Historic Resource Report

for

Modesto Transit Center Improvements
at the former
Modesto Southern Pacific Railroad Depot
1029 9th Street
Modesto, California 95354

Prepared for:
Modesto Area Express Transit
1010 Tenth Street
Modesto, CA 95353

Prepared by:
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APPENDIX A – Department of Parks and Recreation (DPR) 523 Form for Modesto Southern Pacific Railroad Station

All photographs by JRP Historical Consulting, LLC, April 2019

Cover Photograph: Modesto Transit Center, camera facing southwest
1. EXECUTIVE SUMMARY

Modesto Area Express Transit, an agency of the City of Modesto, is proposing improvements to the Modesto Transit Center (Transit Center) located adjacent to and in the historic Modesto Southern Pacific Railroad (SPRR) Station at 1029 9th Street. The project is on Assessor Parcel Number (APN) 104-003-010, bounded by 9th Street on the northeast, K and I streets to the northwest and southeast, and the railroad line to the southwest. The project does not include any activities that would affect the adjacent railroad line. Proposed improvements on the interior and exterior of the station and Transit Center’s grounds will upgrade the facility in order to make it safer, comfortable, and pleasant for customers of the multiple public transportation services including Modesto Area Express Transit (MAX), Stanislaus County Rapid Transit (StaRT), and soon the Altamont Corridor Express (ACE). The transit center includes offices for Modesto Area Express Transit (MAX) and the Greyhound bus carrier. The two-block parcel also contains multiple bus stalls for loading and unloading, canopies protecting passenger waiting areas, and public parking. The project vicinity and location are illustrated below. The Area of Potential Effect (APE) is depicted in Section 3.

JRP Historical Consulting, LLC (JRP) prepared this Historical Resource Report to identify historic properties that may be affected by the proposed project in compliance with the Section 106 of the National Historic Preservation Act (NHPA) and identify historical resources for project compliance with the California Environmental Quality Act (CEQA). Improvements to the Transit Center are funded in part by the Federal Transit Administration (FTA) and the Transportation Development Act. As a federal undertaking, the NHPA applies as defined in Title 36, Code of Federal Regulations Part 800 (36 CFR § 800). FTA is the lead federal agency for Section 106 and for project compliance under the National Environmental Policy Act (NEPA). The City of Modesto is the lead agency for CEQA compliance, to which this report will aid in project compliance under CEQA Guidelines Section 15064.5 and California Public Resources Code (PRC) Section 21084.1.

The former SPRR Station is the sole historic property in the APE, and it is a historical resource for the purposes of CEQA. The building was determined eligible for listing in the National Register of Historic Places (NRHP) in 1983, significant under NRHP Criterion C for its embodiment of Mission Revival architecture. It is significant at the local level and has a period of significance of 1915, the year it was constructed. The building was listed as City Landmark Preservation Site 19 in 1993. This report includes an Update Department of Parks and Recreation (DPR) Form 523 for the station to clarify its significance under NRHP and California Register of Historical Resources (CRHR) criteria and assess its current historic integrity (see Appendix B).¹

2. PROJECT DESCRIPTION

The Modesto Area Express Transit is planning a remodel, rehabilitation and upgrade to the historic Southern Pacific railroad station currently being used as the Downtown Transit Center for Modesto Area Express (MAX), Stanislaus Regional Transit (StaRT) and others. Funding has been secured from multiple sources, including the Federal Transit Administration, Transportation Development Act and the Road Repair and Accountability Act of 2017.

The improvements will encompass work on the station and site upgrades outside the building (Figure 1). The intent is to upgrade the facility to make it safer, comfortable, and a pleasant place for people to come and use various public transportation modes, including MAX, StaRT and the Altamont Corridor Express.

Transit Operations Contractor Space Expansion/Remodel

The MAX operations center, located in an addition on the south side of the building, will be expanded to accommodate more operations and dispatching space (Figure 2). In addition, the offices in that space located next to the tracks will have sound attenuation added to reduce the noise from trains. The single-story addition will have a flat roof, stucco clad walls, decorative vigas. Decorative arches on the east and west sides will repeat those found on the adjacent addition. The west side will not have windows and each arch will surround a blank wall surface. The southeast corner will have a large corner window.

The current restrooms available to drivers and other staff are insufficient to meet the needs of the drivers. This project will convert approximately 1/2 of the janitorial closet next to the drivers break room into a third restroom and remodel the remainder to function as a janitorial closet.

The HVAC units for the interior will be inspected and replaced if needed to accommodate the space.

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2 Modesto Area Express Transit provided this project description.
Figure 1 Site plan
Figure 2. Proposed floorplan
Building Interior

The building interior involves the most substantial part of the project. The improvements focus on improving safety and security in the public spaces. The current security issues being experienced at the Transit Center lead to a perception of poor safety, deterring others from using public transportation. As the facility design is improved to provide better safety, more people are likely to use transit.

The building interior will be expanded to allow an open lobby space. Several interior walls will need to be removed to accommodate an open floor plan consisting of the current waiting room, the western atrium, the concession area, current women’s restroom, and a portion of the Greyhound operations area (Figure 3). The wall, along with the door and window units, between the public lobby and west arcade will be removed leaving two piers to support the clerestory windows. The walls between the current women’s restroom and concession area will be removed, but the ceiling of the current restroom will be left at its current height and not raised to match the height of the current lobby and concession area. The wall at the north end of the lobby will be removed up to the height of the women’s restroom ceiling at the north end. The modern walls within the northern addition will be reconfigured to provide new restroom facilities and Greyhound operations. This work occurs mainly within the northern half of the depot.

Additional interior cosmetic upgrades will include, repainting floors, repairing and repainting wainscot its current color, replacing baseboard trim to match current, repait doors in the customer service area, replace other modern doors as needed, cleaning and updating all light fixtures with LED bulbs replacing can light units if needed and retaining current pendant fixtures, replace small scale door signage (Do Not Enter, Authorized Personnel Only, etc.), repaint walls, remove lobby paintings, and reconfigure seating in main lobby area.

An electronic LED board showing real-time route information and other notifications will be installed in the main lobby above the customer service window at the south end of the lobby for passengers.

The electrical room, located in the north addition, will be reviewed and remodeled as needed to accommodate building requirements.
Figure 3. Draft rendering of proposed wall removals, view 1 facing northwest from north entry on the east arcade, view 2 facing northwest from the south end of the main lobby.
Figure 4. Renderings of window installation along west arcade, top looking northeast from across the tracks, bottom detail of central entry.
Building Exterior

Several components of the project are planned for the exterior of the building. The building is in need of exterior repair and paint. Color will be selected to be historically appropriate with a high value contrast to the trim and pulling from a natural color palette.

The existing west arcade will become part of the expanded public lobby. The existing exterior doors and wall between the arcade and lobby will be removed and the arcade enclosed with anodized aluminum framed fixed windows in the arches (Figure 4). A pair of aluminum and glass doors installed in the main arch will provide ingress and egress.

New up-lights will be installed at ground level outside the building to wash building walls (Figure 5).

Facility Exterior Spaces

The following project activities occur outside the former SSPR Station and do not directly involve the station.

The exterior space at the Transit Center site between I St and K St will be improved to provide a better space for waiting passengers. On the bus islands, constructed in 1993 and not attached to the depot, where passengers wait for their bus routes to arrive, lighting will be upgraded to LED, downspouts will be repaired or replaced, the ceramic tiles on the bottom of the columns will be repaired or replaced, and electrical covers will be repaired or replaced.

All signage on the facility grounds will be replaced. The entrance monument signs on I, J and K streets, installed in 1993, will be replaced, including the main entry sign.

Each bus bay will have two (2) bollards installed at the end of each bus bay, on top of the curb, to prevent buses from going beyond it.

The width of the exit into the J St/9th St intersection will be expanded to accommodate another lane. This will enable more buses to depart with each green light. The widening will remove some garden space while retaining the mature trees.

The public address system will be replaced with a new system able to provide announcements and music. New speakers, wiring and base system will be installed in the same locations as the existing system on the building and surrounding structures. The new system will be connected to the phone system inside the MAX operations area so that announcements can be made from any phone inside the operations area.
The video surveillance system will be replaced with a new system. Again, the new cameras will be installed at the same location as the existing cameras. Additional cameras will be added to improve visibility of the building and grounds.

The landscaped areas along 9th St will be refurbished, and include a 4-foot fence along the entire length of 9th St between I and K Streets. The fencing will include lit bollards to fence to enhance the curb appeal. The trees will receive LED up lighting, and string lights. All globe fixtures and light poles will be replaced with more efficient LED downlight fixtures. String lights similar to the lights on the building will be installed to the trim of the roof of passenger waiting islands.

All walkways, crosswalks and passenger waiting areas will have new decorative porous pavers.

The passenger islands and information booth will be repainted to match new building color.

The information kiosks and clocks will be replaced with digital displays. In addition, exterior LED message signs will be added to each bus bay. This will provide more information to passengers, including real-time route updates, other reminders and advertising.

