

# CROSS REFERENCE SHEET

Name or Subject ROADS General State Highway File No.  
Route #239  
Junipero Serra Expressway

Regarding // Data concerning Junipero Serra Blvd Date  
(County projects)

2) Condemnation actions - in separate folder

## SEE

Name or Subject // ROAD 1212 Junipero Serra Blvd

File No.

File cross reference form under name or subject at top of the sheet and by the latest date of papers. Describe matter for identification purposes. The papers, themselves, should be filed under name or subject after "SEE."



Cat. No. 30-5902.1  
For use in all Filing Systems

Ref # 1212

COUNTY OF SANTA CLARA

XXXXXXXXXXXXXXXXXXXX

TRAFFICWAYS COMMITTEE

ROOM 524  
COUNTY ADMINISTRATION BUILDING  
70 WEST ROSA STREET, SAN JOSE 10, CALIFORNIA

# 34

December 14, 1962

RECEIVED  
BOARD OF SUPERVISORS  
Dec 17 10 54 AM '62  
COUNTY OF  
SANTA CLARA

Honorable Board of Supervisors  
County of Santa Clara  
70 West Rosa Street  
San Jose, California

Subject: Request of Campbell Union School District to discuss  
accesses and separations relating to safe passage of  
children - forthcoming Freeway Agreement with the  
State of California - Junipero Serra at Highway 17

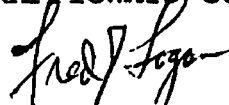
Gentlemen:

The Trafficways Committee at their meeting of December 12, 1962, approved their Subcommittee's recommendation that the Board of Supervisors and the San Jose City Council be notified by letter of the desires of the Campbell Union School District, so that these desires may be considered in the forthcoming Freeway Agreement with the California Highway Commission.

Attached hereto is a copy of the request of the Campbell Union School District to the Trafficways Committee under date of October 11, 1962, for your consideration.

Very truly yours,

TRAFFICWAYS COMMITTEE



Fred J. Logan, Chairman

FJL:kb  
Encl.  
CC: Campbell Union High School District



Date DEC 24 1962  
APPROVED  
RE: CE CC PC DPW FLD  
NO: ABSTAINS:

DISTRICT SUPERINTENDENT  
Wm. C. Henley

ASSISTANT SUPERINTENDENT  
Neal Royer

DIRECTOR of INSTRUCTION  
Mrs. Helen Petersen

BUSINESS MANAGER  
C. E. Bradley

## CAMPBELL UNION SCHOOL DISTRICT

155 North Third Street  
CAMPBELL, CALIFORNIA

FRanklin 8-3405

### TRUSTEES

PRESIDENT  
Howard Atkinson

CLERK  
Roy Howard

Mrs. Eleanor Graham-Armstrong  
Howard E. Guilbert  
Gregor D. MacGregor

October 11, 1962

County Traffic Ways Committee  
Board of Supervisors Office  
1st and Rosa Streets  
San Jose, California

Gentlemen:

The Board of Trustees of Campbell Union School District notes with interest and concern the now proposed extension of the Junipero Serra Freeway east from Highway 17. This is to express their desire to discuss with you and your staff the ramifications of this highway, its accesses and separations as they relate to the safe passage of children to and from the schools of the Campbell Union (Elementary) School District.

The district's Moorpark School falls right into the southeast corner of the connection of Highway 17 and Junipero Serra Freeway which may be complicated by the traffic interchange ramps, etc. The safety of children crossing to and from the Moorpark School and many of the children attending the Monroe School in the seventh and eighth grades will be also vitally effected by this traffic concentration point. Many children living north of this proposed extension must somehow get to the southside of this highway to school.

Many other children living north of this proposed extension of Junipero Serra Freeway and east of Bascom Avenue must be able to cross both of these major thoroughfares in some safe manner to attend school.

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BOARD OF SUPERVISORS  
OCT 18 9 40 AM '62  
SANTA CLARA CO. CA

Copy each Bd Member - HWC - DPW - CC - ~~PC~~ - ~~Wet~~

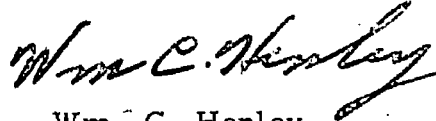
*Junipero Serra*

May we have opportunity to discuss this matter further with you before agreements are made by the cities and county of Santa Clara with the State Highway Department relative to these crossings.

Yours truly,

BOARD OF TRUSTEES  
Campbell Union School District

By



Wm. C. Henley  
Secretary

WCH:jb

cc: Myron Hawks  
James Enochs  
Louis Solari  
Gene Burgess  
District Engineer, San Francisco

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BOARD OF TRUSTEES  
OCT 16 9 41 AM '62  
SANTA CLARA

11-14-62  
Referred to  
Staff Subcommittee  
for report

Roads Gen State Highways  
RT 239

Re: Vasona Junction

December 14, 1962

Mr. Emmet G. Cameron, President  
Palo Alto Chamber of Commerce  
725 University Avenue  
Palo Alto, California

Re: Policy Statement re Southern Pacific  
Right-of-Way.

Dear Mr. Cameron:

Please be advised that the Board of Supervisors at its regularly scheduled meeting on December 3, 1962, considered the Policy Statement of the Palo Alto Chamber of Commerce relating to the Southern Pacific Right-of-Way between Palo Alto and Los Gatos.

The Board took no immediate action upon this statement but chose to have it incorporated with other related material on this subject.

The Board wishes to thank you for these thoughtful ideas and your interest in this project.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan  
Clerk of the Board

JP:DMR:hm  
cc-Trafficways Committee, Secretary

#26

# PALO ALTO CHAMBER OF COMMERCE

A N D C I V I C A S S O C I A T I O N



725 UNIVERSITY AVENUE  
PALO ALTO, CALIFORNIA  
DAVENPORT 2-4618

November 23, 1962

Attention: Howard W. Campen  
County Executive

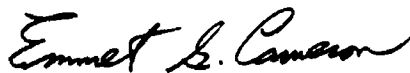
Honorable Board of Supervisors  
Santa Clara County  
Civic Center  
First & Rosa Streets  
San Jose, California

Gentlemen:

At the regular meeting of the Board of Directors of the Palo Alto Chamber of Commerce on November 14, the attached statement of policy was adopted concerning the future use of the Southern Pacific Railway right of way between Palo Alto and Los Gatos.

Kindly bring this statement of policy to the attention of the Board of Supervisors and advise what action is taken.

Sincerely yours,



Emmet G. Cameron  
President

EGC:lh  
Enc.

cc: Howard W. Campen

2011 11 23 1962  
OFFICE  
NOV 28 2 00 PM '62

Copy each Bd Member - (HWC) DPW - CC - PC - ~~NOT~~

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Date DEC 3 1962  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

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BOARD OF SUPERVISORS

Nov 28 9 47 AM '62

COUNTY OF  
SANTA CLARA

# PALO ALTO CHAMBER OF COMMERCE

A N D C I V I C A S S O C I A T I O N



P. O. BOX 1321 • 322-4618  
725 UNIVERSITY AVENUE  
PALO ALTO, CALIFORNIA

November 14, 1962

## STATEMENT OF POLICY

### FUTURE USE OF S.P. RIGHT-OF-WAY BETWEEN PALO ALTO and LOS GATOS

(Prepared for the Area Traffic Committee by Director John C. Beckett)

Palo Alto Chamber of Commerce recommends to the City Council of Palo Alto and the Board of Supervisors of Santa Clara County that every consideration be given to the best economical solution for the relief of traffic congestion. In accomplishing this objective, the Chamber wishes to call attention to the proposed abandonment of the Versona Southern Pacific rail line between Palo Alto and Los Gatos. This abandonment is part of the county approved plan for the construction of the Foothill Expressway.

The Palo Alto Chamber of Commerce favors the construction of the Foothill Expressway at the earliest possible date, but is also concerned that the potential future value of this right-of-way be fully developed for both highway and rail rapid transit.

Santa Clara County continues to grow at a rapid pace. There is a great need for improved highways and all modes of transportation. As the area between San Jose and Palo Alto becomes increasingly urbanized, the economic value of high quality public transportation takes on greater significance. The concentration of employment and shopping in Palo Alto has created serious congestion. This congestion cannot be relieved by highways alone. Overall transportation planning is required to evaluate various combinations of systems to insure the most economical program to meet the needs of this area.

Therefore, the Chamber recommends and urges that the county design the Foothill Expressway to preserve right-of-way for future rail rapid transit. Specifically, the plan should anticipate to an extent possible double track grade separated rail facilities having the most modern standards of service. Where adequate space now exists this shall be preserved by the county and not disposed of. Where present space is not sufficient, consideration shall be given to the possible future application of grade separated structures.

The Chamber is aware of the limited funds available for the Expressway program and that this recommendation can only be followed to the extent that funds are available and the present law allows.

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Nov 20 9 47 AM '62

COUNTY OF  
SANTA CLARA

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

DATE Oct 19, 19 60

THE BOARD OF SUPERVISORS AT ITS MEETING OF Oct 17, 19 60  
REFERRED THE ATTACHED COMMUNICATION TO:

### DIRECTIVE:

- |                                     |                                 |
|-------------------------------------|---------------------------------|
| <input checked="" type="checkbox"/> | STUDY AND RECOMMENDATION        |
| <input type="checkbox"/>            | REPORT                          |
| <input type="checkbox"/>            | ATTEND MEETING                  |
| <input type="checkbox"/>            | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/>            | POWER TO ACT                    |
| <input type="checkbox"/>            | APPROPRIATE ACTION              |
| <input type="checkbox"/>            | NOTIFY WRITER OF ACTION         |
| <input type="checkbox"/>            | CONSIDERATION                   |
| <input type="checkbox"/>            | RECONSIDERATION                 |
| <input type="checkbox"/>            | REPLY TO WRITER                 |

County Trafficways  
DEPARTMENT Committee

REMARKS: \_\_\_\_\_

ATTEST: J. Puller  
RICHARD OLSON, CLERK OF THE BOARD

BY Eileen Owen

(Copy sent to Ruth Ann of  
Co Exec office for info.)



CITY MANAGER

CITY OF SAN JOSE  
CALIFORNIA

CITY HALL

TELEPHONE CYPRESS 2-3141

October 11, 1960

17.  
Board of Supervisors  
Santa Clara County  
First & Rosa Streets  
San Jose 10, California

Gentlemen:

As you know, the most perplexing problem facing San Jose Today is an adequate system of streets and highways to carry the ever growing volumes of traffic. To accomplish this job, the State, County and City forces must be utilized to the fullest degree.

One of the sections of State Freeway Systems planned for San Jose is the Junipero Serra between Route 5 and the Bayshore Highway along the Moorpark Avenue-Virginia Street-Story Road route. This unit will complete a triangle of freeways around and serving the central area and afford a bypass of the congested business district. Although this section of freeway was adopted into the State Freeway System by the Legislature (September, 1959), the implementation (location, planning, financing and construction) has yet to be accomplished.

The City of San Jose is planning to appear before the State Highway Commission early in 1961 to press for the earliest possible completion of this sorely needed traffic carrier. Exhibit material is now being prepared for submission at that hearing. This letter is to solicit your interest in this matter and to request a communication from your organization setting forth your interest and the urgency which you desire be assigned to the project.

It is suggested that your letter authorize the City of San Jose to represent your interests. However, if your communication is addressed to the Highway Commission, please send a copy to me that it might be included with our exhibit material.

Enclosed is a map showing the Junipero Serra Freeway extension with relation to existing, approved and proposed freeways. For your consideration, it is anticipated that interchanges will be provided at major intersecting streets, i.e., Bascom Avenue, Meridian Road, Lincoln Avenue, Vine Street-Almaden Avenue, First Street and Tenth Street.

Sincerely,

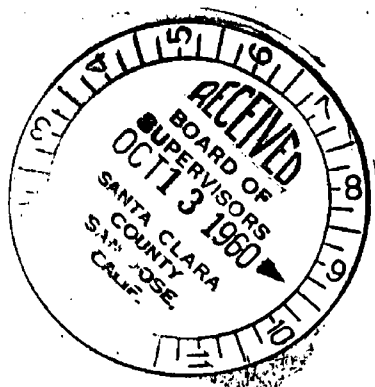
A. P. Hamann  
City Manager

APH:lw  
Enc.

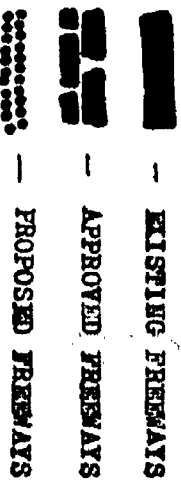
Date **OCT 17 1960**  
APPROVED: *H-M*  
RZ: CE CC PC DPW FLD  
NO: ABSTAINS:

Copy each Bd Member - HWC - DPW - ~~CC~~ - PC - ~~SS~~

*L. P. 1025*



FOR THE SAN JOSE METROPOLITAN AREA



RD #

Re: Junipero Serra  
Freeway  
Roads Men & Co

October 18, 1962

File No. IV-SC1-5-818  
62-04709H-2084.0  
56-04709H-1466.0

California State Division of Highways  
District IV  
150 Oak Street  
San Francisco 19, California

Attention: Mr. J. P. Sinclair  
Assistant State Highway Engineer

Gentlemen:

On September 27, 1962, representatives of the Jennings Radio Corporation, Franklin-McKinley School District, State Division of Highways and City of San Jose Planning Commission met in the City Planning Commission Offices to confer on the routing of the new Junipero Serra Freeway.

Members of the City Planning Commission presented a study roughly encompassing the following area: Coyote River on the west, East William Street on the north, Highway 101 on the east, and Story Road on the south.

The study proposed the following:

- (1) Relocation of the freeway route to the north, thereby taking the entire school district site and buildings thereon, resulting in the relocation of the school.
- (2) Suggested relocation of the McKinley School on property located on Sunny Court and McLaughlin Avenue.

As a result of the above meeting and further study by school district officials, the Board of Trustees of the Franklin-McKinley School District recommends the following:

- (1) Purchase or acquisition of a school site at the intersection of Appian Lane and Macredes Avenue

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OCT 22 8 35 AM '62

COUNTY OF  
SANTA CLARA

COPY

October 18, 1962  
Div of Highways  
Page 2

as most desirable because of its central location, reduced walking distance for children, and proximity to the greatest concentration of students.

- (2) Continuance of present zoning, residential in character, for properties north of the proposed route extending to the District boundary on the north.
- (3) Commercial zoning to be maintained for properties lying between Story Road and the proposed freeway route.
- (4) Provision of equivalent facilities, as approved by the State Department of Education, Bureau of Schoolhouse Planning; State Department of Public Works, Division of Architecture; and State Department of Finance, Local Allocations Board, according to the standards of design, quality, and cost at the time of replacement.
- (5) Provision of equivalent facilities as approved by the various bureaus listed in Paragraph (4) to be ready for occupancy prior to the destruction of the present plant.

Furnished for your consideration are an area study of the distribution of the children and a rough map showing the area and the desired location of the school.

Your comments on our proposals will be appreciated.

Sincerely

*T. W. Falltrick*  
T. W. Falltrick  
District Superintendent

TWF:lm

Encs. - Area distribution study  
Rough map of area

cc: Mr. A. P. Hamann, City Manager  
City Planning Commission  
County Board of Supervisors  
County Planning Commission  
Mr. J. Orsburn, Bureau of Schoolhouse Planning

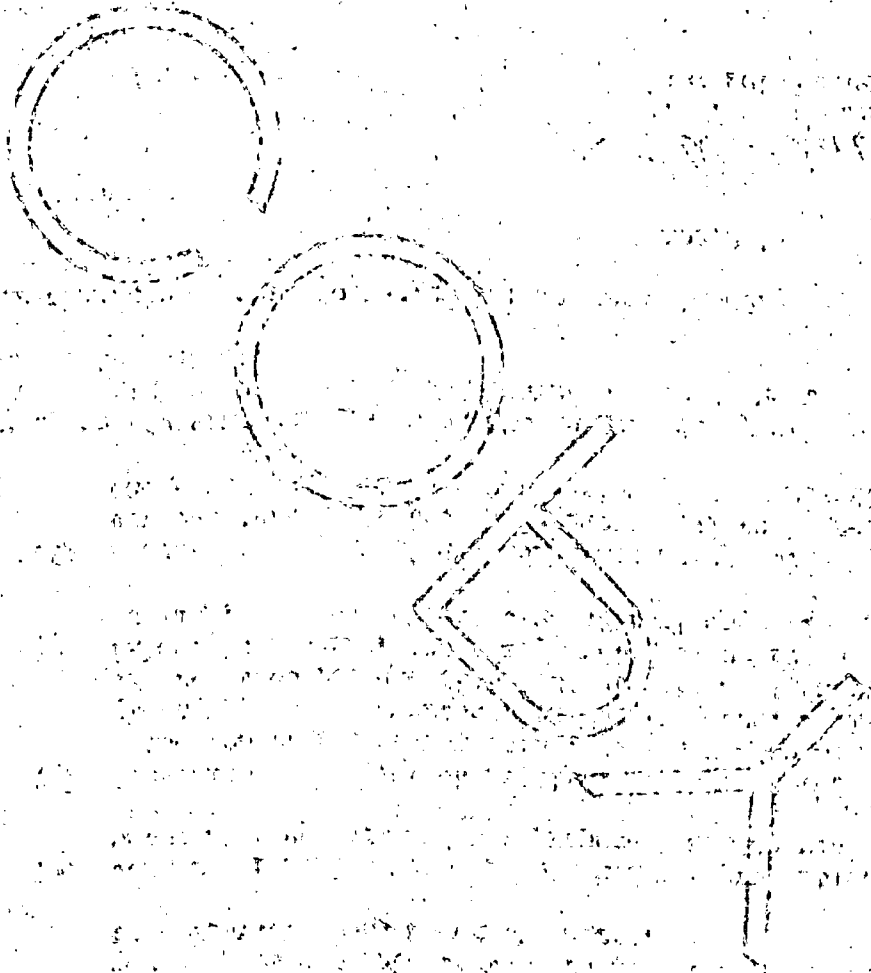
24 NOV 1962  
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COUNTY OF  
SANTA CLARA



# McKINLEY SCHOOL

10/17/62

## Area Distribution Survey

East of McLaughlin							Total
K	1	2	3	4	5	6	
16	10	8	13	11	11	9	78
Walnut Woods							
11	23	12	16	10	8	10	90
Bonita-E. William							
7	11	13	16	8	7	10	72
Felipe							
0	2	2	3	6	1	0	14
Story-North							
34*	46	35	48	35	27	29	254
SUB-TOTAL							
West of McLaughlin							
18	23	21	19	20	21	18	139
Melro Garden							
6	15	5	3	2	2	5	38
Apartment Project							
6	6	0	4	1	3	3	23
Jeanne-F. Forrestdale							
20**	44	26	25	23	26	26	200
Applen Lane Project							
SUB-TOTAL							
64	90	61	73	58	53	55	454
TOTAL							

\* Kindergarten waiting list - 9 not included in the above totals.

\*\* Kindergarten waiting list - 5 not included in the above totals.

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COUNTY OF  
SANTA CLARA

BAYSHORE HIGHWAY

FELICE

McLAUGHLIN

E. WILLIAM ST.

STORY Rd.

BONITA

TRAILER  
PARK

SUNNY CT.

SCHOOL  
SITE

WALNUT

WOODS

APPRIAN  
LANE  
APT.

MELRO

GARDEN

McKINLEY  
SCHOOL

SCHOOL  
SITE

17 ACRES  
ZONED COMMERCIAL  
FOR SALE  
SUITABLE FOR APARTMENTS

JEANNE  
FORBESDALE  
APT.

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BOARD OF SUPERVISORS

OCT 22 8 35 AM '62

COUNTY OFFICE  
SANTA CLARA

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

*file*

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 18

August 3, 1962

PLEASE REFER  
TO FILE NO.

IV-SCL-239-SJs

Mr. James B. Enochs  
Director of Public Works of  
Santa Clara County  
20 West Rosa Street  
San Jose, California

Dear Mr. Enochs:

Attached, for the files of the County of Santa Clara, is one fully executed copy of an Agreement between the State and the County to provide for the construction of a box culvert at San Tomas Creek, on Road IV-SCL-239-SJs.

Also attached is Division of Highways Bill No. 4647 D4 in the amount of \$58,300.00, the advance deposit due from the County in accordance with the terms of the Agreement.

The County's cooperation in this matter is appreciated by the Department.

Yours very truly,

J. P. Sinclair  
Assistant State Highway Engineer

By *Allen M. Fortney*  
Allen M. Fortney  
City and County  
Cooperative Projects Engineer

AGREEMENT

1           The County of Santa Clara, a political subdivision of  
2 the State of California, hereinafter referred to as "COUNTY",  
3 and the State of California, Department of Public Works,  
4 Division of Highways, hereinafter referred to as "STATE", do  
5 enter into the following Agreement:

6           WHEREAS, State is constructing a freeway on a portion  
7 of State Highway Route 239, between 0.1 mile north of Forest  
8 Avenue and Stevens Creek Road; and

9           WHEREAS, State's plans for the San Tomas Expressway  
10 connection, were designed on the basis that San Tomas Creek at  
11 the freeway crossing would be enclosed in a box culvert, said  
12 culvert to have been constructed by County at County expense  
13 prior to State's construction; and

14           WHEREAS, said San Tomas Creek box culvert has not been  
15 constructed by County, and County now requests and State is  
16 willing at the sole expense of County that said culvert construc-  
17 tion within State's freeway right of way be included by Contract  
18 Change Order in State's contract for the aforesaid Route 239  
19 improvements;

20           NOW, THEREFORE, IT IS AGREED AS FOLLOWS:

21                           SECTION I

22           For and in consideration of the covenants and condi-  
23 tions to be kept and performed by County, as set forth in this  
24 Agreement, State agrees:

25           1. To issue Contract Change Order to State Contract  
26 No. 63-4T13C10-IP I-280-1(56)4, to provide for the construction  
27 of a 15-foot by 13.50-foot reinforced box culvert at a grade  
28 and along an alignment prepared and furnished by County, includ-  
29 ing the adjustments of the inlet and outlet channels to the  
30 existing San Tomas Creek Channel, and the filling of the exist-  
31 ing channel throughout the limits of said construction work,

DUPLICATE ORIGINAL

cc: Public Works.

