DOCKETED	
Docket Number:	24-OPT-04
Project Title:	Potentia-Viridi Battery Energy Storage System
TN #:	260822
Document Title:	DR Response 1 - Appendix C Part 1, DPRs to Attachment 1, Revised Cultural Resources Inventory and Evaluation Report
Description:	Part 1 of the DPR forms that are included as Appendix C of the Revised Cultural Resources Inventory and Evaluation Report
Filer:	Ronelle Candia
Organization:	Dudek
Submitter Role:	Applicant Consultant
Submission Date:	12/26/2024 8:25:03 AM
Docketed Date:	12/26/2024

Attachment 1 Appendix C Part 1

Revised Cultural Resources Inventory and Evaluation Report:DPRs

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***P3a. Description:** This Update serves to supplement the 2011 recordation and evaluation of the Tesla Substation and Butler Building located at 17545 Patterson Pass Road in Tracy, California, prepared in by AECOM. Dudek field checked the property from the public right-of-way because access to the substation was not granted by Pacific Gas and Electric (PG&E). The only noticeable change is that a concrete wall built around the perimeter of the facility. Based on historical Google Maps street views this occurred between 2012 and 2019. A detailed description of the subject property is provided in the attached DPR form set.

P5b. Description of Photo: (View, date, accession #) Tesla Substation, camera facing southwest, October 2, 2014

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation**: (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P-01-010502

***B10. Significance:** The Tesla Substation and Tesla Substation Butler Building were evaluated using the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR) criteria in 2011 by AECOM as part of the PG&E's proposed Kelso to Tesla 230 kv Reconductoring Project. The property 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. The property is not considered a historical resource under CEQA. AECOM found the Tesla Substation and the Tesla Substation Butler Building were ineligible for listing on the NRHP or CRHR. Research revealed no new information that would require a re-evaluation of the property and Dudek concurs with the previous recommendation that the property does not meet the criteria for listing in the NRHP or CRHR. For the same reasons why the property does not meet the NRHP and CRHR criteria, Dudek has determined that the property does not meet any of the criteria for the Alameda County Register, which are nearly identical criteria to those of the NHRP and the CRHR.

***B14. Evaluator:** Patricia Ambacher, MA

***Date of Evaluation:** May 21, 2024

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

Primary # P-01-010502
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

***Resource Name or #** (Assigned by recorder) Tesla Substation

P1. Other Identifier: Tesla Substation
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County** Alameda
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** Midway **Date** 1953 (R 1980) **T** 2S; **R** 4E; __ ¼ **of Sec** 32; _____ **B.M.**
c. Address 17545 Patterson Pass Road City Tracy Zip 95391
d. UTM: (give more than one for large and/or linear resources) Zone _____; _____mE/ _____mN
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

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

The Tesla Substation property (**Photograph 1**) contains three historic-era buildings, several components of buss/switch apparatus, and two modern-era buildings. The three buildings are all located at the northern perimeter of the substation site. Building No. 1 (**Photograph 2**) is a single-story, rectangular in plan prefabricated metal building that is supported by a concrete slab foundation and is topped with a side-gable roof clad in corrugated metal. Visible beneath the gables are louvered vents. Fenestration consists of steel-frame casement windows that are covered by metal security bars.

Building No. 2 (**Photograph 3**) is situated east of Building No. 1. This concrete-masonry-unit building is rectangular in plan and topped with a flat roof. Fenestration consists of steel-frame casement windows. A pair of modern utility lights is affixed to the building's north elevation. A modern roll-up door and a single-entry personnel door are located on the building's east facade. (See Continuation Sheet)

***P3b. Resource Attributes:** (List attributes and codes) HP9. Public Utility Building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Photograph 1, Tesla Substation overview, camera facing north, June 22, 2011

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1948 / PG&E Architectural Plans/Contracts

***P7. Owner and Address:**
Pacific Gas & Electric Company
77 Beale Street
San Francisco, CA

***P8. Recorded by:** (Name, affiliation, address)
Mark Bowen
AECOM
2020 L Street, Suite 400
Sacramento, CA 95811

***P9. Date Recorded:**
June 22, 2011

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

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") *Cultural Resources Report for the Kelso to Tesla 230kv Reconductoring Project, Alameda, California.* Prepared for Pacific Gas & Electric Company. Prepared by AECOM, August 2011.
***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 523 form set for P-01-010502, 2001

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Tesla Substation

B1. Historic Name: Tesla Substation
B2. Common Name: Tesla Substation
B3. Original Use: Substation B4. Present Use: Substation
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alteration, and date of alterations) ca. 1948 – Building No. 1; 1948 – Building No. 2; post-1953 – Building No. 3

*B7. Moved? ☐ No ☐ Yes ☒ Unknown Date: post-1948 Original Location: Building No. 2 appears to have possibly been located on the west side of the main gate
*B8. Related Features: Keslo-Tesla Transmission Line

B9. Architect: Unknown b. Builder: D. W. Nicholson Corporation
*B10. Significance: Theme Public Utilities Area Alameda County
Period of Significance 1948 Property Type Substation Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

In 2001, Van Citters Historic Preservation LLC (Van Citters) previously recorded and evaluated Building No.1 as part of the Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties California" for Foster Wheeler Environmental, Tesla Power Project 01-AFC-21. Van Citters' evaluation only evaluated the building under NRHP Criterion A and NRHP C, and recommended that the building, identified as a Butler building, as not eligible. AECOM reassessed the building and the entire substation site for the purposes of this project.

Construction of the Tesla Substation began in 1947 and was completed in 1948. Originally planned for only 38 acres, the first three buildings constructed were a Temporary Construction Warehouse (Building No. 1), Shop Building (Building No. 2), and the Control Building (Building No. 3). To the north of these buildings were the associated bus, switch, and other electrical transmission structures (PG&E GM 92000:1948). In 1947, PG&E planned to spend $55 million dollars towards expanding its facilities and transmission lines into the San Joaquin Valley. The construction of Tesla Substation was part of the company's plans for expansion into the San Joaquin Valley that followed the conclusion of World War II (*Electrical West* 1947:74). (See Continuation Sheet)

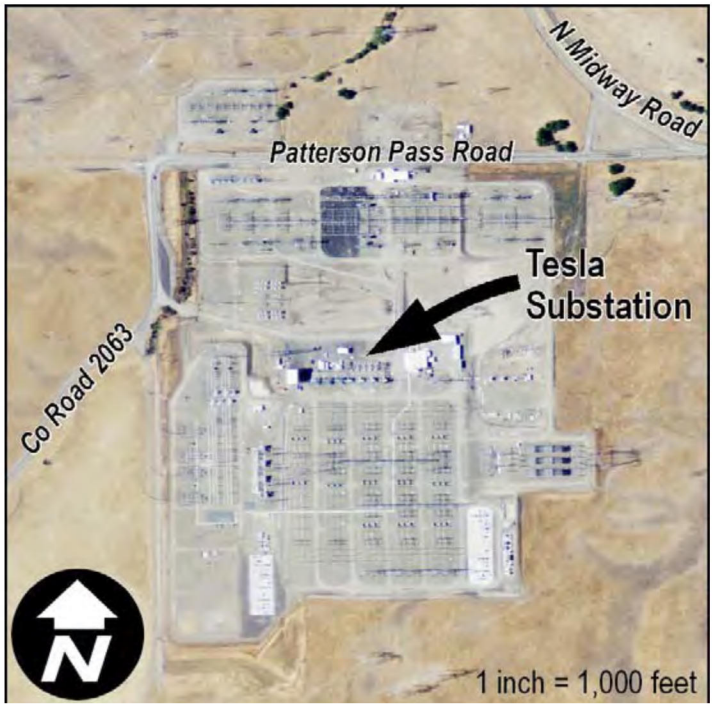
B11. Additional Resource Attributes: (List attributes and codes)

*B12. References: *Electrical West*, Vol. 98, No. 2, 1947, available at the California History Room, California State Library; PG&E GM 92000, 1948 and Box 31900, available at the PG&E Records Center; PG&E GM 162818, 1948 Box 37564; USGS *Midway*, 7.5 minute series, 1953; Jester, Thomas C. Twentieth-*Century Building Materials*. Washington, D.C.: National Park Service. McGraw-Hill Companies, 1996.; PG&E Building and Land Inventory for Existing Structures; PG&E General Arrangement Outdoors: Tesla Substation Drawing 56626 Rev 53 May 2008.

B13. Remarks:

*B14. Evaluator: Patricia Ambacher

*Date of Evaluation: August 18, 2011



(This space reserved for official comments.)

Description (cont)

Building No. 3 (**Photograph 3**) is located to the east of Building No. 2. It is a concrete masonry building in a basic T-plan and is topped with a flat roof. A set of metal double doors are located on the west elevation and a single-entry metal door is located on the east elevation.

The remainder of the 75-acre property consists of switches, bus terminals, transformers, and wiring. Though access was limited by the perimeter cyclone security fence, at least two prominent modern buildings (1980s Butler-style building and circa 1970s control building) were observed in the center of the current complex. The substation is set within the rural eastern foothills of the Altamont Pass region. Fallow fields for cattle grazing and numerous wind generators surround the complex and numerous high voltage transmission lines radiate out from the complex in all directions. A county road passes along the northern and western boundary of the substation site and separates the main complex from a smaller and more modern area of switches, bus terminals, transformers, and wiring located at the northwest corner of the property.

Significance (cont)

As technology improved, electrical demands increased, and wind-generators increased in numbers in the area, PG&E continued to expand and construct updated and additional control rooms as well as bus/switch structures at the substation in the late-1950s, 1960s, 1980s, and 1990s (PG&E GM 162818 Box 37564; PG&E Building and Land Inventory; PG&E Drawing 56626 Rev 53).

The Tesla Substation does not appear to meet the criteria for listing in the NRHP or the CRHR. The Tesla Substation did not play a significant role in history and does not appear to meet NRHP/CRHR Criterion A/1. This substation was one of several facilities constructed by PG&E during a period when California, like much of the country, was experiencing a resurgence of population and economic growth following the conclusion of World War II. Like other public utility companies during this post-war period, PG&E responded by constructing more facilities to support its customers which were largely residential and agricultural in this region. Under NRHP/CRHR Criterion B/2, the substation is not known to be associated with any persons who played a significant role in the history of the area, state, or country.

Architecturally, the substation and its three buildings do not appear to have distinctive characteristics for their type, period, or method of construction; were not designed by a master architect or engineer and do not possess high artistic qualities. The overall substation complex was drafted in 1947 by in-house PG&E engineers using common design methods and readily available materials for the time. In terms of individual buildings, Building 1 is a “Steelox” prefabricated building produced by Armco Drainage and Metal Products for use as a temporary construction shed at the site. The Steelox design was conceptualized in 1934 for use on farms and for other storage needs. Expanded to be utilized in various applications during World War II, including hangars, warehouses, and residential, the Steelox design continues in a similar form to the present day. Buildings 2 and 3 are both utilitarian concrete masonry unit (CMU) construction that was typical for many post-World War II utility applications. The buildings appear to be comprised of “standard-plan” designs by PG&E to meet local needs and specifications determined by the equipment housed there. As CMU (or “concrete block” as it is sometimes called) structures, the buildings are typical construction for post-World War II buildings. Concrete block technology is a mixture of Portland cement and aggregates formed into standardized sizes for ease, speed, and stability of construction in various environments. Initially developed between 1900 and 1920, the CMU industry produced over 1.6 billion blocks in the United States by 1951. During this period, the industry consolidated into a few large manufactures that were connected with ready-mix concrete companies (Jester 1995: 80). Given their later construction, the buildings are not known to have been innovative or display unique characteristics of a special PG&E substation building type. Likewise, the electrical infrastructure associated with the buildings does not appear to be innovative or a notable design. Therefore, the substation does not appear to meet NRHP/CRHR Criterion C. Lastly, the property is not likely to yield information important to history as required under NRHP/CRHR Criterion D/4. In summary, the property does not appear to meet NRHP or CRHR criteria.

Photographs (cont)

Photograph 2. Building No. 1, camera facing east

Photograph 3. Buildings No. 2 and 3, camera facing east

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

PRIMARY RECORD

Primary # P-01-010502
HRI#
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 of 6 *Resource Name or #: (Assigned by recorder) Tesla Substation Butler Building

P1. Other Identifier: N/A

*P2. Location: [x] Not for Publication [ ] Unrestricted

*a. County: Alameda and (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary)

*b. USGS 7.5' Quad: Midway (#4451) Date: 1980 T 2S; R 4E; SW ¼ of SW ¼ of NE ¼ of Sec. 32; Mt. Diablo B.M

c. Address: N/A City: Zip:

d. UTM (Give more than one for large and/or linear resources) Zone: 10; 626,604 mE/ 4,179,923 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) *See Continuation Sheet*

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The oldest structure at the substation is a Butler building with a gable metal roof and ribbed metal siding. The windows are fixed metal units and have been fitted with a metal grate. The attic vent is rectangular.