The project includes the replacement of all curb ramps to meet ADA compliance.
Figure 5. Draft rendering showing proposed up-lighting, proposed addition is visible far left.
3. AREA OF POTENTIAL EFFECTS

The Area of Potential Effect (APE) for this project is APN 104-003-010. Located in central Modesto the parcel extends from I Street at the southeast to K Street at the northwest. The parcel parallels the eastern side of the former Southern Pacific Railroad track right of way and extends easterly to 9th Street. The parcel contains the former Southern Pacific Station, bus passenger shelters, bus parking and commuter parking. This parcel contains all project activities. The APE is depicted below.
4. IDENTIFICATION OF HISTORIC PROPERTIES

The former Modesto SPRR Station is a historic property for Section 106 and NEPA and a historical resource under CEQA. This is the only historic property / historical resource in the APE.

The other built environment resources in the APE, on APN 104-003-010, including the bus shelters and parking areas, were built in the early 2000s. Historically, SPRR owned this property and leased portions of it for other businesses. Thus, there were multiple buildings facing 9th Street on this parcel, most of which were removed by the late 1990s. No other buildings are currently on this parcel. Lastly, the parcel upon which the Transit Center sits historically belonged to SPRR.

4.1. METHODOLOGY FOR IDENTIFICATION OF HISTORIC PROPERTIES

JRP conducted research to clarify the historic status of the former Modesto SPRR Station. JRP examined the City of Modesto landmark file and the 1984 Historic Building Survey of the city. The City of Modesto requested a search of the Central California Information Center (CCAIC File 11162N) which identified the Modesto SPRR Station as the only known historic resource within the APE. The Modesto Arch, located just west of the intersection of 9th and I Streets just outside the APE, was the only other resource within the search parameters. JRP sought additional documentation regarding the station in online databases and at the Stanislaus County Library. Furthermore, contacts were made to obtain a copy of the documentation related the station’s rehabilitation and conversion to the Transit Center that occurred in 1993. While research identified additional records and historic evaluations of the station, not all documents could be obtained. JRP’s research also endeavored to resolve discrepancies in the previous recordations and identify features of the building associated with its construction in 1915. A full recordation, context, and evaluation was prepared on an Update DPR 523 form in Appendix A.

The former Modesto SPRR Station has been inventoried and evaluated multiple times for its historic significance (Table 1). In 1978, H.B. Werness was the first to inventory the property in An Architectural Survey of the San Joaquin Valley. This recordation did not include an evaluation under NRHP criteria. According to the Office of Historic Preservation Property Data File the station was determined eligible for listing in the NRHP (NR Status Code 2S) in 1983 while it was still in use by SPRR as an office and maintenance facility. Research did not locate a recordation or evaluation corresponding with this determination, and the Property Data file does not include an indication of which NRHP criteria applied. In 1984, the Stanislaus County Historical Society completed its survey of historic Modesto buildings, which included the Modesto SPRR Station, however, this recordation was sparse and did not include a NRHP evaluation. While the City began plans to develop a downtown transit center in 1975, it was not until SPRR ceased use of the building in 1989 that the City approved preliminary designs to convert the station to a transit center in 1990. A 1993 report regarding the proposed conversion project summarized the history of the building, assessed existing conditions, and developed a preliminary design for the project. Only a portion of the 1993 report was located during research for the 2019 proposed improvements. The
City declared the station a Landmark Preservation Site in late 1993 based on the 1993 report. Project work occurring in the vicinity of the station has also resulted in the documentation and evaluation of the station. In 1999 the station was recorded by Michael Darcangelo as part of the Cultural Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project. In 2016 this recordation was updated by AECOM as a part of the ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report: Lathrop to Ceres and Ceres to Merced Segments, produced in full in 2018. The station has been assigned primary number 50-000619 by the California Information Center and documents recorded under primary numbers 50-000622 and 50-001785 may also contain information about the station.3

<table>
<thead>
<tr>
<th>Year</th>
<th>Author</th>
<th>Findings</th>
</tr>
</thead>
<tbody>
<tr>
<td>1978</td>
<td>Werness</td>
<td>No Evaluation</td>
</tr>
<tr>
<td>1983</td>
<td>Historic Property Data File</td>
<td>SHPO concurrence with NRHP eligibility, no further data available.</td>
</tr>
<tr>
<td>1984</td>
<td>Stanislaus Co. Historical Society</td>
<td>No Evaluation</td>
</tr>
<tr>
<td>1993</td>
<td>City of Modesto</td>
<td>City Landmark Preservation Site</td>
</tr>
<tr>
<td>1999</td>
<td>Darcangelo</td>
<td>No Evaluation</td>
</tr>
<tr>
<td>2016</td>
<td>AECOM</td>
<td>NRHP eligible under Criteria A and C</td>
</tr>
</tbody>
</table>

All documentation noted above concludes that the Modesto SPRR Station (also referred to as Depot) is eligible for listing in the NRHP. It is also now listed in in the CRHR because it was formally determined eligible for the NRHP. Among the multiple studies, however, the station’s eligibility has been based on varying elements of its significance. The resolution designating the depot as a Landmark Preservation Site in 1993, for example, did so based upon its architectural significance, while the AECOM evaluation in 2016 found the building eligible for its association with the railroad’s importance in the development of San Joaquin Valley and Modesto (NRHP Criterion A / CRHR Criterion 1), as well as for its architecture (NRHP Criterion C / CRHR Criterion 3). Some studies have included erroneous information, such as the Stanislaus Historical Society’s 1984 study, which states that the building is the “original Southern Pacific Depot.” This is not true as the station was constructed in 1915 replacing an earlier station that had served the community through the formative years of train service in Modesto. The AECOM 2016 evaluation also did not take into account the fact that this station replaced an earlier facility. Furthermore, previous evaluations did not identify the Modesto SPRR Depot’s period of significance, its historic boundaries, or its character-defining features.

4.2. UPDATE HISTORIC EVALUATION OF FORMER MODESTO SPRR STATION

As noted, JRP prepared an Update DPR 523 form of the former Modesto SPRR Station for the current project. This Update DPR 523 form was prepared to clarify the property’s significance under NRHP and CRHR criteria and to assess its current historic integrity. This report concludes that the Modesto SPRR Station is eligible for listing in the NRHP under Criterion C and under CRHR Criterion 3 only for its type, period, and method of construction embodying Mission Revival architecture. The building is significant at the local level with a period of significance of 1915, the year the building was completed, and it retains sufficient historic integrity to convey its significance. The Update DPR 523 form in Appendix A includes a description of the building, historic context, and evaluation statement.

The Modesto SPRR Depot is not significant under other NRHP / CRHR criteria. While the railroad that passes through Modesto is indeed significant for its role in the development of the San Joaquin Valley agriculture and communities, this depot is not associated with that pioneering period. Instead this depot was constructed well after the SPRR San Joaquin line had important association with the growth of the area. By the time it was built in 1915, the depot served an already developed agricultural region and thriving city, and therefore, it is not significant under NRHP Criterion A or CRHR Criterion 1. The depot is not associated with any single individual and is not significant under NRHP Criterion B or CRHR Criterion 2. The depot building is unlikely to yield important information necessary for our understanding of history and is not significant under NRHP Criterion D or CRHR Criterion 4.

The building retains historic integrity and is able to convey its significance under NRHP Criterion C and CRHR Criterion 3. The building remains in its original location and general setting in the core of downtown Modesto, adjacent to the railroad tracks. While the building was adapted for reuse as a transit center in 1993, most, if not all, of the work for this conversion was consistent with the Secretary of the Interior’s Standards for Rehabilitation (SOI Standards), allowing the building to retain its historic character while being modified to address current needs. Thus, it retains integrity of design, materials, and workmanship. Two additions were built on the north and south ends of the building, but the original design is still discernable. The building’s historic materials were retained and where necessary replaced in-kind maintaining the integrity of the materials and workmanship. As a result of the efforts made during the rehabilitation the property, the building retains its integrity of feeling to its historic time period and association as a railroad station.

As a result of the survey and evaluation for this report, the period of significance of the former Modesto SPRR Station is established as 1915 reflecting the building’s date of construction. The boundary for the historic property is APN 104-003-010 containing the building along with the area between the railroad tracks and 9th Street to the west and east and I Street to K Street south to
north. This includes the large parcel historically associated with the depot in downtown Modesto. None of the other structures on the parcel are historically significant, but characteristics of the parcel, however, contribute to the setting, feeling, and association.

4.3. FORMER MODESTO SPRR STATION CHARACTER-DEFINING FEATURES

Character-defining features are aspects of a building and its setting that convey its significance. These features are key to understanding the building and are considered carefully in any future reuse and rehabilitation of the building. The former Modesto SPRR Station’s character-defining features are summarized in Table 2.