1 said Contract Change Order to be subject to the review and  
2 approval of County.

3 2. To perform all necessary construction engineering  
4 and inspection required to complete the work to be covered by  
5 said Contract Change Order.

6 3. Upon completion of the work to be performed under  
7 said Contract Change Order, to furnish County with a detailed  
8 report of expenditures made by State to complete said work and  
9 to refund to County any residual amount of County funds deposi-  
10 ted by County, as set forth hereinafter, remaining after  
11 deducting the actual costs to be provided by County as provided  
12 herein.

## 13 SECTION II

14 For and in consideration of the covenants and  
15 conditions to be kept and performed by State, as set forth in  
16 this Agreement, County agrees:

17 1. Upon execution of this Agreement and upon receipt  
18 of a statement therefor, to deposit with State the amount of  
19 \$58,300, the estimated costs of the work to be performed by  
20 State for County. The actual amount of County costs will be  
21 determined after completion of the Contract Change Order and  
22 will be calculated as follows:

23 (a) Construction. - Construction costs to County  
24 shall be the actual amount paid by State to State's  
25 Contractor to complete the aforesaid Contract Change  
26 Order.

27 (b) Construction Engineering and Inspection. -  
28 Construction Engineering and Inspection shall be a flat  
29 charge of 10% of the aforesaid construction costs, which  
30 said charge includes assessments for indirect charges.

31 2. To pay State promptly, any amount over and above



1 the aforesaid deposit required to complete the actual amount of  
2 costs to be borne by County, as set forth herein.

3 3. To save State, its officers and employees harmless  
4 from any claim or claims for damages alleged to have resulted  
5 from alterations in previously existing drainage patterns due  
6 to the construction of the facilities referred to in the  
7 Agreement.

8 4. To maintain or cause to be maintained, the storm  
9 drainage facilities to be constructed in accordance with the  
10 Agreement, and to make no claim against State for any portion  
11 of such expense.

12 IN WITNESS WHEREOF, the Parties hereto have caused this  
13 Agreement to be executed by their respective Officers, duly  
14 authorized: By the County, this \_\_\_\_\_ day of JUL 30 1962, 1962,  
15 and by the State, this 2<sup>nd</sup> day of August, 1962.

16 APPROVAL RECOMMENDED:

17 H. Pyman  
18 District Engineer

DEPARTMENT OF PUBLIC WORKS  
Acting through the  
Division of Highways  
State of California

J. C. Womack  
State Highway Engineer

19 APPROVED AS TO FORM AND  
20 PROCEDURE:

21 Harmon B. Mander  
22 Attorney, Department of  
Public Works

By J. T. Separa  
Deputy State Highway Engineer

COUNTY OF SANTA CLARA

23 John R. Kennedy  
24 County Counsel

By Howard N. Reichert  
Chairman, Board of Supervisors

By Jean Pullan  
Clerk, Board of Supervisors

**RECEIVED**  
**DEPT. OF PUBLIC WORKS**

**AUG 8 1962**

**COUNTY ENGINEER**

**RESOLUTION AUTHORIZING EXECUTION OF AN  
AGREEMENT BETWEEN THE COUNTY OF SANTA  
CLARA AND THE STATE OF CALIFORNIA RELATING  
TO A BOX CULVERT CONSTRUCTION WITHIN THE  
JUNIPERO SERRA FREEWAY**

WHEREAS, the County of Santa Clara (hereinafter called "County") and the State of California, Department of Public Works, Division of Highways (hereinafter called "State") desire to execute an agreement providing for the construction of a box culvert within State's freeway right of way for the purpose of carrying and conveying the waters of San Tomas Creek.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara hereby authorize the Chairman to execute that certain agreement for and on behalf of the County of Santa Clara relating to the above-described construction project.

BE IT FURTHER RESOLVED that a copy of this resolution be attached to the agreement and that the same be forwarded forthwith for execution by State.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, on July 30, 1962, by the following vote:

AYES: Supervisors,  Della Maggiore Spangler Mehrkens Welchert

NOES: Supervisors, None

ABSENT: Supervisors,  Edwin

AND  Chairman of the Board of Supervisors

DEPT. OF PUBLIC WORKS  
ATTEST: JEAN PULLAN, Clerk of the  
Board of Supervisors

Jean Pullan

The foregoing instrument is a  
correct copy of the original

ATTEST: JEAN PULLAN  
Clerk Board of Supervisors

By Howard R. Wickert  
Dated: 7/30/62

JRK:meh - 7/27/62

RESOLUTION AUTHORIZING EXECUTION OF AN  
AGREEMENT BETWEEN THE COUNTY OF SANTA  
CLARA AND THE STATE OF CALIFORNIA RELATING  
TO A BOX CULVERT CONSTRUCTION WITHIN THE  
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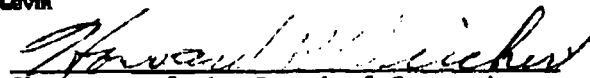
BE IT FURTHER RESOLVED that a copy of this resolution be attached to the agreement and that the same be forwarded forthwith for execution by State.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara , State of California, on July 30, 1962, by the following vote:

AYES: Supervisors ~~Levin~~ Della Maggiore Spangler Mehrkens Weichert

NOES: Supervisors, None






ABSENT: Supervisors, Levin

  
Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the  
Board of Supervisors



JRK:mcb - 7/27/62

ADOPT:  YES:   
NO:  ABSTAIN:   
ABSENT: 

7-30-62  
Not on  
Agenda

July 31, 1962

J. P. Sinclair  
Assistant State Highway Engineer  
Division of Highways, District IV  
150 Oak Street  
San Francisco 2, California

RE: Agreement between the State of California and the  
County of Santa Clara relating to the construction  
of a concrete box culvert at San Tomas Creek Crossing  
at State Highway Route 239.

ATTENTION: Allen M. Fortney

Dear Mr. Sinclair:

Enclosed you will find the original and three copies of an agreement between the County of Santa Clara and the State of California providing for the construction of a concrete box culvert at San Tomas Creek Crossing at State Highway Route 239. Also enclosed are four certified copies of a resolution adopted by the Board of Supervisors at its regularly scheduled meeting on July 30, 1962, approving this agreement and authorizing its execution on the behalf of the County of Santa Clara.

We would appreciate the return of a fully executed copy after completion on behalf of the State of California.

Very truly yours,

BOARD OF SUPERVISORS

Mrs. Jean Pullan  
Clerk of the Board

JP:DMR:sb  
encls  
cc: Public Works

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
180 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 18

July 26, 1962

PLEASE REFER  
TO FILE NO.

IV-SC1-239-SJs

Mr. James B. Enochs  
Director of Public Works  
20 West Rosa Street  
San Jose, California

Dear Mr. Enochs:

Attached are the original and 5 copies of a proposed Agreement between the State and the County of Santa Clara to provide for the construction by State for County of a reinforced concrete box culvert at the San Tomas Creek Crossing of State Highway Route 239.

The referenced Contract Change Order will be delivered to the County for review and approval on Friday, July 27, 1962, in which will be detailed the estimated costs to the County.

If the attached Agreement is satisfactory to the County, and upon County approval of the Change Order, please have the appropriate County Officials execute the original and 3 copies and return them to this office for execution by the State.

Also, please furnish 4 certified copies of a Resolution adopted by the Board of Supervisors approving the Agreement and authorizing its execution.

To enable State's Contractor to start his construction work at the earliest opportunity, expeditious handling and hand delivery of the executed Agreement on Tuesday, July 31, 1962, will be appreciated.

Yours very truly,

J. P. Sinclair  
Assistant State Highway Engineer

By *Allen M. Fortney*  
Allen M. Fortney  
City and County  
Cooperative Projects Engineer

*Hold Two*

*Hold Two*

*Ed Steffani will deliver to State when signed*

*Roads near State Route  
Route 239*

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE COUNTY  
OF SANTA CLARA, STATE OF CALIFORNIA, REQUESTING AN  
ALIGNMENT MODIFICATION IN A FRONTAGE ROAD FOR STATE  
ROUTE 239 IN THE VICINITY OF SARATOGA AVENUE**

WHEREAS, the Board of Supervisors of the County of Santa Clara, State of California, has approved a freeway agreement for the Junipero Serra Freeway, State Route 239, with respect to alignment, interchanges, grade separations and frontage roads; and

WHEREAS, the Board of Supervisors now finds that the realignment of a frontage road on the north side of State Route 239 east of Saratoga Avenue, as shown on the attached map, would better serve the needs of the County and the abutting property.

NOW, THEREFORE, the Board of Supervisors of the County of Santa Clara does hereby request the California State Highway Commission to realign said frontage road in the manner described and to modify the existing freeway agreement for the Junipero Serra Freeway, State Route 239.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this AUG 13 1962, by the following vote:

AYES:	Supervisors	Levin Della Maggiore Spangler Mehrkens Weichert
NOES:	Supervisors	None
ABSENT:	Supervisors	None

  
Chairman, Board of Supervisors

ATTEST: JEAN PULLAN, Clerk  
Board of Supervisors



JRK:ig-8/15/62

1. OFFICE B/S
2. CITY OF SJ (CART)
3. "
4. "
5. COUNSEL

ALBERT J. RUFFO  
ROBERT S. CHADWICK  
FRANK BRUCE ONETO  
JOHN E. VASCONCELLOS  
FRED E. MAGUIRE, JR.  
MARCEL B. POCHÉ  
ROBERT J. WILLIAMS

LAW OFFICES OF  
**RUFFO & CHADWICK**  
800 BANK OF AMERICA BUILDING  
SAN JOSE, CALIFORNIA

TELEPHONE  
CYPRESS 7-0150  
AREA CODE  
408

August 9, 1962

Mr. J. P. Sinclair  
Assistant State Highway Engineer  
150 Oak Street  
San Francisco, California

Dear Mr. Sinclair:

On behalf of the Mother Butler Memorial High School  
and the Religious of the Sacred Heart of Mary, I hereby declare  
our willingness to exchange, with the State of California, the  
areas needed for the proposed revision for the frontage road,  
with respect to our property in Santa Clara County.

Sincerely,

*Reverend Mother Francoise*  
*Mother M. Philomena*  
R.S.H.M.  
R.S.H.M.



*Proposed*  
*By SC 4/5 C 1/2*

*B/S*

RESOLUTION OF THE COUNCIL OF THE CITY  
OF SAN JOSE REQUESTING AN ALIGNMENT  
MODIFICATION IN A FRONTAGE ROAD FOR  
STATE ROUTE 239 IN THE VICINITY OF  
SARATOGA AVENUE.

~~BE IT RESOLVED BY THE COUNCIL OF THE CITY OF SAN JOSE:~~

*B/S of the City SC, 4/5 C*

WHEREAS, the ~~Council of the City of San Jose~~ has

approved a freeway agreement for the Junipero Serra Freeway,  
State Route 239, with respect to alignment, interchanges,  
grade separations and frontage roads; and

*B/S*

WHEREAS the ~~Council of the City of San Jose~~ now finds  
that the realignment of a frontage road on the north side  
of State Route 239 east of Saratoga Avenue, as shown on  
the attached map, would better serve the needs of the ~~City~~ *County*  
and the abutting property.

*B/S of the City SC*

NOW, THEREFORE, the ~~Council of the City of San Jose~~  
does hereby request the California State Highway Commission  
to realign said frontage road in the manner described  
and to modify the existing freeway agreement for the  
Junipero Serra Freeway, State Route 239.

ADOPTED this \_\_\_\_\_ day of \_\_\_\_\_, 1962,  
by the following vote:

AYES;

NOES:

ABSENT:

ATTEST:

\_\_\_\_\_  
~~City Clerk~~

\_\_\_\_\_  
~~Mayor~~

*M/L*

169  
RESOLUTION OF THE COUNTY OF SANTA  
CLARA, STATE OF CALIFORNIA, APPROVING  
MODIFICATION OF PLANS FOR ROUTE 239  
INTERCHANGE IN THE VICINITY OF DOYLE ROAD,  
LAWRENCE ROAD AND STEVENS CREEK ROAD

WHEREAS, the State of California, Department of Public Works, Division of Highways, has submitted Plan C, drawing No. 1703.2-G-72A and drawing No. 1703.2-G-72B showing a modified plan and profile for State Route 239 interchange in the vicinity of Doyle Road, Lawrence Expressway and Stevens Creek Road; and

WHEREAS, this Board of Supervisors of the County of Santa Clara has been advised of the aforesaid plans and of the participation therein by the County of Santa Clara;

NOW, THEREFORE, BE IT RESOLVED that this Board of Supervisors of the County of Santa Clara does hereby approve of the aforesaid Plan C and that this Board of Supervisors fully intends that it shall construct, or cause to be constructed, either prior to or concurrently with the construction of State Route 239, so much of Lawrence Expressway between approximately 1500 feet northerly or Stevens Creek Road and approximately 700 feet southerly of Route 239.

BE IT FURTHER RESOLVED that this Board of Supervisors intends that the construction of Lawrence Expressway within the area of the aforesaid Plan C shall be the initial outer four lanes of an ultimate six lane divided highway.

BE IT FURTHER RESOLVED that the Clerk of the Board of Supervisors be, and hereby is, authorized and directed to send three certified copies of this resolution to the State of California, Department of Public Works, Division of Highways.

PASSED AND ADOPTED by the Board of Supervisors of the County

*101 Pub. Works  
Cousins*

APR 10 1961

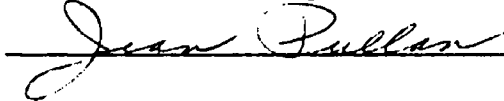
ADOPT: 77 & 30 YES: H L M W D  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_  
ABSENT: \_\_\_\_\_

of Santa Clara, State of California, this 10th day of April,  
1961, by the following vote:

AYES: Supervisors, Della Maggiore Hubbard Mehrkens Levin Weichert  
NOES: Supervisors, None  
ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the  
Board of Supervisors



The foregoing instrument is a  
correct copy of the original

ATTEST: JEAN PULLAN  
Clerk Board of Supervisors

By

Dated:

APR 12 1961

April 12, 1961

J. P. Sinclair  
State Div. of Highways  
P.O. Box 3366  
Rincon Annex  
San Francisco 19, California

Dear Mr. Sinclair:

Enclosed are three certified copies of a resolution adopted by the Board of Supervisors of the County of Santa Clara approving modification of plans for Route 239 interchange in the vicinity of Doyle Road, Lawrence Road and Stevens Creek Road.

Very truly yours,

BOARD OF SUPERVISORS

(Mrs.) Jean Pullan  
Clerk of the Board

JP:mb

Enclosure

Re: Rt 239 R/w

MAR 6 1961

Date \_\_\_\_\_  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

Holloway Jones  
Jack M. Howard  
Joseph F. DeMartini  
Roger Anderson  
Attorneys for Plaintiff  
369 Pine Street  
San Francisco 4, California  
Telephone: YUkon 2-3130

IN THE SUPERIOR COURT OF THE STATE OF CALIFORNIA, IN AND FOR THE  
COUNTY OF SANTA CLARA

125146

THE PEOPLE OF THE STATE OF CALIFORNIA,  
acting by and through the Department  
of Public Works,  
  
Plaintiff,  
  
vs.  
  
HARRY W. FELDMAN, et al.,  
  
Defendants.

No. \_\_\_\_\_

SUMMONS

THE PEOPLE OF THE STATE OF CALIFORNIA SEND GREETING TO:

HARRY W. FELDMAN, ELLEN J. FELDMAN, FIRST PIONEER COMPANY, a  
corporation (formerly Berkeley Investment & Development Company),  
as Trustee, PIONEER INVESTORS SAVINGS AND LOAN ASSOCIATION, a  
corporation, DEPARTMENT OF VETERANS AFFAIRS OF THE STATE OF  
CALIFORNIA, RICHARD R. ARLIDGE, VELMA W. ARLIDGE, DOUGLAS D.  
CLEVELAND, VERLY C. CLEVELAND, AMERICAN SECURITIES COMPANY, a  
corporation, as Trustee, DOLLAR SAVINGS BANK OF THE CITY OF  
NEW YORK, a corporation, SANTINA BALDASSINI, REGINALD A. BROWN, SR.,  
MABEL K. BROWN, MATT ELICH, JANE DOE ELICH, RUSSELL CAPRINO, also  
known as Russell S. Caprino, CARMELLA CAPRINO, EDNA HOPE GREGORY;  
ARTHUR G. MOORE AND W. C. BARKULOO, as Trustees, SURETY SAVINGS  
AND LOAN ASSOCIATION, a corporation, COUNTY OF SANTA CLARA, a  
body corporate and politic, DOE ONE TO DOE ONE HUNDRED, inclusive,  
defendants.

*Original Referred to Co. Counsel  
on Mar. 6, 1961. Original  
sent to Counsel on Mar 8, 1961.*

*Re Simla Junction  
file J Serra*

**July 23, 1962**

**Mr. Philip S. Flint, Chairman  
Citizens Committee for Public  
Transportation of Santa Clara County  
2256 Santa Ana Street  
Palo Alto, California**

**Re: The abandonment of the West Valley Branch  
Line of the Southern Pacific Railroad**

**Dear Mr. Flint:**

**Your letter of July 4, 1962, was placed on the  
agenda of the Board of Supervisors at its regu-  
larly scheduled meeting of July 16, 1962. No  
immediated action was taken regarding the aban-  
donment of the West Valley Branch Line and the  
Board chose to have this correspondence incor-  
porated in with other material on this subject.**

**Very truly yours,**

**BOARD OF SUPERVISORS**

**Mrs. Jean Pullan  
Clerk of the Board**

**JP:DMR:cd  
cc: Public Works**

47  
pw  
RECEIVED  
BOARD OF SUPERVISORS

JUL 5 12 16 PM '62

July 4, 1962.

COUNTY OF  
SANTA CLARA

Mr. Howard Weichert  
Chairman  
Board of Supervisors  
Santa Clara County  
70 Rosa St.,  
San Jose, Cal.

Date JUL 1 6 1962

APPROVED *[Signature]*

RE: CE CC PC DPW FLD

NO: ABSTAINS:

Dear Mr. Weichert:

In the course of my presentation of the matter of saving the West Valley Branch Line of the Southern Pacific Railroad at the Board meeting on July 2, 1962, Supervisor Della Maggiore claimed that the Board at an earlier date struck out any inclusion of rapid transit in the County General Plan and that the inclusion of it on current maps of the same is an error.

I have carefully checked on this point and have found that Mr. Della Maggiore is in error. The facts are as follows. After several hearings on the General Plan the Board adopted the plan on April 25, 1960. There was some disagreement at that time concerning the inclusion of rapid transit in the plan. Neither Mr. Della Maggiore nor Mr. Hubbard wanted it to appear that the county might become a part of the Bay Area Rapid Transit District in the future. Even so, Planning Director, Karl Belser, won his hard fought point of having rapid transit included in the General Plan in principle. Furthermore, the General Plan specifically states that "Rapid Transit shown in this area's portion of a main-line Bay Region rail transit line". Thus, from the standpoint of planning, it is clearly county policy for our county to have regional rapid transit in existence here by 1985. The vote for adoption of the plan was 4-1. Mr. Della Maggiore voted for the plan; Mr. Hubbard cast the one dissenting vote.

The suggested routes which the county planners gave for the rapid transit-trunk lines were as follows: (1) a line adjacent to the present Southern Pacific main line from Palo Alto to San Jose, and (2) a loop from Sunnyvale south along the proposed Steven's Creek Freeway thence east along Junipero Serra Freeway into San Jose to join the main line. These routes were based on their projected population densities for 1985, the criterion being that trunk lines should service areas of densities greater than 18,000 people per square mile. The other criterion was that transit rights-of-way should coincide with other transportation rights-of-way wherever possible to avoid shopping up the community anymore than necessary.

It would seem to us, however, that one must consider also laying transit routes between areas of high population density when the speed and volume of traffic are important considerations. In the case of the West Valley Branch Line alignment, we believe that it is vital to link Palo Alto, the major commercial and industrial center of the Peninsula, directly to the future high density residential areas in Sunnyvale (southern end), Cupertino, Monta Vista, and environs. It was for this reason and the fact that the route utilized an existing

transportation right-of-way that the original Bay Area Rapid Transit Commission chose it as early as 1954 for a future rapid transit route.

It is also clear that in no sense of the word are we moving in the direction of implementing our General Plan with any detailed plans for future rapid transit or feeder transit in this county at this time. The Stevens Creek Freeway is being designed by the State as usual with no thought of provision for future rapid transit rails or special lanes for buses in the median strip. The same can be said for the Junipero Serra Freeway. Worse than that, we are intending to tear out an existing rail facility, strategically located and the potential of which has been ignored, and replace it with a costly expressway of lesser capacity. In other words, we are destroying a dual-purpose transportation route as called for in our General Plan and substituting a single-purpose route, while allowing the State to build another giant single-purpose route (Junipero Serra Freeway) which will parallel and duplicate the proposed expressway. And, with it all, there is no intent anywhere to initiate any form of transit. This can hardly be said to represent an atmosphere of "respect for planning"! To contradict Mr. Della Maggiore's claim that "this county has already done something about transit", we say that our County General Plan so far is just another scrap of paper insofar as mass transit is concerned.