*P3b Resource Attributes: (List relevant attributes and codes) HP9

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

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

SEE ATTACHED

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

*P6. Date Constructed/Age and Sources: [ ] Prehistoric [x] Historic [ ] Both
The date given by PG&E is 1960-1965; a structure in a similar location appears on the 1953 quad.

*P7. Owner and Address: PG&E

*P8. Recorded by: (Name, affiliation, and address) K. Van Citters & K. Bisson; Van Citters: Historic Preservation LLC; 410 Amherst Drive SE, Albuquerque, NM 87106

*P9. Date Recorded: 11/6/01
Form Prepared by: J. Farrell

*P10. Survey Type: (Describe) [ ] Intensive [x] Reconnaissance [ ] Other:

*P11. Report Citation: (Cite survey report and other sources, or enter "none") See Continuation Sheet.

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

DPR 523A (1/95) *Required Information

AUG - 7 2002

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
BUILDING, STRUCTURE, AND OBJECT RECORD

Primary # _____
Trinomial _____
*NRHP Status Code _____

Page 2 of 6 *Resource Name or # (Assigned by recorder): Tesla Substation Butler Building

B1. Historic Name: Tesla Substation
B2. Common Name: Butler Building
B3. Original Use: Unknown B4. Present Use: Substation
*B5. Architectural Style: Utilitarian
*B6. Construction History: (Construction date, alterations, and date of alterations)
Grille added to windows – date unknown.

*B7. Moved? [ ] No [ ] Yes [X] Unknown Date: _____ Original Location: Unknown
*B8. Related Features: Transmission line towers.

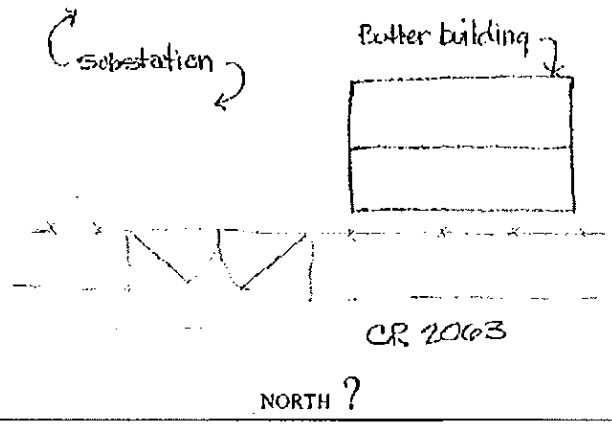
B9a. Architect: N/A b. Builder: N/A
*B10. Significance: Theme _____ Area: _____

Period of Significance: N/A Property Type: Prefabricated building Applicable Criteria: N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)
Exact date of structure is not known, but the structure is a standard Butler building and does not have characteristics that would qualify it for the NRHP under Criterion C. It is not associated with an event that would qualify it under Criterion A. As such, this property is recommended as not eligible.

B11. Additional Resource Attributes: (list attributes and codes) N/A
*B12. References: PG&E; 1953 Midway Quad Map
B13. Remarks: N/A
*B14. Evaluator: Karen Van Citters
*Date of Evaluation: 11/6/01

(This space reserved for official comments)

Sketch Map with north arrow required.



AUG 2002

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

Primary # _____
HRI # _____
Trinomial _____

Page 3 of 6 *Resource Name or # (Assigned by recorder) Tesla Substation Butler Building

Recorded by: K. Van Citters & K. Bisson Date: 11/6/01

[X] Continuation [ ] Update

*P2. e. From Tracy, CA, take I-205 west and exit at Mountain House Parkway (Patterson Pass Road). Turn left (south) and continue approximately 3.5 miles to the Midway Road intersection. From the intersection continue west on Patterson Pass Road approximately .3 miles. The building stands just south of the road within the PG&E substation fencing.

*P11. Reeve, Stuart et. al. "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California" Foster Wheeler Environmental 2002. Tesla Power Project 01-AFC-21 2001 and 2002.

P-01-010502

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

Primary #
HRI #
Trinomial

Page 4 of 6 Project Name: Tesla/Midway Year 2001
Property or Project Name/Temporary No. Tesla Substation
Camera Format: 35mm Lens Size:
Film Type and Speed: 400 T-Max Year: 2001
Negatives Kept at: Foster Wheeler

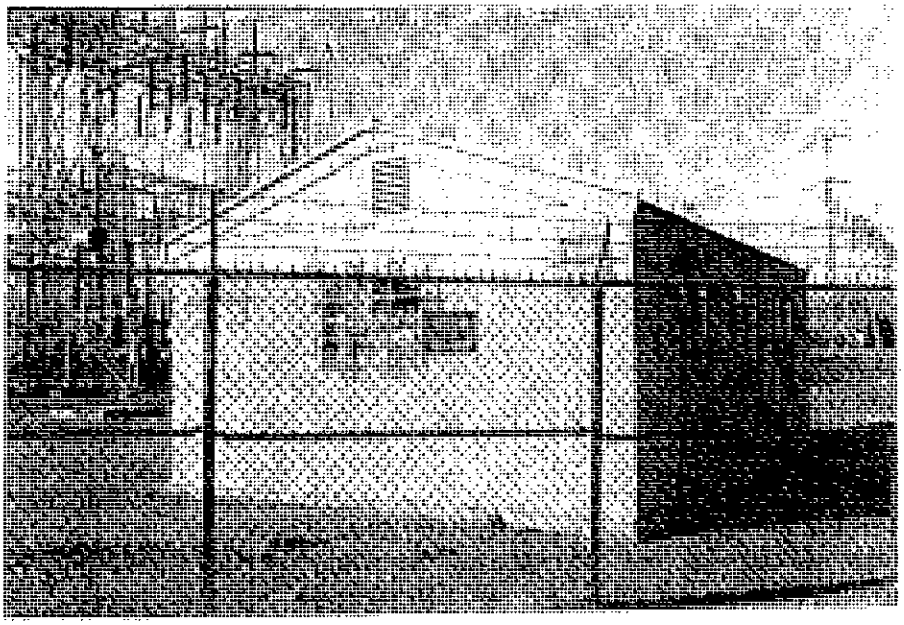
Month	Day	Time	Exp./Frame	Subject/Description	View Toward		Accession No.
11	6		Roll 2: 3	Photo I.D.			
11	6		4	Tesla/Midway Substation	SE		
11	6		5	Tesla/Midway Substation	SE		
11	6		6	Tesla/Midway Substation	West		

DPR 523I (1/95)

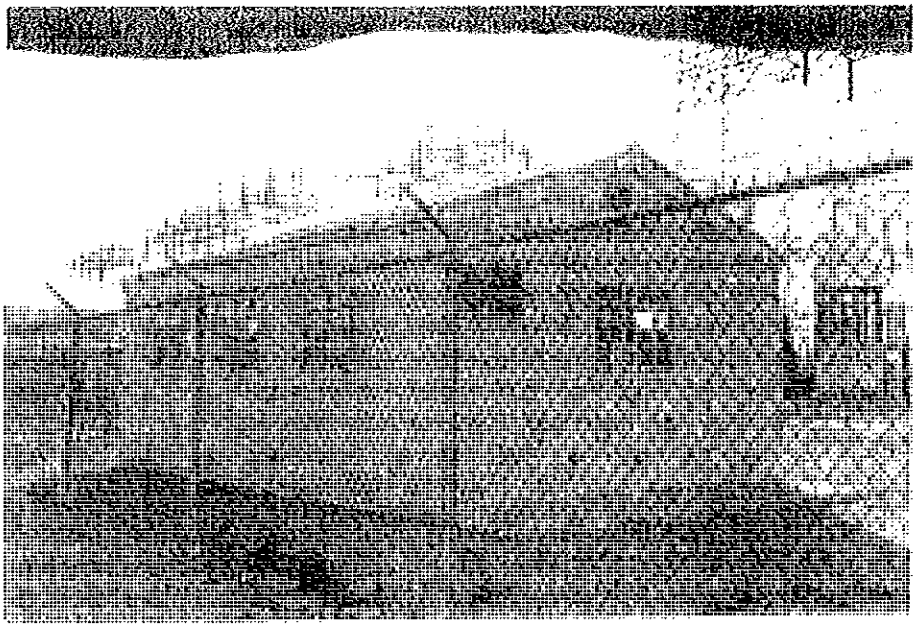
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PHOTOGRAPHS

Primary # _____
HRI # _____
Trinomial _____

Resource Name or #: Tesla Substation



Tesla Substation looking west



Tesla Substation looking southeast

AUG

P-01-010502

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

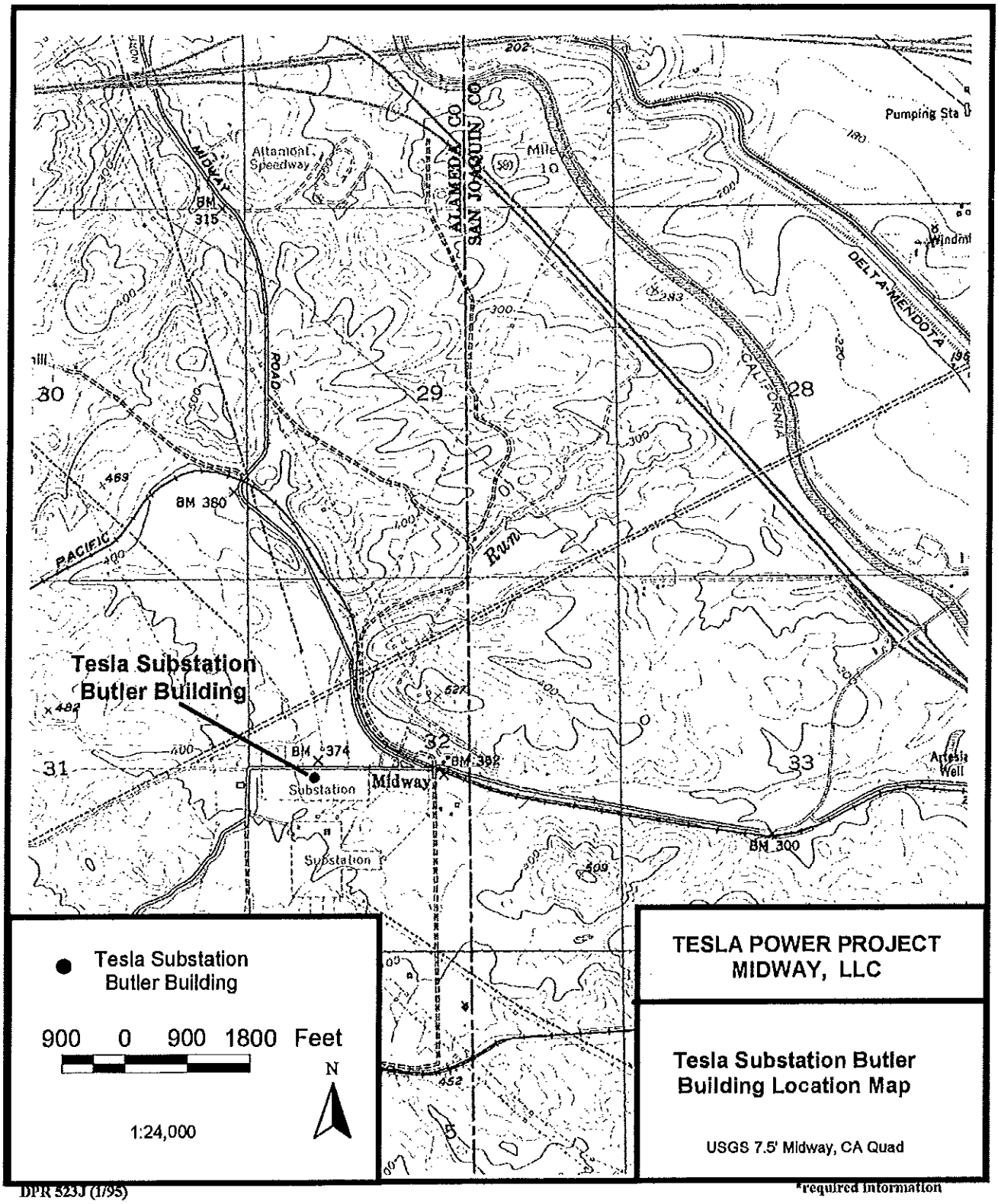
LOCATION MAP

Primary #: _____
HRI # _____
Trinomial _____

Page 6 of 6

*Resource Name or #: (Assigned by recorder) Tesla Substation Butler Building

*Map Name: Midway *Scale: 1:24,000 *Date of Map: 1980



DPR 523J (1/95)

*required information

AUG 7 2012

*__NRHP Status Code__ 3S

***P3a. Description:** This resource consists of two 500 kV transmission line segments that connect to the Tesla Substation in northeastern Alameda County: (1) the Vaca Dixon-Tesla line and (2) the Table Mountain-Tesla line. Within the survey area, the segments measure approximately 0.25 and 0.32 miles, respectively. Outside of the survey area, the Vaca Dixon-Tesla line extends for 57 miles and the Table Mountain-Tesla line extends for 134 miles. The towers are galvanized steel, measuring between 106 and 116 feet in height and feature 2-bundled conductors (Reeve 2002). Dudek observed no changes to the transmission line since it was last recorded. A detailed description of the subject property is provided in the attached DPR form set.

