

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

Primary #
 HRI #
 Trinomial
NRHP Status Code 6Z

Other
 Review Code

Reviewer

Date

Listings

Page 1 of 8 *Resource Name or #: (Assigned by recorder) Singleton Road Low-Water Crossing

P1. Other Identifier: Singleton Road Low-Water Crossing

*P2. Location: Not for Publication Unrestricted

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

*b. USGS 7.5' Quad San José East Date 1980 T 7S ; R 1E; 0 of 0 of Sec 23; B.M.

c. Address N/A City San José Zip

d. UTM: (Give more than one for large and/or linear resources) Zone 10S, 604455 mE/ 4128425 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
No parcel number; adjacent to 494-26-044 to the south and 494-024-014

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

The Singleton Road low-water crossing consists of a built-up asphalt roadway (used presently as a pedestrian and bicycle trail) over a U-shaped embankment spanning Coyote Creek. The structure is located in south San José, southeast of downtown and the Los Lagos Golf Course along Coyote Creek, between Capital Expressway and Yerba Buena Road. Access to the property is from Singleton Road to the west and from Tuers Road from the east. The crossing is not assigned an assessor's parcel number; however, it is adjacent to 494-26-044 to the south and 494-024-014 to the north, which are associated with the Coyote Creek Trail. Located east of the crossing is a residential subdivision developed between 1975 and 1980, and the former Singleton Road Landfill is located to the west. Previously the crossing was used to carry vehicles west to east along Singleton Road over the river, but has been adapted for use as part of the Coyote Creek Trail. **SEE CONTINUATION SHEET**

*P3b. Resource Attributes: (List attributes and codes) HP11. Engineering Structure

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

P5b. Description of Photo: (view, date, accession #) View south, 2015

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

Circa 1950 (estimated); likely replaced other structures

*P7. Owner and Address:

City of San José

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

Jeremy Hollins, CH2M
402 W. Broadway, Suite 1450
San Diego, CA 92101

*P9. Date Recorded: 3/2/2018

*P10. Survey Type: (Describe)

Reconnaissance

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

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record

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



Milling Station Record Rock Art Record

Artifact Record Photograph Record Other (List): _____

BUILDING, STRUCTURE, AND OBJECT RECORD

*Resource Name or # (Assigned by recorder) Singleton Road Low-Water Crossing *NRHP Status Code 6Z
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B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: River Crossing B4. Present Use: River Crossing (bicycle and pedestrian use only)
*B5. Architectural Style: N/A Engineering Structure (River Crossing with culverts)

B6. Construction History: (Construction date, alterations, and date of alterations)
Constructed circa 1950, replaced earlier river crossing present since 1897 (per historic aerials). Original fieldstone materials covered with shotcrete and poured concrete over the past 30 years. The crossing appears to have been re-surfaced within the past five years and was first paved between 1998 and 2002 (per review of aerial photographs). The existing pipes were likely added within the past 45 years.

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

*B8. Related Features:

Barre-Chino transmission line

B9a. Architect: N/A b. Builder: N/A

*B10. Significance: Theme N/A Area South San José
Period of Significance N/A Property Type Engineering Structure
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 significance of the Singleton Road low-water crossing was determined by applying the procedures and criteria for California Register of Historical Resources (CRHR) eligibility and the City of San José qualitative criteria for historic landmark status. This analysis concluded the Singleton Road low-water crossing does not appear to be eligible for listing in the CRHR or as a City of San José historic landmark as an individual resource or as a contributor to a larger historic property, if it is ever determined that such a resource exists.

SEE CONTINUATION SHEET

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

*B12. References:

SEE CONTINUATION SHEET

B13. Remarks:

*B14. Evaluator: Jeremy Hollins, CH2M

*Date of Evaluation: 3/2/2018

(Sketch Map with north arrow required.)
SEE CONTINUATION SHEET

(This space reserved for official comments.)

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P3a. Description (continued)

The crossing carries the Coyote Creek Trail from the west bank of river to the east bank as Coyote Creek meanders in a southeast to northwest direction through the area. The segment of the trail east of the river follows the former alignment of Singleton Road north of the crossing, while the segment west of the river follows a recently added trail on the river bank.