Statements such as Mr. Della Maggiore has made on transit are liable to be misconstrued by the public, and we feel that clarification is necessary for the benefit of both the public and the press. This becomes particularly important since we sense an increasing public support for the cause of public transportation in this county, more than some government officials are aware of, and we are looking forward expectantly to some real action in this regard in the near future.

Very truly yours,

*Philip S. Flint*

Philip S. Flint  
Chairman, Citizens Committee  
for Public Transportation of  
Santa Clara County

Philip S. Flint  
2256 Santa Ana St.,  
Palo Alto, Cal.



June 27, 1962

Honorable Board of Supervisors,  
30 West Rosa.

the Branch Line Commuters Association of Sta. Clara County  
would like you to place <sup>them</sup> on the agenda for your meeting  
Monday July 2  
to hear their spokesmen and to reconsider the  
condemnation of the Southern Pacific Vasoma Junction Line.

RECEIVED  
BOARD OF SUPERVISORS

JUN 27 11 52 AM '62

COUNTY OF  
SANTA CLARA

Mrs Robert Muñoz  
11369 Alford Ave.  
Los Altos

907-1887

JUL 2 1962

Date

~~RECEIVED~~ *WFM*

RE: CE CC PC DPW FLD

NO *W* ABSTAINS: *W*

*Letter filed*

*WFM*

986  
June 25, 1962.

Mr. Howard Weichert  
Chairman  
Board of Supervisors  
Santa Clara County  
70 West Rosa St.,  
San Jose 10, Cal.

Dear Mr. Weichert:

The proposed abandonment of the Southern Pacific West Valley Line between Simla and Alta Mesa for the future Foothills Expressway has been a matter of concern for a number of us who are residents of this county. The Interstate Commerce Commission may make a final decision on the issue at or rather based on the hearing to be held in San Francisco on July 9th. The organizations enumerated below intend to protest the abandonment at this hearing. They conducted a public meeting at Foothill College on June 22nd at which time the entire problem was discussed. Members of local government, both of this Board and of the affected city councils did not accept our invitation to attend.

The basic fault here lies with the county which has refused to recognize the value of this rail right-of-way for future mass transit needs and is now condemning the property. I would remind you that this same right-of-way is designated for rapid transit on the County General Plan and was proposed as such since 1954 by the Rapid Transit Commission. Even now it could be effectively used for rail commuter service which could have a real impact in reducing the number of vehicles on highways in the lower Peninsula if both government and the railroad really wanted to do something about traffic problems.

We, therefore, request that the Board of Supervisors reconsider its plans to condemn this right-of-way for highway use and, instead, preserve a single or double track right-of-way in the median strip of the expressway for future transit use. To this end, we ask to be placed on the agenda for your meeting of July 2, 1962, so that we can present our case in person. I am authorized, in this regard, to speak for the following organizations: Citizens Committee for Public Transportation of Santa Clara County, Branch Line Commuters Assc'n, Creston Improvement Assc'n, Woodland Acres Assc'n, Order of Railway Conductors & Brakemen, and the Committee for Green Foothills. The City Council of Los Gatos and two Council Members of the City of Sunnyvale, Mr. Mark Russell and Mrs. Maureen McDaniels, have also indicated their opposition to the abandonment.

JUL 2 1962

Very truly yours,

Date \_\_\_\_\_

APPROVED \_\_\_\_\_

RE: CE CC PC DPW FLD

Philip S. Flint  
2256 Santa Ana St.,  
Palo Alto, Cal.

ABSTAINS: \_\_\_\_\_

*Philip S. Flint*  
Philip S. Flint

Chairman, Citizens Committee for  
Public Transportation, Santa Clara  
County

RECEIVED  
BOARD OF SUPERVISORS

JUN 23 10 00 AM '82

COUNTY OF

SANTA CLARA

9.c

RECEIVED  
BOARD OF SUPERVISORS

JUN 28 11 38 AM '62

COUNTY OF  
SANTA CLARA

Mrs. John B. Rutherford  
13150 East Sunset Drive  
Los Altos Hills, Calif.  
June 27, 1962

Santa Clara County  
Board of Supervisors  
San Jose, California

Dear Sir:

Sometime during the past year both the Palo Alto and the Los Altos City Councils signed an agreement with the California State Highway Commission to empower it to condemn a branch line of the Southern Pacific Railroad. The purpose of the agreement was to advance the plans for a freeway which would travel through Palo Alto and Los Altos on the Railroad right-of-way, in this manner removing from Railroad use the track from Alta Mesa to Simla Junction and also of course, the remaining track on this run which now extends to Vasona Station near Los Gatos, thus removing the transportation to and from San Francisco and work for a number of commuters living between Palo Alto and Los Gatos.

It is true that there are not full car loads of passengers using this run each day at this time, but there are only a few easily-reversible forces responsible for the current paucity of passengers and there is, in addition, a real potential need for this run. By 1965 the Santa Cruz campus of the University of California will be open for students and will draw from the San Jose area and also from the Palo Alto-Los Gatos area for its non-resident student body who will best commute by railroad.

In addition it is reasonable to see that the extension of the population growth in this area is likely to spread south and west of San Jose to Santa Cruz but also to increase in population density in the towns west of the El Camino such as Monte Vista, Sunnyvale, Cupertino, Saratoga and Los Gatos. These towns are strung out along the Southern Pacific branch lines and cannot use the main San Francisco-San Jose Southern Pacific Railroad line which is too far away.

This area has a current and growing need for rail passenger service and it is not in the public interest to abandon this line as the Southern Pacific Railroad is planning to do. Rather plans should be formulated for educating commuters to avail themselves of rail transport instead of using automobile transport; and some attention given the possibility of re-establishing the complete branch-line-run from Alta Mesa through to Santa Cruz by way of Vasona Station in the future.

I wish this letter to be counted as a protest against the abandonment of the Southern Pacific branch line from Alta Mesa to Simla Junction.

Yours truly,

*Millicent J. Rutherford*

Copy each Bd Member - HWC DPW - CC - PC - WEP

JUL 2 1962

PLANNING

Date \_\_\_\_\_

APPROVED \_\_\_\_\_

RE: CE CC PC DPW FLD

NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_

BRANCH LINE COMMUTERS' ASSOCIATION  
OF  
SANTA CLARA COUNTY

9.  
Los Altos, California  
23596 Arbor Avenue

RESOLUTION

Whereas the Santa Clara County Board of Supervisors has instituted condemnation proceedings against the rail facilities used by 148 members of the Branch Line Commuters' Association for transportation to and from their work, and whereas the Santa Clara County Board of Supervisors initiated this action with neither the knowledge nor consent of the citizens directly affected, and Whereas the action of said Board of Supervisors thus encouraged the Southern Pacific Company to seek to abandon the rail facilities involved, Therefore-

Be it resolved that the Branch Line Commuters' Association now present a copy of this resolution to the County Board of Supervisors of Santa Clara County at its regular meeting to be held in San Jose, California on July 2, 1962 and call for immediate action by the Board to comply with the terms of this resolution as follows:

1. That the County Board of Supervisors withdraw at once its condemnation action relating to any portion of the Southern Pacific right-of-way commonly known as the Vasona Branch Line and extending from the S.P. main line at California Avenue, Palo Alto to the point known as Vasona Junction.
2. That the County Board of Supervisors immediately notify the Interstate Commerce Commission, the California Public Utilities Commission and the Southern Pacific Company that it now protests the abandonment petition of the Southern Pacific Company as described in the I.C.C. Finance Docket No. 22009.
3. That the County Board of Supervisors deliver to the Branch Line Commuters' Association of Santa Clara County no later than July 5, 1962 written evidence of its compliance with the provisions of this resolution as described in #1 and #2 above.

This resolution is herewith adopted by the Board of Directors of the Branch Line Commuters' Association of Santa Clara County and dated at Los Altos, California this 29th day of June, 1962.

Signed for the Branch Line Commuters' Association of Santa Clara by:

Claire G. Bertolone  
President

J. Higgins  
Director

T. S. Johansen  
Director

Herman Solomon  
Director

# COUNTY OF SANTA CLARA

HOWARD W. CAMPEN

## OFFICE of the COUNTY EXECUTIVE

COUNTY ADMINISTRATION BUILDING  
70 WEST ROBA STREET  
SAN JOSE 10, CALIFORNIA

June 19, 1962

Honorable City Council  
City of Sunnyvale  
456 West Olive Street  
Sunnyvale, California

Gentlemen:

It has been brought to my attention that the Peninsula Commuters Association has contacted your Honorable Council in an attempt to secure support to prevent the proposed abandonment of the Southern Pacific railroad tracks between Homestead Road and Arastradero Road in the County of Santa Clara.

It is respectfully requested that the matter of City Council support to this request be considered very carefully for the following reasons:

1) The proposed Foothill Expressway, which, as you know, was an integral part of the Phase I Expressway Construction Program authorized by the County electorate on March 28, 1961, will require the use of the railroad right-of-way between the proposed Junipero Serra Freeway on the south and Page Mill Road on the north.

2) The County of Santa Clara, by virtue of the approval of the City Councils of Los Altos and Palo Alto to the alignment and location of the Foothill Expressway, has filed eminent domain proceedings against the Southern Pacific Railroad Company to acquire the right-of-way in question. If the Foothill Expressway cannot be constructed in the planned location, it is extremely doubtful that the present bond funds allocated to this expressway project will be adequate and that the project could be completed in a timely manner.

COPY

Honorable City Council, Sunnyvale - 2 -

June 19, 1962

3) The construction of the Junipero Serra Freeway by the State of California will be measurably increased in cost unless the railroad tracks are abandoned in the Homestead Road area.

Your support of the effort of the City Councils of Los Altos and Palo Alto and the Board of Supervisors of the County of the eminent domain proceedings against the Southern Pacific Railroad Company which has resulted in the application by said company to the Public Utilities Commission for the abandonment of the portion of the railroad in question is respectfully requested.

Very truly yours,

HOWARD W. CAMPEN  
County Executive

HWC:mo

cc: Supervisor Martin J. Spangler  
Mrs. Jean Pullan, Board Clerk



XXXXXX  
Chairman

March 13, 1961

*Re: Simla Junction  
area*

Mr. Calvin C. Flint, President  
Foothill College  
150 El Camino Real  
Mountain View, California

Dear Mr. Flint:

The Board of Supervisors wishes to thank you for your letter of February 14 and the resolution adopted by the Board of Trustees of the Foothill Junior College District supporting the Board's action recommending the abandonment of the Southern Pacific Railroad branch line through Los Altos and the establishment of an expressway on that route.

This support is greatly appreciated by the Board.

Very truly yours,

Mrs. Eileen Owen, Secretary

# FOOTHILL COLLEGE

150 EL CAMINO REAL • MOUNTAIN VIEW, CALIFORNIA



YORKSHIRE 8-6521

February 14, 1961

48

Mr. Ed Levin, Chairman  
County Board of Supervisors  
Santa Clara County  
20 West Rosa Street  
San Jose, California

Dear Mr. Levin:

I am attaching a copy of a resolution adopted by the Board of Trustees of the Foothill Junior College District at its meeting on February 6. This resolution supports the action taken by the Board of Supervisors recommending the abandonment of the Southern Pacific Railroad branch line through Los Altos and the establishment of an expressway on that route.

You will note that this action was unanimous, and I hope that it will indicate, at least in a small way, that there are many who support your action.

Sincerely,

CALVIN C. FLINT  
President

lea  
Enclosure

7  
FEB 20 1961  
Date \_\_\_\_\_  
APPROVED \_\_\_\_\_  
RE: CE CC PC DPW FLD  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



FOOTHILL JUNIOR COLLEGE DISTRICT  
150 El Camino Real  
Mountain View, California

RESOLUTION #2-60/61

On Motion of Member Christiansen, seconded by Member Jackson, the following resolution is adopted:

WHEREAS, it is essential to the future welfare of the students on the two campuses of the Foothill Junior College District to have an effective and adequate arterial of highways for student traffic from all parts of the College District; and

WHEREAS, the most immediate need is for an expressway or other through highway which will facilitate the dispersal of student traffic from the El Monte campus as it approaches Los Altos on a single arterial;

NOW, THEREFORE, the Board of Trustees of the Foothill Junior College District of Santa Clara County does hereby support the action of the Santa Clara County Board of Supervisors in recommending the abandonment of the Southern Pacific Railroad branch line through Los Altos between Simla Junction and Arastradero Road, and construction of an expressway;


PROVIDED, said proposed abandonment shall not take effect until public monies are available for the procurement of rights-of-way and construction of expressway scheduled within one year after the effective date of abandonment.

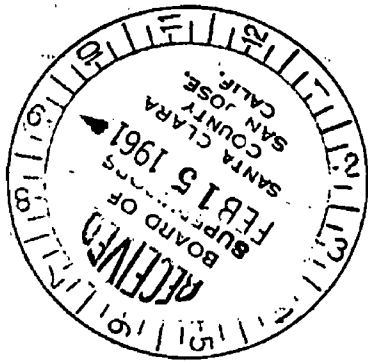
PASSED AND ADOPTED this 6th day of February 19 61  
by the Board of Trustees of the Foothill Junior College District by the following vote:

AYES: Jackson, Christiansen, Smithwick, Diesner, Levine  
NOES: None  
ABSENT: None

STATE OF CALIFORNIA     )  
COUNTY OF SANTA CLARA ) SS

I, Calvin C. Flint, Secretary of the Board of Trustees of the Foothill Junior College District of Santa Clara County, California, do hereby certify that the foregoing is a full, true and correct copy of a resolution adopted by the Board at a Special meeting thereof held at its regular place of meeting at the time and by the vote stated above, which resolution is on file in the office of the said Board.

  
Calvin C. Flint, Secretary



# LOS ALTOS HILLS ASSOCIATION

11030 Magdalena Avenue

LOS ALTOS HILLS • CALIF.

*Copy: Bd. of Supervisors*

February 28, 1961

State Highway Commission,  
State of California,  
Sacramento, Calif.

Gentlemen:

The Los Altos Hills Association, representative of a large segment of residents and property owners of the Town of Los Altos Hills, has been and is still, deeply concerned over the selection of the "C" route for the Junipero Serra Freeway, cutting through the heart of our unusually attractive, strictly residential area, with the inevitable desecration of its natural beauty. It would also cause extensive depreciation of properties - not only in the monetary sense, but in those higher values which led to selection of homesites in this restricted, minimum one-acre area.

All engineers (including your own, we believe) have unreservedly determined that the logical course for this freeway was along the right of way of the Southern Pacific Railroad, from Sinala Station to its junction on Aranzadero Road, thence across the Stanford lands and joining up with suitable projection of the existing Junipero Serra Highway.

At the time the Commission decided on the "C" route, three major factors supposedly influenced the selection. These factors no longer exist:

1. Then, the Southern Pacific Railroad stated they would not abandon their tracks along the area indicated, even though use was limited to one train a day, each way. Now, the Southern Pacific Railroad controls such abandonment.
2. Then, the City of Los Altos opposed any abandonment of such right of way by the Southern Pacific Railroad. Now, the City of Los Altos is on record as approving the abandonment, and it is proposed to set up on its right of way an expressway (which would be entirely unnecessary if the freeway were located there).
3. Then, Stanford claimed that their linear accelerator would be located at a point which would not allow of a freeway selection of the railroad route, linking up with the existing Junipero Serra. Now, to our knowledge, Stanford has not yet received any grant from the Federal Government for the accelerator - and even should the grant be forthcoming, Stanford has decided on another location, completely removed from its formerly announced site. It would seem that this would eliminate Stanford's disapproval of the engineers' original selection for the Freeway - the railroad route through to Aranzadero and linking with the present Junipero Serra highway.

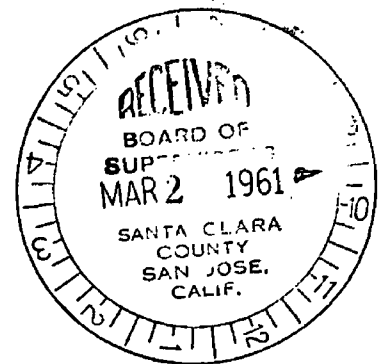
In addition to this, Stanford has announced plans for a very intensive industrial program in their area which would best be served by a freeway on the originally proposed, preferred route - certainly not the "C" route.

# RECEIVED BOARD OF SUPERVISORS

CLERK OF THE BOARD

OFFICE OF THE CLERK

TO THE BOARD OF SUPERVISORS OF SANTA CLARA COUNTY, CALIFORNIA



# LOS ALTOS HILLS ASSOCIATION

11030 Magdalena Avenue

LOS ALTOS HILLS • CALIF.

- 3 -

February 28, 1961

## State Highway Commission

We feel that, if highways are to be constructed to suit the basic need of the State and the community, and if proper attention is directed to economy of funds (County, State and Federal) eliminating needless duplication of effort, disruption and money - there is absolutely no justification which can be given the "C" routing for this particular highway, and we respectfully request your reconsideration of the location.

Our General Committee has unanimously approved this communication.

Very truly yours,

LOS ALTOS HILLS ASSOCIATION

*Helen E. Benson*

Helen E. Benson, President

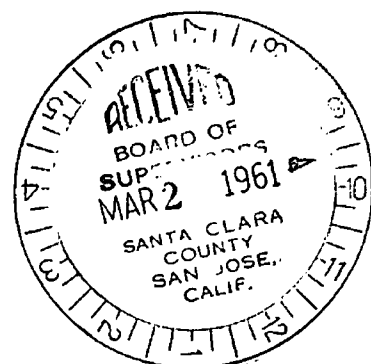
Copy to: State Highway Commission, San Francisco  
State Highway Dept., Sacramento  
Federal Highway Commission, Wash., D.C.  
Sen. Claude Ragle, Wash., D.C.  
Sen. Thos. H. Michel, Wash., D.C.  
Sen. John F. Thompson, Sacramento  
Board of Supervisors, Santa Clara Co.  
Los Altos Hills Town Council



100-110884-2111 2011 201

100-110884-2111 2011 201

100-110884-2111 2011 201



25. Referred to Dept. of Public Works for report on January 30, Boards of Supervisors of Calaveras and Amador Counties re recommendations to modify the Mayb Formula.
26. Referred to Dept. of Public Works for report on February 14, petition of John A. Britton, et al, for control of traffic on Stevens Creek Road between Mt. View-Stevens Creek Road and Permanente Road.
27. Authorized execution of agreement with P G & E for installation of gas facilities at West Valley Courthouse Site, \$115.20.
28. Filed letter from K. G. Carney, Jr., re County's plans for improvement of Dry Creek Road between Meridian Road and Leigh Av.
29. Referred to Dept. of Public Works, petition of Dorothy Foster, et al, for improved access to area of St. Joseph Avenue and Maryknoll Road near Los Altos.

*Jan 23/61* Directed County Executive to urge S. P. Company to file necessary papers for abandoning railroad tracks from Simla Junction to Arastradero Road. Supervisor Levin votes No.

30. Filed letter from Santa Clara City Manager re Board's proposed expenditure of funds for Highway #9.
31. Adopted resolutions to condemn for Downtown Court Site, property of C. Lombardo, and Rudolph Siegenthaler.
32. Authorized execution of agreement for purchase of J. Campoli, et al, property, \$300, for Orchard Avenue Improvement.
33. Taken under advisement to February 6, agreement for purchase of R. M. Byron property, \$22,500, for Stevens Creek Park Development.
34. Adopted resolution approving agreement with State Division of Highways for joint acquisition of properties involved on construction of State Route 239, and Lawrence Station Expressway.
35. Approved the following Change Orders:
  - (a) #220-1, no increase or decrease, to raise finished grade, Two-Lane Road on Orchard Avenue between Church and Hale Avenues.
  - (b) #2, Electrical Distribution System at Elmwood Rehabilitation Center, \$549.99 increase.
  - (c) #GC-2, Hospital Stages IV and V, \$6,724.03 increase. Supervisor Hubbard abstains.
36. Approved Director of Public Works' recommendation to acquire Dorcich property at corner of Lawrence Station Expressway and Stevens Creek Road.
37. Authorized execution of Stipulation for Interlocutory Judgment of Condemnation, County vs Julio F. Camacho, et al, property on Davina Street for Civic Center Development.
38. Adopted Ordinance NS-1004.69 designating 2-hour parking on west side of Rutland Avenue between W. San Carlos Street to a point 120 feet to the south.

36.  
RESOLUTION OF THE BOARD OF SUPERVISORS OF  
THE COUNTY OF SANTA CLARA, STATE OF CALIFORNIA,  
APPROVING CONSTRUCTION OF PROPOSED SEPARATION  
OF ARASTRADERO ROAD AND PROPOSED JUNIPERO SERRA  
FREEWAY.

WHEREAS, the County of Santa Clara, State of California,  
(hereinafter called "County") and the State of California,  
Department of Public Works, Division of Highways (hereinafter  
called "State") have executed that certain agreement dated  
October 14, 1959 providing for the location and construction  
of a portion of State Route 239 known as Junipero Serra Freeway;  
and

WHEREAS, State desires to construct, as a part of said freeway  
project, a grade separation at existing Arastradero Road and the  
proposed Junipero Serra Freeway as shown on State Drawing No.  
35-A-D9.5; and

WHEREAS, County has deemed the separation essential for the  
efficient circulation of traffic and has for sometime urged the  
construction of said separation.

NOW, THEREFORE, BE IT RESOLVED that County hereby approves  
of the construction of the proposed separation at Arastradero Road  
and the proposed Junipero Serra Freeway in accordance with the  
illustration of said separation shown on the aforesaid drawing.