<table>
<thead>
<tr>
<th>Materials</th>
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<tbody>
<tr>
<td>Stucco</td>
<td>Tile roof</td>
</tr>
<tr>
<td>Concrete floor</td>
<td>Wood windows and interior trim</td>
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<table>
<thead>
<tr>
<th>Design</th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Nearly symmetrical design</td>
<td>Tall central hip roof</td>
</tr>
<tr>
<td>Single story flat roof</td>
<td>Curving complex pediments</td>
</tr>
<tr>
<td>Repeating arches</td>
<td>Varied height and depth of elevations</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Details</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Natural high contrast color values</td>
<td>Brackets on deep central eaves</td>
</tr>
<tr>
<td>Western ornamental towers</td>
<td>Decorative wooden vigas</td>
</tr>
<tr>
<td>Splayed base of eastern porch</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Interior</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>High cove ceilings</td>
<td></td>
</tr>
<tr>
<td>Wood cornice, baseboards and wainscot</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location / Setting</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>View from and to J Street</td>
<td></td>
</tr>
<tr>
<td>Proximity to rail line</td>
<td></td>
</tr>
</tbody>
</table>

Character-defining features include the materials of the building: stucco, tile roof, concrete floor, wooden windows and interior trim. They include design features related to the building’s Mission Revival architecture, such as the tall central hip roof, contrasting flat roof of the wings, deep eaves,
symmetrical nature of the original building, curving and complex pediments, repeating arches, varied height, and varied depth in the elevations. The materials retain natural colors characteristic of the rustic nature of Mission Revival architecture. Details such as the tall ornamental towers on the west side, decorative wooden vigas, splayed base at the eastern porch, and cornice brackets are also character defining (Photographs 1-7). The “Southern Pacific” lettering on the east side of the building is also likely original and character defining. The building’s details are accented by a color-value contrast between the wall coating and the decorative trim. The building is currently painted a pale pink, spalling paint on the west side indicates pervious colors including a grey with green undertones, a tan buff, and a pale yellow-ocher. While SPRR had standard colors for its wood sided depots, information for standard colors for their Mission Revival style stations was not located. Photographs and other images indicate that the body of the building has always been a light color with contrasting dark trim. As a public space, both currently and historically, the waiting rooms are an integral portion of the architecture. Interior character-defining features include the high cove ceilings and wood cornices, baseboards, wainscoting, and remaining wood doors, such as the lobby doors from the west arcade (Photographs 8-9). The building is located on a larger parcel. Originally owned by SPRR, it once contained multiple commercial buildings. These were removed and replaced with the current parking lot, bus bays, passenger shelters, signage, lighting, exterior planting boxes, street trees, and accessible curb cuts in 1993. As with other 1993 alterations these features are not character-defining. While the current open feel of APN 104-003-010 is not character defining, the building’s physical relationship and proximity with the railroad tracks and the city street grid, including J Street, are character defining. Within the parcel, limited features of the building’s location and setting are specifically character defining, including the viewshed at the end of J Street in line with the street tying it closely with the downtown (Photograph 10). Other landscape features of the parcel are not character-defining.

The former Modesto SPRR Depot underwent comprehensive rehabilitation in 1993. Much of the work on the 1915 portion of the depot was done in kind. Those in-kind replacements should be respected as appropriate maintenance of the building and not be modified unless more accurate replacements are available. The additions to the building made in 1993, however, are not a part of the character-defining features (Figure 4). These include additions to the north and south ends of the building. Construction of the additions met SOI Standards, but the additions are not a part of the 1915 plan and features. At this time, these additions have not acquired historical significance in their own right. These additions borrowed architectural vocabulary from the 1915 design, most notably the flat roof, repeating arches, and decorative vigas. In the older, 1915, portion of the building these are character defining features, but are not considered as such in the additions. The additions are largely distinguished by the change in window framing from wood to anodized aluminum.
Photograph 1. The Modesto Southern Pacific Railroad Depot, original building, additions are off frame, note the near symmetry of the façade and the various depths of the elevation, camera facing southwest.

Photograph 2. Original tall hip roof covered in tiles and with deep eaves supported on cornice brackets, camera facing north.
Photograph 3. Detail of character defining decorative cornice brackets under deep eaves, east side of building.

Photograph 4. Detail of character defining scrolling Mission arch west entry to building, facing north.
Photograph 5. Repeating arches, historic and added, facing north. Mission arches and bell towers visible at the center of the building.

Photograph 6. Repeating arches with decorative vigas below roofline, facing west.
Photograph 7. Northeast porch showing splayed base of the pedimented porch, facing northwest.

Photograph 8. Main lobby showing cove ceiling, facing northwest.
Photograph 9. Interior woodwork showing high wainscot in main lobby, facing northeast.

Concrete floor

Wood baseboard, wainscot and window frame

Photograph 10. Modesto Southern Pacific Depot approach from J Street and 9th Street, showing the character defining setting, facing southwest.
Figure 6. Current floor plan showing alterations from 1915 plan.
Image 1. Modesto SPRR Passenger Depot design c. 1915, facing northeast.  

Photograph 11. Rail (southwest) side of station, including 1993 addition on right, camera facing north, April 30, 2019.

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4 Photograph, Images Various Dates, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA.
5. CONCLUSION

The former Modesto SPRR Station is a historic property for Section 106 and NEPA and a historical resource under CEQA. This is the only historic property / historical resource that may be affected by the proposed Modesto Transit Center Improvements Project.

The historic Modesto SPRR Station is eligible for listing in the NRHP. It is also listed in the CRHR and is a historical resource under CEQA. The property is eligible for listing in the NRHP and CRHR under Criteria 3 and C for its embodiment of Mission Revival architecture. The property has a period of significance of 1915 when SPRR constructed the station. The property includes the entire parcel, APN 104-003-010, but only the building is eligible. The entire parcel is included to account for the historic bounds of the station and the station’s relationship to the community. No other built environment features on the parcel contribute to the historical significance of the property. Character-defining features are those associated with both the period of significance and the Mission Revival style.

6. PREPARERS’ QUALIFICATIONS

JRP Principal Christopher McMorris (M.S., Historic Preservation, Columbia University) oversaw and contributed to this Historical Resource Report. Mr. McMorris has 21 years of experience and specializes in conducting historic resource studies for compliance with Section 106 and CEQA, as well as other historic preservation projects. Based on his level of education and experience, Mr. McMorris meets and exceeds the United States Secretary of the Interior’s Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

JRP Architectural Historian Cheryl Brookshear (M.S., Historic Preservation, University of Pennsylvania) contributed to this report. Ms. Brookshear has eleven years of experience in public history and historic preservation, conducting a wide variety of historical research, field work, and cultural resource management projects for compliance with Section 106 and CEQA. Her experience includes inventory and evaluation, effects and impacts analysis, conditions assessments and analysis, as well as intensive site documentation and recordation efforts. Ms. Brookshear also meets and exceeds the United States Secretary of the Interior’s Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).

JRP Architectural Historian Michelle Van Meter (M.A., Historic Preservation, Cornell University) assisted with fieldwork, and preparation of the report. Ms. Van Meter also meets and exceeds the United States Secretary of the Interior’s Professional Qualification Standards under History and Architectural History (as defined in 36 CFR Part 61).
Appendix A

Update DPR 523 form for
Modesto Transit Center,
Former Modesto Southern Pacific Railroad Depot
1029 9th Street, Modesto, California
P1. Other Identifier: Former Southern Pacific Railroad Passenger Depot

*P2 e. Other Locational Data: Assessor Parcel Number: 104-003-010-000 1029 9th Street, Modesto, CA, 95354 Stanislaus County

*P3a. Description:
The Modesto MAX Transit Center was last recorded in 2016, and it remains as previously described. This form updates and summarizes the prior recordations. The MAX Transit Center, the former Modesto Southern Pacific Railroad (SPRR) Station (also referred to as a depot), is located at 1029 9th Street in Modesto, California (Photograph 1). The building is situated on an approximately 3.6-acre parcel on the northeastern side of the railroad tracks. Because the street grid is oriented on a tilted axis parallel to the railroad tracks, the depot faces southwest and northeast. The wood-frame structure has a long, rectangular plan situated on a foundation composed of below-grade concrete footings. The historic central building form features a “U”-shaped footprint arranged around an integral courtyard facing the rail line (Photograph 2). The cross-hip roof is clad in red clay tiles and ornamented with paired wood corbels and clerestory grates beneath the roof overhang (Photograph 3 and Photograph 4). An original brick chimney sheathed in stucco is located on the depot’s north side. Other key elements of the generally symmetrical exterior include broad arcades of rounded arch openings, splayed bases, grandiose Mission Revival-style parapets, and decorative bell towers. Modern additions, designed in a complimentary style, project from the north and south ends of the building (Photograph 5). The exterior walls are covered in concrete stucco. Fenestration throughout includes a combination of original wood-sash hopper, double-hung, and fixed-frame windows, as well as anodized metal-frame windows on the modern additions. The building is currently painted a pale pink, spalling paint on the west side indicates pervious colors including a grey with green undertones, a tan buff, and a pale yellow-ocher. Photographs and other images indicate that the body of the building has always been a light color with contrasting dark trim.

*P3b. Resource Attributes: HP17- Railroad Depot

*P8. Recorded by: Cheryl Brookshear and Michelle Van Meter, JRP Historical Consulting, LLC, 2850 Spafford Street, Davis, CA 95618

*P9. Date Recorded: April 30, 2019

*P11. Report Citation: JRP Historical Consulting, LLC, Historic Resources Report for Modesto Transportation Center Project, prepared for Modesto Area Express Transit, 2019.

*B10. Significance: Theme Architecture Area Modesto
   Period of Significance 1915 Property Type Railroad Station Applicable Criteria NRHP C/ CRHR 3

The Modesto Transit Center has been recorded five times, and evaluated as the Modesto Southern Pacific Railroad Station or Depot. The building has been determined eligible for listing in the National Register of Historic Places (NRHP). It is also listed in California Register of Historical Resources (CRHR). The building is also City of Modesto Landmark Preservation Site Number 19, and it is a historical resource for the purposes of the California Environmental Quality Act (CEQA). This update clarifies and further defines the significance and integrity of the historic property, and it provides description of the historic property’s boundaries and character-defining features.