P5b. Description of Photo: (View, date, accession #) Transmission line and towers, camera facing southwest, October 2, 2014

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P-01-010499

*** B10. Significance:** These transmission lines were previously recorded in 2002. The survey suggested that the lines may be eligible for the California Register of Historical Resources (CRHR), but did not evaluate the resources for the National Register of Historic Places (NRHP) or the Alameda County Register. Dudek evaluated the power lines and has determined that the resource meets NRHP/CRHR/Alameda County Register Criteria A/1/A and C/3/C. The property 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. The property is considered a historical resource under CEQA. As such, this evaluation assigns a 3S California Historical Resources Status Code.

Under NRHP/CRHR/Alameda County Register Criterion A/1/A, this line is associated with PG&E's efforts that began in the early 1960s to develop increased electrical interconnection with a 500 kV line as part of the "Pacific Intertie" program. The resource is part of the transmission corridor that extends from Northern California to an interconnection with Southern California Edison in Kern County (Allen et al. 2020: 3-114–3-115). It has a direct physical and operational association to a key technological innovation, the development of the Pacific Intertie program that helped shape patterns of electrical generation and consumption. Properties noted to be associated with such a significant trend are eligible under this criterion within the theme of technological innovation during PG&E's transmission era and the conversion to using 500 kV transmission lines in the years between 1960 and 1970 (Allen et al. 2020: 5-6, 5-8–5-9). The transmission line has no direct association with individuals who played a significant role in history. Therefore, it

does not meet NRHP/CRHR/Alameda County Register Criterion B/2/B.

As an engineering feature, the transmission line meets NRHP/CRHR/Alameda County Register Criterion C/3/C because it expresses utility engineering and design that directly reflect significant advances within the theme of technological innovation because its key constituent components (towers, insulators, conductor) embody leading edge engineering that allowed for demonstrable and important innovations in voltage regulation, voltage levels.

Under NRHP/CRHR/Alameda County Register Criterion D/4/F, this built environment resource is not a source of important information because it does not demonstrate significant informational facets of PG&E's technological innovation in construction and design in a manner that is not defined in the existing historical record.

The resource also retains integrity to convey its significance. The line has not moved and retains integrity of location. Integrity of design and materials are retained because its original form, function, and historic physical elements are retained. Integrity of setting has not been significantly altered and remains in an essentially rural area. The resource has its physical features that convey its historic character and retains integrity of feeling and association. Integrity of workmanship is not considered an important aspect of integrity for this type or resource.

***B12. References:** Allen, Polly Seddon, Matt Walker, and Iris Eschen. 2020. *Pacific Gas and Electric Company Historic-Era Electrical Infrastructure Management Plan*.

Reeve, S. 2002. DPR 523 Form for the 600 kV Transmissions Lines. Foster Wheeler Environmental. June 13, 2002.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** May 21, 2024

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

PRIMARY RECORD

Primary # P-01-010499
HRI#
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 **of** 3 ***Resource Name or #:** (Assigned by recorder) 500kV Transmission Lines

P1. Other Identifier: Vaca Dixon-Tesla 500kv line and the Table Mountain-Tesla 500kV line

***P2. Location:** [x] Not for Publication [ ] Unrestricted (UTM:626170/4176980;626240/4176960) (626720/4174740;626920/4174560)

***a. County:** Alameda **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Midway **Date:** 1980 **T** 2N; **R** 4E; Sections 32,30, 29; Mt. Diablo **B.M**

c. Address: N/A (#4451) City: Zip:

d. UTM (Give more than one for large and/or linear resources) Zone: 10; *See Continuation Sheet for a list of UTM coordinates.*

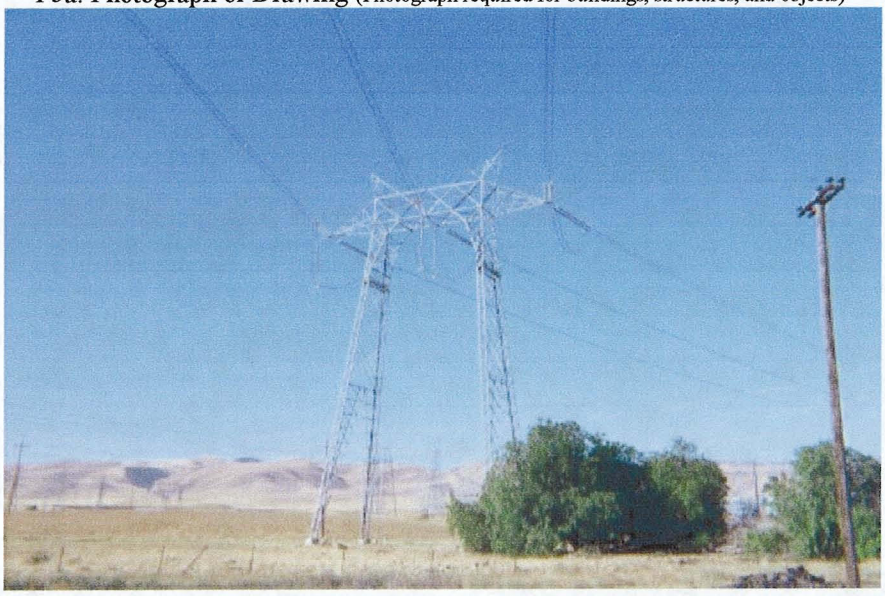
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
From Tracy,CA, take I-205 (which becomes I-580 west) and exit at Mountain House Parkway (Patterson Pass Rd.). Turn Left onto Patterson Pass Road, and continue 3.5 miles to the Midway substation. The transmission lines extend east/northeast from substation.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
The resource consists of two 500kv transmission line segments, *(See Continuation Sheet)*

***P3b Resource Attributes:** (List relevant attributes and codes) HP11

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

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



P5b. Description of Photo (View, date, accession #) See Continuation Sheet.

***P6. Date Constructed/Age and Sources:** [ ] Prehistoric [x] Historic [ ] Both c. 1960's

***P7. Owner and Address:**
Pacific Gas & Electric Company

***P8. Recorded by:** (Name, affiliation, and address) S. Reeve Ph.D.
Foster Wheeler Environmental
3947 Lennane Drive, Suite 200
Sacramento, CA 95834-1957

***P9. Date Recorded:** 06/13/02
Form Prepared by: J. Farrell

***P10. Survey Type: (Describe)** [x] Intensive [ ] Reconnaissance [x] Other:

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") See Continuation Sheet.

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

DPR 523A (1/95) ***Required Information**

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

Primary # _____
HRI # _____
Trinomial _____

Page 2 **of** 3 ***Resource Name or #** (Assigned by recorder) 500kV Transmission Lines

Recorded by: Reeve, et al. **Date:** 04/23/02

[X] **Continuation** [ ] **Update**

***P2d.**

	West Transmission Line UTM's		East Transmission Line UTM's	
North	626,160 mE/	4,176,988 mN	626,204 mE/	4,177,012 mN
	627,054 mE/	4,175,268 mN	627,097 mE/	4,175,272 mN
	626,908 mE/	4,174,412 mN	627,090 mE/	4,174,757 mN
South	626,702 mE/	4,174,742 m N	627,090 mE/	4,174,564 mN

***P3a.** the Vaca Dixon-Tesla 500kV transmission line and the Table Mountain-Tesla 500kV transmission line. The Pacific Northwest-Southwest Intertie was authorized in 1964 by the 88th Congress for the Northwest power transactions and Canadian Entitlement Power. This project has been described as "...the most exciting transmission project of this century (Design and Construction Task Force, 1968)." Two segments are connected to the Tesla Substation. The Vaca Dixon-Tesla segment extends for 57 miles, a1nd the Table Mountain-Tesla Segment extends for 134 miles. Both segments contain self-supporting 106-16 foot high, galvanized-steel towers, with 2-bundled 2300 MCM, AAC conductors. While these high voltage transmission lines might be eligible for the California Register Of Historic Places (CRHP), eligibility criteria would include advances in technology and materials. Integrity of setting would not be a factor for evaluating CRHP-eligibility.

P5b.

500kV Transmission Tower, view south, 6/13/02, #500kV-01.

***P11.**

Reeve, Stuart et. al. "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California" Foster Wheeler Environmental 2002, and Tesla Power Project 01-AFC-21 2001, and Design and Construction Task Force, 1968, "Pacific Northwest-Southwest Intertie Final Report.", and Personal Communication with Herbert Rogers (retired PG&E Engineer), and with Robert Sparks, FP&L Engineer.

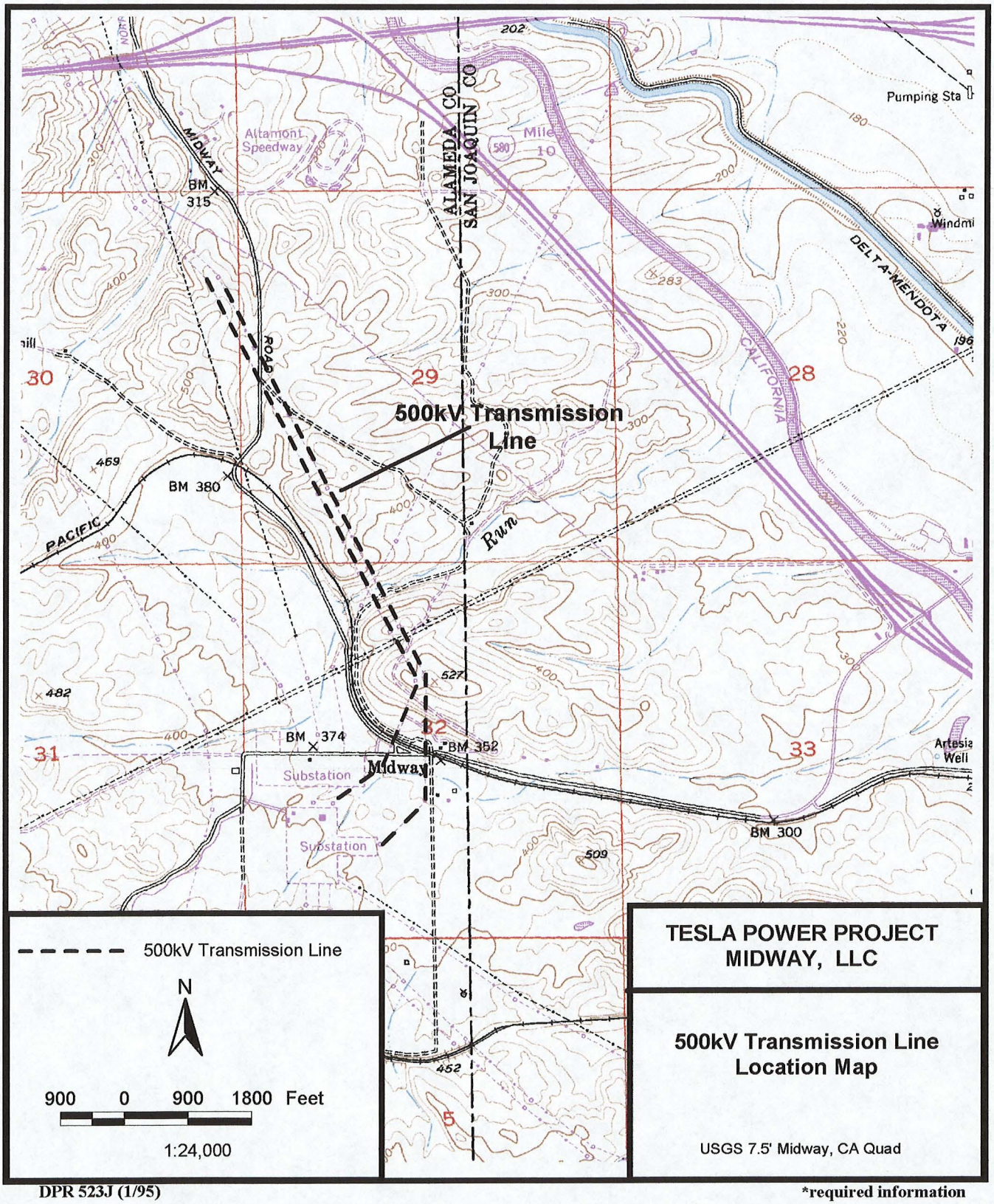
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #: _____
HRI # _____
Trinomial _____

*Resource Name or # (Assingned by Recorder) 500kV Transmission Line

*Map Name: Midway *Scale: 1:24,000 *Date of Map: 1980



DPR 523J (1/95)

*required information

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

***P3a. Description:** This Update serves to supplement the form set prepared in 2002 by Foster Wheeler Environmental. The Haera-Brockman-Griffith Ranch is in northeastern Alameda County, adjacent to Midway Road within the community of Midway, an unincorporated community. The parcel contains multiple outbuildings, a trailer, and other structures constructed after 1979 and as such, will not be described. The wood-frame building documented herein is set on a post and pier foundation and has a corrugated metal roof (Photographs 1-3). The building is side gabled with walls clad in wood. Two entrances are located on the north and west elevations, each accessible by wooden steps. On either gable is a wood louvered vent. The building was constructed in circa 1930

P5b. Description of Photo: (View, date, accession #) Photo 1, north and east elevations, camera facing southeast, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P-01-010500

***B10. Significance:** The Haara-Brockman-Griffith Ranch does not meet the criteria for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR) or the Alameda County Register. The property 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. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to the property.