BE IT FURTHER RESOLVED that State is respectfully urged to  
incorporate the subject construction project as an amendment to  
the aforesaid agreement between State and County at the earliest  
opportunity.

BE IT FURTHER RESOLVED that the Director of Public Works  
be authorized and directed to forward a copy of this resolution  
to the appropriate State officials.

PASSED AND ADOPTED by the Board of Supervisors of the

SEP 19 1960

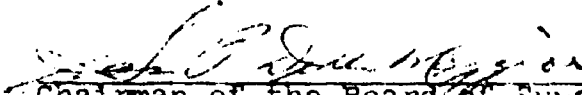
cc: Council  
all others to Pub. Works

ADOPT: H-L YES: H-L-S-W-D  
NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_  
ABSENT: \_\_\_\_\_

Original is in Arastradero Rd. file  
# 569

County of Santa Clara, State of California, this 19th day of  
September, 1960; by the following vote:

AYES:	Supervisors,	HUBBARD-LEVIN	-WEICHERT-DELLA MAGGIORE-Mehrkens
NOES:	Supervisors,	None	
ABSENT:	Supervisors,	None	

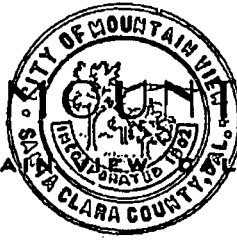
  
Chairman of the Board of Supervisors

ATTEST: JEAN PULLAN, Clerk of the  
Board of Supervisors

  
\_\_\_\_\_

# CITY OF MOUNTAIN VIEW

MOUNTAIN VIEW, CALIFORNIA



DEPARTMENT

CITY CLERK

July 28, 1960

Board of Supervisors  
Santa Clara County  
First and Rosa Streets  
San Jose, California

City of Palo Alto  
1313 Newell Road  
Palo Alto, California

City of Los Altos  
1 North San Antonio Road  
Los Altos, California

RE: SAN ANTONIO - ALMA RAILROAD GRADE SEPARATION.

Gentlemen:

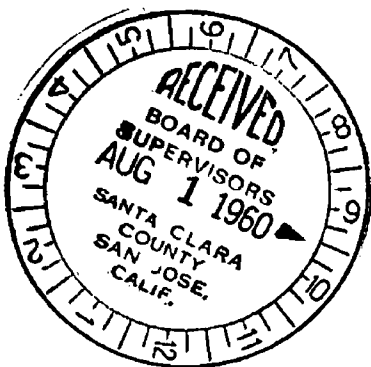
The members of the City Council of the City of Mountain View requested that I express their appreciation to the agencies involved, in the agreement recently reached on the subject project.

The cooperation and assistance rendered by all jurisdictions in expediting a study and execution of the agreement to meet the required deadline, was particularly appreciated. With the number of jurisdictions involved, this is a good example of what can be done to correct major problems when our governmental bodies work together to solve them. It speaks very well for local control and county cooperation.

As this city has been given the responsibility of completing the job, we will proceed as rapidly as possible and present our plans to each of you as they develop.

Very truly Yours,

*Jean Hixson*  
JEAN HIXSON, CITY CLERK



STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

November 13, 1959

PLEASE REFER  
TO FILE NO.

4QT-1703.3

IV-SC1-239-Cpo,B,Iats,LAH

Honorable Board of Supervisors  
Santa Clara County Court House  
San Jose, California

Gentlemen:

At your October 13 meeting, you received preliminary statements from representatives of the Southern Pacific Company, Town of Los Altos Hills, City of Los Altos, State Division of Highways, and other interested parties concerning the proposed abandonment of the Southern Pacific Railroad's line between Simla Junction and Arastradero Road.

In conjunction with the abandonment matter, open discussion was had on the feasibility of relocating the spur track, that serves Permanente Cement Company, to a location westerly of Route 239 freeway. We have discussed the proposed spur relocation with representatives of the Southern Pacific Company and have determined that the proposal is feasible. We find that certain benefits will result from such a relocation to County of Santa Clara, Southern Pacific Company and State, some of which we list as follows:

County and Cities

1. Will make available additional length of railroad right of way for proposed Foothill Expressway.
2. Will eliminate the requirement for a grade crossing or a separation structure on proposed Foothill Expressway crossing of SPRR track.
3. Will eliminate the existing railroad grade crossing of Homestead Road.

Southern Pacific Company

1. Will eliminate a wye switching maneuver now required for trains serving Permanente Cement Company plant.
2. Will eliminate the existing grade crossing of Homestead Road.
3. Will eliminate the requirement for a grade crossing or a separation structure at proposed Foothill Expressway crossing of existing SPRR track.

Honorable Board of Supervisors  
Santa Clara County

-2-

November 13, 1959

State

Will eliminate the requirement for two freeway-railroad separation structures.

We are agreeable to participating in the cost of relocating the Permanente spur track in an amount to be determined after thorough and complete cooperative study of the benefits that will accrue to each of the agencies involved.

When your proposal has reached the stage where there is apparent assurance that the various jurisdictions involved will approve of the abandonment of the SPRR spur between Simla Junction and Arastradero Road, we will undertake a cooperative study to determine the benefits that will accrue to the various agencies through relocation of the Permanente Cement Company spur track, as proposed.

Very truly yours,

J. P. Sinclair  
Asst. State Highway Engineer

By

  
R. A. Hayler  
District Engineer



November 28, 1959

Board of Supervisors  
Santa Clara County  
1st and Rosa  
San Jose, California

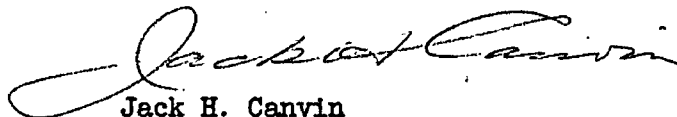
Gentlemen:

I understand that November 16, 1959 is the date when the Board of Supervisors of Santa Clara County will consider the approval or rejection of a proposal to remove the tracks and passenger service of the Southern Pacific line which extends from California Avenue in Palo Alto toward Los Gatos. If this is correct, then I wish this letter to be a vigorous protest on the part of one Santa Clara County resident against the abandonment of such service.

As you gentlemen are well aware, the area between Palo Alto and Los Gatos is daily feeling the influx of an expanding population. Removal of rail service would obviously impair the movement of people to and from San Francisco and contribute to fewer people becoming residents when they are commuters. Nor should your group overlook the fact those people working in San Francisco by and large represent a more stable type of people than the many newcomers which are involved in defense-supported activities.

It is my observation that the roads presently connecting the residential areas and the present main line Southern Pacific stations are already over-taxed. Abandonment of rail service could only result in additional automobiles at peak hours being on these roadways.

Very truly yours,

  
Jack H. Canvin

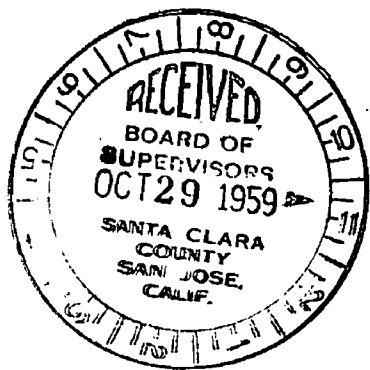
319 Eleanor  
Los Altos, California

Date NOV 16 1959

APPROVED \_\_\_\_\_

RE: CE CC PC DPW FLD

NO: \_\_\_\_\_ ABSTAINS: \_\_\_\_\_



November 15, 1959

Santa Clara County Board of Supervisors  
Santa Clara County Office Building  
Civic Center  
San Jose, California

Gentlemen:

Your letter of November 5th informing me of the date, time and place for the next meeting regarding the proposed abandonment of the Southern Pacific Railroad right of way was greatly appreciated.


Unfortunately due to the time of said meeting, I am unable to attend. Attached is a carbon copy of the letter sent to the Interstate Commerce Commission opposing abandonment of the branch line which I believe will be of some value to you in considering this matter.

I again wish to take my stand that removing this means of transit will be a detriment to the growing Santa Clara Valley. Before you vote I wish to submit the proposition that the proposed new highway along the Southern Pacific right of way between Simla and Arastradero Road should be a supplement to existing transportation structures rather than a replacement of sorely needed means of transportation now found.

I further submit that abandonment of said line would not be to the best interests of all Santa Clara County residents and respectfully request that all avenues of this transportation problem be fully and carefully considered and explored before abandonment of the line is permitted.

If further meetings are called for discussion of this subject, kindly let me know.

Sincerely,



Mrs. S. R. Denman

NOV 16 1959

Date .....

APPROVED .....

RE: CE CC PC DPW FLD

NO: ..... ABSTAINS: .....

November 9, 1959

Mr. K. Tuggle, President  
Chairman of Interstate Commerce  
The Interstate Commerce Commission  
Interstate Commerce, Building  
Washington, D. C.

Re: Proposal to Abandon Southern  
Pacific Rail Service Between  
Arastradero Road (Palo Alto)  
and Simla Junction (Santa  
Clara County).

Dear Mr. Tuggle:

Submitted herewith is photostatic copy of a Petition signed by some of the commuters who use the train service in question opposing suggested abandonment thereof.

This service has been in existence for at least twenty years and is the only public carrier connecting the Los Gatos/Los Altos areas with the main Southern Pacific rail line to San Francisco. The Board of Supervisors has stated that no substitute public bus service to the main line will be provided (and, indeed, that no public bus service will be permitted on the proposed new expressway). Consequently, if the present rail service is withdrawn, persons commuting or traveling to San Francisco from Los Gatos, Monte Serrino, Saratoga, parts of San Jose, Cupertino, Santa Clara, Monte Vista, Los Altos Hills, Los Altos and parts of Palo Alto will have to depend upon private automobiles to carry them either to the main Southern Pacific line or directly to San Francisco.

The reason advanced by the Santa Clara County Board of Supervisors appears to be the alleged need for an expressway to be built on the Southern Pacific right-of-way. It seems obvious that if an expressway is needed, it should be in addition to existing public carrier facilities, and that rather than abandoning such service, the direction should be toward improving and augmenting its potential so that it will serve not only the traffic to San Francisco but to and from the areas (Stanford Industrial section, etc.) which have created the necessity for the expressway. Thus, it would seem that if the proposed expressway is built parallel and in addition to the present track, and a system of dual-directional rail cars inaugurated with a more frequent

service between the present termini of the line in question, scheduled to serve not only the San Francisco commuter patrons but the peak load local transit needs as well, the purpose and future adequacy of the expressway itself would be enhanced and the financial return from the existing facilities increased.

Abandonment of the rail service will obviously greatly increase congestion of all roads in the area, especially the even now over-taxed roads leading to the Southern Pacific main line, thereby only compounding the traffic and road problems of the west end of Santa Clara County. At a time when automobile freeways have demonstrated themselves to be veritable Sorcerer's Apprentices, the inevitability of interurban public transit facilities is widely recognized as the only savior on the Peninsula, the proposed destruction of this existing track, thereby forcing more people into automobiles and out onto the roads, seems sheer folly. The solution is to modify the present system so as to increase its traffic load, not to tear it out. Looking to the future transit problems facing the Peninsula as it develops, Southern Pacific, as historically and otherwise the main public carrier, has a responsibility which must be met, not shucked off.

Very truly yours,

Mrs. S. R. Denman  
7659 Rainbow Drive  
San Jose, California

A Commuter instrumental in  
circulating the Petition in  
question.

November 15, 1959

Santa Clara County Board of Supervisors  
Santa Clara County Office Building  
Civic Center  
San Jose, California

Gentlemen:

Your letter of November 5th informing me of the date, time and place for the next meeting regarding the proposed abandonment of the Southern Pacific Railroad right of way was greatly appreciated.

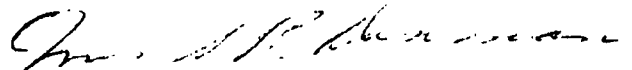
Unfortunately due to the time of said meeting, I am unable to attend. Attached is a carbon copy of the letter sent to the Interstate Commerce Commission opposing abandonment of the branch line which I believe will be of some value to you in considering this matter.

I again wish to take my stand that removing this means of transit will be a detriment to the growing Santa Clara Valley. Before you vote I wish to submit the proposition that the proposed new highway along the Southern Pacific right of way between Simla and Arastradero Road should be a supplement to existing transportation structures rather than a replacement of sorely needed means of transportation now found.

I further submit that abandonment of said line would not be to the best interests of all Santa Clara County residents and respectfully request that all avenues of this transportation problem be fully and carefully considered and explored before abandonment of the line is permitted.

If further meetings are called for discussion of this subject, kindly let me know.

Sincerely,



Mrs. S. R. Denman

Los Altos, California  
November 14, 1959.

Santa Clara County Board of Supervisors,  
20 West Rosa Street,  
San Jose, California.

Gentlemen:

It is my understanding that a meeting of the Board will be held on Monday afternoon, November 16, 1959, and that at this meeting the matter of discontinuing passenger service on the Los Altos-Monte Vista- Vasona Junction Branch Line of the Southern Pacific Railroad, and abandonment of this branch line, will be brought up for further consideration.

I would like to protest against the abolishing of this railroad service. I am employed in San Francisco and regularly commute by train. Although only one passenger train each way per day operates over this branch line, it is scheduled at commuter hours, and I personally find it a very great convenience to be able to take this train from the Los Altos Station. By count, there are from thirty-five to forty or more persons who regularly board this train each day at the Los Altos station, and I would estimate about four times that number are already on the train from earlier stops. Two more stops made between Los Altos and the junction with the main line add to the number served by this train.

I feel therefore that this service fills a public need and that its discontinuance would be an inconvenience and a hardship to many regular commuters. A large part of the territory served by the branch line is further removed from the main line than Los Altos itself. Home-building is actively going on in much of this area, and it seems reasonable that use of this train service would increase in the future if this line was continued, as these residential areas fill up.

For the reasons stated above, it is therefore felt that it is in the public interest for railroad service on this branch line to be continued. If the decision must be made to abandon the railroad service, it is hoped that all means will be explored of providing suitable alternative service, for example by bus, for the towns and residential areas now served by this train.

Respectfully yours,

*Frederic R. Kelley*  
Frederic R. Kelley,  
437 Panchita Way, Los Altos.

1115 Seena Ave.  
Los Altos, Calif.  
Nov. 12, 1959

Santa Clara County  
Board of Supervisors  
20 West Rosa, San Jose, Calif.

Gentleman:

I urge you make a decision in favor of retaining the present Southern Pacific service on the right of way through Los Altos. This decision is logical and critical to the welfare of the entire Peninsula population of the present and future for the following reasons:

1. A "rapid transit" right of way will be needed in the near future. The present Southern Pacific right of way, if destroyed, could not be duplicated without extreme additional cost.
2. Proposed realignment of Southern Pacific right of way to service the Kaiser Plant would be extremely expensive and reduce value of property in the Creston Tract which it would bisect.
3. A freeway through the Los Altos Area has been programmed and would use only a portion of the existing right of way if realigned.
4. Abandonment of this service and right of way would put an additional burden upon the roads leading to the main Southern Pacific line which would necessitate immediate expansion of these roads to handle the additional load of commuters that now use the Los Altos Line and would have to purchase cars to drive to the main line.
5. The number of commuters on the Los Altos line is continually increasing. At the station where I board there has been about a 25% increase in the last 1½ years.
6. The Peninsula is an "Ideal" area for a rapid transit system due to its linear dimension. From Palo Alto South the width is greater so as to justify parallel rapid transit routes. The present Southern Pacific Right of way is ideally located for this purpose.



1115 Seena Ave  
Los Altos, Calif.  
Nov 12-59-

7. Future growth of the Peninsula is dependent upon a rapid transit system. There is a great need for mass moving of people--not cars at the commute time.
8. The City Councils of Los Gatos, Saratoga, Cupertino and Los Altos voted in favor of keeping this line.

I located near the Southern Pacific line through Los Altos in 1958 fully aware of the occasional attempts to discontinue this service but with the above facts in mind I was confident that the people controlling our transportation system would be intelligent enough to protect this vital service. Without this service I would be forced to move my residence from this area where I prefer to live.

Respectfully;

L. A. Tardet Ⓢ  
+ Mrs. Lawrence B. Tardet

November 5, 1959

Palo Alto City Council  
City Hall  
Palo Alto, California

Gentlemen:

The Board of Supervisors on November 16, 1959 at 2:00 p.m., in the chambers of the Board, 20 West Rosa Street, San Jose, will continue discussion of the proposed abandonment of the Southern Pacific Railroad right of way between Simla Junction and Arastradero Road for the Foothill Expressway alignment as proposed by the DeLeuw, Cather Trafficways Plan.

It is respectfully requested that your City Council be represented at this time.

Very truly yours,

RICHARD OLSON, Clerk of the  
Board of Supervisors

---

Same letter to:  
Los Altos City Council  
Los Altos Hills City Council  
Cupertino City Council  
J. P. Sinclair State Div of Hwys

November 5, 1959

**Southern Pacific Company  
65 Market Street  
San Francisco, California**

**Attention: Mr. Robert A. Miller,  
District Superintendent**

**Gentlemen:**

The Board of Supervisors on November 16, 1959 at 2:00 p.m., in the chambers of the Board, 20 West Rosa Street, San Jose, will continue discussion of the proposed abandonment of the Southern Pacific Railroad right of way between Simla Junction and Arastradero Road for the Foothill Expressway alignment as proposed by the DeLeuw, Cather Trafficways Plan.

It is respectfully requested that your Company be represented at this time.

**Very truly yours,**

**RICHARD OLSON, Clerk of the  
Board of Supervisors**

November 5, 1959

Mrs. S. R. Denman  
7659 Rainbow Drive  
San Jose, California

Dear Mrs. Denman:

The Board of Supervisors on November 16, 1959 at 2:00 p.m., in the chambers of the Board, 20 West Rosa Street, San Jose, will continue discussion of the proposed abandonment of the Southern Pacific Railroad right of way between Simla Junction and Arastradero Road for the Foothill Expressway alignment as proposed by the DeLeuw, Cather Trafficways Plan.

This notice is in accordance with your request of October 13th.

Very truly yours,

RICHARD OLSON, Clerk of the  
Board of Supervisors

The Board indicated  
its intent to make  
application for abandon-  
ment on Sept. 28, 1959

J.P.

10-13-59

Discussion continued to Nov. 16,  
2 p.m. Notify agencies &  
Mrs. Hendrick.

October 1, 1959

Palo Alto City Council  
City Hall  
Palo Alto, California

Gentlemen:

The Foothill Expressway, as proposed by DeLeuw Cather, utilizes the Southern Pacific Railroad right of way between Simla Junction and Arastradero Road. Therefor, the Board of Supervisors has indicated its intention to make application to the Southern Pacific Company to abandon this portion of the railroad right of way.

It is respectfully requested that your City Council be represented at a meeting of the Board of Supervisors on October 13, 1959 at 4:00 p.m. in the chambers of the Board, 20 West Rosa Street, San Jose, for discussion of the proposal.

Very truly yours,

RICHARD OLSON, Clerk of the  
Board of Supervisors

By Mrs. Jean Pullan, Deputy Clerk

Same letter to:

Los Altos City Council ✓  
Los Altos Hills City Council ✓  
Cupertino City Council ✓

October 1, 1959

State Division of Highways  
P.O. Box 3366  
Rincon Annex  
150 Oak Street  
San Francisco 19, California

Attention: J. P. Sinclair, Assistant  
State Highway Engineer

Gentlemen:

The Foothill Expressway, as proposed by DeLeuw Cather, utilizes the Southern Pacific Railroad right of way between Simla Junction and Arastradero Road. Therefor, the Board of Supervisors has indicated its intention to make application to the Southern Pacific Company to abandon this portion of the railroad right of way.

It is respectfully requested that your agency be represented at a meeting of the Board of Supervisors on October 13, 1959 at 4:00 p.m. in the chambers of the Board, 20 West Rosa Street, San Jose, for discussion of the proposal.

Very truly yours,

RICHARD OLSON, Clerk of the Board  
of Supervisors

By Mrs. Jean Pullan, Deputy Clerk

October 1, 1959

Southern Pacific Company  
65 Market Street  
San Francisco, California

Attention: Mr. Robert A. Miller, District Superintendent

Gentlemen:

The Foothill Expressway, as proposed by DeLew Cather, utilizes the Southern Pacific Railroad right of way between Simla Junction and Arastradero Road. Therefor, the Board of Supervisors has indicated its intention to make application to the Southern Pacific Company to abandon this portion of the railroad right of way.

It is respectfully requested that your Company be represented at a meeting of the Board of Supervisors on October 13, 1959 at 4:00 p.m. in the chambers of the Board, 20 West Rosa Street, San Jose, for discussion of the proposal.

Very truly yours,

RICHARD OLSON, Clerk of the  
Board of Supervisors

By Mrs. Jean Pullan, Deputy Clerk



# COUNTY OF SANTA CLARA

*Extra on Sept 28 agenda*

## PLANNING DEPARTMENT

SANTA CLARA COUNTY OFFICE BLDG. • CIVIC CENTER  
FIRST & ROSA STREETS, SAN JOSE, CALIFORNIA

KARL J. BELSER, DIRECTOR

September 23, 1959

### MEMORANDUM

To: Howard W. Campen, County Executive

From: Karl J. Belser, Director of Planning

Subject: Foothill Expressway right of way and realignment of the Southern Pacific spur line serving Permanente.

The Foothill Expressway, as proposed by De Leuw Cather, utilizes the Southern Pacific railroad right of way between Simla Junction and Arastradero Road. This would of course involve the abandonment of the right of way by the Southern Pacific Company.