Historic Context
The core of the Modesto Transit Center is the 1915 SPRR Station. Multiple communities of the San Joaquin Valley were formed by or greatly influenced by the SPRR as it built a line down the valley. Towns were laid out by the company with the railroad depot near the center of the town which were laid out on a grid parallel to the tracks, but on an angle from the surrounding section lines. SPRR promoted these towns, which provided a populace that would use the rail line once constructed. The railroad laid out Modesto in 1870 as construction of the rail line moved south. At that time, a depot was
constructed between H and I streets south of the current transit center. The first depot burned in the 1890s and was rebuilt at the same location.¹

By the turn of the twentieth century Modesto had developed as an economic center for the surrounding agricultural region. While wheat had been a dominant crop in earlier decades, by the 1900s nascent irrigation systems allowed for the expansion of orchards and vineyards, many of which were on smaller parcels. Consequently, the population of the area grew. By 1914 the city of Modesto included 7,000 inhabitants and was a vibrant commercial center. The local Chamber of Commerce petitioned the SPRR for a new station, better suited to the growing economic prosperity.²

The Chamber and SPRR negotiated the construction of the new depot through the California Railroad Commission. The city and company agreed to separate the passenger and freight facilities with the passenger station to be developed first. SPRR first sought to place the depot at the end of I Street, then the main commercial corridor of the city. This option was quickly rejected. As the residential portion of the community was developing to the northeast, the commission decided to move the depot northwards to its current location. As neither side had presented a proposal for the appearance of the new passenger station, the railroad commission recommended a stucco, concrete, or hollow core tile facility in the Mission Revival style. The style was selected as one suitable to the history of California and Modesto. The facility was to cost no more than $15,000.³

SPRR quickly designed the required depot using standardized plans that the company had developed. The new depot opened by January 1916 (Image 1). Articles surrounding the opening of the station described arcades on the eastern and western elevations protecting arriving and departing passengers. The nearly symmetrical plan placed the high vaulted waiting room in the center of the building (Image 2). To the northeast of the main waiting room was a separate room for women travelers, which was balanced to the south with the depot office. Further north was the secure baggage room, a square single story


⁴ Photograph, Images Various Dates, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA.

DPR 523L (1/95)
containing as much floor space as the women’s waiting room. The southern end had an open-air waiting area under an arched pergola. The building was clad in concrete stucco with a tile roof. Concrete tiles formed the flooring. Restrooms had marble stalls and hexagonal tile floors. Ventilation was provided from the numerous windows. The high windows in the waiting room were glazed with amber glass to dampen the bright California sun. In addition to using natural light, the station was well equipped with electric lights that included ceiling lights, as well as lights in each arch of the arcade and additional lights illuminating the tall towers on the western side of the building.⁵

Not long after construction the open-air waiting area to the south was enclosed and an additional arched pergola added to wrap around the southwest corner (Image 3). Passenger service ended in 1971 as Amtrak consolidated passenger routes. SPRR retained the depot for offices and as a maintenance facility, and in 1989 the company ceased use of the facility. The City of Modesto sought a suitable use for the building, and plans were developed to transform the building into the transit center. As a part of the project, the public waiting areas were rehabilitated with damaged or missing woodwork repaired or replaced in kind. The women’s waiting room was opened to the main waiting room and dividers added providing public telephones and other amenities. The former boiler room became the women’s restroom. The baggage area was dedicated to Greyhound bus service. Divided into three sections it provided space for a new men’s restroom, and two Greyhound offices. An addition at the northern end provided supplemental space for Greyhound baggage handling and mechanical systems. At the southern end the former railroad offices became offices for Modesto Area Express (MAX) transit. The men’s room was


⁶ Southern Pacific, Southern Pacific Passenger Depot at Modesto, California, Floor Plan, June 1914, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA.
converted for janitorial use. The former open waiting room is now a lounge for MAX drivers. In keeping with the original design the addition on the building included arched windows on all sides. To differentiate from the original, this addition is set back from the main façade and utilizes a different stucco mix. Windows in the addition are modern anodized aluminum units.\(^7\)

![Image 3. South end of the depot showing the earlier open air waiting area enclosed, c. 1940.\(^8\)](image)

**Evaluation**

The former Modesto SPRR Station has been inventoried and evaluated multiple times for its historic significance. H.W. Werness was the first to inventory the property in *An Architectural Survey of the San Joaquin Valley* in 1978. The station was found eligible for listing in the NRHP in 1983, while it was still in use by SPRR as an office and maintenance facility. In 1984, the Stanislaus County Historical Society completed its survey of historic Modesto buildings, which included the Modesto SPRR Station, however, this recordation was sparse and did not include a NRHP evaluation. SPRR ceased use of the building in 1989 and the City implemented plans to convert the station to a transit center in the following years. A 1993 report regarding the proposed conversion project summarized the history of the building, assessed existing conditions, and developed a preliminary design for the project. The City declared the station a Landmark Preservation Site in late 1993 based on the aforementioned report. Project work occurring in the vicinity of the station has also resulted in the documentation and evaluation of the station. In 1999 the station was recorded by Michael Darcangelo as part of the Cultural

\(^7\) Photograph, 1940s era south side California Railroad Museum, Images Various Dates, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA; Undated Floor plan, Landmark File 19, Photograph, 1940s era south side California Railroad Museum, Images Various Dates, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA; SP Depot- Modesto c. 1915, Images Various Dates, Landmark File 19, Photograph, 1940s era south side California Railroad Museum, Images Various Dates, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA.

\(^8\) Photograph, 1940s era south side California Railroad Museum, Images Various Dates, Landmark File 19, Modesto Community and Economic Development Department, Modesto, CA.
Resources Survey for the Level (3) Communications Long Haul Fiber Optics Project. In 2016 AECOM updated the previous recordation as a part of the ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report: Lathrop to Ceres and Ceres to Merced Segments, produced in full in 2018. These previous recordations are attached to this update. The station has been assigned primary number 50-000619 by the California Information Center and documents recorded under primary numbers 50-000622 and 50-001785 may also contain information about the station.  

All documentation noted above concludes that the Modesto SPRR Station (or Depot) is eligible for listing in the NRHP. It is now listed in in the CRHR because it was formally determined eligible for the NRHP. Among the multiple studies, however, the station’s eligibility has been based on varying elements of its significance. The resolution designating the depot as a Landmark Preservation Site in 1993, for example, did so based upon its architectural significance, while the 2016 AECOM evaluation found the building eligible for its association with the railroad’s importance in the San Joaquin Valley and Modesto (NRHP Criterion A / CRHR Criterion 1), as well as for its architecture (NRHP Criterion C / CRHR Criterion 3). Some studies have included erroneous information, such as the Stanislaus Historical Society’s 1984 study, which states that the building is the “original Southern Pacific Depot.” This is not true as the station was constructed in 1915 replacing an earlier station that had served the community through the formative years of train service in Modesto. The AECOM 2016 evaluation also did not take into account the fact that this station replaced an earlier facility.

Upon review of the previous documentation and analysis, this Update concludes that the Modesto SPRR Station (or Depot) is eligible for listing in the NRHP under Criterion C and under CRHR Criterion 3 only for its type, period, and method of construction embodying Mission Revival architecture. The building is significant at the local level.

The Modesto SPRR Depot is not significant under other NRHP / CRHR criteria. While the railroad that passes through Modesto is indeed significant for its role in the development of the San Joaquin Valley agriculture and communities, this depot is not associated with that pioneering period. Instead this depot was constructed well after the SPRR San Joaquin line had important association with the growth of the area. By the time it was built in 1915, the depot served an already developed agricultural region and thriving city, and therefore, it is not significant under NRHP Criterion A or CRHR Criterion 1. The depot is not associated with any single individual and is not significant under NRHP Criterion B or CRHR Criterion 2. The depot building is unlikely to yield important information necessary for our understanding of history and is not significant under NRHP Criterion D or CRHR Criterion 4.

The building retains historic integrity and is able to convey its significance under NRHP Criterion C and CRHR Criterion 3. The building remains in its original location and general setting in the core of downtown Modesto, adjacent to the railroad tracks. While the building was adapted for reuse as a transit center in 1993, most, if not all, of the work for this conversion was consistent with the Secretary of the Interior’s Standards for Rehabilitation, allowing the building to retain its historic character while being modified to address current needs. Thus, it retains integrity of design, materials, and workmanship. Two additions were built on the north and south ends of the building, but the original design is still discernable. The building’s historic materials were retained and where necessary replaced in-kind maintaining the integrity of the materials and workmanship. As a result of the efforts made during the rehabilitation the property, the building retains its integrity of feeling to its historic time period and association as a railroad station.

Previous evaluations did not identify the Modesto SPRR Depot’s period of significance, its historic boundaries, or its character-defining features. As a result of the survey and evaluation for this Update, the period of significance is established as 1915 reflecting the building’s date of construction. The boundary for the historic property is Assessor Parcel Number 104-003-010 containing the building along with the area between the railroad tracks and 9th Street to the west and east and I Street to K Street south to north. This includes the large parcel historically associated with the depot in downtown Modesto.