This property was previously recorded in 2002 by Foster Wheeler Environmental, which indicated that the property was first settled by Franz (Frank) Haera in 1856, and he constructed the first structure in Midway, the Zinc House. When the original Zinc House burned down, it was replaced by an existing wood frame ranch house during the 1930s. The historic ranch also consisted of a barn and outbuildings, none of which are extant (FWE 2002). The 2002 inventory of the property did not evaluate the resource for eligibility under NRHP/CRHR/Alameda County Register criteria. Dudek evaluated the property and has determined that the resource does not meet the criteria for the NRHP or the CRHR. Dudek also evaluated the property using the criteria of the Alameda County Register and determined that it does not meet any of the criteria, which are nearly identical to that of the NHRP and the CRHR.

Under NRHP/CRHR/Alameda County Register Criterion A/1/A, the Haera-Brockman-Griffith Ranch has no specific important associations with significant historic events or patterns of development. While the property belonged to one of the first settlers in the Midway area, the original Zinc House is no longer extant, nor does it serve its original purpose

as a tavern. Therefore, it cannot demonstrate historical significance under this criterion. Nor did the property play an important role within the general pattern of agricultural development within the Livermore Valley. Under NRHP/CRHR/Alameda Register Criterion B/2/B, the property has no demonstrable association with the lives of persons important to history. Though Franz Haera is significant as one of the earliest settlers in Midway, he passed away before the construction of the extant building. The ranch is not significant under NRHP/CRHR Criterion C/3 and Alameda County Register Criterion C/D/E because the resource is not an important example of type, period, or method of construction, nor is it the work of a master, and it does not possess high artistic value. Under NRHP/CRHR/Alameda County Register Criterion D/4/F this building is not significant as a source (or likely source) of important information regarding history, and it does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Integrity is the ability of a property to convey its significance. The assessment of a property's integrity can only proceed after its significance has been fully established. The assessment of integrity requires consideration under the seven aspects or qualities. To retain integrity, a property will always possess several, and generally most, aspects of integrity. Determining which aspects are most important requires an understanding of why, where, and when the property is significant. Because the subject property does not meet any of the criteria for listing in the NRHP, CRHR, or Alameda County Register an integrity analysis is considered immaterial for the subject resource

***B12. References:** Foster Wheeler Environmental (FEW). 2002. DPR 523 form set for the Heara-Brockman-Griffith Ranch. June 13, 2002.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024

Photographs (cont.)

Photo 2. Heara-Brockman-Ranch, view from Patterson Pass Road, looking northeast.

Source: Dudek, 2024.

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

PRIMARY RECORD

Primary # P-01-010500
HRI#
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page 1 **of** 3 ***Resource Name or #:** (Assigned by recorder) Heara-Brockman-Griffith Ranch

P1. Other Identifier: N/A

***P2. Location:** [x] **Not for Publication** [ ] **Unrestricted**

***a. County:** Alameda **and** (P2c, P2e, and P2b or P2d. Attach a Location Map as necessary.)

***b. USGS 7.5' Quad:** Midway **Date:** 1980 **T** 2N; **R** 4E; NW **¼ of** NW **¼ of** SE **¼ of Sec.** 32; Mt. Diablo **B.M**

(#4451)

c. Address: 20038 Midway Road City: Tracy Zip:

d. UTM (Give more than one for large and/or linear resources) Zone: 10; 627,153 **mE/** 4,174,769 **mN**

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

From Tracy,CA, take I-205 (which becomes I-580 west) and exit at Mountain House Prkwy (Patterson Pass Rd.). Turn Left on Patterson Pass and continue to Midway Rd., turn left. House is on left side at 20038 Midway Rd.

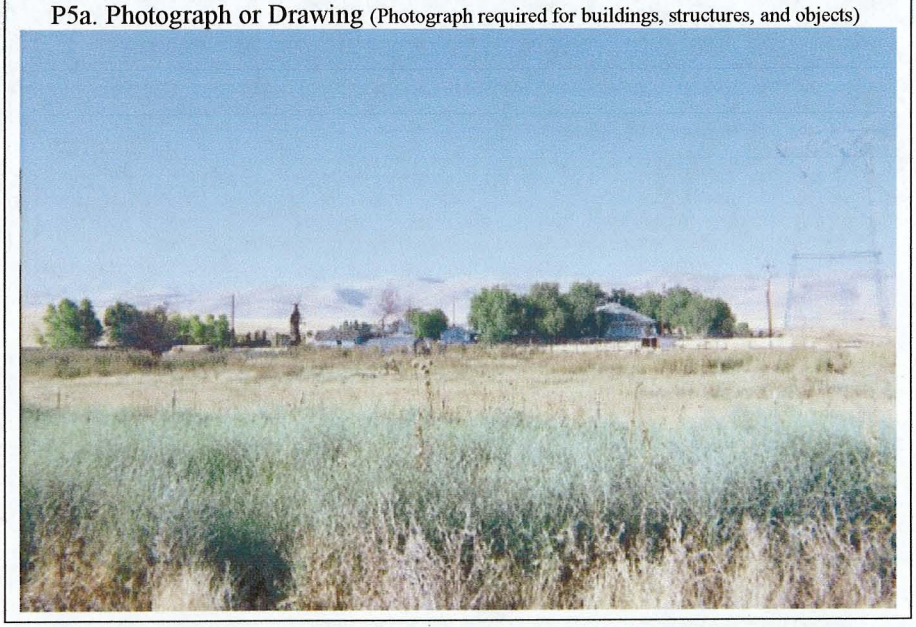
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This property was first settled by Frank Heara in 1855 or 1856. Heara built a dwelling known as the "Zinc House", the first structure in the growing community of Midway. *(See Continuation Sheet)*

***P3b Resource Attributes:** (List relevant attributes and codes) HP33

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

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



P5b. Description of Photo (View, date, accession #) *See Continuation Sheet*

***P6. Date Constructed/Age and Sources:** [ ] Prehistoric [x] Historic [ ] Both
c. 1930 (pers comm Mary Griffith)

***P7. Owner and Address:** *See Continuation Sheet*

***P8. Recorded by:** (Name, affiliation, and address) S. Reeve Ph.D.
Foster Wheeler Environmental
3947 Lennane Drive, Suite 200
Sacramento, CA 95834-1957

***P9. Date Recorded:** 06/13/02
Form Prepared by: J. Farrell

***P10. Survey Type: (Describe)** [] Intensive [ ] Reconnaissance [x] Other: Roadside observation, telephone consultation

***P11. Report Citation:** (Cite survey report and other sources, or enter "none") *See Continuation Sheet.*

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

DPR 523A (1/95) ***Required Information**

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

Primary # _____
HRI # _____
Trinomial _____

Page 2 **of** 3 ***Resource Name or #** (Assigned by recorder) Heara-Brockman-Grifith Ranch

Recorded by: Reeve, et al. **Date:** 06/13/02

[X] **Continuation** [ ] **Update**

***P3a.** Completion of the Central Pacific Railroad in 1869 brought new settlers to Midway, which eventually included a station, school, and store. Frank Heara's property was passed to his son, Rhinholt, and continues to be owned by descendants. The original Zinc House burned down and was replaced by the existing wood frame ranch house during the 1930's. The original Zinc House was located northeast of the existing dwelling, near a large dead tree trunk. The original barn and other outbuildings have not survived. The present dwelling was originally a wood frame with double-gabled roof, built in two separate square sections, which were connected by a breezeway. The breezeway was enclosed and converted to a living room during the 1960's or 1970's. The existing dwelling is surrounded by small outbuildings, a trailer, and other structures. Permission was not gained for a complete inventory of structures. An archaeological inventory of historic archaeological sites has not been conducted. The historic ranch setting has been effected by construction of the Tesla Substation (1940-1950's to present), the 500kV-transmission line and associated transmission towers (constructed in the 1960's). The dwelling is located less than 0.25 miles east of the Tesla Substation and 200 feet east of the transmission line.

P5b. Haera-Brockman-Griffith Ranch complex, view to the south, # HGBR-01, 6/13/02

***P7.** Gordon and Mary Anne Griffith, 20044 Midway Road, Tracy, CA

***P11.** Reeve, Stuart et. al. "Cultural Resource Survey for the Tesla Power Project, Alameda and San Joaquin Counties, California" Foster Wheeler Environmental 2002. Tesla Power Project 01-AFC-21 2001. Wood, M.W. 1883, "History of Alameda".

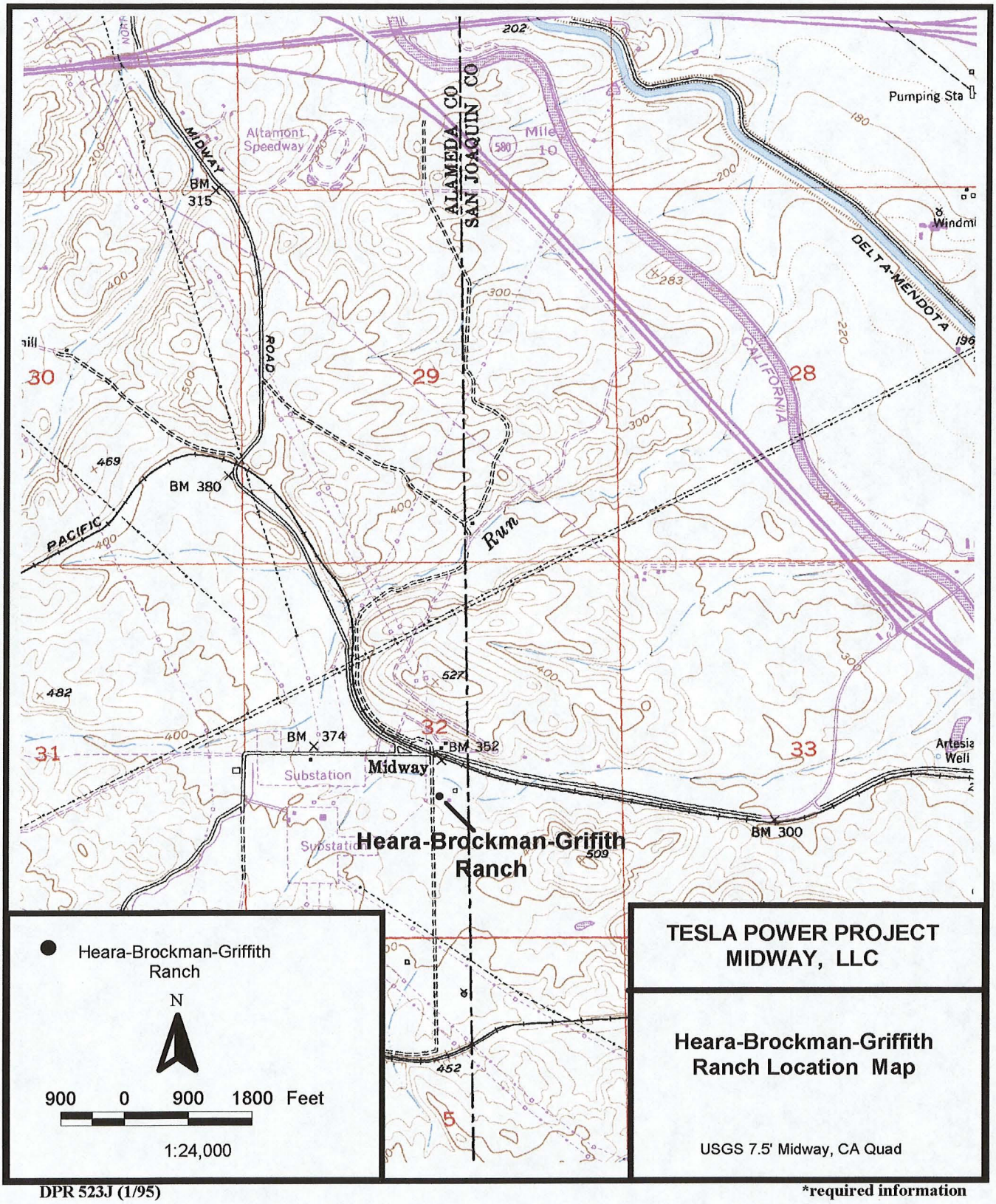
State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #: _____
HRI # _____
Trinomial _____

*Resource Name or # (Assingned by Recorder) Heara-Brockman-Grifith Ranch

*Map Name: Midway *Scale: 1:24,000 *Date of Map: 1980



DPR 523J (1/95)

*required information

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

***P3a. Description:** Segments of Midway Road in eastern Alameda County have been previously recorded. In 2003, PAR Environmental Services, Inc. (PAR) inventoried a 2-mile-long segment of the road, but did not evaluate the resource under NRHP/CRHR/Alameda County criteria. The road was constructed circa 1860s but has since been paved and striped. The segment of Midway Road documented herein extends approximately 0.93 miles. The road is a two-lane paved resource with a width of approximately 30 feet. The road is flanked by dirt shoulders.