This proposal and the other elements of the Trafficways Plan were discussed with Mr. John Hope, City Administrator for the City of Los Altos, on September 4, 1959. Mr. Hope was in complete agreement with the proposal and had informally sounded out the Southern Pacific Company in this regard. He reported that Southern Pacific representatives were also in agreement with the proposal, but firm in their position that the application for abandonment must originate with public representatives.

In addition, Mr. Hope pointed out an area of conflict between the Southern Pacific spur line serving Permanente and the interchange of the Junipero Serra Freeway and the Foothill Expressway. He gave us a print of the State Division of Highways design proposal for this interchange.

The State design proposal calls for the Junipero Serra Freeway to have two railroad underpasses in the immediate area of the interchange. By a relatively simple realignment of the spur line, and a slight shifting of the Junipero Serra Freeway, no railroad underpass would be required. (See attachment.) The construction savings to the State would be substantial. Also, the Foothill Expressway construction would require far less structure than shown.

2--Howard W. Campen, County Executive  
September 23, 1959

65 Marked St.  
S. F.

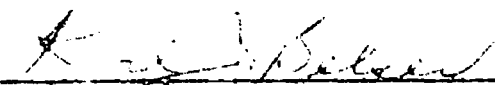
On September 22, 1959, we met with the Southern Pacific District Superintendent, Mr. Robert A. Miller, and two of his engineers. They were in complete accord with the proposal to abandon the portion of rail line referred to and the desirability of the Permanente spur realignment. Mr. Miller offered to assist in any way possible to further our proposals. He stressed the importance of public representatives originating the application for abandonment.

The Southern Pacific engineers stated that the State Division of Highways have the Junipero Serra Freeway presently under design. For this reason, any proposed adjustment of the State design must be initiated as soon as possible. It should be noted that the State is reluctant to change any of their designs once they are complete or on the basis of unofficial local proposals.

For this reason it is recommended that an application in the form of a resolution be made by the Board of Supervisors to the Southern Pacific Company to abandon the portion of the rail line in question and to request a realignment of the spur serving Permanente. The Southern Pacific Company will then process the application for abandonment through the I.C.C.

Mr. Miller suggested that the first step should be an informal meeting between the Board, the Los Altos City Council and City Administrator and the Southern Pacific representatives. He felt this to be of great urgency.

Because of the urgency, we suggest that the joint meeting be set for Monday, October 5, 1959. This will permit the results of the meeting to be made known to the Trafficways Committee which meets on October 14. The matter has been brought to the attention of the staff subcommittee of the Trafficways Committee by Dexter Ahlgren, Los Altos City Engineer. With this action underway, we will meet with representatives of the State Division of Highways and Southern Pacific Company to iron out the necessary design adjustments.

  
Karl J. Kelsor

KJB:fpw

Attachment:

Proposed Intersection of Foothill Expressway  
with the Junipero Serra Freeway Map.

Pa. ✓

La. ✓

La. ✓

exp. ✓

S.P. Co. ✓

7-7-00 ✓

W 70 62

✓

Geo Sinclair

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

October 5, 1959

PLEASE REFER  
TO FILE NO.

4QT1703.3  
IV-SC1-239-Cpo,B,  
LAts,LAH

Mr. Richard Olson  
Clerk of the Board of Supervisors  
County of Santa Clara  
Santa Clara County Office Bldg.  
First and Rosa Streets  
San Jose, California

Dear Mr. Olson:

I have your letter of October 1st, signed by Mrs. Jean Pullan, Deputy Clerk, concerning a meeting on October 13 at 4:00 p.m., to discuss possible abandonment of the Southern Pacific Company tracks in the vicinity of Los Altos.

Mr. J. C. Black, Assistant District Engineer, will represent the Division of Highways at this meeting.

Very truly yours,

J. P. Sinclair  
Asst. State Highway Engineer

By

*R.A. Hayler*  
R. A. Hayler  
District Engineer

SANTA CLARA COUNTY

RESOLUTION RECOMMENDING DESIGN  
STANDARDS FOR JUNIPERO SERRA FREEWAY.

WHEREAS since the advent of the "freeway" in California, the San Francisco Bay Area, and especially the Peninsula, there has been an ever-growing concern of many of our citizens over the absence of a truly creative and aesthetically satisfying relationship between the freeway and the land forms and community characteristics through which it traverses, and

WHEREAS examples such as Bayshore, Embarcadero, and other freeways have set a formidably alarming backdrop for the design of Junipero Serra, a freeway which will pass through the most outstandingly beautiful section of our Peninsula, and

WHEREAS the apparent implications of this were of such magnitude that the formation of a Freeway Design Committee was spontaneously initiated by citizens from the three Peninsula counties of Santa Clara, San Mateo, and San Francisco, and the formation of the Peninsula Highway Policy Committee, composed of County Supervisors and City Councilmen has been consummated. This Committee has met and has adopted the following criteria as worthy objectives for the design and execution of the Junipero Serra Freeway:

1. That the natural beauty of the area wherein the freeway is located is fully preserved.
2. That the freeway be designed to follow the natural contour of the ground as much as practicable and yet maintain grades and standards for maximum safety of driving.
3. That the median area and widths of right-of-way vary in width to meet the unusual topographic conditions and to avoid drastic cuts and fills which will mar the natural terrain.
4. That the project be landscaped with native plant materials which will obliterate construction grading as much as possible; screen off areas of incompatible use and effect other arrangement of planting in the interest of safe driving.
5. That all grade separations, bridges, and other structures be designed to achieve an excellence of aesthetic appearance and that they be built of such materials which will blend appropriately with the landscape.

WHEREAS it is our belief that the State Highway Design engineers and the Bureau of Public Roads officials of the Federal Government desire this high excellence of design, now therefore

Board of Supervisors

BE IT RESOLVED that the ~~City Council~~ of Santa Clara County, in regular meeting assembled on the 20th day of April, 1959, does support the general objectives as herein set forth, and does respectfully and urgently request the California Highway Commission, the Federal Bureau of Public Roads, and the State Highway Engineer and his staff, to find ways and means of accomplishing these objectives as set forth herein, and further

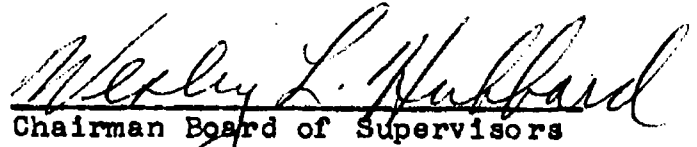
BE IT RESOLVED that copies of this resolution be sent to:

✓ Representative J. Arthur Younger  
State Senator Richard J. Dolwig  
Assemblyman Carl A. Britschgi  
Assemblyman Louis Francis  
The Federal Bureau of Public Roads  
The California Highway Commission, and to each member thereof  
State Highway Engineer George T. McCoy  
Assistant State Highway Engineer B. W. Booker  
Peninsula Highway Policy Committee

✓ Note: Santa Clara County jurisdictions should use their Congressmen, State Senator and Assemblymen.

PASSED AND ADOPTED by the Board of Supervisors this  
20th day of April, 1959 by the following roll call vote:

AYES: Supervisors, DELLA MAGGIORE, HUBBARD, LEVIN, SLAGHT, WEICHERT  
NOES: SUPERVISORS, ~~None~~  
ABSENT: Supervisors ~~None~~  
ABSTAINING: Supervisors,

  
Chairman Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of the Board

By 

35

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

August 6, 1958

PLEASE REFER  
TO FILE NO.

IV-SC1-239-B

Honorable Board of Supervisors  
County of Santa Clara  
Courthouse  
San Jose, California

Gentlemen:

I wish to advise that on July 23, 1958, the California Highway Commission passed resolutions adopting the route for a portion of State Highway Route 239 in Santa Clara County between Saratoga Avenue and the San Mateo County Line and establishing a freeway thereon.

A certified copy of the resolution adopting the route, a copy of the resolution establishing a freeway and a print of the signed general route map referred to therein are attached.

The law pertaining to freeways prohibits connecting any new public road, street or highway to the freeway without a resolution of the California Highway Commission consenting to the same. The Commission may give or withhold its consent as in its opinion will best subserve the public interest. Also the State is empowered to acquire by purchase the rights of access to abutting properties should such action be deemed advisable.

Your cooperation is requested in doing all possible to prevent the planning or construction of improvements which might conflict with the freeway. To this end may I request that this office be promptly notified of any contemplated subdivisions, applications for building permits, or plans for other possible conflicting developments on or near the route?

Copies of this letter and attachments are being forwarded to the County Planning Commission, the Director of Public Works and the County Building Inspector.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By *R. A. Hayler*  
R. A. HAYLER  
District Engineer

attachment

7



JUL 23 1958

RESOLUTION ADOPTING STATE HIGHWAY  
ROUTE IV-SC1-239-B, SJs, SC1, Cpo, Sunv, LAts, LAH

RESOLVED by the California Highway Commission that pursuant to the authority vested in it by law, this Commission does hereby select and adopt the route for a portion of State Highway in Santa Clara County, between Saratoga Avenue and the San Mateo County Line, road IV-SC1-239-B, SJs, SC1, Cpo, Sunv, LAts, LAH, as outlined in project reports dated January 25, 1957, and March 18, 1957, and as shown on a map thereof signed by B. W. Booker, Assistant State Highway Engineer, dated March 19, 1958, approved March 25, 1958, by G. T. McCoy, State Highway Engineer, and further identified by the signatures of a majority of the Commissioners, and

BE IT FURTHER RESOLVED that this Commission has found and determined, and hereby declares, that such selection and adoption of the location of said State highway is for the best interest of the State.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 23rd day of July, 19 58, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 28th day of July, 19 58

  
G. N. COOK  
ASSISTANT SECRETARY OF THE  
CALIFORNIA HIGHWAY COMMISSION

RESOLUTION ESTABLISHING A FREEWAY

ON

ROAD IV-SC1-239-B, SJs, SC1, Cpo, Sunv, LAts, LAH

RESOLVED by the California Highway Commission:

1. That the public interest and necessity require the laying out, acquisition and construction as a freeway of the section of State highway hereinafter described, lying within the Cities of San Jose, Santa Clara, Cupertino, Sunnyvale, Los Altos and Los Altos Hills and the County of Santa Clara, and designated as Road IV-SC1-239-B, SJs, SC1, Cpo, Sunv, LAts, LAH.

2. That the section of State highway hereinafter described is hereby declared to be and from the date hereof shall have the status of a freeway, as said term is defined in Section 23.5 of the Streets and Highways Code, for all purposes provided by law.

3. The section of State highway hereinbefore referred to is specifically described as follows:

That portion of State Highway Route 239 in the Cities of San Jose, Santa Clara, Cupertino, Sunnyvale, Los Altos and Los Altos Hills and the County of Santa Clara between Saratoga Avenue and the San Mateo County Line, as same is shown on the general route map thereof adopted by the California Highway Commission on July 23, 1958, which general route map is on file in the office of the Department of Public Works at Sacramento, California.

THIS IS TO CERTIFY That the foregoing is a full and correct copy of the original resolution passed by the California Highway Commission at its meeting regularly called and held on the 23rd day of July 1958, in the City of Sacramento, a majority of the members of said Commission being present and voting therefor.

Dated this 25th day of July 1958.

/s/ G. N. Cook, Assistant Secretary of the California Highway Commission

March 19, 1958  
*B. W. Boon*  
Asst. State Highway Engr.

Approval Recommended:  
*J. A. Segura*  
Planning Engineer

Approved: March 25, 1958

*[Signature]*  
State Highway Engineer  
Civil Engineer—License No. 2084

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS

MAP SHOWING

# ROUTE OF PROPOSED STATE HIGHWAY

IN THE COUNTY OF SANTA CLARA  
BETWEEN  
SARATOGA AVENUE  
AND  
THE SAN MATEO COUNTY LINE

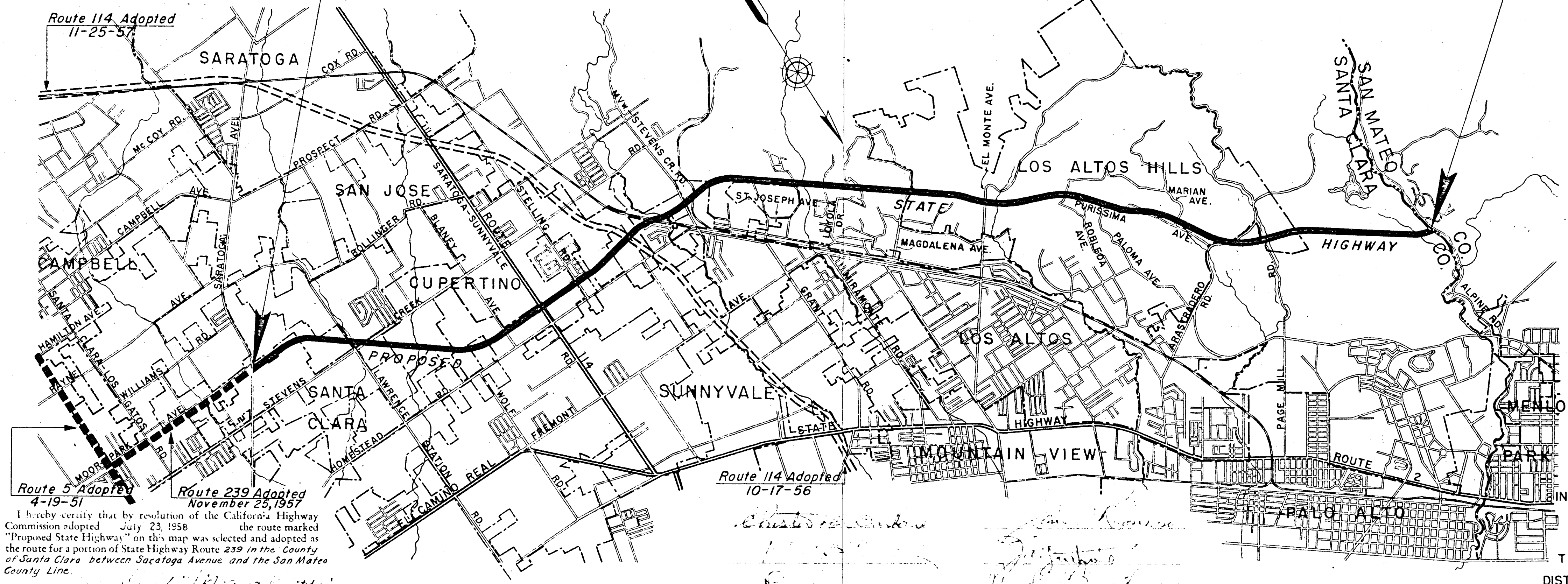
DIST. IV SCI-239-B, SJs, SCI, Cpo, Sunv, LAts, LAH

Scale in Feet  
0 2000 4000 8000

MARCH 1958

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION



Route 114 Adopted  
11-25-57

Route 5 Adopted  
4-19-51

Route 239 Adopted  
November 25, 1957

Route 114 Adopted  
10-17-56

I hereby certify that by resolution of the California Highway Commission adopted July 23, 1958 the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in the County of Santa Clara between Saratoga Avenue and the San Mateo County Line.

Attest: *[Signature]*  
Secretary  
California Highway Commission

*[Signatures]*  
MEMBERS OF CALIFORNIA HIGHWAY COMMISSION  
July 23, 1958

W. GORDON EUSTICE  
JEROME W. FEELEY

EUSTICE & FEELEY  
ATTORNEYS AT LAW  
130 MAIN STREET  
LOS ALTOS, CALIFORNIA  
WHITECLIFF 8-1098

POST OFFICE BOX  
1234

5 May 1958

Honorable Board of Supervisors  
County of Santa Clara  
First and Rosa  
San Jose, California

Gentlemen:

Since last Monday's meeting we have been deluged with words but have had very few facts.

In perspective, now, the point we find most distressing is how the Board of Supervisors could conscientiously propose any route for the freeway with the data it had. Insofar as we know the Board accepted Mr. Hubbard's recommendation, without more, and Mr. Hubbard's recommendation was, so he says, based almost solely on the DeLeuw, Cather report.

Why did not the Board of Supervisors insist upon a full inquiry into this vital matter before making its determination? For all we know the Board did not give this problem the study it would have an application for rezoning a 50 foot parcel from R=1 to R=3 in Coyote.

Why, OH, Why,=

1. Is the Board of Supervisors unwilling to seek the advice of its professional Planning Department. This Department, who have also seen the DeLeuw, Cather report, still favor the railroad route. The Chairman of this Commission has substantial holdings along the railroad route and the Board should be interested in his views.
2. Has not someone inquired of the Southern Pacific Railroad whether it would sell its right of way. Highway engineers admit this would effect material savings for the railroad route. Even should the railroad be unwilling to sell its little 2-a-day-commuter-gold-mine, still it could be condemned since a freeway likely would be deemed a "more necessary use" than a commuter spur.

Honorable Board of Supervisors  
5 May 1958.

3. Is the Board so eager to accept the DeLeuw, Cather report as the only gospel? It is incomplete and inconclusive. A few people are allowed to see some of the charts, but may not take notes. At best it suggests two routes may be necessary somewhere in the general area of Los Altos by 1985. This is hardly a mandate for endorsing the foothill route in 1958. At least the Board should defer using this report as an authority until it is complete and available for public scrutiny.
4. Is the Board willing to accept an expressway, presumably partly at County expense, along the railroad tracks in preference to a modern freeway financed by federal and state funds?
5. Last week in Los Altos, Mr. Hayler of the highway engineers, reported the freeway was part of the national road network and not primarily to serve local traffic. If this is so:
  - a. The DeLeuw, Cather report has little validity since it is primarily concerned with local traffic.
  - b. Why route the freeway into San Jose? Keep it in the foothills around Saratoga and Los Gatos thence south. Or better still use Skyline Drive. At least build the railroad track expressway and by 1985 a more westerly route like "F" will be indicated.

As an aside, why is it such a boon to San Jose to push the freeway right through the city, yet to do the same thing in Los Altos is disruptive.
  - c. The User Savings schedules published by the highway engineers are meaningless.

Finally, what is Stanford's role? Obviously if Stanford favored the "B" then the railroad tracks would be it. Is Stanford prepared to sacrifice the residential foothill area just to preserve the integrity of its industrial tract. The bulk of the traffic along Fremont Avenue, and it is becoming acute, is Stanford bound.

Honorable Board of Supervisors  
5 May 1958

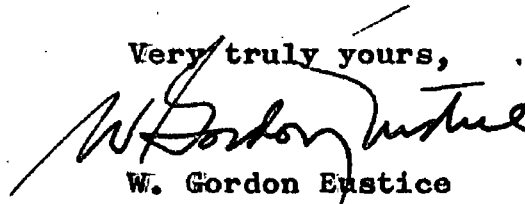
Pending a full investigation and recommendation based on all relevant factors, we request that the Board of Supervisors:

Withdraw its present recommendation for the "C" route;

Ask the Highway Commission to reserve its determination until after the Board has made its study and recommendation;

Undertake a full investigation of all facets of this complicated problem. If the Deleuw, Cather report is deemed pertinent, then no decision should be made until the full report is complete and available for the public to see. Until a full and fair examination is had no Supervisor is qualified to judge and no Supervisor can take comfort in his decision.

Very truly yours,

A handwritten signature in dark ink, appearing to read "W. Gordon Eustice", is written over the typed name. The signature is fluid and cursive.

W. Gordon Eustice

WGE/si

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS

DIVISION OF HIGHWAYS

DISTRICT IV

180 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

April 2, 1958

PLEASE REFER  
TO FILE NO.

IV-SC1-239-Var.

Mr. Oran L. Slaght  
Chairman of the Board of Supervisors  
County of Santa Clara  
First and Rosa Streets  
San Jose, California

Dear Mr. Slaght:

Please refer to your letter of March 31, 1958, concerning conflict between the recommended line for the Junipero Serra Freeway and property acquired by the Cupertino Union School District for use as a school site. This property is approximately ten acres in extent, located in the northwesterly corner of the Zaravich property lying north of Stevens Creek Road and west of Lawrence Station Road.

A conference was held April 1 with representatives of the Cupertino Union School District, the Planning Department of the County of Santa Clara, and the property owner, to determine how this conflict could be resolved. It was tentatively agreed that by shifting the freeway location slightly to the southwest and moving the school site location northerly 140 feet, it would be possible to minimize the conflict so that there will not be a delay in construction of the school and there will be a minimum of disturbance to the freeway location.

This tentative plan received the general approval of all those present and details for the changes are now being worked out.

Very truly yours,

B. W. Booker  
Asst. State Highway Engineer

By

*R. A. Hayler*  
R. A. Hayler  
District Engineer

DATE APR 7 - 1958

APPROVED \_\_\_\_\_

RE: CE CC PC ENG \_\_\_\_\_

10-a.  
12 12  
March 31, 1958

State Division of Highways  
District IV  
Post Office Box 3366, Rincon Annex  
150 Oak Street  
San Francisco, California

Gentlemen:

It has been brought to the attention of the Board of Supervisors of Santa Clara County that the proposed Route U-5 of the Junipero Serra Boulevard passes through a parcel of property acquired by the Cupertino Union School District for use as a school site.

Please be advised that although this Board has heretofore approved Route U-5, it is both willing and desirous that the route be altered to avoid the abovementioned school site.

