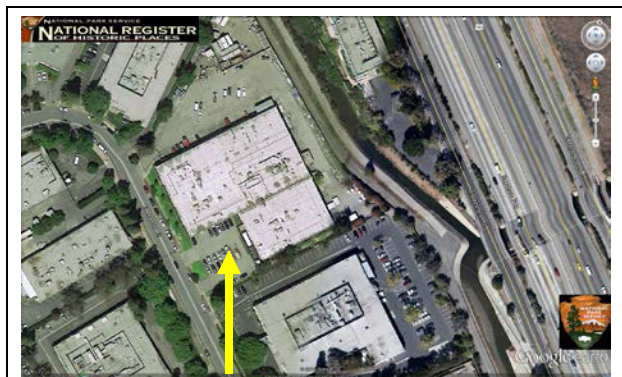
Space Systems/Loral: Celebrating 50 years of Satellite Innovation.  
<http://www.ssloral.com/html/aboutssl/50years.html> Accessed 9.30.13

[www.historicaerials.com](http://www.historicaerials.com) Accessed 9.30.13

Personal communication, Jeffrey Baylor, SS/L, with Brad Brewster, ESA, 8.21.13

B13. Remarks:

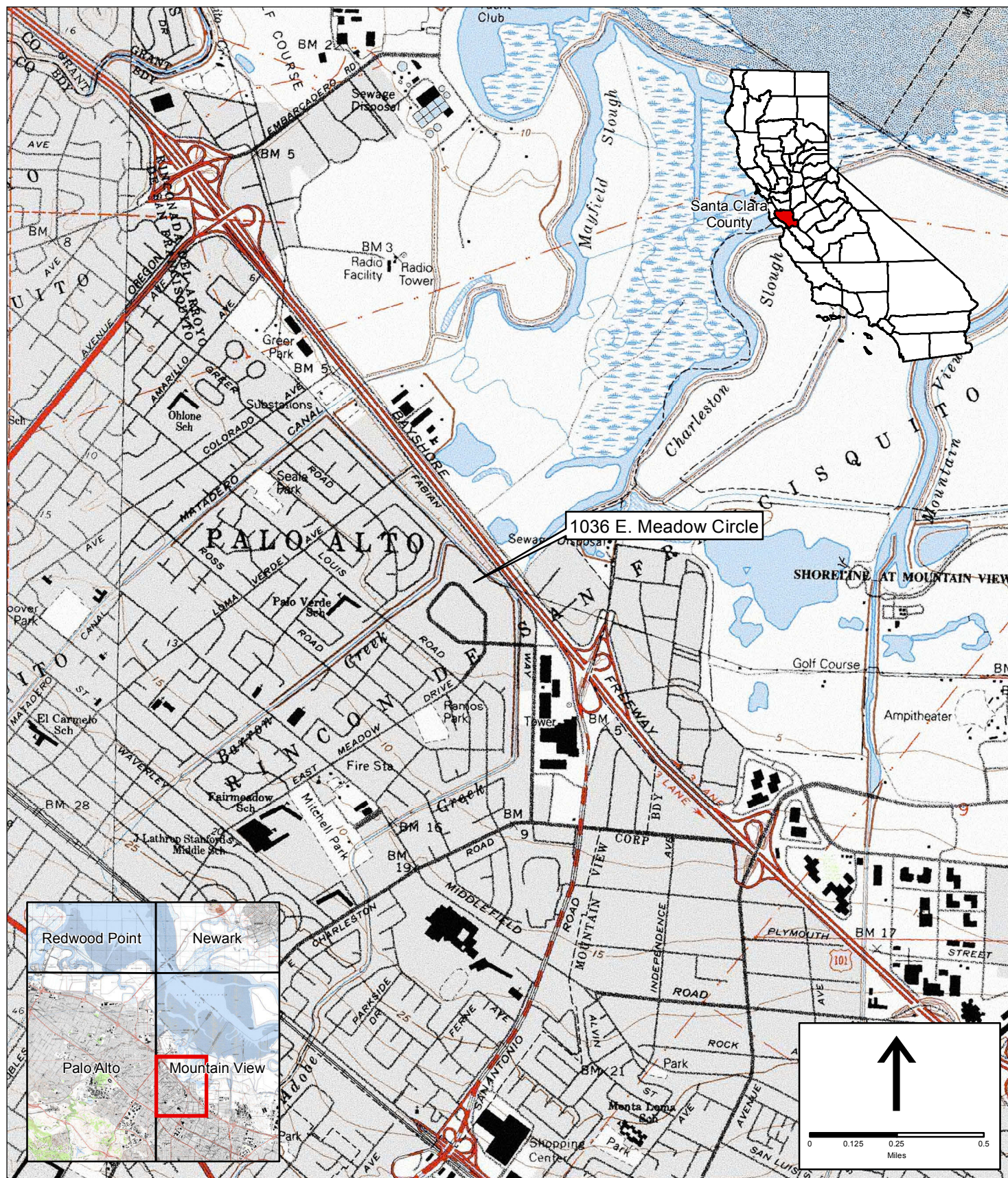
\*B14. Evaluator: Brad Brewster, ESA



(This space reserved for official comments.)



## Trinomial





**ATTACHMENT B**  
**CALTRANS HISTORIC BRIDGE INVENTORY SHEET**

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# Structure Maintenance & Investigations