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None of the other built environment features on the parcel are historically significant. Overall characteristics of the parcel, however, contribute to the setting, feeling, and association.

Character-defining features are aspects of a building and its setting that convey its significance. The materials of the building: stucco, tile roof, concrete floor, wooden windows, and interior trim are character-defining. Design features related to the building’s Mission Revival architecture, such as the tall central hip roof, contrasting flat roof of the wings, deep eaves, symmetrical nature of the original building, curving and complex pediments, repeating arches, varied height, and varied depth in the elevations are also character-defining features. The materials retain natural colors characteristic of the rustic nature of Mission Revival architecture. Details such as the tall ornamental towers on the west side, decorative wooden vigas, splayed base at the eastern porch, and cornice brackets are also character-defining features. The “Southern Pacific” lettering on the east side of the building is also likely original and character-defining. Building details are accented by a color-value contrast between the wall coating and the decorative trim. As a public space, both currently and historically, the waiting rooms are an integral portion of the architecture. Interior character-defining features include the high cove ceilings and wood cornices, baseboards and wainscoting. The building’s location and setting are also character-defining, including the viewshed at the end of J Street in line with the street tying it closely with the downtown. Proximity to the rail corridor is also a character-defining feature of the property.

*Evaluator: Cheryl Brookshear  
*Date of Evaluation: May 2019

Photographs:

Photograph 1: Modesto MAX Transit Center, camera facing west, April 30, 2019.
Photograph 2. Rail (southwest) side of station, the courtyard is located between the two curved Mission style pediments, camera facing north, April 30, 2019.

Photograph 4. Interior waiting room showing clerestory windows, camera facing northwest, April 30, 2019.

Photograph 5. Modern addition on south end of station, camera facing southwest, April 30, 2019.
Moderate Southern Pacific Railroad Depot

**Resource Name or # (Assigned by Recorder):** Modesto MAX Transit Center

**Trinomial:**

2S2

**NRHP Status Code:** 2S2

**Primary #:** 50-0000619

**HRI #:** 6362-108 UPDATE

**State of California — The Resources Agency**

**DEPARTMENT OF PARKS AND RECREATION**

**UPDATE SHEET**

**Primary #:** 50-0000619; HRI 6362-108 UPDATE

**Trinomial:**

2S2

**NRHP Status Code:** 2S2

**DPR 523L (1/95)**

*Required Information*
The Modesto SPRR Depot was previously recorded under P-50-000619. H.B. Wemess initially inventoried this property in 1978 for the report titled An Architectural Survey of the San Joaquin Valley. The property was unevaluated. In 1999, Michael Darcangelo of Far Western Anthropological Research Group re-inventoried and evaluated the property for the report titled Cultural Resources Survey for the Level 3 Communications Long Haul Fiber Optics Project (Nelson and Carpenter 2000). The DPR 523 Series forms completed in 1999 are attached. Darcangelo evaluated the asset eligible for the National Register of Historic Places (NRHP). The Historic Property Data File provided by the Central Coastal Information Center (CCIC) indicates that Resource P-50-000619 was assigned Status Code 2S2, which means the Modesto SPRR Depot was determined eligible for the NRHP by a consensus through the Section 106 process.

The depot was also previously recorded under P-50-000622 under the name Railway Express Agency. The DPR 523 form was not obtained, but the Historic Property Data File provided by the Central Coastal Information Center (CCIC) indicates that Resource P-50-000622 was assigned Status Code 7D, which means that the evaluation was received by the Office of Historic Preservation but had yet to be evaluated. The depot was also previously recorded as resource P-50-001785. The DPR 523 form was not obtained, but the Historic Property Data File provided by the Central Coastal Information Center (CCIC) indicates that Resource P-50-001785 was assigned Status Code 2S2, which means the depot was determined eligible for the NRHP by the Keeper of the NRHP.

The Modesto Southern Pacific Railroad Depot also was added to the California Historic Resources Inventory (HRI) in 1993 under HRI# 5352-108 and listed as a City of Modesto Landmark Preservation Site.

Prior studies did not include a formal evaluation of the property's eligibility for the California Register of Historical Resources (CRHR) or a California Environmental Quality Act (CEQA) historical resource. After review of the previous recordation and a current field check, AECOM concludes that the Modesto SPRR Depot retains the level of integrity of location, design, setting, materials, workmanship, feeling, and association it had at the time of last recordation, meets the criteria for listing in the NRHP, CRHR, and local register, and the building is an historical resource for the purposes of CEQA. The structure has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 6024.1 of the California Public Resources Code. The boundary for the historic property/historical resource is its legal parcel.

Historic Context

Modesto's history, growth, and development have been linked to the railroad since the late 1800s. The development of the railroad and irrigation districts spurred the agricultural economy by providing easy passenger travel and an efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. Construction of the Southern Pacific Railroad's San Joaquin Valley mainline, originally known as the San Joaquin Valley Railroad, began in 1868, branching off the transcontinental line at the newly established town of Lathrop in San Joaquin County. In the northern San Joaquin Valley, the railroad was located between the San Joaquin River and Sierra Nevada foothills; to the south, the line followed the eastern side of the plains. From 1870 to 1880, the San Joaquin Valley population increased by 40 percent (US Census 1900), and Southern Pacific established 50 stations in the Valley, 24 of which became town sites. Eight of those sites became major towns, including Modesto, Turlock, and Merced (Carothers 1894; Angemeir 1986; Smith 1976).

The Modesto SPRR Depot, located at the intersection of J and Ninth streets, was constructed in 1915. The building was constructed in the Mission style, a popular style for railroad buildings in the southwest during the early twentieth century. Rail service along to this location was discontinued and the building became a bus transportation center in 1993.

Mission Revival Architecture

Mission Revival architecture, most popular between 1890 and 1920, is typically one- or two-story symmetrical or asymmetrical, houses characterized by stucco walls; low-pitched red barrel tile roofs with overhanging eaves, porch roofs supported by large square piers, commonly arched above, Mission shaped dormer or roof parapets; arched entry porch piers, quatrefoil windows, and Islamic ornament (McAlester 1964).
*Resource Name or # (Assigned by recorder) Modesto MAX Transit Center

Evaluation
Under NRHP Criterion A and CRHR Criterion 1, the Modesto SPRR Depot has significant associations with important events. The depot is representative and an important element of the San Joaquin Valley Railroad (SPRR San Joaquin Valley Mainline), which is significant as one of the first railroads in the San Joaquin Valley and was instrumental in the development of agriculture, the mainstay of the local economy. The railroad also led to the founding of Modesto. Therefore, the Modesto SPRR Depot is eligible for the NRHP and CRHR under Criterion A and Criterion 1, respectively, as an individual resource and as a contributor to a larger historical resource (such as the entire San Joaquin Valley Railroad, if such a resource is ever found to exist).

Under NRHP Criterion B and CRHR Criterion 2, the Modesto Southern Pacific Railroad Depot is not significant for any associations with the lives of persons important to history. The depot likely was designed and constructed by SPRR employees and does not illustrate an important achievement associated with an individual from the community or the railroad. The depot does not appear to be a prominent achievement of any individual and research did not identify any associated individuals that made important contributions to history at the local, state, or national level. Significant individuals who may have used the depot during the period of significance or executives from SPRR do not appear to have had a substantial or important association with the building.

Under NRHP Criterion C and CRHR Criterion 3, this building is significant because it is an important example of a type, period, or method of construction. Mission Revival style architecture. Although the Mission Revival style buildings proliferated twentieth century California suburbs and were a common style used in railroad buildings in the southwest, the Modesto SPRR Depot is an excellent example reflecting the twentieth century trends of this style because of its shaped parapets, tile roof, and arched facade. The building on this parcel retains distinctive design elements that would merit listing on the NRHP and CRHR. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master.

Under NRHP Criterion D and CRHR Criterion 4, this building is not significant as a source (or likely source) of important Information regarding history. It does not appear to have any likelihood of yielding important Information about historic construction materials or technologies. Archaeological investigations completed as part of the NRHP Criterion D and CRHR Criterion 4 evaluations are included in a separate archaeological technical report for this project.

Integrity
Location is the place where the historic property was constructed or the place where the historic event took place. The location of the Modesto SPRR Depot has remained the same, and it has not been moved since its construction. The integrity of the property’s location remains intact.

Design is the combination of elements that create the form, plan, space, and style of a property. The Modesto SPRR Depot has undergone expansion since its original construction in 1915. However, the building addition does not appear to have compromised the building’s overall design. Therefore, the Modesto Southern Pacific Railway Depot retains its integrity of design.

Setting is the physical environment of a historic property. The historic setting of the Modesto SPRR Depot has not changed significantly since the buildings were constructed. The building retains integrity of setting.

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property. As stated above, the Modesto SPRR Depot has been modified since the original construction. The Modesto SPRR Depot retains a moderate level of integrity of materials.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The Modesto SPRR Depot has not been substantially altered since its construction in 1915 and retains the appearance of an early twentieth century railroad depot. Therefore, it retains integrity of workmanship.