Very truly yours,

ORAN L. SLAGHT  
Chairman of the Board of  
Supervisors

OLS:eo

cc: Cupertino Union School District  
Mr. Spencer Williams, County Counsel



27

ROLL CALL: YES NO D N E S NO: \_\_\_\_\_

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that State Highway Route 239 between the North County line and Saratoga Avenue be located along line "C" between the North County line and Simla Junction, line "U-5" between Simla Junction and the vicinity of Blaney Avenue, and line "A" between the vicinity of Blaney Avenue and Saratoga Avenue to a connection with the previously adopted portion of Route 239, the abovementioned lines as developed by the State Division of Highways, and

BE IT FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route as described above, at the earliest possible time, and

BE IT FURTHER RESOLVED that, in order to reduce community disruption and to make freeway development compatible to adjoining development, the State Division of Highways take all measures to properly landscape the entire length of State Highway Route 239 through Santa Clara County.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this \_\_\_\_\_ day of MAR 17 1958, 1958, by the following vote:

AYES:	Supervisors,	Brown, Della Maggiore, Hubbard, Levin, Slight
NOES:	Supervisors,	None
ABSENT:	Supervisors,	None

  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

  
Seal

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

A. W. BROWN, 1ST. DISTRICT  
SAM P. DELLA MAGGIORE, 2ND DISTRICT, CHAIRMAN  
ED. R. LEVIN, 3RD DISTRICT  
ORAN L. SLAUGHT, 4TH DISTRICT  
WESLEY L. HUBBARD, 5TH DISTRICT  
RICHARD OLSON, CLERK OF THE BOARD

SANTA CLARA COUNTY OFFICE BLDG. CIVIC CENTER  
FIRST AND ROSA STREETS, SAN JOSE, CALIFORNIA  
P. O. BOX 1007

March 18, 1958

Re: Juniperro Serra Freeway

Mr. C. M. Gillis, Chairman  
California Highway Commission  
Sacramento, California

Dear Mr. Gillis:

Enclosed please find three certified copies of resolution adopted by the Board of Supervisors on March 17, 1958, recommending location of State Highway Route 239 between the North County Line and Saratoga Avenue in Santa Clara County.

The California Highway Commission is urged to adopt the general route described in said resolution and to properly landscape the entire length of said Route 239 through Santa Clara County.

Your support of these requests will be greatly appreciated.

Very truly yours,

BOARD OF SUPERVISORS

By \_\_\_\_\_  
Clerk of the Board

COPY

March 18, 1958

Re: Junipero Serra Freeway

Mr. C. M. Gillis, Chairman  
California Highway Commission  
Sacramento, California

Dear Mr. Gillis:

Enclosed please find three certified copies of resolution adopted by the Board of Supervisors on March 17, 1958, recommending location of State Highway Route 239 between the North County Line and Saratoga Avenue in Santa Clara County.

The California Highway Commission is urged to adopt the general route described in said resolution and to properly landscape the entire length of said Route 239 through Santa Clara County.

Your support of these requests will be greatly appreciated.

Very truly yours,

BOARD OF SUPERVISORS

By

\_\_\_\_\_  
Clark of the Board

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE  
COUNTY OF SANTA CLARA RECOMMENDING TO THE  
CALIFORNIA HIGHWAY COMMISSION THE LOCATION  
OF STATE HIGHWAY ROUTE 239 BETWEEN THE NORTH  
COUNTY LINE AND SARATOGA AVENUE.**

WHEREAS, the State Highway Engineer will shortly make his recommendation to the California Highway Commission relative to a route location for State Highway Route 239, commonly known as Junipero Serra Freeway, between the North County line and Saratoga Avenue to a junction with the previously adopted portion of Route 239, and

WHEREAS, the State Highway Engineer has requested the recommendations of the various political jurisdictions concerned with the said routing, and

WHEREAS, the County of Santa Clara Board of Supervisors has caused studies and investigations to be made of various alternate lines for said routing, as developed by the State Division of Highways, and

WHEREAS, said studies and investigations have indicated that line "A" between the North County line and the vicinity of Blaney Avenue and that line "B" between the North County line and Saratoga Avenue are highly disruptive of community values and otherwise detrimental to proper development of the area, and

WHEREAS, line "C" between the North County line and Santa Junction, line U-5 between Santa Junction and the vicinity of Blaney Avenue, and line "A" between the vicinity of Blaney Avenue and Saratoga Avenue, as shown on the attached map, are less disruptive of community values and are in general conformity with the streets and highway plans of the County and the various communities, and

WHEREAS, the Board of Supervisors of the County of Santa Clara has held a public meeting on March 10, 1958, to discuss the alternate lines of routing with representatives of the various cities,

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that State Highway Route 239 between the North County line and Saratoga Avenue be located along line "C" between the North County line and Simla Junction, line "U-5" between Simla Junction and the vicinity of Blaney Avenue, and line "A" between the vicinity of Blaney Avenue and Saratoga Avenue to a connection with the previously adopted portion of Route 239, the abovementioned lines as developed by the State Division of Highways, and

BE IT FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route as described above, at the earliest possible time, and

BE IT FURTHER RESOLVED that, in order to reduce community disruption and to make freeway development compatible to adjoining development, the State Division of Highways take all measures to properly landscape the entire length of State Highway Route 239 through Santa Clara County.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this \_\_\_\_\_ day of MAR 17 1958, 1958, by the following vote:

AYES:	Supervisors,	Brown, Della Maggione, Hubbard, Levin, Slaght
NOES:	Supervisors,	None
ABSENT:	Supervisors,	None

ORAN L. SLAGHT

Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

Richard Olson

Seal

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE  
COUNTY OF SANTA CLARA RECOMMENDING TO THE  
CALIFORNIA HIGHWAY COMMISSION THE LOCATION  
OF STATE HIGHWAY ROUTE 239 BETWEEN THE NORTH  
COUNTY LINE AND SARATOGA AVENUE.**

**WHEREAS, the State Highway Engineer will shortly make his recommendation to the California Highway Commission relative to a route location for State Highway Route 239, commonly known as Junipero Serra Freeway, between the North County line and Saratoga Avenue to a junction with the previously adopted portion of Route 239, and**

**WHEREAS, the State Highway Engineer has requested the recommendations of the various political jurisdictions concerned with the said routing, and**

**WHEREAS, the County of Santa Clara Board of Supervisors has caused studies and investigations to be made of various alternate lines for said routing, as developed by the State Division of Highways, and**

**WHEREAS, said studies and investigations have indicated that line "A" between the North County line and the vicinity of Blaney Avenue and that line "B" between the North County line and Saratoga Avenue are highly disruptive of community values and otherwise detrimental to proper development of the area, and**

**WHEREAS, line "C" between the North County line and Simla Junction, line U-S between Simla Junction and the vicinity of Blaney Avenue, and line "A" between the vicinity of Blaney Avenue and Saratoga Avenue, as shown on the attached map, are less disruptive of community values and are in general conformity with the streets and highway plans of the County and the various communities, and**

**WHEREAS, the Board of Supervisors of the County of Santa Clara has held a public meeting on March 10, 1958, to discuss the alternate lines of routing with representatives of the various cities,**

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that State Highway Route 239 between the North County line and Saratoga Avenue be located along line "C" between the North County line and Santa Junction, line "U-5" between Santa Junction and the vicinity of Blaney Avenue, and line "A" between the vicinity of Blaney Avenue and Saratoga Avenue to a connection with the previously adopted portion of Route 239, the abovementioned lines as developed by the State Division of Highways, and

BE IT FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route as described above, at the earliest possible time, and

BE IT FURTHER RESOLVED that, in order to reduce community disruption and to make freeway development compatible to adjoining development, the State Division of Highways take all measures to properly landscape the entire length of State Highway Route 239 through Santa Clara County.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Clara, State of California, this \_\_\_\_\_ day of MAR 17 1958, 1958, by the following vote:

AYES:	Supervisors,	Brown, Della Maggiore, Hubbard, Levin, Slaght
NOES:	Supervisors,	None
ABSENT:	Supervisors,	None

ORAN L. SLAGHT

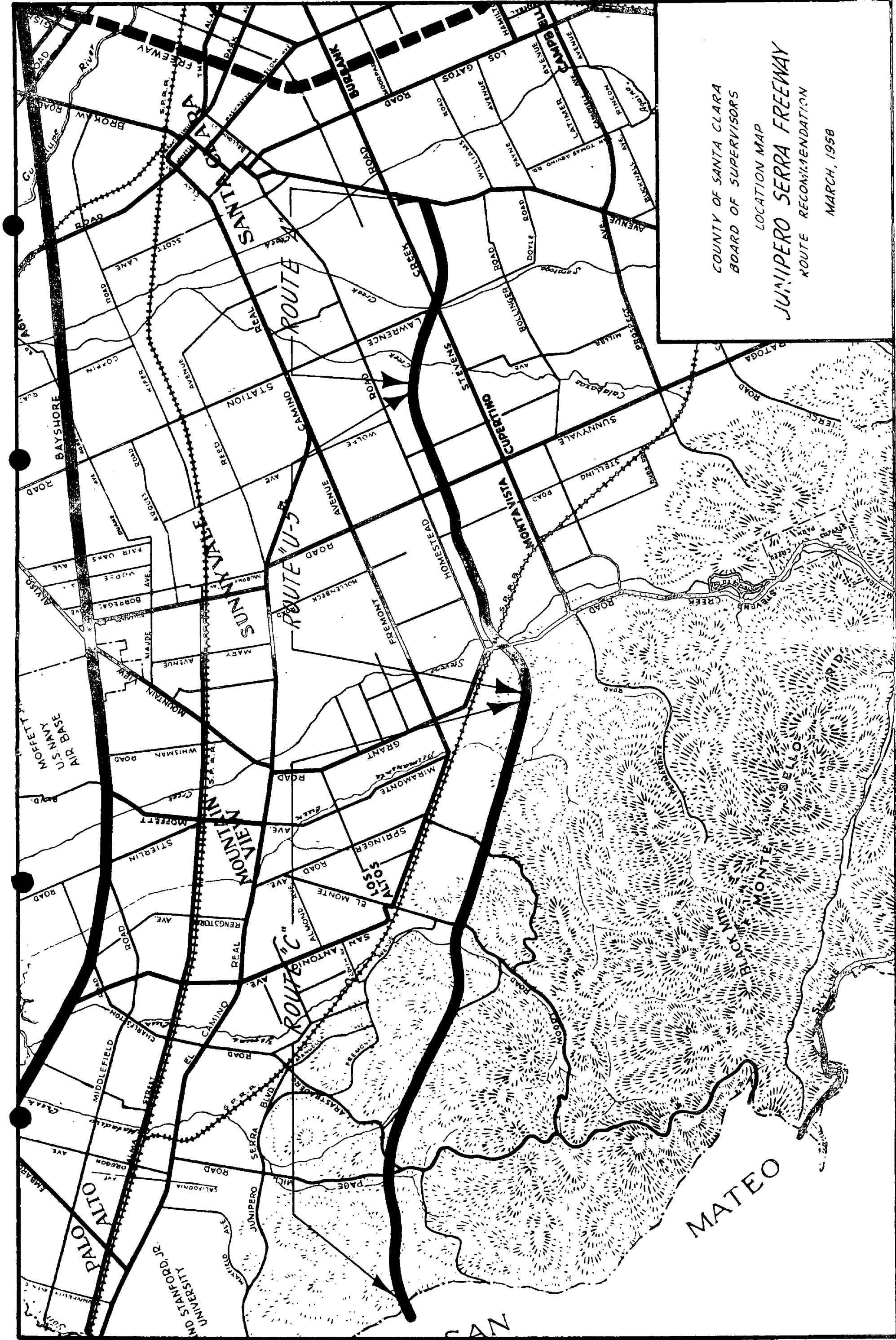
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

Richard Olson

Seal





COUNTY OF SANTA CLARA  
BOARD OF SUPERVISORS  
JUNIPERO SERRA FREEWAY  
LOCATION MAP  
ROUTE RECOMMENDATION  
MARCH, 1958

37-B

**RESOLUTION OF THE BOARD OF SUPERVISORS OF THE  
COUNTY OF SANTA CLARA APPROVING THE LOCATION  
OF STATE HIGHWAY ROUTE 239 BETWEEN ROUTE 5 AND  
SARATOGA AVENUE AND WAIVING FURTHER PUBLIC  
HEARINGS REGARDING SAID LOCATION**

WHEREAS, the California Highway Commission on October 23, 1957, has indicated its intention to adopt a location for State Highway Route 239, between Route 5 and Saratoga Avenue as shown on the attached map and the establishment of a freeway thereon; and

WHEREAS, public meetings regarding the proposed location were held on April 4, 1957, June 17, 1957, July 10, 1957, August 9, 1957 and August 15, 1957, after due notice of such meetings in the local newspapers, and at which meetings members of the press were present; and

WHEREAS, no opposition to the proposed location, as shown on said map, was evident at said meetings; and

WHEREAS, early determination of said location will be a benefit to the development of adjacent areas;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of the County of Santa Clara that the proposed location of State Highway Route 239 between Route 5 and Saratoga Avenue, as presented at said public meetings, is hereby approved, and that the early adoption of said location is considered to be in the public interest; and

BE IT FURTHER RESOLVED that the Board of Supervisors hereby determines that further public hearing on this matter is not necessary; and

BE IT FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route, as presented

S-H

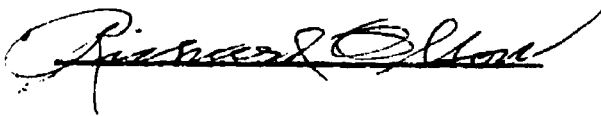
at said public meetings, at the earliest possible time.

PASSED AND ADOPTED by the Board of Supervisors of the  
County of Santa Clara, State of California, this 4th day  
of November, 1957, by the following vote:

AYES: Supervisors, Brown, Della Maggiore, Hubbard, Levin, Slight  
NOES: Supervisors, None  
ABSENT: Supervisors, None

  
Chairman of the Board of Supervisors

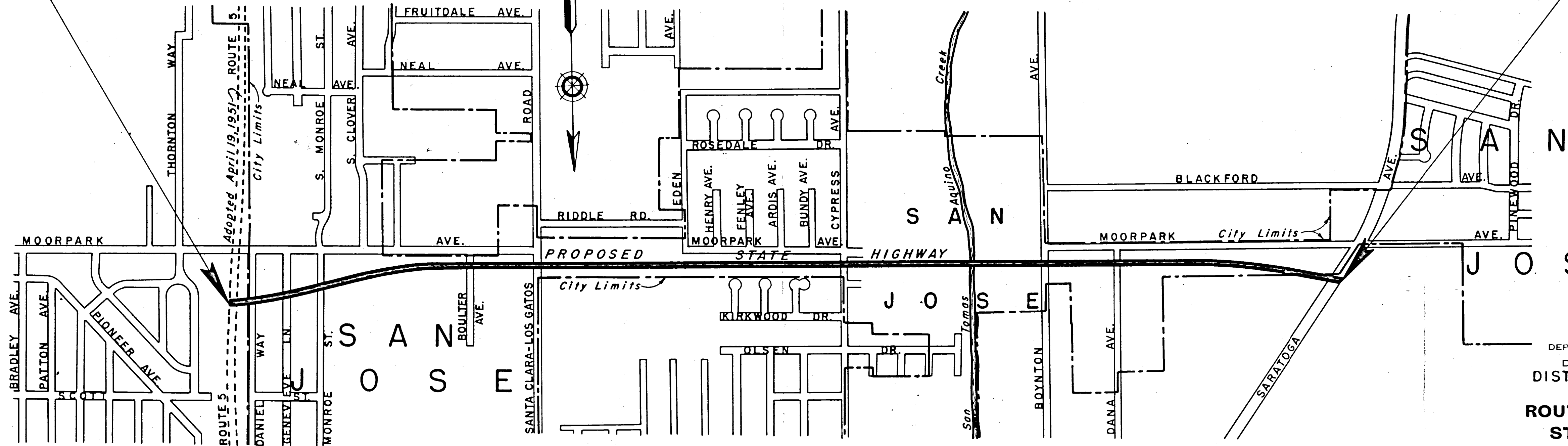
ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors



JHK:meb - 11/1/57

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION



*B. W. Booker*  
Asst. State Highway Engr.  
Approval Recommended:

Planning Engineer

Approved: 19

State Highway Engineer  
Civil Engineer—License No.

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-239-SJs, B  
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY**  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 5  
AND  
SARATOGA AVENUE

I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in Santa Clara County between Route 5 and Saratoga Avenue

Attest: \_\_\_\_\_  
Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

Scale in Feet  
0 300 600 1200  
OCTOBER 1957

# COUNTY OF SANTA CLARA

## Office of the COUNTY COUNSEL

SPENDER M. WILLIAMS  
COUNTY COUNSEL

ROBERT E. HALEY  
ASSISTANT COUNTY COUNSEL

DEPUTIES:

RODNEY R. ATCHISON  
JOHN R. KENNEDY  
ROBERT P. MCNAMEE  
ROBERT S. STURGES  
JOAN A. BYMON

HALL OF RECORDS  
SAN JOSE 13, CALIFORNIA  
TELEPHONE CYPRESS 5-1050

November 4, 1957

Mr. Richard Olson  
Clerk, Board of Supervisors  
Civic Center Building  
San Jose, California


Dear Dick:

We have prepared for adoption by the Board of Supervisors on November 4, 1957, two Resolutions which have been requested by the State Division of Highways. One Resolution involves the relocation and improvement of State Highway Routes 239 and 114 between Route 2 and existing Route 114 north of Azule. The other Resolution pertains to the location and improvement of Route 239 between Route 5 and Saratoga Avenue.

By virtue of these Resolutions, the Board of Supervisors waives any further hearings on the location of the two highways due to the fact that several hearings have been held on their location without apparent opposition.

The State Division of Highways has requested three copies of the Resolutions. If you will return them to this office, we will see that they are forwarded to the proper person. We suggest that you keep the copies of the Resolutions which have attached thereto the strip maps indicating the location of the highways. We will forward the Resolutions that do not contain the strip maps and request the Division of Highways to attach thereto the required number of copies.

Very truly yours,

  
JOHN R. KENNEDY  
Deputy County Counsel

JRK:meb - encl.  
cc--R. Sorensen

37-B

**RESOLUTION OF THE BOARD OF SUPERVISORS OF  
THE COUNTY OF SANTA CLARA APPROVING THE  
LOCATION OF STATE HIGHWAY ROUTE 239 AND  
114 BETWEEN ROUTE 2 AND EXISTING ROUTE 114  
NORTH OF AZULE AND WAIVING FURTHER PUBLIC  
HEARINGS REGARDING SAID LOCATION**

WHEREAS, the California Highway Commission on October 23, 1957, has indicated its intention to adopt a location for State Highway Routes 239 and 114, between Route 2 and existing Route 114 north of Azule, as shown on the attached maps, and the establishment of a freeway thereon; and

WHEREAS, public meetings regarding the proposed location were held on April 4, 1957, June 17, 1957, July 10, 1957, and August 9, 1957, after due notice of such meetings in the local newspapers, and at which meetings members of the press were present; and

WHEREAS, no opposition to the proposed location, as shown on said maps, was evident at said meetings; and

WHEREAS, early determination of said location will be a benefit to the development of adjacent areas;

NOW, THEREFORE, BE IT RESOLVED, by the Board of Supervisors of the County of Santa Clara that the proposed location of State Highway Routes 239 and 114 between Route 2 and existing Route 114 north of Azule, as presented at said public meetings, is hereby approved, and that the early adoption of said location is considered to be in the public interest; and

BE IT FURTHER RESOLVED that the Board of Supervisors hereby determines that further public hearing on this matter is not necessary; and

BE IT FURTHER RESOLVED that the California Highway Commission be urged to adopt the general route, as presented:

11/5 3 dups to John Kennedy

NOV 4 - 1957 *gH* FILED DATE: FEB 5 1958 NO: \_\_\_\_\_

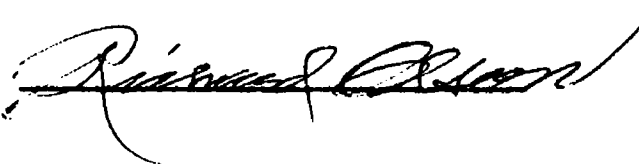
at said public meetings, at the earliest possible time.

PASSED AND ADOPTED by the Board of Supervisors of the  
County of Santa Clara, State of California, this 4th day of  
November, 1957, by the following vote:

<b>AYES:</b>	<b>Supervisors,</b>	Brown, Della Maggiore, Hubbard, Leo M. Flaherty
<b>NOES:</b>	<b>Supervisors,</b>	None
<b>ABSENT:</b>	<b>Supervisors,</b>	None

  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors



JRK:mab - 11/1/57

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION

*B. W. Booser*  
Asst. State Highway Engr.

Approval Recommended:

Planning Engineer

Approved:

19

State Highway Engineer  
Civil Engineer License No.