P5b. Description of Photo: (View, date, accession #) Camera facing north, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Location Map ☒ Other (List): DPR 523 Form Set for P-01-010614

***B10. Significance:** In 2003, PAR inventoried a segment of the road for the Tesla Reclaimed Waterline Project. PAR did not evaluate the segment or the road for its potential historical significance. This form set is an update to the 2003 form set. Dudek evaluated the road and has determined that the resource does not meet the criteria for the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). Dudek also evaluated the road using the criteria of the Alameda County Register and determined that it does not meet any of the criteria, which are nearly identical criteria to those of the NHRP and the CRHR. The property 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. The resource is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to Midway Road.

Under NRHP/CRHR/Alameda County Register Criterion A/1/A, Midway Road segment within the study area has no specific important associations with significant historic events or patterns of development. The road was part of transportation development needed to accommodate the growing ranches and farms in the Livermore Valley in the 1860s and did not play an important role within the general pattern of agricultural or community development. Under NRHP/CRHR/Alameda County Register Criterion B/2/B, the road has no demonstrable association with the lives of persons important to history. The road is not significant under NRHP/CRHR Criterion C/3 and Alameda County Register Criterion C/D/E because the resource is not an important example of its type, period, or method of construction, nor is it the work of a master, and it does not possess high artistic value. The resource is a common example of a two-lane rural road. Under NRHP/CRHR/Alameda County Register Criterion D/4/F this road is not significant as a source (or likely

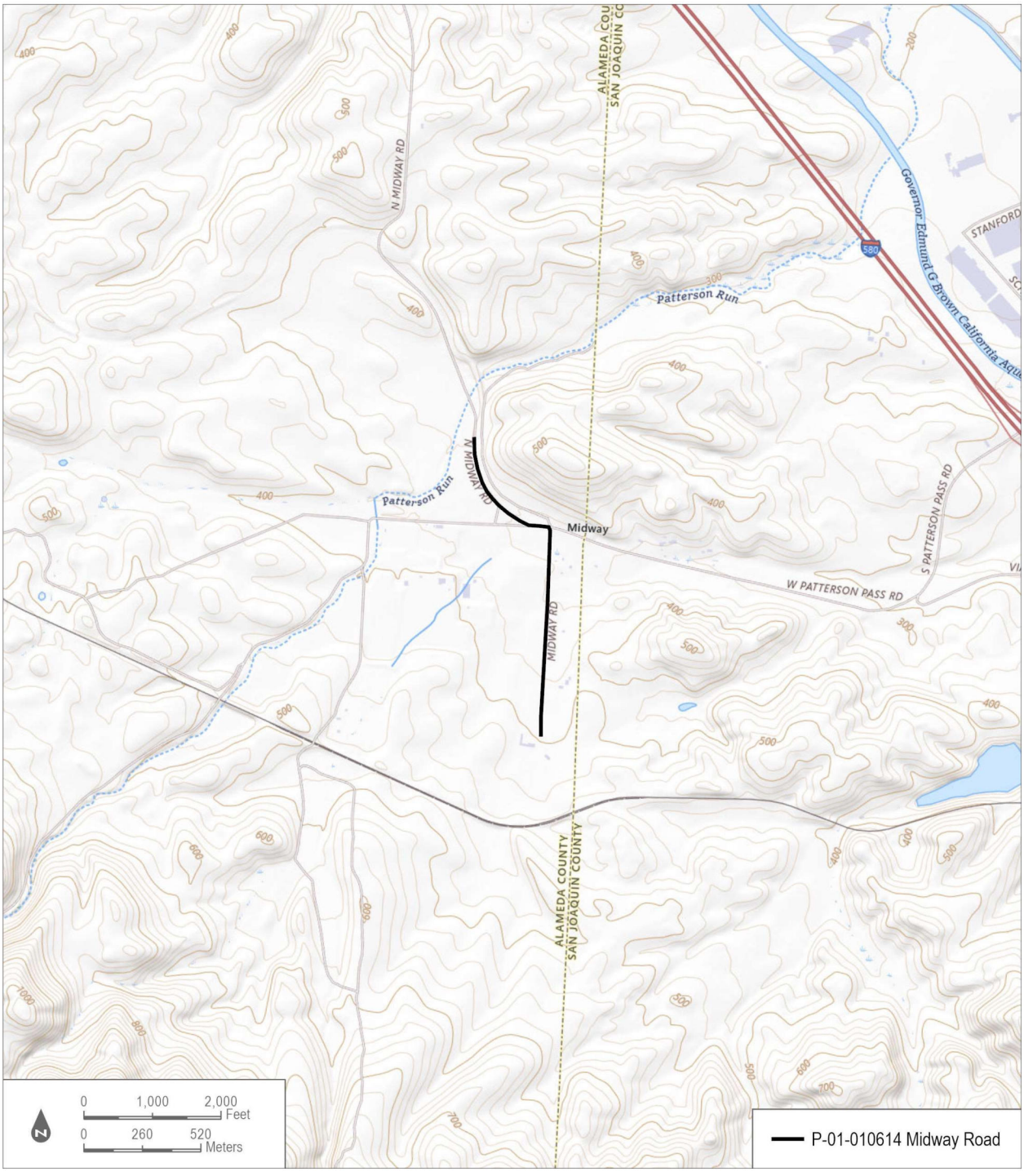
source) of important information regarding history, and it does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

The assessment of a property's integrity can only proceed after its significance has been fully established. The assessment of integrity requires consideration under the seven aspects or qualities. To retain integrity, a property will always possess several, and generally most, aspects of integrity. Determining which aspects are most important requires an understanding of why, where, and when the property is significant. Because the subject property does not meet any of the criteria for listing in the NRHP, CRHR, or Alameda County Register an integrity analysis is considered immaterial for the subject resource.

***B12. References:** PAR (PAR Environmental Services, Inc.) 2003. DPR 523 form set for Midway Road. Prepared for *A Cultural Resource Assessment for the Proposed Tesla Reclaimed Waterline Project, Alameda and San Joaquin Counties, California.* On file at the California Energy Commission, Sacramento.

***B14. Evaluator:** Danielle Baza, BA and Patricia Ambacher, MA

***Date of Evaluation:** October 2024


N MIDWAY RD
ALAMEDA COUNTY
SAN JOAQUIN COUNTY
Governor Edmund G. Brown California Aqu
STANFORD
580
Patterson Run
MIDWAY RD
Midway
S PATTERSON PASS RD
W PATTERSON PASS RD
0 1,000 2,000 Feet
0 260 520 Meters
P-01-010614 Midway Road

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

Primary # P-01-010614
HRI#
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

Page P1 of P3 *Resource Name or #: (Assigned by recorder) TRWP - 24

P1. Other Identifier: Midway Road Segment

*P2. Location: ☒ Not for Publication ☐ Unrestricted *a. County Alameda

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

*b. USGS 7.5' Quad Clifton Court Forebay; Midway Date 1978; 1953, photorevised 1980 See Continuation Sheet

c. Address N/A (Map #4451) City N/A Zip N/A

d. UTM: (Give more than one for large and/or linear resources) See Continuation Sheet

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

From the intersection of Tracy Boulevard and Highway 205 in Tracy, California, drive 8.6 miles west on Highway 205 and exit on Grant Line Road. Turn right (west) on Grant Line Road and drive 0.36 miles to Altamont Pass Road. Turn right (northwest) on Altamont Pass Road and drive 0.47 miles to Midway Road on the right. This is the northern end of the recorded section of Midway Road. The recorded section extends 2 miles south of this point. This road is situated between 225 and 400 feet above mean sea level (amsl). Elevations were determined using a USGS topographic map.

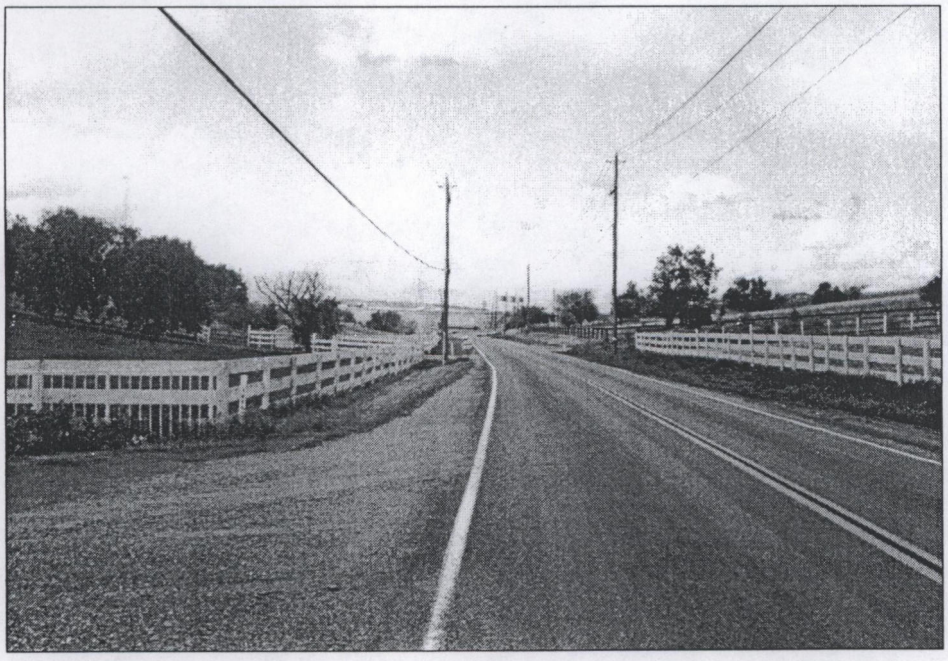
*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)

The resource consists of a segment of Midway Road. This segment of Midway Road is paved and is two lanes and approximately 30 feet wide. The recorded segment is 2 miles long. The extreme northern portion of the recorded segment has been re-routed, most likely to accommodate the construction of the California Aqueduct in the 1960s. This road was in place by the early 1870s as a connection between Mountain House and Midway. Since that time, it has been paved and striped. The remaining portion of the recorded segment remains in its historic route, although it has been maintained and possibly widened.

*P3b. Resource Attributes: (List attributes and codes) HP37. Highways/Trails

*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 #) View N 4/25/2003, Frame 37, Accession #01-949-BW-2

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
circa 1860s

*P7. Owner and Address:
Alameda County

*P8. Recorded by: (Name, affiliation and address) M. Schmidt & J. Dougherty
PAR Environmental Services, Inc.
P.O Box 160756
Sacramento, CA 95816-0756

*P9. Date Recorded: 4/14/2003

*P10. Survey Type: (Describe)
Cultural Resource Inventory/ Reconnaissance

*P11. Report Citation: (Cite survey report and other sources, or enter "None") Dougherty, J.
2003 *A Cultural Resource Assessment for the Proposed Tesla Reclaimed Waterline Project, Alameda and San Joaquin Counties, California.* On file at the California Energy Commission, Sacramento.

(continued)

*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

JUN 13 2003
JUN 13 2003

State of California - The Resources Agency DEPARTMENT OF PARKS AND RECREATION CONTINUATION SHEET	Primary # P-01-010614 HRI# Trinomial

Page P2 of P3 *Resource Name or #: (Assigned by recorder) TRWP - 24

*Recorded by: M. Schmidt and J. Dougherty *Date 4/14/2003 ☒Continuation ☐Update

***P2b.**

T 2 S, R 4 E; NW¼ of NE¼ of Sec. 19; MDM
T 2 S, R 4 E; NE¼ of NE¼ of Sec. 19; MDM
T 2 S, R 4 E; SW¼ of NE¼ of Sec. 19; MDM
T 2 S, R 4 E; SE ¼ of NE ¼ of Sec. 19; MDM
T 2 S, R 4 E; NW ¼ of SE ¼ of Sec. 19; MDM
T 2 S, R 4 E; NE ¼ of SE ¼ of Sec. 19; MDM
T 2 S, R 4 E; SE ¼ of SE ¼ of Sec. 19; MDM
T 2 S, R 4 E; NE ¼ of NE ¼ of Sec. 30; MDM
T 2 S, R 4 E; NW ¼ of NW ¼ of Sec. 29; MDM
T 2 S, R 4 E; SW ¼ of NW ¼ of Sec. 29; MDM
T 2 S, R 4 E; NW ¼ of SW ¼ of Sec. 29; MDM
T 2 S, R 4 E; NE ¼ of SE ¼ of Sec. 30; MDM
T 2 S, R 4 E; SE ¼ of SE ¼ of Sec. 30; MDM

UTMs were determined using Toposcout and the NAD 83 datum.