On the north and south sides of the crossing are two cylindrical corrugated metal pipe culverts. The northern pipe has a 48-inch diameter and the southern one has a 36-inch diameter. The crossing is elevated approximately 15 feet above the riverbed. The crossing sits on packed dirt shoulders along its portals. The embankment is comprised of shotcrete and poured concrete over fieldstone with mortar, suggesting various repairs have been made to the structure over time. Thick vegetation surrounds the crossing and debris has collected downstream. The crossing appears to have been re-surfaced within the past five years and was first paved between 1998 and 2002 (per review of aerial photographs). The existing pipes were likely added within the past 25 years. Overall, improvements and repairs to the structure have obscured most original historic materials and fabric.

B10. Significance (continued)

The subject property includes the Singleton Road low-water crossing that carries a segment of the Coyote Creek Trail west-east over Coyote Creek, which traverses southeast-northwest through the area. A crossing has existed at subject property's location since at least 1897, per its presence on the United States Geological Survey (USGS) San José 15-minute quadrangle map from that year. However, the present-day crossing appears to have been re-constructed and heavily modified within the past 20-30 years, based on visual observations, historic images, and analysis of current building materials and arrangements. This segment of the Coyote Creek Trail and the crossing were first associated with the area's horticulture and agricultural development during the late nineteenth and early twentieth century and its transition towards suburban growth, leading to the crossing's change of use from being part of Singleton Road to a regional pedestrian and bicycle recreational trail that follows the river.

Agricultural in San José

Agricultural activities surrounding San José shifted from cattle ranging to more advanced and specialized agricultural practices, including orchards, starting in the mid-nineteenth century (Laffey 1992). Ultimately, this reflected a statewide trend facilitated by several factors, including improvements in transportation and innovations in fruit packing and shipping (Caltrans 2007). By the 1880s, railroads were a vital transportation link for the area's farmers, allowing them to reach new markets. Additionally, the mid- to late nineteenth century saw new advancements in the preservation, drying, and canning of fruit and vegetables.

The city limits expanded south as new orchards, packinghouses, canneries, and rail siding areas were constructed to support the growing industry. By 1920, Santa Clara County had over 40 canneries and 30 packing houses, producing approximately 90 percent of California's canned food (Laffey 1992). Crops that rose in popularity during this time included plums, prunes, peaches, figs, raisins, apples, and nuts. For example, from 1880 through the Great Depression, Santa Clara County was planting nearly one million apple trees annually (Caltrans 2007). Expansion of the agricultural industry led to the rise of family-operated small-scale farms and orchards that provided a sustainable life for many Californians. From the nineteenth century through after World War II, the area surrounding the Singleton Road low-water crossing was characterized by orchards to the east of the Coyote Creek and agricultural fields to the west (San Francisco Estuary Institute 2006). Acres of prized orchards covered the Valley and the Santa Clara Valley was soon advertised as "The Valley of Heart's Delight" (Laffey 1992)

Coyote Creek

Though known as a "creek", Coyote Creek is actually a river draining 320 square miles and running 63.6 miles from Mount Sizer and the Diablo Range to the southeast part of the San Francisco Bay. As Santa Clara County's agricultural industry surged, waterways (like Coyote Creek) proved to be integral components to the area's success, needed for drainage and irrigation. As a result, a pattern of farmstead development along the banks of the rivers started to occur. Local farmers started constructing unlined irrigation ditches, drains, and channels to bring water from Coyote Creek to their properties (San Francisco Estuary Institute 2006). This settlement pattern is present on historic topographic maps through the mid-twentieth century, with farmsteads and rural property types visible on the east bank of the river along Singleton Road. Over time, as residential development increased and intensified, Coyote Creek posed a flooding risk that worsened following each major storm event.

Major flooding along Coyote Creek occurred consistently during the early twentieth century, threatening the success of the agricultural industry (Flynn 1978). Consequently, by 1936 local residents organized a water conservation group to pursue water conveyance and storage projects in the area. The group eventually was re-organized as the Santa Clara Valley Water District (SCVWD) in 1968. Shortly after its initial formation in the 1930s, major projects and included realigning and channelizing portions of Coyote Creek, and the establishment of the Coyote and Anderson reservoirs in 1936 and 1950, respectively. The

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Anderson reservoir, named after former SCVWD president Leroy Anderson, sits near the terminus of the Coyote Creek and helps control its flow. During the 1970s and the 1980s, the United States Army Corps of Engineers (USACE) improved erosion control and existing crossings along Coyote Creek (USACE 1987). Historical research did not indicate if the Singleton Road low-water crossing was improved by the USACE during this period, as it seems most of their work was concentrated north of Singleton Road.