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-239-A,SJs  
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 2  
AND  
ROUTE 5**

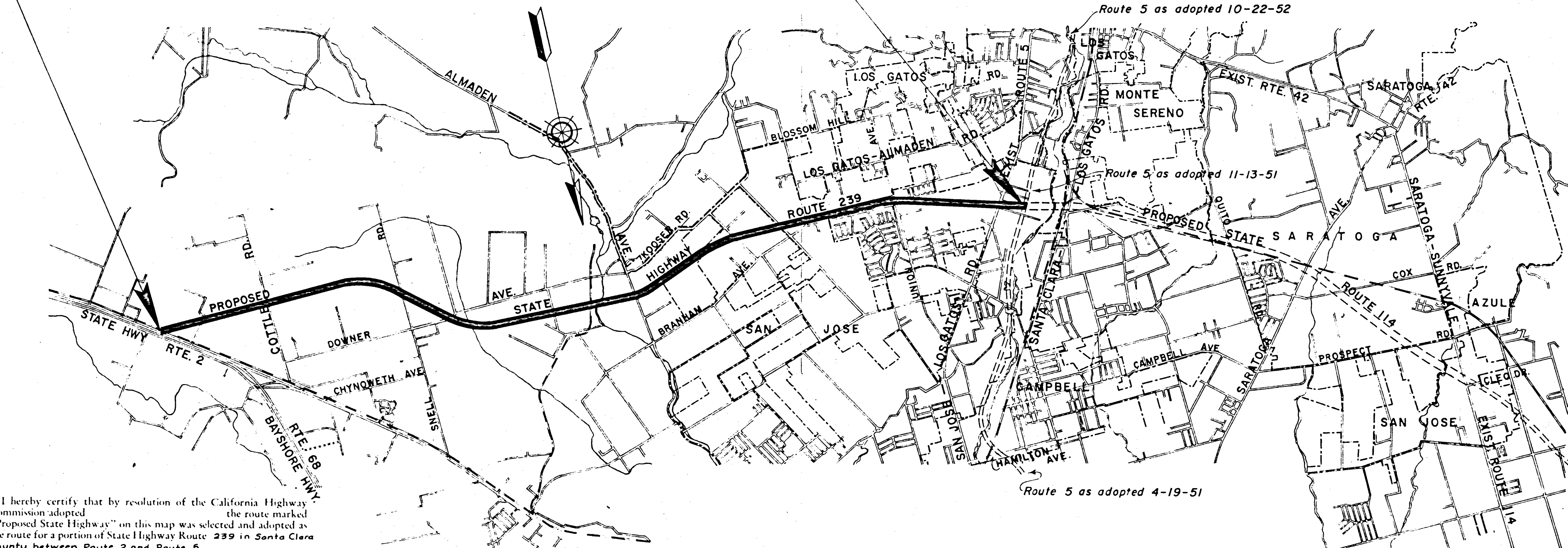
I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in Santa Clara County between Route 2 and Route 5

Attest:

Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

Scale in Feet  
0 2000 4000 8000  
OCTOBER 1957





BEGINNING OF RELOCATION

END OF RELOCATION

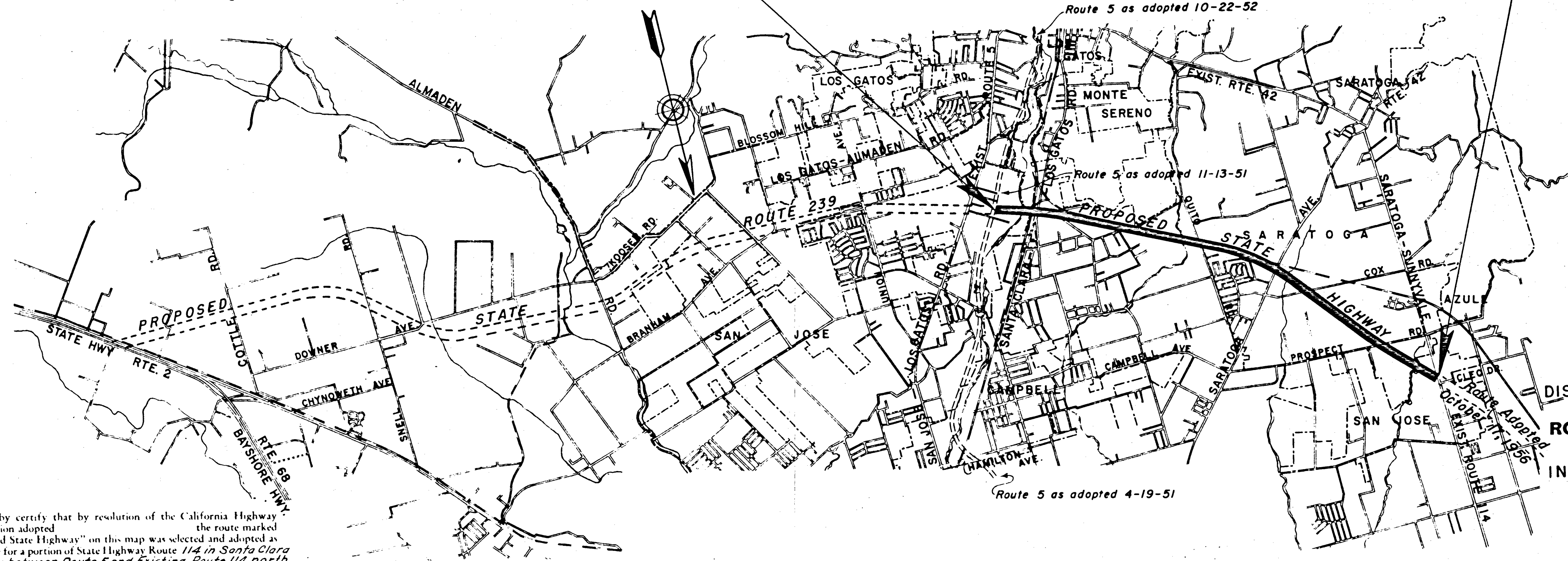
*B. W. Rooper*  
Asst. State Highway Engr.  
Approval Recommended:

Planning Engineer

Approved: 19

State Highway Engineer  
Civil Engineer License No.

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission



I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 114 in Santa Clara County between Route 5 and Existing Route 114 north of Azule.

Attest: Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-114-A, LGts, Sar, SJs  
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 5  
AND  
EXISTING ROUTE 114  
NORTH OF AZULE**

Scale in Feet  
0 2000 4000 8000  
OCTOBER 1957

# COUNTY OF SANTA CLARA

## Office of the COUNTY COUNSEL

SPENDER M. WILLIAMS  
COUNTY COUNSEL

ROBERT E. HALEY  
ASSISTANT COUNTY COUNSEL

### DEPUTIES:

RODNEY R. ATCHISON  
JOHN R. KENNEDY  
ROBERT P. MCNAMEE  
ROBERT B. STURGES  
JOAN A. SYMON

HALL OF RECORDS  
SAN JOSE 13, CALIFORNIA  
TELEPHONE CYPRESS 5-1050

November 4, 1957

Mr. Richard Olson  
Clerk, Board of Supervisors  
Civic Center Building  
San Jose, California

Dear Dick:

We have prepared for adoption by the Board of Supervisors on November 4, 1957, two Resolutions which have been requested by the State Division of Highways. One Resolution involves the relocation and improvement of State Highway Routes 239 and 114 between Route 2 and existing Route 114 north of Azule. The other Resolution pertains to the location and improvement of Route 239 between Route 5 and Saratoga Avenue.

By virtue of these Resolutions, the Board of Supervisors waives any further hearings on the location of the two highways due to the fact that several hearings have been held on their location without apparent opposition.

The State Division of Highways has requested three copies of the Resolutions. If you will return them to this office, we will see that they are forwarded to the proper person. We suggest that you keep the copies of the Resolutions which have attached thereto the strip maps indicating the location of the highways. We will forward the Resolutions that do not contain the strip maps and request the Division of Highways to attach thereto the required number of copies.

Very truly yours,

JOHN R. KENNEDY  
Deputy County Counsel

JRK:meb - encl.  
cc--R. Sorensen ✓

Enclosed are the two letters from the Division of Highways directed to the Board of Supervisors and dated October 30, 1957 regarding the above subject matter.

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
**DISTRICT IV**

150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

October 30, 1957

PLEASE REFER  
TO FILE NO.

IV-SC1-239-SJs,B

Board of Supervisors  
County of Santa Clara  
County Court House  
San Jose, California

Gentlemen:

The California Highway Commission has before it for consideration the matter of the location and improvement as a freeway of a portion of State Highway Route 239 in Santa Clara County, Road IV-SC1-239-SJs,B, between Route 5 and Saratoga Avenue.

The State Highway Engineer, in accord with established practice, has recommended to the Commission that the route be located as shown on the attached map.

A copy of the "Notice of Intention on Freeway Location" resolution as adopted by the Commission on October 23, 1957, is also attached.

The Commission desires to have before it for consideration all pertinent data in order that it may act for the best interest of the state.

That the Commission may be informed as to local interest, it requests that your Honorable Board advise it as to whether in your opinion a public hearing in this matter is necessary.

If your Honorable Board considers that a public hearing in the matter of this proposed location is necessary, the Commission will hold or cause to be held such a hearing. If your Honorable Board considers that a public hearing in the matter is unnecessary, will you please so advise by regular resolution of your Board.

If further presentation or explanation of this matter is required, please so advise this office so that a representative can be present at the next regular meeting of your Board.

Your cooperation in this matter will be appreciated.

Very truly yours,

G. T. McCoy  
State Highway Engineer

Attachment

By   
B. W. Booker  
Asst. State Highway Engineer

Oct. 23, 1957

NOTICE OF INTENTION ON FREEWAY LOCATION, ROAD IV-SC1-239-SJs,B

WHEREAS, memorandum dated October 14, 1957, by G. T. McCoy, State Highway Engineer, reporting to the California Highway Commission that studies for a freeway along a revised location of State Highway IV-SC1-239-SJs,B between Route 5 and Saratoga Avenue have been completed and submitting therewith a map showing the location which is recommended for adoption; having been read and discussed,

NOW THEREFORE BE IT RESOLVED that the State Highway Engineer be authorized and directed to give public notice of the Commission's intention to consider the adoption of a location of a freeway on State Highway IV-SC1-239-SJs,B between Route 5 and Saratoga Avenue and also to give written notice to the Board of Supervisors of Santa Clara County and the City Council of San Jose of such intention. Such notice to the Board of Supervisors of Santa Clara County and the City Council of San Jose shall specify that if either of these bodies considers a public hearing on the matter necessary, the Commission will hold or cause to be held such hearing, if requested by such local legislative body within thirty days after the first regular meeting of such local legislative body following receipt of written notice by the State Highway Engineer

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION

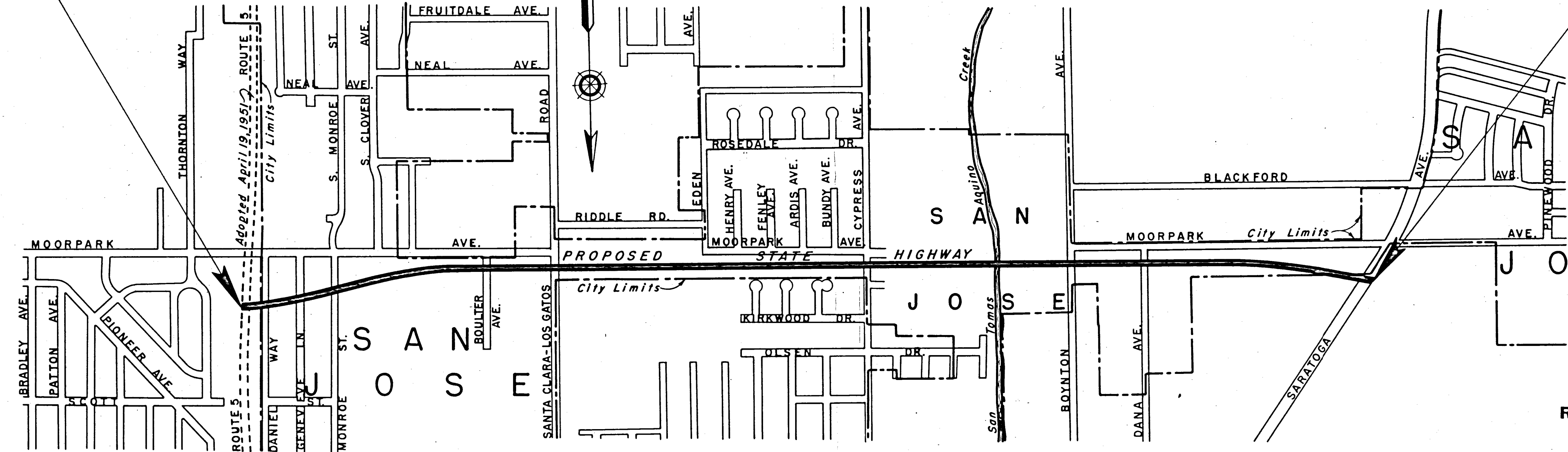
*B. W. Booker*  
Asst. State Highway Engr.  
Approval Recommended:

Planning Engineer

Approved: 19

State Highway Engineer  
Civil Engineer—License No.

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission



I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in Santa Clara County between Route 5 and Saratoga Avenue

Attest: \_\_\_\_\_  
Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-239-SJs, B  
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY**  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 5  
AND  
SARATOGA AVENUE

Scale in Feet  
0 300 600 1200  
OCTOBER 1957

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
**DISTRICT IV**

150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

October 30, 1957

PLEASE REFER  
TO FILE NO.

IV-SC1-239, 114-A, SJs;  
A, LGts, Sar, SJs

Board of Supervisors  
County of Santa Clara  
County Court House  
San Jose, California

Gentlemen:

The California Highway Commission has before it for consideration the matter of the relocation and improvement as a freeway of a portion of State Highway Routes 239 and 114 in Santa Clara County, Road IV-SC1-239, 114-A, SJs; A, LGts, Sar, SJs, between Route 2 and existing Route 114 north of Azule.

The State Highway Engineer, in accord with established practice, has recommended to the Commission that the route be relocated as shown on the attached maps.

A copy of the "Notice of Intention on Freeway Location" resolution as adopted by the Commission on October 23, 1957, is also attached.

The Commission desires to have before it for consideration all pertinent data in order that it may act for the best interest of the state.

That the Commission may be informed as to local interest, it requests that your Honorable Board advise it as to whether in your opinion a public hearing in this matter is necessary.

If your Honorable Board considers that a public hearing in the matter of this proposed relocation is necessary, the Commission will hold or cause to be held such a hearing. If your Honorable Board considers that a public hearing in the matter is unnecessary, will you please so advise by regular resolution of your Board.

If further presentation or explanation of this matter is required, please so advise this office so that a representative can be present at the next regular meeting of your Board.

Your cooperation in this matter will be appreciated.

Very truly yours,

G. T. McCoy  
State Highway Engineer

Attachment

By   
B. W. Booker  
Asst. State Highway Engineer

Oct. 23, 1957

NOTED 10/23/57

NOTICE OF INTENTION ON FREEWAY LOCATION,  
ROAD IV-SC1-239,114-A,SJs;A,LGts,Sar,SJs.

WHEREAS, memorandum dated October 14, 1957, by G. T. McCoy, State Highway Engineer, reporting to the California Highway Commission that studies for a freeway along a revised location of State Highway IV-SC1-239,114-A,SJs;A,LGts,Sar,SJs, between Route 2 and existing Route 114 north of Azule have been completed and submitting therewith two maps showing the location which is recommended for adoption; having been read and discussed,

NOW THEREFORE BE IT RESOLVED that the State Highway Engineer be authorized and directed to give public notice of the Commission's intention to consider the adoption of a location of a freeway on State Highway IV-SC1-239,114-A,SJs;A,LGts,Sar,SJs, between Route 2 and existing Route 114 north of Azule and also to give written notice to the Board of Supervisors of Santa Clara County and the City Councils of Los Gatos, Saratoga and San Jose of such intention. Such notice to the Board of Supervisors of Santa Clara County and the City Councils of Los Gatos, Saratoga and San Jose shall specify that if any of these bodies considers a public hearing on the matter necessary, the Commission will hold or cause to be held such hearing, if requested by such local legislative body within thirty days after the first regular meeting of such local legislative body following receipt of written notice by the State Highway Engineer.

BEGINNING OF ROUTE ADOPTION

END OF ROUTE ADOPTION

*B. W. Boomer*  
Asst. State Highway Engr.  
Approval Recommended:

Planning Engineer

Approved: 19

State Highway Engineer  
Civil Engineer License No.

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-239-A, SJs  
MAP SHOWING

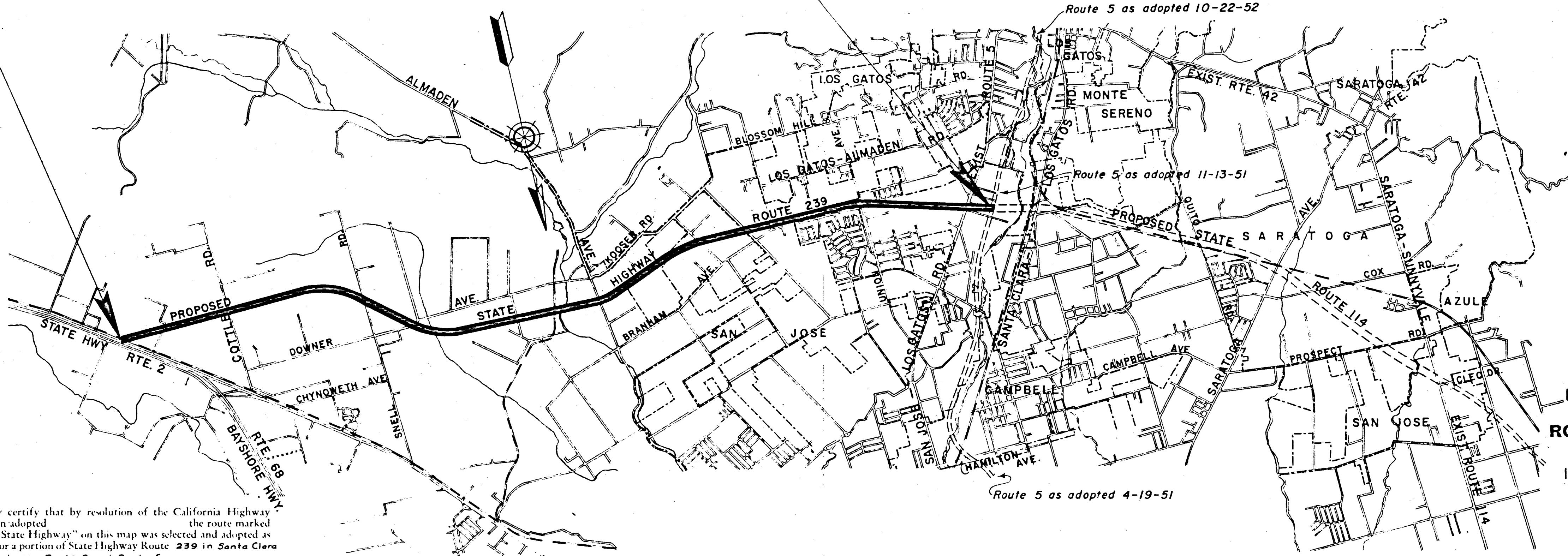
**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 2  
AND  
ROUTE 5**

I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 239 in Santa Clara County between Route 2 and Route 5

Attest: \_\_\_\_\_  
Secretary  
California Highway Commission

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

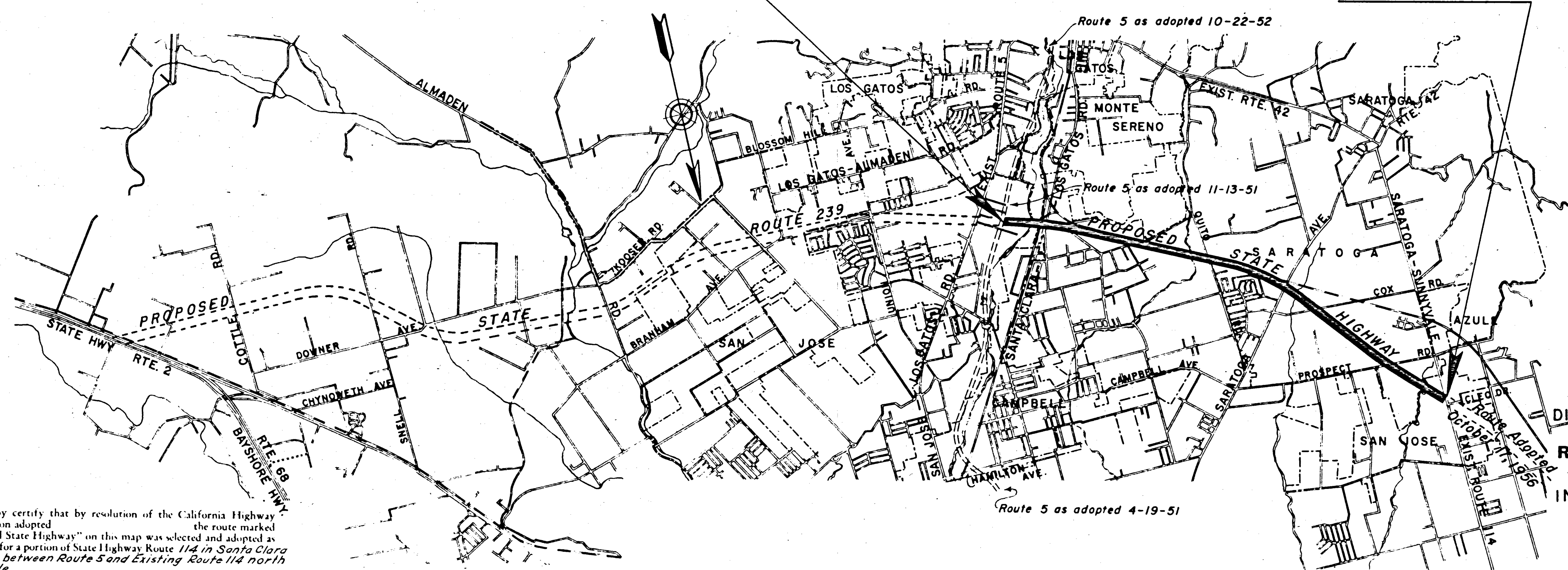
Scale in Feet  
0 2000 4000 8000  
OCTOBER 1957





BEGINNING OF RELOCATION

END OF RELOCATION



I hereby certify that by resolution of the California Highway Commission adopted the route marked "Proposed State Highway" on this map was selected and adopted as the route for a portion of State Highway Route 114 in Santa Clara County between Route 5 and Existing Route 114 north of Azule.