***P2d.**

Zone 10; 625380 mE/ 4179016 mN North end of the recorded segment of Midway Road **(625550E/4178900N)**
Zone 10; 625795 mE/ 4178811 mN Curve
Zone 10; 626177 mE/ 4177519 mN Curve
Zone 10; 626218 mE/ 4176281 mN South end of the recorded segment of Midway Road **(626300E/4176100N)**

***P11.**

United States Geological Survey (USGS)

1980 Midway, 7.5-minute topographical quad. On file, California State Library, Government Publications, Sacramento.

1953 Midway, 7.5-minute topographical quad. On file, California State Library, Government Publications, Sacramento.

1907 Midway, 15-minute topographical quad. On file, California State Library, Government Publications, Sacramento.

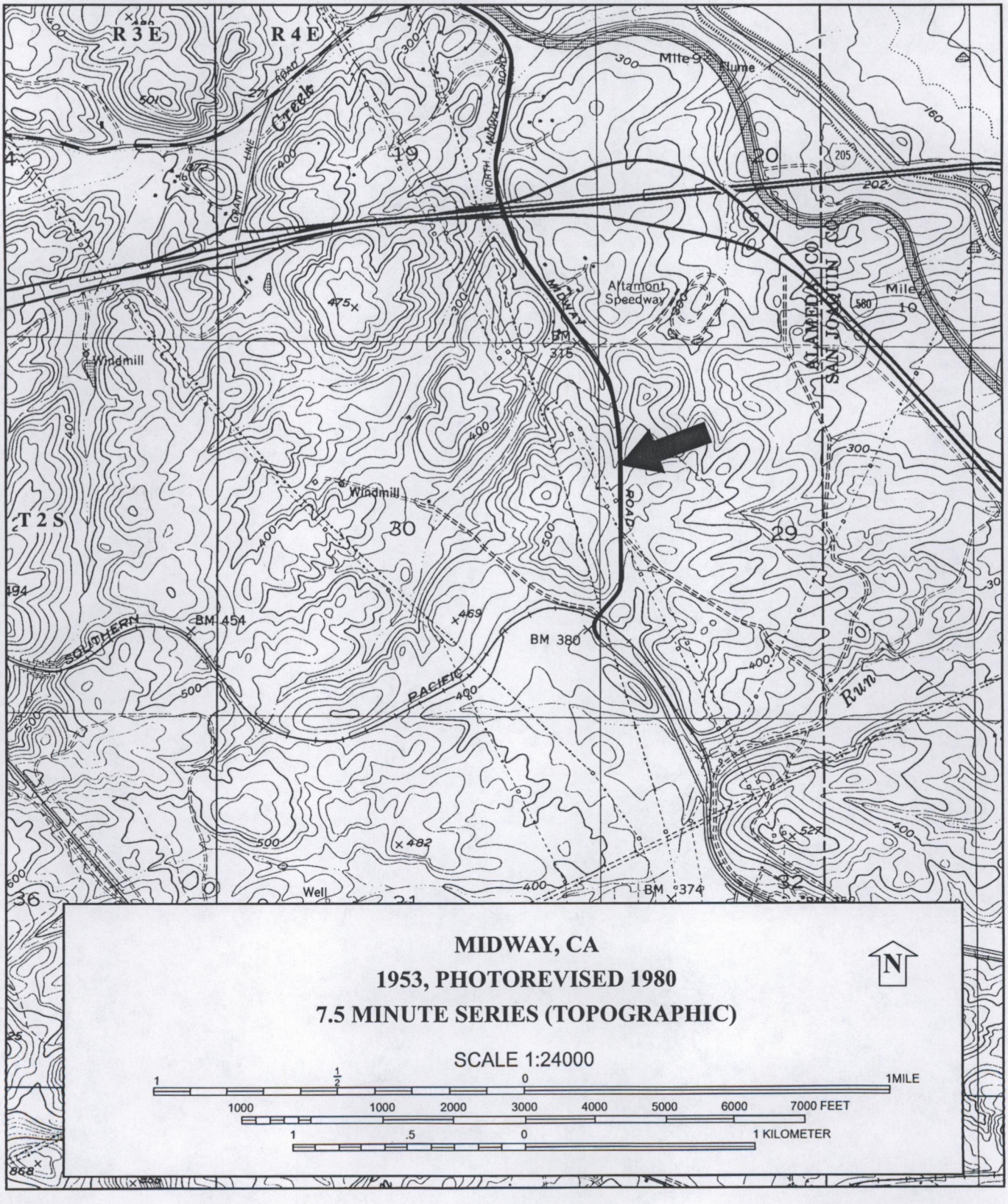
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-01-010614
HRI #
Trinomial

Page P3 of P3 * Resource Name or # (Assigned by recorder) TRWP - 24

*Map Name: 7.5 Minute Clifton Court Forebay, CA USGS quadrangle *Scale 1:24,000 * Date of map: 1978



* Required Information

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

Primary # P-01-010614
HRI#
Trinomial

Page L1 of L1 *Resource Name or #: (Assigned by recorder) TRWP - 24

L1. Historic and/or Common Name: Midway Road

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)

From the intersection of Tracy Boulevard and Highway 205 in Tracy, California, drive 8.6 miles west on Highway 205 and exit on Grant Line Road. Turn right (west) on Grant Line and drive 0.36 miles to Altamont Pass Road/Grant Line Road. Turn right (northwest) on Altamont Pass/Grant Line Road and drive 0.47 miles to Midway Road on the right. This is the northern end of the recorded section of Midway Road. The recorded section extends 2 miles south of this point. This road is situated between 225 and 400 feet above mean sea level (amsl). Elevations were determined using a USGS topographic map.

The resource is located on the USGS 1978 Clifton Court Forebay and 1980 Midway 7.5' quadrangles. It runs through sections 19, 29 and 30.

Zone 10; 625380 mE/ 4179016 mN North end of the recorded segment of Midway Road
Zone 10; 626218 mE/ 4176281 mN South end of the recorded segment of Midway Road
UTMs were determined using Toposcout and the NAD 83 datum.

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate

The resource consists of a segment of Midway Road. This segment of Midway Road is paved and is two lanes and approximately 30 feet wide. The recorded segment is 2 miles long.

L4. Dimensions: (In feet for historic features and Meters for prehistoric features)

a. Top Width: Approximately 30 feet
b. Bottom Width: N/A
c. Height or Depth: N/A
d. Length of Segment: 2 miles

L4e. Sketch of Cross-Section (Include scale) Facing: N/A

No Cross-Section was drawn because the road is flat

L5. Associated Resources:

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate)

The resource is situated among gently rolling hills in open grassland.

L7. Integrity Considerations:

The extreme northern portion of the recorded segment has been re-routed, most likely to accommodate the construction of the California Aqueduct in the 1960s. The remaining portion of the recorded segment appears to run along its historic route, although it has been maintained and possibly widened.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map or Drawing (View, scale, etc.)
See primary record.

L9. Remarks:
None.

L10. Form Prepared by: (Name, affiliation, and address)
M . Schmidt and J. Dougherty
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95814

L11. Date 5/14/2003

DPR 523E (1/95)

DPR 523L (1/95) *Required Information

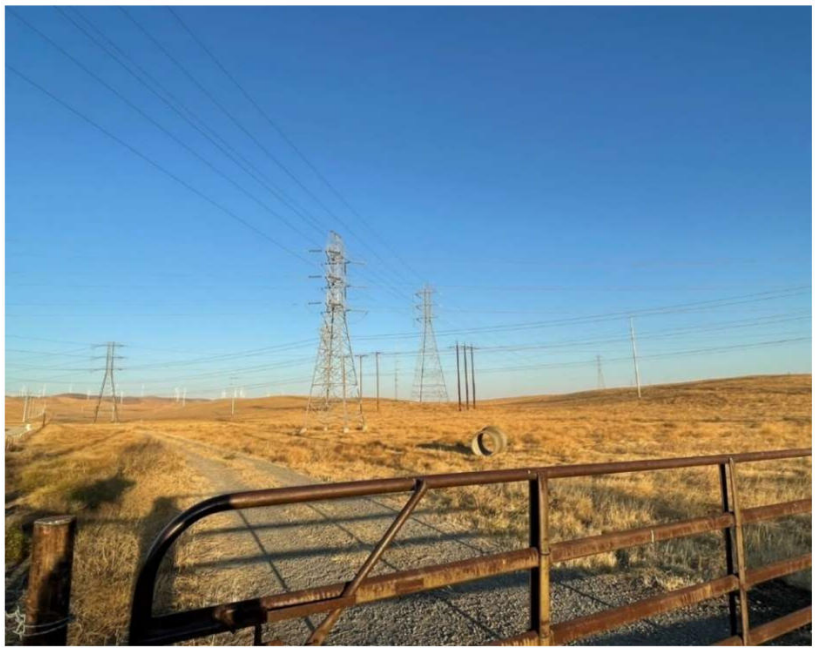
JUN 13 2003

***Resource Name or #:** (Assigned by recorder) Contra Costa-Moraga/Pittsburg-Tesla PG&E Electrical Transmission Lines –UPDATE

***Recorded by:** C. Flanegin, MA, Dudek ***Date:** October 2, 2024 ☐ Continuation ☒ Update

***NRHP Status Code** 6Z

***P3a. Description:** The segment of the Pittsburg-Tesla Transmission line documented herein is located in northeastern Alameda County and follows a northwest-to-southeast alignment. The segment recorded within this survey comprises the southern end of the transmission line that ends at the Tesla Substation. An approximately 0.64-mile-long segment of the transmission line was recorded within the survey area. Dudek observed no changes to the transmission line since it was last recorded in 2017. A detailed description of the subject property is provided in the attached DPR form set.



P5b. Description of Photo: (View, date, accession #) Looking northwest, October 2, 2024

***P8. Recorded by:** (Name, affiliation, address)
Claire Flanegin, MA
Dudek
1904 Franklin Street, Suite 600
Oakland, CA 94612

***P9. Date Recorded:**
October 2, 2024

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.")
Dudek. 2024. *Cultural Resources Inventory and Evaluation Report Potentia Viridi BESS Project, Alameda County, California*.

***Attachments:** ☒Other (List): DPR 523 Form Set for P- 01-010947

***B10. Significance:** In 2008, the line was evaluated and recommended not eligible for the NRHP and the CRHR (Lang 2008, p. 2). In 2017, a portion of the line and towers was recorded and recommended as appearing "eligible as a linear district for the NRHP under Criteria A and C, with the towers and lines as contributing elements. The towers and transmission lines do not appear to be individually eligible. Both transmission lines built as early as the late 1920s, were and still are, essential to providing necessary electrical power to businesses and residences in Contra Costa County and the East Bay Area, including the cities of Antioch, Pittsburg, Clayton, Walnut Creek, Lafayette, and Moraga during a significant period in the region's growth, namely the 1920s through late -1940s" (Supernowicz 2017: 6). The transmission line was not evaluated under NRHP Criteria B or D.

Dudek re-evaluated this transmission line and has determined that the resource does not meet the criteria for the NRHP, the CRHR, or the Alameda County Register. The property 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. The property is not considered a historical resource under CEQA. As such, this evaluation assigns a 6Z California Historical Resources Status Code to P-010947.

PG&E's Historic Electrical Infrastructure Management Plan provides the historic context in which to evaluate this resource and provides the key significance themes and periods of significance related to PG&E's historic context, and it identifies the property types and character-defining features of those property types. This transmission line does not

meet NRHP/CRHR/Alameda County Register Criterion A/1/A because it only reflects a mere association within the context of community development in the post-World War II era. It has no direct, specific association because all of PG&E's infrastructure has a basic association with some aspect of California's development. Nor is it directly associated with important events or trends in PG&E's corporate history. The line is not associated with individuals who made significant contributions to history and therefore does not meet NRHP/CRHR/Alameda County Register Criterion B/2/B. Under NRHP/CRHR/ Alameda County Register Criterion C/3/C-E this transmission line lacks distinction and is not an important example of its type, period, or method of construction. It was not designed by a master engineer, is a ubiquitous property type for PG&E, and lacks technological innovation and architectural merit. As a built environment resource, this type of resource is well documented and it is not a source of important information. Therefore, it does not meet NRHP/CRHR/Alameda County Register Criterion D/4/F. The transmission line does not meet NRHP/CRHR Criteria A/1, B/2, or C/3 and therefore it does not qualify as a linear district as the 2017 evaluation indicated.

Integrity is the ability of a property to convey its significance. The assessment of a property's integrity can only proceed after its significance has been fully established. The assessment of integrity requires consideration under the seven aspects or qualities. To retain integrity, a property will always possess several, and generally most, aspects of integrity. Determining which aspects are most important requires an understanding of why, where, and when the property is significant. Because the subject property does not meet any of the criteria for listing in the NRHP, CRHR, or Alameda County Register, an integrity analysis is considered immaterial for the subject resource

***B12. References:** Lang, J. DPR 523 Form for the Pittsburg-Tesla Transmission Line. Garcia and Associates. October 22, 2008.

Supernowicz, Dana. 2017. DPR 523 Form Set for the Contra Costa-Moraga/Pittsburg-Tesla PG&E Electrical Transmission Lines (P-01-010947). Historic Resource Associates.