Suburban Development

Following World War II through the 1980s, San José experienced a major suburban transition, replacing its widespread orchards with residential and commercial tracts. The orchards east of the Singleton Road low-water crossing were replaced between 1975 and 1980 with a residential subdivision (per historic aerial photographs and maps). With an increase in residential uses, other infrastructure required expansion. Immediately west of the Singleton Road crossing was the former Singleton Road Landfill. The landfill was originally operated as two separate (adjacent) disposal sites, one known as the Singleton Disposal Grounds and the other as the City of San José Dump. The City of San José Dump was operated by the City from 1964 until 1978, south of Singleton Road. The Singleton Disposal Grounds, located north of Singleton Road, had been owned by private operators beginning in the 1960s until it was purchased by the City in 1973 (California Regional Water Quality Control Board 1988). A historic USGS quadrangle 7.5-minute topographic map from 1962 first identifies these areas as “borrow pit(s)”; prior to that they were shown as open land or agricultural fields. Following the purchase, the two sites were collectively referred to as the Singleton Road Landfill. In 1978, the landfills were closed (California Regional Water Quality Control Board 1988). Since the Singleton Road low-water crossing extends from the east end of the former landfill driveway, there is a high likelihood the crossing structure was improved by the landfill operators to carry truck and vehicle traffic over the river.

Increases in population and suburban development led to a need for improved recreational opportunities. Starting in the 1990s, Coyote Creek Trail was formally organized along the waterway. In its current state, Coyote Creek Trail is a multi-use, Class I pedestrian and bicycle trail running for approximately 17 miles along Coyote Creek from Anderson Dam to Tully Road. Plans are underway for expanding the trail to extend approximately 30 miles to the San Francisco Bay Trail in north San José. Following the closure of the landfill, the Singleton Road low-water crossing was closed to vehicle traffic and has been absorbed as part of the Coyote Creek Trail network.

Singleton Road Low-Water Crossing

The Singleton Road Low-Water Crossing is a simple engineering structure consisting of a slight embankment with a trail (previously a roadway) carried over it. Cylindrical corrugated metal pipe culverts control the flow of water. Overall, the structure reflects one of the most common small-scale diversion and control property types. These property types were rarely intended to last long periods of times, and were frequently replaced or reinforced following major storm events due to water flow and debris damage. Historic topographic maps from 1897 through 1980 depict the crossing at its current location, with a similar alignment, form, and width in each map. Historic aerial photographs from 1948 through 2012 depict no noticeable changes with the crossing, except between 1998 and 2002, when Singleton Road and the crossing were paved, and in 2005 when a new bulbous shoulder is visible at its southern end. It is likely this is when the crossing was converted into part of the Coyote Creek Trail.

Evaluation

The significance of the Singleton Road low-water crossing was determined by applying the procedures and criteria for CRHR eligibility and the City of San José qualitative criteria for historic landmark status. This analysis concluded the Singleton Road low-water crossing does not appear to be eligible for listing in the CRHR or as a City of San José historic landmark as an individual resource or as a contributor to a larger historic property, if it is ever determined that such a resource exists.

Criterion 1 and City of San José Qualitative Criteria 1, 2, and 4:

Under CRHR Criterion 1 and City of San José qualitative criteria 1, 2, and 4, the Singleton Road low-water crossing has no significant association with the broad patterns of local or regional history, or the cultural heritage of San Jose, California, or the United States. A crossing has existing in this location since the nineteenth century; however, the current one was recently added and modified within the past 45 years. It lacks historic fabric and materials that convey its past uses associated with a former landfill and the area’s orchards. While Coyote Creek was important to the area’s agricultural past, the low-water crossing lacks any direct association with the major flood control projects or efforts undertaken by SCVWD during the twentieth century. Over time, it has served primarily utilitarian functions and, as a small-scale heavily modified engineering structure, it does not reflect the area’s growth or key patterns of development. Furthermore, no significant historic events have occurred at its location. The structure does not exemplify any part of the City’s historic heritage, due to its extensive modifications and

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current use as a bicycle and pedestrian path. Therefore, it is not eligible for the CRHR under Criterion 1 or City of San José qualitative criteria 1, 2, and 4 as an individual resource or as a contributor to a larger significant resource, if it is ever determined such a resource may exist.