## Historical Significance - State Agency Bridges

### District 04

#### Santa Clara County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
37 0138	LOS GATOS CREEK	04-SCL-009-11.3-LGTS	5. Bridge not eligible for NRHP	1956	1992
37 0139	MOORPARK AVENUE UC	04-SCL-017-13.85-SJS	5. Bridge not eligible for NRHP	1959	1971
37 0139G	N17-S280 CONNECTOR OC	04-SCL-017-13.85-SJS	5. Bridge not eligible for NRHP	1971	
37 0140	NORTH FIRST STREET UC	04-SCL-880-3.56-SJS	5. Bridge not eligible for NRHP	1960	2003
37 0141	NORTH FOURTH STREET UC	04-SCL-880-3.78-SJS	5. Bridge not eligible for NRHP	1960	2003
37 0142	STORY ROAD OC	04-SCL-101-34.55-SJS	5. Bridge not eligible for NRHP	1967	
37 0143	RENGSTORFF AVENUE OC	04-SCL-101-49.61-MVW	5. Bridge not eligible for NRHP	1961	
37 0144	SARATOGA AVENUE SEPARATION (9/17)	04-SCL-009-11.43-LGTS	5. Bridge not eligible for NRHP	1957	1959
37 0146	SAN ANTONIO ROAD OC	04-SCL-101-50.32-PA	5. Bridge not eligible for NRHP	1960	
37 0147	CAMDEN AVENUE UC	04-SCL-017-10.5-CMB	5. Bridge not eligible for NRHP	1971	
37 0148	BLOSSOM HILL ROAD OC	04-SCL-017-7.67-LGTS	5. Bridge not eligible for NRHP	1959	1997
37 0149	OREGON EXPRESSWAY OC	04-SCL-101-52.01-PA	5. Bridge not eligible for NRHP	1965	
37 0150	EMBARCADERO ROAD OC	04-SCL-101-52.17-PA	5. Bridge not eligible for NRHP	1960	
37 0151	LARK AVENUE OC	04-SCL-017-8.89-LGTS	4. Historical Significance not determined	1994	
37 0152	LAWRENCE EXPRESSWAY OC	04-SCL-101-43.85-SUNV	5. Bridge not eligible for NRHP	1998	
37 0153	NORTH SHORELINE BLVD OC	04-SCL-101-48.6-MVW	5. Bridge not eligible for NRHP	1992	
37 0155K	OREGON EXPRESSWAY OFF-RAMP SEP	04-SCL-101-52.11-PA	5. Bridge not eligible for NRHP	1965	
37 0156	CARNADERO CREEK	04-SCL-025-1.57	5. Bridge not eligible for NRHP	1956	1991
37 0159K	SAN TOMAS AQUINO CREEK	04-SCL-237-R5.68-SJS	4. Historical Significance not determined	1994	
37 0159L	SAN TOMAS AQUINO CREEK	04-SCL-237-R5.68-SJS	5. Bridge not eligible for NRHP	1994	
37 0159R	SAN TOMAS AQUINO CREEK	04-SCL-237-R5.68-SJS	5. Bridge not eligible for NRHP	1994	