***B14. Evaluator:** Patricia Ambacher, MA

***Date of Evaluation:** October 2024

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

PRIMARY RECORD

Primary #: P-01-010947
HRI # _____
Trinomial _____
NRHP Status Code: _____
Other Listings _____
Review Code ____ Reviewer _____ Date _____

 ***Resource Name or #:** Contra Costa-Moraga/Pittsburg-Tesla PG&E Electrical Transmission Lines

P1. Other Identifier: None
***P2. Location:** ☐ Not for Publication ■ Unrestricted ***a. County:** Contra Costa
b. USGS 7.5' Quadrangle: Clayton and Antioch South, California
c. Address: N/A **City:** N/A **Zip:** Various
d. UTM:
e. Other Locational Data (APN #): The two transmission lines run east to northwest and southwest spanning over 30 miles and crossing through a number of East Bay Area communities in Contra Costa County connected to regional PG&E substations.

***P3a. Description:** The subject property consists of two 230 kV Pacific Gas & Electric transmission lines that traverse a large swath of Contra Costa County from east to west. The line begins in Antioch, leaving the substation as two parallel transmission lines, before it separates southeast of Pittsburg into two lines of towers. The southernmost line is commonly referred to as the "Contra Costa-Moraga" electrical transmission line that connects the power plant at Antioch with the substation in Moraga, a distance of 27 miles. The line begins in Antioch as two parallel transmission lines and then splits in Section 29, southeast of Pittsburgh, with one line trending north, forming part of the Pittsburgh-Tesla transmission line, while the southern-most line heads southwest towards Moraga. The southern line appears to be oldest, perhaps built in the late-1920s, while the northern line, still relatively early, appears to have been built prior to 1943. Both lines include riveted steel towers with three horizontal arms or masts mounted to the upper half of the towers. The subject rectangular, truncated-shaped, lattice transmission tower rests on four concrete piers. A form of "X" bracing with radiating steel lattice braces is used on opposing sides of the tower for support. The three steel arms, also containing lattice bracing, connect to twisted or elongated insulators attached to high lead cables that transmit electricity from tower to tower. The towers are mounted on concrete piers. The line of towers cut through a large swath of light-agricultural, open-space land.

***P3b. Resource Attributes:** HP11 - Industrial structure.
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☒ District ☐ Element of District

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

P5b. Description of Photo: View of the Antioch-Moraga Transmission Line tower south of Pittsburg, reflecting a relatively early PG&E tower design typical of the late-1920s.
***P6. Date Constructed/Age and Sources:** ■ Historic
Circa late 1920s-1943 based upon historic topographic maps and aerial photographs.
***P7. Owner and Address:** Pacific Gas & Electric Company, 245 Market Street, San Francisco, CA. 94105.
***P8. Recorded by:** Dana E. Supernowicz, Architectural Historian, Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, CA 95762.
***P9. Date Recorded:** December 6, 2017
***P10. Type of Survey:** ■ Architectural
***P11. Report Citation:** Architectural Evaluation Study of the Sky Ranch II Project, Pittsburgh and Antioch, Contra Costa County, California. Prepared for Ric Windmiller, Windmiller Consulting, Inc., 2280 Grass Valley Highway, Suite 205, Auburn, CA 95603. Prepared by Historic Resource Associates, 2001 Sheffield Drive, El Dorado Hills, California 95762. December 2017.

***Attachments:** Building, Structure, and Object Record; Project Location Map; Photograph Record

***P3a. Description: (Continued):**

FIGURE 1: Pittsburg-Tesla 230 Kv transmission lines, looking northeast.

B1. Historic Name: Contra Costa-Moraga/Pittsburg-Tesla 230Kv PG&E Electrical Transmission Lines
B2. Common Name: Same as above
B3. Original Use: Public Utility Transmission Tower **B4. Present Use:** Same
***B5. Architectural Style:** Industrial riveted steel, lattice-braced design
***B6. Construction History:** Based on historic topographic maps and aerial photographs, the Contra Costa-Moraga PG&E transmission line may date to the late 1920s, while the northern Pittsburgh-Tesla line dates prior to 1943.
***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**
***B8. Related Features:** Agricultural grazing land open space, suburban/residential development, urban development
B9a. Architect: N/A **B9b. Builder:** Pacific Gas & Electric Company
***B10. Significance: Theme:** Electrical Transmission/Economic Development **Area:** Contra Costa County and the East Bay Area
Period of Significance: Circa 1927- late 1940s **Property Type:** Industrial **Applicable Criteria:** A and C

The historic context of the subject property is also rooted in the creation of Pacific Gas & Electric and the development of a reliable supply of electrical power throughout Contra Costa and Alameda counties during the early to mid-twentieth century. The Pacific Gas & Electric (PG&E) Company was formed in 1905 by the merger of the San Francisco Gas & Electric Company and the California Gas & Electric Company. The need for transmission lines in northern California was particularly acute during the 1920s, when the demand for electricity grew in relationship to commercial and residential development, and during the 1950s, when suburban developments sprang up in the East Bay Area (Coleman 1952; Pacific Gas & Electric Website 2017). The subject property represents two important high-lead electrical transmission grids that link cities in Contra Costa County to substations and communities to the west in western Contra Costa County. The transmission tie lines distribute power to businesses and residences throughout the region (refer to BSO, Page 3 of 4).

B11. Additional Resource Attributes: N/A
B12. References: Coleman, Charles M. *P.G. and E. of California: The Centennial Story of Pacific Gas and Electric Company 1852-1952*. New York: McGraw-Hill Book Company, Inc. 1952; Garcia & Associates. Pacific Gas & Electric Company Pittsburgh-Tesla 230 Kv Transmission Line Reconductoring Project. Submitted to East Contra Costa County Habitat Conservancy, February 12, 2014; Gudde, Erwin G. *California Place Names: The Origin and Etymology of Current Geographical Names*. Berkeley: University of California Press. Third Edition. 1969; Insignia Environmental. Pacifc Gas & Electric Company's Contra Costa-Moraga 230 Kilovolt Transmission Line Reconductoring Project: Initial Study/Mitigated Declaration. Prepared for the State Water Resources Control Board, Sacramento, CA, 2013; Pacific Gas & Electric Website. "History." www.pge.com, accessed December 2017;

B13. Remarks:
B14. Evaluator: Dana E. Supernowicz, Architectural Historian, 2001 Sheffield Drive, El Dorado Hills, CA 95762
Date of Evaluation: December 2017

(This space reserved for official comments.)

***B10. Significance: Theme: (Continued):**

The 230 kV Moraga transmission line leaves Contra Costa Power Plant Substation, located at 3325 Wilbur Avenue in the City of Antioch, and heads southwest for approximately 2 miles before passing by the eastern fence line of the Contra Costa Substation, located at 2111 Hillcrest Avenue in the City of Antioch. The line then spans an active railroad track and State Route (SR) 4 near Hillcrest Avenue in the City of Antioch. From this point, it continues southwest through residential portions of the City of Antioch for approximately 4 miles. The line continues cross-country for approximately 4 miles in a southwest direction until entering the City of Clayton. From this point, the line spans residential land uses within the cities of Clayton and Concord, and Clayton Quarry for approximately 3.5 miles. The line continues southwest for approximately 3 miles cross-country, where it enters the City of Walnut Creek. The line continues southwest and spans open space and residential uses for approximately 2.7 miles, where it spans Interstate-680 and enters unincorporated Contra Costa County. After spanning approximately 1 mile of residential areas, the line re-enters the City of Walnut Creek and travels southwest for approximately 1.6 miles, spanning residential areas and a golf course before entering the City of Lafayette. From this point, the line heads west for approximately 1 mile to the Lafayette/Moraga Regional Trail, then enters the Town of Moraga and turns northwest for approximately 1.6 miles to Campolindo High School. The line then heads southwest for approximately 1.2 miles to the City of Orinda, spanning residential areas and Orinda Oaks Park. From this point, the line continues southwest to Moraga Substation, which is located near the intersection of Lost Valley Drive and Valley View Drive in the City of Orinda. The existing approximately 27-mile-long, double-circuit line is currently located within an approximately 100-foot-wide right-of-way (ROW) centered on the transmission line (Insignia Environmental 2013: 6). During the course of a 2013 study of maintenance to the line, the Moraga Substation Transformer Handling House was the only property along the course of the line that was considered an historical resource for the purposes of CEQA (Insignia Environmental 2013: 87).

FIGURE 2: Topographic Map of the two PG&E transmission lines

***B10. Significance: Theme: (Continued):**

The Pittsburg-Tesla 230 kilovolt (kV) transmission line (Pittsburg-Tesla line) spans the area between the Pittsburg Substation, in the City of Pittsburg, and Tesla Substation, in northern Alameda County. PG&E owns and operates the existing line, which is located in the City of Pittsburg and unincorporated portions of Contra Costa and Alameda counties. The line runs a distance of approximately 31 miles (24 miles in Contra Costa County). The Pittsburg-Tesla line is considered by PG&E as a critical supply line for Contra Costa and Alameda counties. PG&E plans on restructuring the line so it can sustain reliable electric service in the area by increasing electric capacity to the existing transmission line and thus providing a safe and reliable service to PG&E customers (Garcia & Associates 2014: 4).

The transmission towers of the 1920s were much like the ones built through 1940s and the 1960s - of steel, riveted together with lattice and bents for support. Transmission lines were attached to the top of the tower along a slightly arched or v-shaped riveted steel lattice brace. In an electrical power grid or transmission system, the electricity first went to a transformer at the power plant that boosted the voltage. The long thick cables of transmission lines were made of copper or aluminum because they have a low resistance. High voltage transmission lines carried electricity long distances to a substation, where transformers changed the very high voltage electricity back into lower voltage electricity to be supplied to businesses and residences. Steel, lattice-braced transmission towers were the industry standard from the 1920s through the 1960s. In 1968 leading industrial designer Henry Dreyfuss worked with engineers in southern California to produce the nation's first aesthetic transmission towers (Coleman 1952; Pacific Gas & Electric Website 2017). The new towers were drastically different than those of the 1920s-1960s. The fact that numerous 1920s-1960s era towers remain standing is a testament to the design skills of the early engineers who created the towers and to the contractors who erected the towers, many through very difficult and challenging terrain. Today, California is laced with thousands of circa 1920s-1960s steel electrical transmission towers.

As important as the engineering design was to the structural stability of the transmission tower, providing a reliable source of electrical power to thousands of homes and businesses throughout the region was equally vital. It was only the collective grouping of towers that achieved direct power delivery, since a single tower was incapable of covering the vast acreages required between substations and cities. While the transmission of electrical power through high lead power lines and steel towers was important, there were particular lines that warrant special consideration because they were perhaps the first, the longest, and the most significant in the delivery of electrical power throughout the state.

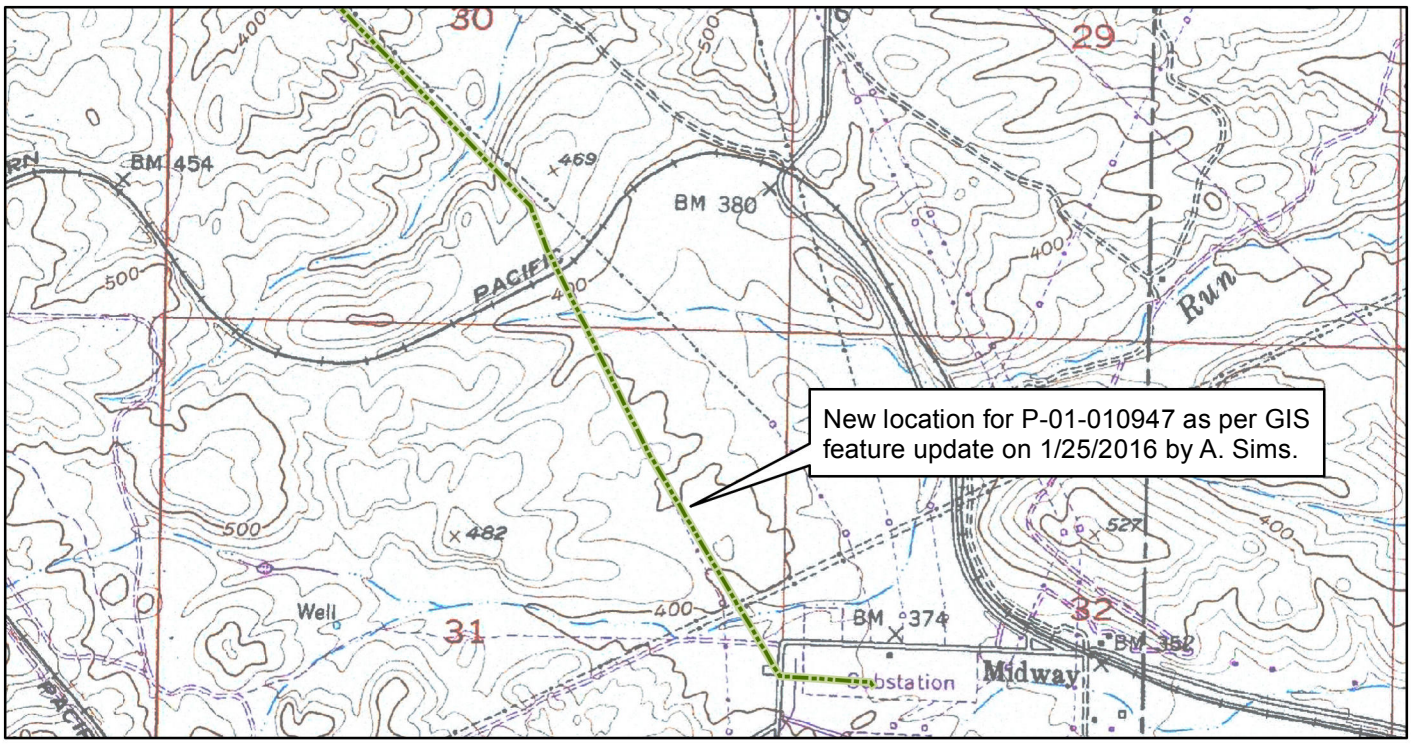
In applying the NRHP Criteria, two of the criteria were particularly important in assessing the significance of the subject property, both of which were built prior to 1943. Criterion A was applied due to the property's relationship with PG&E and electrical power generation and transmission in Contra County and the East Bay Area where the subject transmission towers and lines are located, which were necessary for residential, commercial, and industrial development during an important period of growth in the region prior to and following World War II. Criterion C was applied because the steel tower is an engineering feature related to the development of other similar types of properties after the turn of the century, including windmills, fire lookout towers, and radio towers. Comparing tower types, the subject transmission tower lattice bracing and height denote its age in regards to high lead electrical power transmission. On the other hand, the basic principles of transmission tower design changed little from the 1920s through the 1940s, although many towers were designed substantially larger. Because the subject towers are among a chain or line of similar transmission towers, the property must be considered both individually and as part of a linear district comprised of multiple steel transmission towers and electrical lines tied to substations and power generating plants.