CRHR Criterion 2 and City of San José Qualitative Criterion 3:

Under CRHR Criterion 2 and City of San José qualitative criterion 3, the Singleton Road low-water crossing has no significant association with the lives of persons important to local, California, or national history. Important people that may be associated with the crossing would be more likely eligible under Criterion 3, as an example of the work of a master engineer. The Caltrans historic context *Water Conveyance Systems in California* noted that water conveyance systems will rarely be found eligible for their association with significant people (JRP and Caltrans 2000). There may be instances, however, when a water conveyance system would be associated with significant people, notably when the person's association with the system is very strong and no properties more intimately associated with that person remain. Research on the property did not reveal that the crossing was associated with any person significant to the City, SCVWD, or any other group. More importantly, the crossing (as a small-scale feature) would not convey or represent the significance of any individuals that may be associated with it. Since the crossing has no significant association with the lives of persons important to local, California, or national history, it is therefore not eligible for the CRHR under Criterion 2 or City of San José qualitative criterion 3 as an individual resource or as a contributor to a larger significant resource, if it is ever determined such a resource may exist.

CRHR Criterion 3 and City of San José Qualitative Criteria 5, 6, 7, 8:

Under CRHR Criterion 3 and City of San José Qualitative Criteria 5, 6, 7, 8, the low-water crossing does not embody the distinctive characteristics of a type, period, region, or method or construction, or represents the work of a master, or possesses high artistic values. In order to be eligible, structures like the Singleton Road low-water crossing typically would need to be the earliest, best preserved, largest, or sole surviving example of a particular type of water conveyance systems or a property. These types of engineering structures are important for introducing a design innovation or as an example of an evolutionary trend in engineering. Overall, the low-water crossing does not possess any of these qualities and largely lacks any distinguishable features or characteristics associated with its historic use. The property has been improved as part of its use as a bicycle and pedestrian path, and no longer resembles a historic river crossing. No master builder or engineer is associated with the property and it lacks any craftsmanship or evidence of innovation. It is therefore not eligible for the CRHR under Criterion 3 or City of San José qualitative criteria 5, 6, 7, and 8 as an individual resource or as a contributor to a larger significant resource, if it is ever determined such a resource may exist.

CRHR Criterion 4:

Under CRHR Criterion 4, the low-water crossing has not yielded nor appears to possess the potential to yield information important to the prehistory or history of the local area, California, or the nation.

Integrity Analysis

In addition, for a property to be eligible for listing in the CRHR, besides meeting one of the above criteria, a property must also retain its historic integrity. Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. The Barre Substation has not retained its integrity of location, design, feeling, materials, workmanship, and association, due to changes to the proper over time and no longer resembles any distinguishable period or design.

In conclusion, the Singleton Road low-water crossing does not meet any of the criteria for eligibility for listing in the CRHR or as a City of San José historic landmark, and is not considered a historical resource for purposes of CEQA.

B12. References (continued)

California Regional Water Quality Control Board. *Order Number 88-098: Singleton Road Class III Solid Waste Disposal Site.*
https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/1988/R2-1988-098.pdf. Accessed March 2018.

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Caltrans. 2007. *A Historical Context and Archaeological Research Design for Agricultural Properties in California*.
http://www.dot.ca.gov/ser/downloads/cultural/agriculture_study.pdf. Accessed March 2018.

Flynn, Katherine. 1978. *Archaeological Reconnaissance of the Proposed Coyote Creek Flood Control Planning Study Area, Santa Clara County, California*. Prepared for SCVWD.

JRP Historical Consulting Services and Caltrans. 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. <http://www.dot.ca.gov/ser/downloads/cultural/CanalsDitches.pdf>. Accessed March 2018.