Feeling is a property’s expression of the aesthetic or historic sense of a particular period of time. The present state of the building conveys the property’s character and historic integrity of feeling as an early-twentieth century railway depot. The overall integrity of the property’s feeling remains intact.
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

*Resource Name or # (Assigned by recorder) Modesto MAX Transit Center

* Required Information

Page 4 of 5

* Resource Name or #: (Assigned by recorder) Modesto Southern Pacific Railroad Depot

Map ID #32

□ Continuation □ Update

* B10. Significance (continued):

Association is the direct link between an important historic event or person and a historic property. The Modesto SPRR Depot is representative of depot architecture in California and it continues to convey that historic theme. Therefore, the building retains its integrity of association.

In conclusion, although the building has undergone some alterations since its construction, it retains integrity of location, setting, design, workmanship, and feeling and appears to be eligible for listing in the NRHR under Criterion A and C and the CRHR under Criterion 1 and 3 due to its important association with the railroad and the development of Modesto and as an excellent example of Mission Revival-style railroad depot architecture. Therefore the depot also is considered a historical resource for the purposes of CEQA. The depot was designated as a City of Modesto Landmark Preservation Site in 1993.

* B12. References:

Adams, R.L. and W.W. Bedford

Angermeyer, Robert

Carothers, Alice

McAulester, Virginia and Lee McAulester.

Nelson, W. and M. Carpenter

Smith, Richard

US Census Bureau
1900 Census Reports Volume 1: States and Territories & Counties – Tables 1–4.

* B14. Evaluator: M. Mello, AECOM * Date of Evaluation: September 2018

DPR 523L (1/95)

DPR 523L (1/95)
Photograph 2. West elevation (tracks side), camera facing east, June 7, 2016 (Photo #7063)

Photograph 3. Building Addition, camera facing southwest, June 7, 2016 (Photo #7068)
**State of California — The Resources Agency**
**DEPARTMENT OF PARKS AND RECREATION**
**UPDATE SHEET**

*Resource Name or # (Assigned by recorder) Modesto MAX Transit Center*

- **Primary #** P-50-0000619
- **HRI #** 5352-108
- **Trinomial**
- **NRHP Status Code** 2S2

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**PRIMARY RECORD**

Page 1 of 1

*Resource Name or #: (Assigned by recorder) Modesto Southern Pacific Railway Depot*

**P1.** Other Identifier: HRI # 5352-108

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

- a. County Stanislaus
- b. USGS 7.5' Quad Salida Date 1987 T 38 R 96 W: ¾ of SE ¾ of Sec 25, Mt. Diablo B.M.
- c. Address J and 9th Streets City Modesto Zip
- d. UTM: (Give more than one for large and/or linear resources) Zone 10, 676400 mE/ 4167500 mN
- e. Other Locational Data: (eg., parcel #, directions to resource, elevation, etc., as appropriate)

The Central California Information Center plotted the depot on the Riverbank 7.5' quadrangle between H and I Streets. Far Western's surface reconnaissance survey located the site on 9th Street between I and K Streets on the Salida 7.5' quadrangle.

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

The Southern Pacific Railway Depot, located at the intersection of J and 9th Streets, was built in 1915. The depot is Mission Style architecture, a popular style for railroad buildings in California and the southwest of that era. The building is used now as the Greyhound Bus Terminal.

**P3b.** Resource Attributes: (List attributes and codes) HP17- Railroad Depot

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

**P5b.** Description of Photo: (view, date, accession #) None

**P6.** Date Constructed/Age and Source: [ ] Historic [ ] Prehistoric [ ] Both 1915 (Modesto Morning Herald - December 10, 1915)

**P7.** Owner and Address: unknown

**P8.** Recorded by: (Name, affiliation, and address) Michael Parcangelo, Far Western Anthropological Research Group, Inc., P.O. Box 413, Davis, CA 95617

**P9.** Date Recorded: 10/07/99

**P10.** Survey Type: (Describe) Intensive surface reconnaissance for fiber optics project


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

[ ] Archaeological Record □ District Record □ Linear Feature Record □ Milling Station Record □ Rock Art Record □ Artifact Record

Photograph Record □ Other (List):

DPR 523A (1/95) *Required Information
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

*Required Information

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*Resource Name or # (Assigned by recorder) Modesto MAX Transit Center

□ Continuation □ Update

DPR 860 (Rev. 12/83)
DPR 523L (1/95)
CITY OF MODESTO
HISTORIC RESOURCES INVENTORY

IDENTIFICATION
1. Common name: Southern Pacific Railroad Depot
2. Historic name: Southern Pacific Railroad Depot
3. Street or rural address: J and 9th Streets
   City Modesto, Zip 95350 County Stanislaus
4. Parcel number: 104-03-09
5. Present owner: City of Modesto
   Address: P.O. Box 642
   City Modesto, Zip 95353 Ownership is: Public X Private
6. Present Use: Intermodal center for buses
   Original use: Railroad Depot

DESCRIPTION
7a. Architectural style: Mission Style
7b. Briefly describe the present physical description of the site or structure and
    describe any major alterations from its original condition:
    See attachment.

8. Construction date:
   Estimated ______ Factual 1915
9. Architect Unknown
10. Builder Unknown
11. Approx. property size (in feet)
    Frontage 880.74' Depth 178.48' or approx. acreage
12. Date(s) of enclosed photograph(s)
    See attachment. Ca. 1940
13. Condition: Excellent x Good ___ Fair ___ Deteriorated ___ No longer in existence ___

14. Alterations: Two additions have been added to either end.

15. Surroundings (check more than one if necessary): Open land ___ Scattered buildings ___ Residential ___ Industrial ___ Commercial x Other: ________________

16. Threats to site: None known x Private development ___ Zoning ___ Vandalism ___ Public Works Project ___ Other: ________________

17. Is the structure: On its original site? x Moved? ___ Unknown? ___

18. Related features: Railroad tracks.

SIGNIFICANCE
19. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)
See attachment.

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture x Arts & Leisure ___ Economic/Industrial ___ Military ___ Government ___ Social/Education ___ Religion ___ Exploration/Settlement ___


22. Date form prepared October 12, 1993
By (name) W. Mathes
Organization City of Modesto
Address P.O. Box 642
City Modesto ___ Zip 95353
Phone (209) 577-5344
INTRODUCTION

Constructed in 1915, the Modesto Depot is a National register-eligible structure. The Depot ceased to be used by Southern Pacific Railroad as a passenger line in April 1971, when Amtrak took over the San Joaquin line and discontinued service to Modesto. Southern Pacific continued to use the Depot for maintenance and office use until approximately 1989. The Depot is currently being planned to be used as an intermodal station for local bus service and by Greyhound Bus Lines. The scope of the project will include rehabilitation of the Depot to meet the Secretary of the Interior's Standards for Rehabilitation, structural upgrade of lateral system and modification of the building for its use as an Intermodal Center. This report comprises a summary of this project and includes:

Historical summary of the building.

Existing conditions analysis and evaluation of the existing conditions of materials and systems of the structure.

Preliminary Design including a detailed rehabilitation plan for the building with drawings, written scope of work, preliminary cost estimate, and an outline of specifications.

PROJECT TEAM

City of Modesto

Project Engineer

Parsons Brinckerhoff Quade & Douglas, Inc.

Fredrick D. Cavanah, Project Manager

Paul S. McCauley, PE, Project Manager

Architect

Stephen J. Farneth, AIA, Partner-in-Charge

Paul Nachtsheim, AIA, Project Manager

Structural Engineer

Otto Avvakumovits, Principal-in-Charge

GFDS Engineers

Mechanical/Electrical

Parsons Brinckerhoff Quade & Douglas, Inc.

Dwain Dryden, Mechanical Engineer

Leonard Lee, Electrical Engineer

Landscape Architects

Royston, Hanamoto, Alley & Aboy

Louis G. Alley, Principal-in-Charge

Patricia Carlisle, Project Manager
HISTORICAL INFORMATION

The present day Modesto Depot was built by Southern Pacific Railroad in 1915 to replace a freight depot along the Southern Pacific Rail line. Prior to the construction of the Depot, the Memorial Arch of Prosperity was erected on the nearby corner of Front and I Street in 1912. Southern Pacific originally proposed that the Depot be built at the corner of Front and I street but failed to convince the city fathers that the required closure of I street, the main commercial street, was a viable idea. A few years later, Southern Pacific proposed that J Street at Front be closed for the Depot and by a vote of the people the proposition carried.

The Depot is designed in the Mission style of Architecture with generous arcades in the front and rear, arched colonnades, exuberantly detailed towers at the track side and a clay tile roof over the central building areas.

Circa 1940
EXISTING CONSTRUCTION SYSTEMS

ARCHITECTURAL DESCRIPTION

The Modesto Depot is an example of Mission Revival style of Architecture. The building consists of a one and one half story central building form (which housed the original waiting areas, ticketing and restrooms), arched arcades at the east and west elevations of the building, lower building forms at the north and south ends of the building (which housed baggage and office areas), and a pair of bell towers connected with a curvilinear gabled facade.