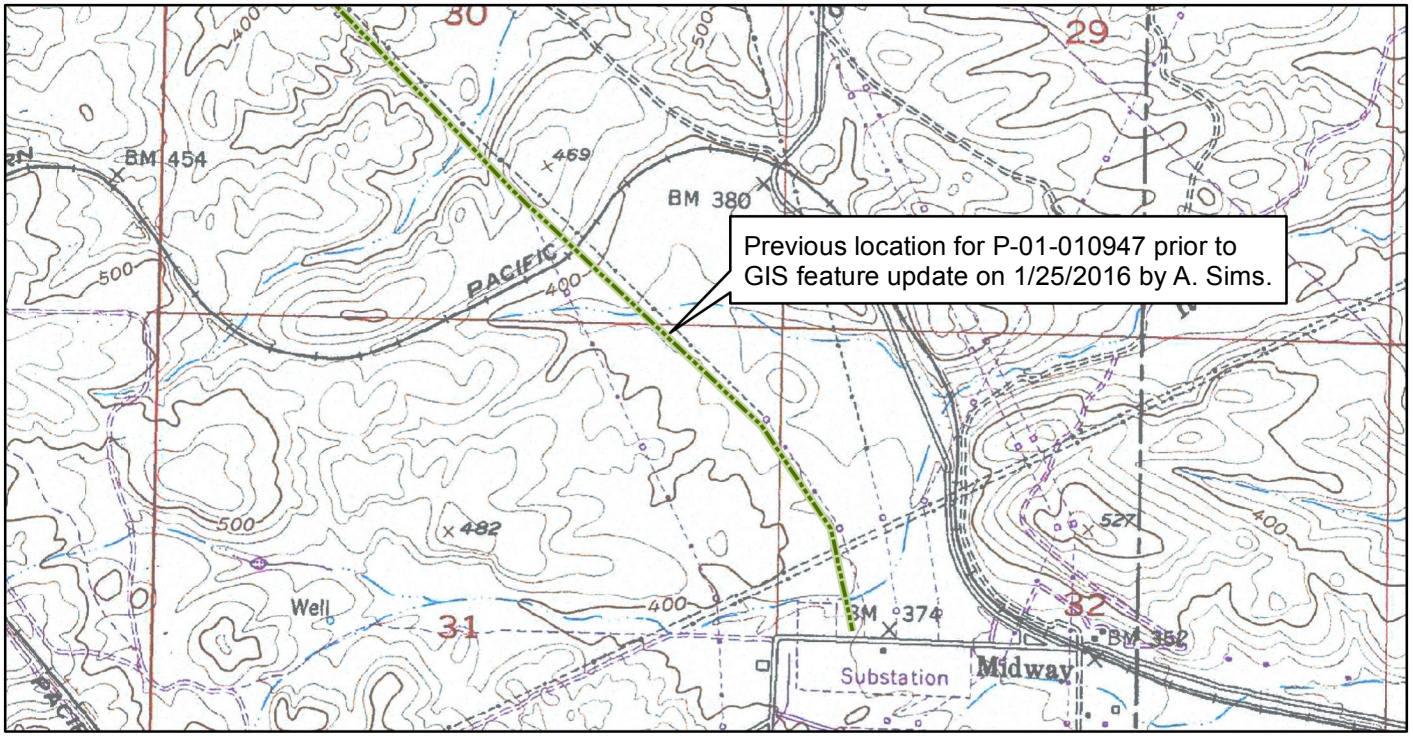
The subject properties appear to retain good integrity of design, materials, setting, association, and feeling, having minimal or no apparent major alterations, with the exception of upgrades to the lines and insulators. Conversely, hundreds of similar transmission towers were built throughout California. The power lines were not the first electrical high-lead tie line built in the state nor in Contra Costa County or the East Bay Area, which witnessed electrical transmission tower development dating to the 1920s. The post-World War II period of electrical transmission generation and development was spurred on by rapid population growth and increasing demand from commercial and residential customers.

***B10. Significance: Theme: (Continued):**

Most of the existing steel high-lead electrical transmission towers in California date to after World War II. Towers that predate World War II still exist in the major cross-tie electrical grids linking various power plants and substations. These early major electrical transmission lines remain critical to providing a reliable form of electrical power to much of California. Therefore, the property(s) appear to be eligible as a linear district for the NRHP under Criteria A and C, with the towers and lines as contributing elements. The towers and transmission lines do not appear to be individually eligible. Both transmission lines built as early as the late 1920s, were and still are, essential to providing necessary electrical power to businesses and residences in Contra Costa County and the East Bay Area, including the cities of Antioch, Pittsburg, Clayton, Walnut Creek, Lafayette, and Moraga during a significant period in the region's growth, namely the 1920s through late -1940s.

GIS Shape Update of P-01-010947
The southernmost portion of this feature was previously mapped incorrectly in GIS.





Northwest Information Center
1/25/2016 A. Sims
May depict confidential cultural resource locations.
Do not distribute.

Feet 0 580 1,160 1,740 2,320
Meters 0 110 220 330 440 550

N

Midway 7.5"
Alameda County

Resources (lines)

C

P-01-010947 / P-07-002956

This resource extends into two counties and, therefore, has received a Primary Number in each county's P-number series. The record for this resource is located in the Primary File for Contra Costa County:

P-01-010947 ✓

21 October 2009
Leigh Jordan, Coordinator NWIC

P-01-010947
P-07-002956

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

 ***Resource Name or #:** Pittsburg-Tesla Transmission Line

P1. Other Identifier: Pittsburg – Tesla Transmission Line

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted** ***a. County:** Contra Costa County and Alameda County
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
***b. USGS 7.5' Quad** T ; R; ; B.M.
c. Address: Various
d. UTM: Zone ; mE/ mN
e. Other Locational Data: The northern end of the Pittsburg-Tesla transmission line begins in Contra Costa County at the Pittsburg Substation, south of the confluence of the Sacramento and San Joaquin rivers. After leaving the substation, the line runs south for approximately four miles, and then turns east-southeast for 13 miles, crossing Black Diamond Mines Regional Preserve, Marsh Creek Reservoir Dam, and portions of the John Marsh Home State Historic Park. The line turns southeast for 14 miles to enter Alameda County, then crosses a western branch of Bethany Reservoir and I-580, and then ends at the Tesla Substation near the community of Midway.

***P3a. Description:**

The Pittsburg-Tesla 230kV transmission line, approximately 31 miles long and oriented northwest to southeast, is located in eastern Contra Costa County and northeastern Alameda County and was constructed by PG&E in 1959-1960. The northern end of the Pittsburg-Tesla transmission line begins in Contra Costa County at the Pittsburg Substation and the southern end of the transmission line ends at the Tesla Substation near the community of Midway. There are approximately 147 transmission towers included in this project.

Documentation at the PG&E Records Center in Brisbane indicates that the steel lattice towers date from 1959-1960 (PG&E 1959). The 230kV transmission line consists of high voltage electrical power transmission lines, strung between steel lattice towers. The towers have four sides with the base tapering upwards to a vertical tower. The four main supports angle inwards about half way up the tower and then they become vertical. Diagonal cross bracing stabilizes the main supports. The base of each steel lattice tower flares outward to four legs with concrete footings. Three arms extend from the tower on either side; a center insulator is suspended from the center of each arm.

***P3b. Resources Attributes:** (HP11) Engineering Structure (Transmission Line)

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

***P5b. Description of Photo:** View of a Pittsburg-Tesla transmission tower adjacent to the Tesla substation, October 22, 2008.

***P6. Date Constructed/Age and Source:** 1959-1960, PG&E.
☐ Prehistoric ☒ Historic ☐ Both

***P7. Owner and Address:**
PG&E
77 Beale Street
San Francisco, CA 94105

***P8. Recorded by:**
Jennifer Lang, M.S.
Garcia and Associates
1 Saunders Avenue
San Anselmo, CA 94960

***P9. Date Recorded:** 10/22/08

***P10. Type of Survey:** Intensive Survey

***P11. Report Citation**: *Cultural Resources Investigation and Architectural Evaluation of the Pittsburg-Tesla 230 Kv Transmission Line, Contra Costa and Alameda Counties, California*. Prepared for PG&E. Prepared by Garcia and Associates (GANDA), January 2009.

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

a.

P-01-010947
P-07-002956

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary #
HRI #

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code: Pittsburg – Tesla Transmission Line
*Resource Identifier:

B1. Historic Name:
B2. Common Name:
B3.. Original Use: Electrical Transmission Line
B4. Present Use: Electrical Transmission Line
*B5. **Architectural Style:**
*B6. **Construction History:** The Pittsburg-Tesla Transmission line was constructed by PG&E in 1959-1960.
*B7. **Moved:** ☒ No ☐ Yes ☐ Unknown **Date:** **Original Location:**
*B8. **Related Features:**

B9a. Architect: N/A
b Builder: N/A
*B10. **Significance:** N/A
Area: N/A
Period of Significance: N/A
Property Type: N/A
Applicable Criteria: N/A

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

The Pittsburg-Tesla 230 kV Transmission Line does not appear to be eligible for the NRHP or the CRHR. Under NRHP Criterion A (events), and CRHR Criterion 1 (events), the transmission line is not significant for its association with a specific event or the development of electrical power and transmission in northern California in the 20th century.

Under NRHP Criterion B (persons) and the CRHR 2 (persons), the Pittsburg-Tesla Transmission Line is not associated with the lives of persons important to local, California, or national history.

Under NRHP Criterion C (architecture/engineering) and the CRHR Criterion 3 (architecture/engineering), the Pittsburg-Tesla Transmission Line was designed as a utilitarian electrical transmission line, and, as such, is not associated with any distinctive or pioneering engineering features in the field of long electrical power transmission, or the development of electrical power in northern California. The utilitarian nature of the transmission line limits any expression of aesthetics. Its design and construction is not unique, utilizes commonly accepted technology and engineering principles, and is shared by and typical of many 230kV transmission lines for its period in California.

Finally, the Pittsburg-Tesla transmission line does not appear eligible under Criterion 4. The components of the line and its method of construction are similar to components and methods used in the construction of modern lines. The line itself does not appear to be the source of additional information.

In summary, the Pittsburg-Tesla transmission line does not appear to be eligible for inclusion in the NRHP under Criteria A, B, C, or D, or the CRHR under Criteria 1, 2, 3, or 4, at the local, state, or national level. This transmission line does not appear to be significant individually, or as part of a larger whole.

For a property to be eligible for listing on the NRHP and the CRHR, it must retain sufficient integrity. The seven elements of integrity include location, design, setting, materials, workmanship, feeling and association. However, a resource must meet one or more of the criteria before a determination can be made about it integrity. As such, the Pittsburg-Tesla Transmission Line is not associated with important events or persons in California history, nor does it possess distinctive engineering or technology. The Pittsburg-Tesla Transmission Line is not eligible for inclusion in the NRHP or the CRHR.

B11. Additional Resource Attributes: (List attributes and codes): (HP11) Engineering Structure, Transmission Line
*B12. **References**: PG&E
1959 GM 146671 (on file at thePG&E Records Center Brisbane, CA)

B13. Remarks:

*B14. **Evaluator:** Jennifer Lang. M.S.
Garcia and Associates (GANDA)
1 Saunders Avenue
San Anselmo, CA 94960

(Sketch map with north arrow required)

(This space reserved for official comments.)

Required information

a.