San Francisco Estuary Institute. 2006. *Coyote Creek Watershed Historical Ecology Study*. Prepared for SCVWD.
http://www.sfei.org/sites/default/files/CoyoteCreek_HistoricalEcology_SFEI_2006.pdf. Accessed March 2018.

USACE. 1987. *Coyote Creek Flood Control Project: Environmental Impact Statement*.

Sketch Map.

Not to scale.



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Photographs.



East side, looking northwest.

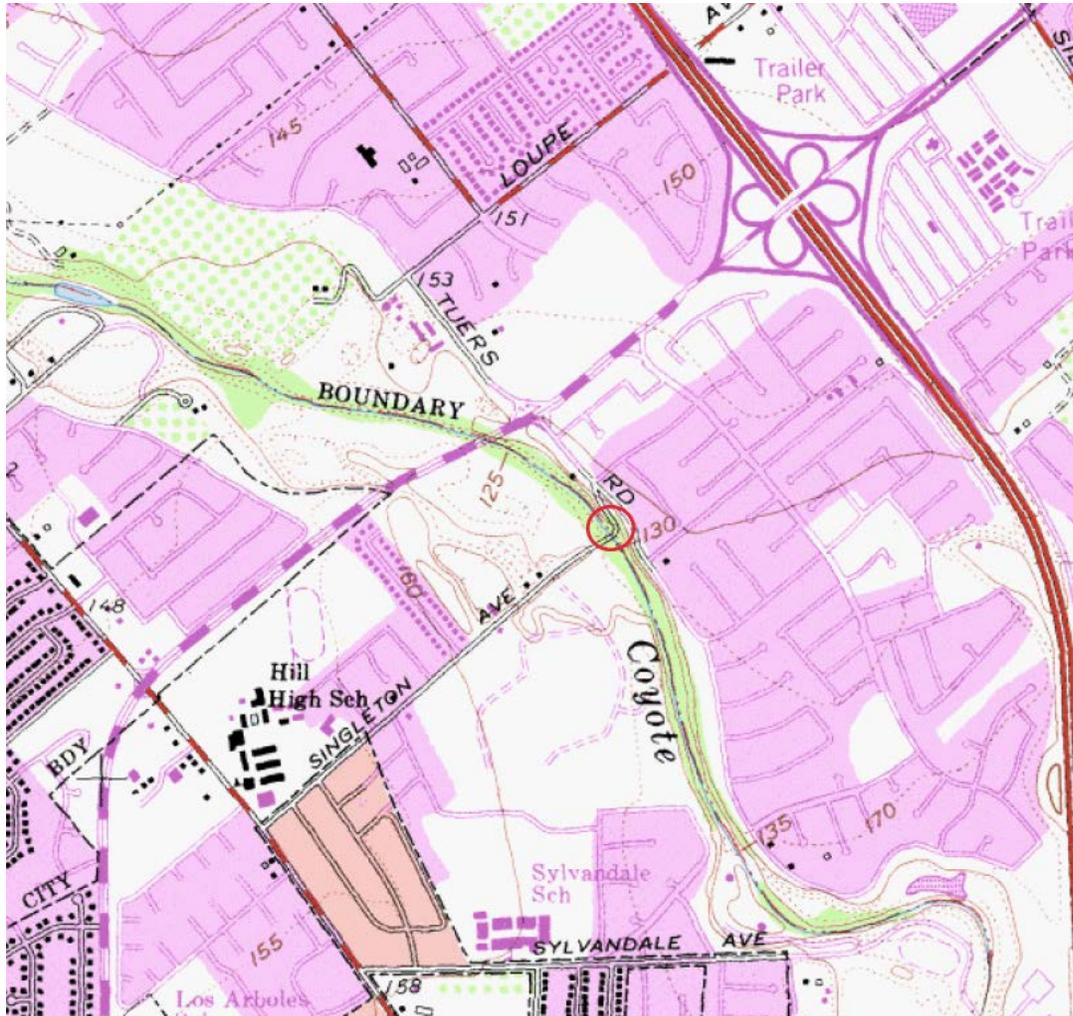


Downstream, view south.

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Location Map.



San Jose East, 1:24,000 map. Not to scale.