The central building form is U-shaped in plan and is roofed with mission clay tile with wood corbels supporting the roof overhang. The arched arcade at the east elevation (Front Street) leads into the waiting area and has the words "Southern Pacific" over the three arched openings facing Front street. The arcade at the west elevation (railroad track side) has several arched openings and is connected to the pair of bell towers with a curvilinear battriss elements to two smaller tower forms which protrude out from the arcade wall. A curvilinear gable connects these smaller tower forms and has a large arch with two smaller arched "window" openings on either side of the large arch. The original illuminated sign reading "Modesto" is centered above this large arch. The lower building form at the north end of the building originally housed the baggage handling and has arched openings with rolling doors at the east and west elevations. A large door at the north elevation has been removed and infilled with wood framing and siding. The lower building form at the south elevation has a series of arched openings which are infilled with wall framing; wood mullions and fixed glass. A flat roof covers the arcades and the lower building forms at the north and south of the central building form.

STRUCTURAL DESCRIPTION

The structure's wall, ceiling and roof system is wood framed construction. Exterior and bearing walls have 2 x 4 or 2 x 6 studs at 16" with 1x horizontal sheathing with cement plaster on the exterior and wood tongue and groove or plaster finish on interior faces. The roofs are framed with nailed russes at 30" or 32" spacing, covered by 1x straight sheathing. Exterior arcades and towers are also framed with light stud framing, covered with cement plaster.

Foundations are individual or continuous concrete footings extending 2 to 3 feet below grade. Floors are for the most part a finished concrete slab on grade. There are wood floors on 2x wood sleepers at the ticket and agents office.

Field observation generally corroborated details on original design drawings 1 through 6. Structural defects observed included cracks in masonry chimney and corroded parapet bracing. Limited exploration revealed the wood framing to be in good condition.

The building does not meet current seismic resisting standards. Recommendations for repairs will follow.
DESCRIPTION OF MATERIALS

Roofing

There are two types of roofing utilized in the building, mission clay tile at the central building form and built-up roofing at the arcades and north and south building forms. The clay tile roofing is one piece "S" type, deep red in color with dark soiling on the tile surface. Ridge tiles are interlocking with a raised band at the overlapping point. Hip tiles overlap shingle style and have a thickened edge which is slightly pointed at the top. The clay tile roofing has been installed over building paper and 1 x 6 straight wood sheathing. Gutters at the tile roofing are six inch redwood shaped gutters with 3" x 3" galvanized sheet metal downspouts. Valley and roof/wall flashing are galvanized sheet metal. Built-up roofing is of an unknown number of plies and has no gravel or mineral cap sheet. It is installed over 1 x wood sheathing. Roof drains at low slope roofs are either handled with scuppers through parapet walls or are brought internally within the wall cavities and presumably into the storm drain system.

Exterior Walls

The building is constructed of 2 x wood framed walls with 1 x wood sheathing, building paper and cement plaster finish. At the central building form the cement plaster extends from the ground level to the 1 x wood soffiting at the roof overhang. The cement plaster appears to extend behind the paired wood corbels. There are eight latticed attic vents located between the paired wood corbels, which are closed off with plywood from the inside. The towers and curvilinear gable facade at the west elevation are richly detailed with a bold cornice treatment, arched openings and bell towers. The lower building forms at the north and south elevations are more simply detailed with a cornice trim at the top of the parapet wall that matches the cornice trim at the arcades. The arched openings are simple, punched openings, either left open or infilled with windows and/or doors. Around the entire building there is a fifteen inch high cement plaster baseboard element, which is mirrored by the concrete footings which support the arcade piers. At the parapet walls between many of the arched openings are decorative wood blocks made to look like vigas (roof beams or rafters) or canales (water spouts).

Floor

The structural floor throughout the building is concrete, with ceramic tile finishes in Restrooms and composition tile in the Office areas. Decoratively scored concrete is used in the waiting areas and at the arcades and has a reddish surface color most noticeable in the interior areas but is also found in the exterior arcades. In the baggage room the concrete is scored in a simpler pattern and is not noticeably colored. Restroom ceramic tile is a porcelain, hexagonally shaped type with a white field and darker accent tiles spaced approximately two feet apart. In the original Ticket Office and Agent's Office the composition flooring has been installed over wood flooring and wood sleepers on top of the structural concrete floor. The original General Office has composition tile applied directly to the decoratively scored concrete (this room was part of the original Women's Waiting Room).

Using the exterior Arcades, Baggage Room and surrounding Parking Lot as a datum point of zero, the Restrooms and Waiting Areas are + four inches and the Ticket Office and Agent's Office are + seven inches. There have been asphalt concrete ramps installed in front of the exterior doors to accommodate the change in floor elevation. In the southeast corner of the Baggage Room is a five foot by five foot opening in the floor which housed the original coal fired boiler. It has since been removed.
Windows

There are three types of windows in the building, wood sash double hung (single, paired or grouped in sets of five), wood sash hopper (paired or grouped in sets of five) and wood sash fixed glass (transoms above doors, multipane rectangular or multipaned with arched top).

The windows in the restrooms are paired and located symmetrically on the east elevation. At the General Waiting Room, centered on the east and west interior walls are grouped five double hung windows above which are five rectangular hopper windows with amber moss glass. To each side of the grouped windows are paired exterior doors with paired fixed transoms above and paired rectangular hopper windows with amber moss glass. The overall effect of the fenestration in the General Waiting Room is of an open and airy space filled with natural light. A bay window at the original ticketing area has double hung windows with the upper sash divided vertically in half with wood mullions. Two windows overlooking the original outside waiting area are double hung with the upper sash divided into three equal vertical panes.

At the Agent's Office a series of arched openings are infilled with wood framed walls and fixed glass wood sash with arched tops. These windows are divided vertically into three vertical panes, the center pane the largest with two equal sized panes to either side of the center pane. A door unit is located in place of the center pane in one of the arched openings facing Front Street. At the ticket counter the original brass grille has been replaced with a pair of aluminum casement windows which serves to close off the Ticket Office from the General Waiting Room.

Doors

Exterior

Four types of doors are used at the exterior, paired non-divided french doors, panel doors with a glass upper lite, wood panelled rolling doors and a wood panelled door which served as a receiving window for the baggage room. The non-divided french doors are located in the General Waiting Room, panel doors with glass lites are located in the Ticketing Office, and the wood panel rolling doors are located in the Baggage Room. Some of the original hardware remains on the doors although in some cases new surface locksets have been added to the doors.

There is a 30"x30" access door from the attic area to the Baggage Room roof which has been closed off with plywood.

Interior

Typically, the interior doors are wood panel with a glass upper lite with the exception of wood solid panel doors at the Baggage Room and non-original flush doors in the Ticketing Office. Original door hardware remains on most doors, with some new hardware added to the doors.

Skylight

A single, sloped skylight is located above the west arcade and serves to direct natural light into the general waiting room. Originally wire glass was set within wood mullions but this
assembly was removed and replaced with corrugated fiberglass panels. The original decorative wood ridge beam remains.

**Interior Walls**

Modesto Depot's most significant historical interiors are the General Waiting Room, Ticket Office and Women's Waiting Room because of their high ceilings and simply detailed walls and ceilings. The remaining areas, Baggage Room, Restrooms, Agent's Office and other ancillary rooms possess less significant historic material and are generally simpler in their detailing.

The General Waiting Room is a simply detailed space with strong vertical and horizontal lines achieved through the use of surface pattern and the careful arrangement of the windows and doors. The wall finishes consist of wood moldings, applied 1x wood trim, gypsum plaster and wood lath installed over wood framed walls. The wall surfaces have three strong horizontal elements: a base made of vertical board and batten capped with a horizontal molding, an intermediate band constructed of gypsum plaster walls with widely spaced vertical 1x trim capped with a wide cornice element, and a coved gypsum plaster ceiling. Vertically is achieved with the vertical alignment of the windows which terminate at the base of the cornice element, the vertically applied wood trim and the five grouped windows which break the horizontal base element.

The Ticket Office and Women's Waiting Room are similar in their detailing and are both more simply detailed than the General Waiting Room. In both rooms there is wood beaded board wainscot capped with a horizontal molding to a height of 4'-0". Above that the wall surface is a gypsum plaster finish which extends up to the coved ceiling to a height of 17'-0". In the Ticketing Office there is a simple two inch wood picture molding at a height of 12'-0". The original grouping of three high windows at the south wall of the Ticket Office have been removed, infilled with wall framing and currently serve as a mounting surface for HVAC equipment and vents. In the Women's Waiting Room a two inch wood picture molding is at 12'-6" with a cornice element similar to the General Waiting Room at a height of 14'-0".

The wainscot finish in the General Waiting Room and Women's Waiting Room was originally varnish with the wall and wood trim surfaces being painted.

In the restrooms the white glazed tile wainscot extends up the wall to a height of 6'-0" above which the gypsum plaster wall material continues up to the coved plaster ceiling and has a paint finish.

The Baggage Room wall material is wood beaded tongue and groove boards applied directly to the wall framing and have a painted finish. An interior room has been constructed in the southwest corner of the Baggage Room and was probably used to receive goods from the delivery window at the railroad track side of the room.

The Boiler Room and Record Room walls have gypsum plaster extending up to flat ceilings and have a painted finish.