37 0159S	SAN TOMAS AQUINO CREEK	04-SCL-237-R5.68-SJS	4. Historical Significance not determined	1994	
37 0166	SAN TOMAS EXPRESSWAY OC	04-SCL-101-41.98-SCL	5. Bridge not eligible for NRHP	1961	1983
37 0168	FAIR OAKS AVENUE OC	04-SCL-101-44.83-SUNV	5. Bridge not eligible for NRHP	1961	
37 0170	LAFAYETTE STREET OC	04-SCL-101-41.07-SCL	5. Bridge not eligible for NRHP	1961	
37 0171	CALABAZAS CREEK	04-SCL-237-M5.28-SUNV	4. Historical Significance not determined	1994	
37 0173	FOREST AVENUE UC	04-SCL-880-.69-SJS	5. Bridge not eligible for NRHP	1959	1994
<b>37 0174</b>	<b>ADOBE CREEK</b>	<b>04-SCL-101-50.66-PA</b>	<b>5. Bridge not eligible for NRHP</b>	<b>1960</b>	<b>1989</b>
37 0176	GUADALUPE RIVER	04-SCL-880-3.15-SJS	5. Bridge not eligible for NRHP	1960	1963
37 0177	MATHILDA AVENUE OC	04-SCL-101-45.68-SUNV	5. Bridge not eligible for NRHP	1961	
37 0178	ROUTE 237/101 SEPARATION	04-SCL-237-2.45-SUNV	5. Bridge not eligible for NRHP	1959	1979
37 0179	NORTH MATHILDA AVENUE UC	04-SCL-237-2.99-SUNV	5. Bridge not eligible for NRHP	1961	
37 0180	DE LA CRUZ BLVD OC	04-SCL-101-40.7-SJS	5. Bridge not eligible for NRHP	1961	
37 0183G	N87-N101/101 CONNECTOR SEPARATION	04-SCL-087-9.2-SJS	4. Historical Significance not determined	1992	
37 0184	FREMONT AVENUE UC	04-SCL-085-R19.86-SUNV	5. Bridge not eligible for NRHP	1965	1990
37 0185	STEVENS CREEK	04-SCL-085-R20.02	5. Bridge not eligible for NRHP	1965	1990
37 0187	MOFFETT BOULEVARD UC	04-SCL-085-R23.44-MVW	5. Bridge not eligible for NRHP	1965	1998
37 0188F	MOORPARK AVENUE UC	04-SCL-280-L5.49-SJS	5. Bridge not eligible for NRHP	1964	
37 0189	STEVENS CREEK	04-SCL-085-R20.96-MVW	5. Bridge not eligible for NRHP	1965	
37 0190	SARATOGA AVENUE OC	04-SCL-280-5.95-SJS	5. Bridge not eligible for NRHP	1964	1991
37 0191K	SBND COLLECTOR ROAD OC	04-SCL-880-.15-SJS	5. Bridge not eligible for NRHP	1963	
37 0192	MONROE STREET POC	04-SCL-280-L5.58-SJS	5. Bridge not eligible for NRHP	1964	1989

**ATTACHMENT C**  
**ARCHAEOLOGICAL SURVEY REPORT**

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