In the Agent's Office a wood composition wall board has been applied to the wall framing with wood batten trim around the arched window openings and in a simple decorative pattern. A wall not shown on the original drawings has been added between this room and the Ticket Office with the same wall board finish.
Ceilings

The ceilings are typically gypsum plaster over wood lath applied to the ceiling framing. Ceiling heights in the General Waiting Room, Women's Waiting Room and Ticket Office are 17'-0" and at all other rooms are 10'-0". Ceiling finishes typically match the walls of the room which they are in, generally paint.

The General Waiting Room has coved ceilings with six 3'-0"x3'-0" latticed ceiling vents spaced equally on the ceiling. The original pendant fixtures have been removed and replaced with pendant mounted 4 foot fluorescent fixtures. In the Women's Waiting Room, the original chandelier fixture has been removed and replaced with a pendant mounted eight foot fluorescent fixture. A 2'x4' suspended acoustical ceiling with fluorescent lights has been installed in the Ticketing Office and the Agent's Office at a height of 9'-0". The General Office has a 10'-0" high ceiling and two 4 foot fluorescent fixtures. An access door to the attic can be found in the original Boiler Room. The ceiling in the Baggage Room is 1x beaded tongue and groove and has 8' fluorescent fixtures spaced equally in the room.

The Arcade ceilings are constructed of cement plaster and metal lath over the ceiling framing and have radiused corners at wall intersections. At the East Arcade, the ceiling material has been recently removed due to some of the cement plaster falling off of its own accord. There is evidence of dry rot in the East Arcade ceiling framing due to lack of adequate ventilation. At the West Arcade the ceiling height varies due to the roof slope above, surface mounted 4 foot fluorescent fixtures are spaced at regular intervals along the length of the Arcade.

Casework

The only remaining original casework is the ticket window counter and cabinet. From the General Waiting Room side the counter extends eight inches and is supported by five wood corbels. The counter and cabinets on the Ticket Office side are simply constructed with a band of single or double drawers across the top of the cabinet and cabinet doors across the bottom. The cabinets and counters have a painted finish.

Signage

Only two signs remain of the original signage on the building. Centered on the east Arcade at a height of 12'-0" are the words "Southern Pacific" constructed of 2x redwood. At the West Arcade (railroad track side) centered on the front curvilinear gable at a height of 14'-0" is an illuminated sign which reads "Modesto" and is constructed of galvanized sheet metal and translucent white glass. Two signs that have been removed had the words "Modesto" with the circular Southern Pacific Railroad symbol centered above it. From the original construction documents the sign appears to be constructed of sheet metal and decorative wrought iron.

Mechanical Systems

Heating, Ventilating and Air Conditioning

The original mechanical system consisted of a central coal fired boiler with a two pipe direct return steam system. Radiators were located in the original General Waiting Room, Women’s Waiting Room and Ticket Office but have been removed.
A more recent upgrade to the original Mechanical system consisted of an assortment of gas fired convection heaters and air conditioners located throughout the building. In the original General Waiting Room there is a ceiling mounted heating and air conditioning unit located in the northwest corner of the room. The air conditioning condenser unit is located outside the room on the roof of the East Arcade. The vent runs through the attic space and into the brick boiler flue. In the Ticket Office there is a forced air heating system located above the suspended acoustical system which vents through the wall at an original window opening now infilled with wall framing and plywood. Exposed duct work is mounted below the suspended acoustical ceiling and is routed to the Ticket Office and the Agents Office. In the Baggage Room there is a single wall mounted gas fired heating unit located in the delivery room wall which is vented through the roof above the Baggage Room.

**Plumbing**

Plumbing fixtures in the restrooms are for the most part the original fixture in their original location. At the Women's Restroom, a new framed wall was added between the pair of toilet stalls which necessitated the relocation of the lavatory to the side served by the Women's Waiting Room. The Men's Restroom has the original two toilets but the urinal and lavatory have been replaced. The Record Room has the original lavatory with an updated five gallon gas fired hot water heater. A cast concrete service sink has been added to the Boiler Room. In the General Office a lavatory has been added and connects to the service sink in the Boiler Room.

**Electrical System**

**Interior Lighting**

The original interior lighting fixtures have for the most part been removed and replaced with fluorescent fixtures surface mounted to the ceilings or within the suspended acoustical ceiling system. At the service areas there are surface mounted incandescent fixtures which have replaced or supplemented the original light fixtures. For a more complete discussion of the lighting fixtures, refer to the description of the ceiling systems.

**Exterior Lighting**

All of the original exterior lighting fixtures have been removed and replaced with high intensity discharge, fluorescent or incandescent light fixtures. The original exterior lighting fixtures were surface or recess mounted incandescent type. A recessed fixture is located at the top of each of the arched openings, these fixtures are still present but it isn't known if they still operate. Three surface mounted globe fixtures were mounted at the center of the beam spans at the Outside Waiting Area, two surface mounted globe fixtures were located at the ceiling of the bell towers, all have been removed and covered with a metal plate. At the west elevation, two decorative bracket lanterns were mounted on the small tower elements at either side of the main arch, and have been removed. At the center of the East and West Arcade at a height of approximately fifteen feet is a photocell activated high intensity discharge flood light. Over each of the rolling doors to the Baggage Room is a surface mounted spotlight.

**Power and Telephone Systems**

The original electrical system in the Depot consisted of knob and tube wiring that is connected
to a main panel in the Ticket Office and a subpanel in the baggage room (which serves the Baggage Room only). There are very few original convenience outlets in the building, the majority of the outlets have been added using exposed metal conduit and surface mounted metal outlet boxes connected to electrical panels adjacent the original panel in the Ticket Office.

There is no evidence of any original telephone or communication system in the Depot. Several telephone boards were installed on the north wall of the Record Room with the only detectable telephone outlet in the Agent's Office. A telephone pole is located at the west elevation (railroad track side) directly adjacent the building and near the curvilinear gable.
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
UPDATE SHEET

*Resource Name or # (Assigned by recorder) Modesto MAX Transit Center

[Continuation] [Update]

HISTORIC RESOURCES INVENTORY

IDENTIFICATION
1. Common name: Southern Pacific Station (Depot)

2. Historic name: Same

3. Street or rural address: 9th & J Streets
   City: Modesto Zip: 95354 County: Stanislaus

4. Parcel number: ____________________________

5. Present Owner: Southern Pac Transportation Co.
   Address: ____________________________
   City: ____________________________ Zip: ____________ Ownership is: Public Private X

6. Present Use: Office Space and Storage Original use: Railway Depot

DESCRIPTION
7a. Architectural style: Mission
7b. Briefly describe the present physical description of the site or structure and describe any major alterations from its original condition:

   The Southern Pacific Station displays the simplicity of form characteristic of a 1915 Mission Style railroad depot. This rectangular one-story stucco building has a low tile hip roof with boxed cornices and heavy paired support brackets. At each side of the main portion of the building is a flat roofed extension with projecting roof beams (vigas) and windows set in arched openings. These extensions wrap around the building and meet on the railroad track side of the depot where the walls continue upward forming a parapet above an arcade. A pair of small bell towers flanks the parapet. A projecting arcade with a modified espandana parapet leads to an entrance on the street side of the building. Paired double hung sash windows interrupt the plain wall surfaces surrounding the building.

8. Construction date:
   Estimated Factual 1915

9. Architect

10. Builder

11. Approx. property size (in feet)
   Frontage 100 Depth 40 or approx. acreage ______

12. Date(s) of enclosed photograph(s)
   6/84

DPR 523L (1/95) *Required Information

Primary # 50-0000619
HRI # ____________________________
Trinomial ____________________________
NRHP Status Code 2S2

Page 28 of 30
13. Condition: Excellent ___ Good ___ Fair ___ Deteriorated ___ No longer in existence ___

14. Alterations: _________________________________

15. Surroundings: (Check more than one if necessary) Open land ___ Scattered buildings ___ Densely built-up ___ Residential ___ Industrial ___ Commercial ___ Other: _________________________________

16. Threats to site: None known ___ Private development ___ Zoning ___ Vandalism ___ Public Works project ___ Other: Current plans are to relocate the structure approx. 10 feet to the north as part of the proposed transportation center project.

17. Is the structure: On its original site? ___ Moved? ___ Unknown? ___

18. Related features: _________________________________

SIGNIFICANCE

18. Briefly state historical and/or architectural importance (include dates, events, and persons associated with the site.)

Original Southern Pacific Depot

20. Main theme of the historic resource: (If more than one is checked, number in order of importance.)
Architecture ___ Arts & Leisure ___ Economic/Industrial ___ Exploration/Settlement ___ Government ___ Military ___ Religion ___ Social/Education ___

21. Sources (List books, documents, surveys, personal interviews and their dates).
The Southern Pacific Railway Depot, located on 1st and 9th Streets, is an important part of Modesto’s history. The depot was commissioned in March, 1915 by the Modesto Chamber of Commerce. It was contracted to George A. Bos that July, and the raising of the American flag above it on December 12, 1915 signified its completion.

One of the depot’s interesting characteristics is its Mission Style architecture, which was popular in railroad buildings of the Southwest. Its striking porticos and lengthy platfom give the building a distinctive look. The depot functioned as a passenger stop until it was closed several years ago. Now it serves only as a museum devoted to Modesto’s history when railroads and railroa architecture flourished.

Sources: Modesto News-Record, Mar. 19, 1915; July 10, 1915; Nov. 9, 1976.


— Michael Fletcher
Regina Ford