Attest:

Secretary  
California Highway Commission

*B. W. Rooken*  
Asst. State Highway Engr.  
Approval Recommended:

Planning Engineer

Approved: 19

State Highway Engineer  
Civil Engineer - License No.

Director of Public Works and Ex Officio  
Member and Chairman of the California  
Highway Commission

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
DIVISION OF HIGHWAYS  
DIST. IV SCI-114-A, LGts, Sar, SJs  
MAP SHOWING

**ROUTE OF PROPOSED  
STATE HIGHWAY  
IN SANTA CLARA COUNTY  
BETWEEN  
ROUTE 5  
AND  
EXISTING ROUTE 114  
NORTH OF AZULE**

Scale in Feet  
0 2000 4000 8000  
OCTOBER 1957

MEMBERS OF CALIFORNIA HIGHWAY COMMISSION

RESOLUTION APPROVING A  
PORTION OF THE PROPOSED  
ROUTE "B" OF THE JUNIPERO  
SERRA FREEWAY

WHEREAS, the State of California proposes to construct the Junipero Serra Freeway through the County of Santa Clara, and

WHEREAS, this Board of Supervisors has reviewed the alternative routes proposed for that portion of the construction that will extend from Route 9 in the vicinity of the City of Cupertino, southerly to the vicinity of the intersection of Ford Road and Highway No. 101 in said County, and finds that a route along, or proximate to, proposed route "B" for said portion of construction will best serve the needs of the County of Santa Clara and its residents;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara does hereby recommend that the State of California construct that portion of the Junipero Serra Freeway from Route 9 to the intersection of Ford Road with Highway No. 101, along or in the general proximity of the proposed Route "B" as heretofore adopted by the Highway Department of the State of California, and

BE IT FURTHER RESOLVED that the Clerk of this Board be, and he is, hereby directed to transmit certified copies of this Resolution to George T. McCoy, State Highway Engineer, and to B. W. Booker, Assistant State Highway Engineer, District IV.

PASSED AND ADOPTED by the Board of Supervisors of the

County of Santa Clara, State of California, this 5th day of  
August, 1957, by the following vote:

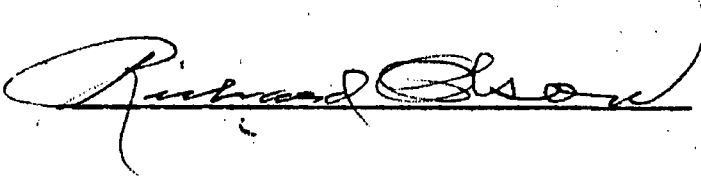
AYES: Supervisors, BROWN, HUBBARD, SLAGHT, DELLA MAGGIORE

NOES: Supervisors, NONE

ABSENT: Supervisors, LEVIN

  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors



SMW:ms  
8-9-57

ROESSLER & HOFVENDAHL  
ATTORNEYS AT LAW  
1114 BANK OF AMERICA BUILDING  
CYPRESS 2-0844 CYPRESS 5-1385  
SAN JOSE, CALIFORNIA

RUSSELL V. ROESSLER  
RUSSELL L. HOFVENDAHL

August 1, 1957

11-a  
Honorable Board of Supervisors  
Santa Clara County Courthouse  
San Jose, California

Re: Junipero Serra Freeway

Gentlemen:

We have had the privilege of appearing before you on two separate occasions concerning the proposed routing of the Junipero Serra Freeway. On both occasions we appeared representing a very substantial number of property owners who reside in the area between Route 9 at Cupertino and the Monterey Highway.

On each occasion we appeared for the purpose of opposing Route A and favoring Route B from Route 9 to the Monterey Highway.

By resolution you have expressed yourselves as opposed to Route A and by implication, at least, you have favored Route B.

On August 9th the District Engineers will be holding their first hearing on that portion of the highway from Route 9 near Cupertino to the Monterey Highway. We feel it is particularly important that your Board, before that time, by resolution go on record favoring Route B as recommended by your Planning Commission.

Route B is the overwhelming choice of the municipalities in this county, as is evidenced by their resolutions and recommendations on file with your clerk. With the exception of Los Altos and Cupertino, who like neither Route A or B, the following municipalities have approved and favor Route B and are opposed to Route A: Mountain View, Sunnyvale, Santa Clara, San Jose, Saratoga, Monte Sereno, Los Gatos and Campbell.

Route B coincides with the planning and development of these communities and the county as a whole. It follows more closely existing roadways and, therefore, is less damaging than Route A. This is acknowledged by the District Engineers. Route A is supposed to be less expensive, but this is open to considerable

DATE AUG 5 - 1957

APPROVED

*Adopted Resol*  
*App.*

RE: CE CC PG ENG

*Ford Rd to Hwy 9 Rt B*

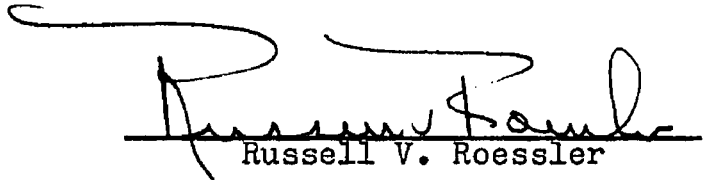
Honorable Board of Supervisors  
August 1, 1957  
Page Two

doubt, in view of the very substantial development along Route A since the State commenced its studies. District Engineers have repeatedly stated that for all practical purposes, the difference in cost is insignificant in view of the over-all expenditure anticipated, and therefore should not be considered in making the choice, other items being of more importance.

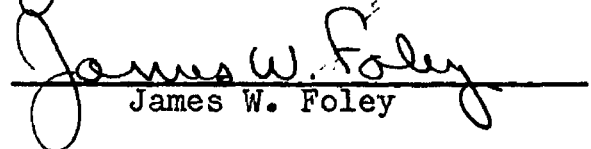
Having these matters in mind, we urge you at your meeting of August 5th, 1957, to pass a resolution favoring Route B from Route 9 near Cupertino to the Monterey Highway, and further that you direct appropriate representatives of the county to appear at the hearing in the Civic Auditorium on Friday, August 9th at 2:00 P.M.

We will appreciate your considered attention to this matter..

Respectfully,

  
Russell V. Roessler

  
Joseph A. Bonacina

  
James W. Foley

RVR:vmg

STATE OF CALIFORNIA  
DEPARTMENT OF PUBLIC WORKS  
**DIVISION OF HIGHWAYS**  
DISTRICT IV  
150 OAK STREET  
SAN FRANCISCO 2, CALIFORNIA  
UNDERHILL 3-0222

ADDRESS ALL COMMUNICATIONS TO  
P. O. BOX 3366, RINCON ANNEX  
SAN FRANCISCO 19

July 24, 1957

PLEASE REFER  
TO FILE NO.

IV-SM, SCL-239-A, A  
4QT1403.1-R

Honorable Board of Supervisors  
County of Santa Clara  
Court House  
San Jose, California

Gentlemen:

An invitation is extended to your Honorable Board of Supervisors to attend a public hearing to be held at the Montgomery Theatre in the San Jose Civic Auditorium at Market and San Carlos Streets in San Jose at 2:00 p.m. Friday, August 9, 1957, for the purpose of receiving comment by officials and interested individuals on proposed locations for portions of the Junipero Serra Freeway project in Southern Santa Clara County.

The locations to be discussed at this hearing will involve portions of Highway Routes 114, 42, and 239, and will cover various alternate locations of these routes which have been studied in the County south of an east-west line in the vicinity of Prospect Avenue and Hamilton Avenue.

Studies of these freeway locations were first announced April 4, 1957, and subsequently many informational meetings have been held in the area to acquaint officials and interested individuals with the results of our studies.

Section 75.5 of the Streets and Highways Code, as enacted by Chapter 69, Statutes of 1956 Special Session, provides that at any public hearing before the department of the selection of any freeway route at which comparative estimates are presented of the benefits that would accrue to drivers of motor vehicles in the use of alternate routes, there will also be presented upon request of any city or county affected, estimates for the same period of the effect that the selection of any alternate may have upon community values, including but not limited to property values, state and local public facilities and city street and county highway traffic.

DATE JUL 29 1957

APPROVED \_\_\_\_\_

RE: CE CC PC ENG \_\_\_\_\_

Honorable Board of Supervisors

-2-

July 24, 1957

Attached is a copy of Section 75.5 together with a resolution of the California Highway Commission which was adopted on June 20, 1956, setting forth the interim procedure of the department.

As is noted in the Statute, these estimates are only required if requested by an affected city or county which transmits with its request such information relative to the estimates as it may wish to have represented.

If the County of Santa Clara desires to avail itself of the provisions of Section 75.5, it is requested that such information be filed with this office immediately in order that it may be made a part of the public hearing on August 9, 1957.

Another hearing covering the portion of these highway routes in the northern part of the County will be held soon at a time and place to be announced.

Yours very truly,

B. W. BOOKER  
Asst. State Highway Engineer

By

*R. A. Hayler*  
R. A. HAYLER  
District Engineer

Assembly Bill No. 65

CHAPTER 69

*An act to add Section 75.5 to the Streets and Highways Code, relating to state highway and freeway routes.*

[Approved by Governor May 4, 1956. Filed with Secretary of State May 4, 1956.]

*The people of the State of California do enact as follows:*

SECTION 1. Section 75.5 is added to the Streets and Highways Code, to read:

75.5. At any public hearing or meeting before the commission or department on the selection of any state highway or freeway route at which comparative estimates are presented of the benefits that would accrue to drivers of motor vehicles in the use of alternative routes, on request of any city or county affected, estimates for the same time period, and based on similar assumptions, as the driver benefit estimates shall also be presented of the effect that the selection of either route would have upon community values, including but not limited to property values, state and local public facilities, and city street and county highway traffic. Such estimates are required only if requested by an affected city or county which transmits with its request such information relative to the estimates as it may wish to have presented. The department, whenever it announces that a public hearing or meeting is to be held on the selection of any state highway or freeway route, shall notify any affected city or county that it may make such a request. Failure of the department or the commission to comply with the requirements of this section shall not invalidate any action of the commission as to the adoption of a routing for any state highway, nor shall such failure be admissible evidence in any litigation for the acquisition of rights of way or involving the allocation of funds or the construction of the highway.



June 20, 1956

Upon motion of Commissioner Chase, seconded by Commissioner Bishop, the following action was unanimously taken:

WHEREAS, a revision of the policy of the California Highway Commission in regard to the adoption of freeway routes for the inclusion of a section to conform to the provisions of Chapter 69, Statutes of 1956 Special Session, was informally discussed; and

WHEREAS, such a revision is postponed until a later date due to the absence of three members of the Commission;

NOW, THEREFORE, BE IT RESOLVED that the State Highway Engineer is requested to proceed in the interim, pending adoption of a revised policy of procedure, by notifying the City Council or Board of Supervisors, or both such Council and Board, of the provisions of Section 75.5 of the Streets and Highways Code as enacted by Chapter 69, Statutes of 1956 Special Session, as a part of the usual notification when it is proposed to locate or relocate a state highway as a freeway.

Submitted to the Board of Supervisors  
by the County of Santa Clara Planning  
Commission, June 10, 1957.

## J U N I P E R O   S E R R A   F R E E W A Y

### I. CONCLUSIONS

- A. A statement of policy: When the Master Plan of Streets and Highways of the County was prepared, the County adopted a policy that freeways should become community separators performing the function of by-passing traffic. This was a conscious consideration on the part of the technical staff in the location of designated freeways on that plan.
- B. In general, within Santa Clara County, the "A" (green) route is detrimental to community investment, development and integrity, and should be opposed.
- C. In general, the "B" (red) route closely approximates the proposals of the County of Santa Clara "Streets and Highways Plan." It follows the best thinking of this department as well as that of most cities and special service districts along the route. We believe it will best serve the needs of the area, with certain modifications as noted below:
  1. Changes in the "Federal Loop" portion of the Freeway (Simla Junction to San Jose): To preserve the community values mentioned in the above statement of policy, either one of two alternates should be followed.
    - a. One separates Cupertino and Sunnyvale in the vicinity of Homestead Road.
    - b. The other separates San Jose and Cupertino in the vicinity of McClellan Road - Moorpark Avenue.
  2. Adjustments in the Junipero Serra (Southern leg)-Route #5 interchange should be recommended on the basis of community design and integrity so that Junipero Serra will enter Branham Lane as near to San Jose-Los Gatos Road as possible.
- D. In general, the "C" (blue) route and its alternate (dashed blue) do not provide the traffic service which the route along the railroad provides.
- E. Whichever route is chosen should be fully depressed through all present residential areas, as shown in the sketch attached at the end of this report. Such depressed freeways have proven very satisfactory in Detroit and elsewhere, and have enhanced community values rather than decreasing them. The nuisance value is eliminated, for noise from the roadway is no problem. Interchanges are easily handled, as all city streets can cross without changing level.

**BOARD OF SUPERVISORS**  
**OFFICE COPY**

**JUN 10 1957**

22

The State should give serious consideration to the possible abandonment of the Southern Pacific tracks north of Simla Junction through Los Altos. This would mean that far fewer improvements would be removed, thus protecting Los Altos' tax base. Construction and acquisition costs would be much less.

If it is decided that the railroad should remain or should be converted to rapid transit, the tracks could be placed in the center strip. Passenger stations could be located at street crossings for easy access. Landscaping could make such a treatment more like a strip parkway rather than a bare ribbon of concrete.

## II. GENERAL

The State Division of Highways has proposed two alternate primary freeway systems, with alternates, in connection with the proposed Junipero Serra Freeway in Santa Clara County. A portion of the Stevens Creek Freeway is included in these proposals. The Stevens Creek Freeway alignment from Bayshore Highway to Saratoga-Sunnyvale Road was officially adopted by the State Highway Commission on October 14, 1956. Therefore, that portion of the Junipero Serra Freeway which utilizes the Stevens Creek Freeway alignment would be difficult to change. In the area from the San Mateo County line to Cupertino none of the alternate proposals has met with local approval. This situation illustrates an obvious need for a comprehensive freeway network in this County which is integrated into the Bay Region network. Adequate consideration of the best land use planning practices will provide a highway system of greatest service to both the local community and the Region.

Although the Division of Highways apparently does not agree, one of the cardinal principles of good community planning is a balanced, compact, and orderly neighborhood. This neighborhood area operates most efficiently when contained within natural or man-made boundaries, such as distinct lines of hills, drainage channels, railroad beds, major streets or thorofares, or freeways. Penetration of a planned neighborhood can only result in division of the community feeling with ultimate unbalance of the neighborhood and breakdown of the advantages gained through planning.

Our evaluation of the various State proposals for this route is based upon existing and proposed plans and various studies within the County, school districts, and municipalities, and also includes the State's analysis of alignment length, construction cost, user benefits and improvement displacement.

### III. THE "A" (GREEN) ROUTE

The "A" route is the most controversial of the State proposals; it has a direct effect on virtually every city and most of the school districts in the northwest section of the county. Although this line has a "user benefit" index considerably higher than the other proposals, the impact on community planning and development and school planning is almost disastrous:

1. No part of this route has been included as a freeway in the County Streets and Highways Master Plan.
2. It divides Stanford University lands in such a way as to cause unfavorable isolation of very important planned areas.
3. Between El Monte Avenue and Grant Road it passes through a fully built-up area and isolates a small segment of the City of Los Altos.
4. Easterly of Stevens Creek Freeway to Homestead Road, it courses diagonally through built-up and agricultural lands and isolates a portion of the City of Sunnyvale.
  - a. Several planned neighborhoods in Sunnyvale are bisected or otherwise unfavorably divided.
5. Between Homestead Road and Saratoga Avenue this alignment stays within open land and follows a line which may be satisfactorily utilized (See below).
6. Easterly of Saratoga Avenue the "A" route disrupts the neighborhood pattern of the City of San Jose to an extent that is difficult to put into words.
  - a. Very expensive residential areas in the vicinity of Meridian Road and Willow Glen are disrupted.
  - b. The existing spotty street pattern is such that access across the freeway will, in the future, cost the City very large sums of money, with the only alternative being virtual dismemberment of certain areas due to the lack of freeway crossings.
7. The Southerly branch of the "A" route from Prospect Road, southeasterly through Saratoga, Monte Sereno and Los Gatos, also causes serious community disruption.
  - a. Virtually one-third of the City of Saratoga would be isolated.
  - b. The City of Monte Sereno would be bisected, with only one existing possibility for a freeway crossing.
  - c. The City of Los Gatos would be adversely effected.
  - d. Due to the character of land development and the topography easterly of the terminus of this branch at Route #5, it would be extremely difficult to connect easterly to Monterey Road, a link which would someday be mandatory.

The "A" route does not follow any "natural" boundary line in moving from area to area. The greatest amount of damage is accrued in school districts and it disrupts school locations to an unprecedented degree. Four existing schools, three purchased sites and five proposed school sites are directly effected and the alignment passes within 1000 feet of three more existing schools.

Many school districts have been carrying on intensive planning programs in an effort to catch up with their phenomenal growth. The "A" alignment, since it was laid down without regard for school district boundaries, adversely effects every one from Los Altos to San Jose:

1. Los Altos Elementary School District
2. Cupertino Elementary School District
3. Moreland Elementary School District
4. Campbell Elementary School District
5. Oak Grove Elementary School District
6. Mountain View Union High School District
7. Fremont Union High School District
8. Campbell Union High School District
9. San Jose Unified School District

Likewise several cities and unincorporated areas have been adversely effected with reference to their general plans:

1. City of Los Altos
2. City of Sunnyvale
3. City of San Jose
4. City of Campbell
5. City of Cupertino
  - a. A general plan for development was established by the County Planning Commission (64th Unit of the Zoning Plan) prior to incorporation as a basis for County Zoning. Since incorporation the City has perpetuated the County zoning and used the plan as a developmental guide.
6. The City of Saratoga
  - a. Same as Cupertino
7. Town of Los Gatos and environs
  - a. Area outside the City studied by the County in conjunction with the City area.

On the basis of community disruption alone it is not conceivable that the County Planning Commission could recommend the "A" (Green) route, with the exception of a small segment of the main route between Homestead Road and Saratoga Avenue. This part of the freeway will be treated in detail in the next section.

#### IV. THE "B" (RED) ROUTE

Various portions of this route have caused considerable controversy. However, in general the alignment follows the best thinking of planners within the county. There are a few alterations in the line which we believe will provide the County as a whole and certain specific communities with far superior ultimate utility than the "A" route. These are in line with the statement of policy at the beginning of this report. They will be outlined below.

The County "Streets and Highways Plan Revisions" shows the Junipero Serra Freeway alignment basically as the state has proposed in the "B" route, with the exception of the Easterly branch along Stevens Creek Road. This department has long recognized the need for such a link, but has never pinpointed it.

The proposed route across Stanford University lands is substantially as we have proposed.

The area of most intense opposition has been between the cities of Los Altos and Los Altos Hills. It is the aim of planning to nurture orderly growth within geographical areas. The salient feature separating these two cities is the Southern Pacific Railroad tracks which is utilized by the "B" proposal easterly of University Avenue to Homestead Road. Portions of this line will be depressed to remove most of the nuisance value. We are assured by the state that ample crossings and access points will be provided, and this matter can be insured at the time the freeway agreement between the State and the communities is executed. We believe this route, adjacent to the railroad, will ultimately work to the best advantage of both Los Altos and Los Altos Hills. An important factor which has not been publicized is the fact that the State will provide grade separations across not only the freeway, but also the railroad, at every present grade crossing. Community disruption certainly will be no greater than it is today. In fact, it should be less than at present, particularly if the freeway is depressed. In addition, a much safer crossing over the tracks will be constructed by the State, and not by the cities or the county.

The dashed "B" route paralleling University Avenue is perhaps more desirable than the route which follows the tracks through downtown Los Altos. However, a fully depressed right-of-way along the tracks, including a depressed railroad, should not prove objectionable.

The State proposal for the Easterly branch of Route B, parallel to Stevens Creek Road, does considerable harm to the City of Cupertino. As a small, newly incorporated city, Cupertino contains considerable undeveloped land. The freeway line parallel to and approximately 1000 feet Northerly of Stevens Creek Road would bisect the City and isolate the largest residential area from the community center. The lack of through streets in the City would mean a definite isolation of this area. The State proposal shows two grade separations, one at Stelling Road and one at Blaney Avenue, a half mile East and West from the interchange at Saratoga-Sunnyvale Road. Once the freeway was constructed, the City would have to stand the cost of any further crossings, a very difficult financial burden for a small city of this type.

However, if the freeway were relocated along Homestead Road it would form a positive division between the cities of Sunnyvale and Cupertino and would leave the central area of Cupertino free to develop. This Easterly branch should then turn along the "A" (green) route near Blaney and follow the green route to Saratoga Avenue at Moorpark Avenue. This line goes through open land, for the most part. At Stevens Creek Road this route could be so designed as to solve a serious problem. The Lawrence Station and Doyle Road connection could be included in the interchange design.

If the freeway (Eastern Branch) were located along McClellan Road - Moorpark Avenue it would separate the cities of San Jose and Cupertino, and would preserve community values in a like manner.

East of Saratoga Avenue either alternate of this branch would follow the State proposal for the "B" Route.

The Southerly branch of Junipero Serra from Saratoga-Sunnyvale Road to Monterey Road follows the line that has been put forth by the County for many years. Various planning area and School District studies and plans have been based on this alignment:

1. Saratoga Preliminary General Plan.
2. Saratoga Elementary School District.
3. Cambrian Elementary School District.
4. Los Gatos Planning and Zoning Study.
5. Union Elementary School District.
6. Almaden Planning Study.
7. Eastside Interim General Plan
  - a. Oak Grove Elementary School District.

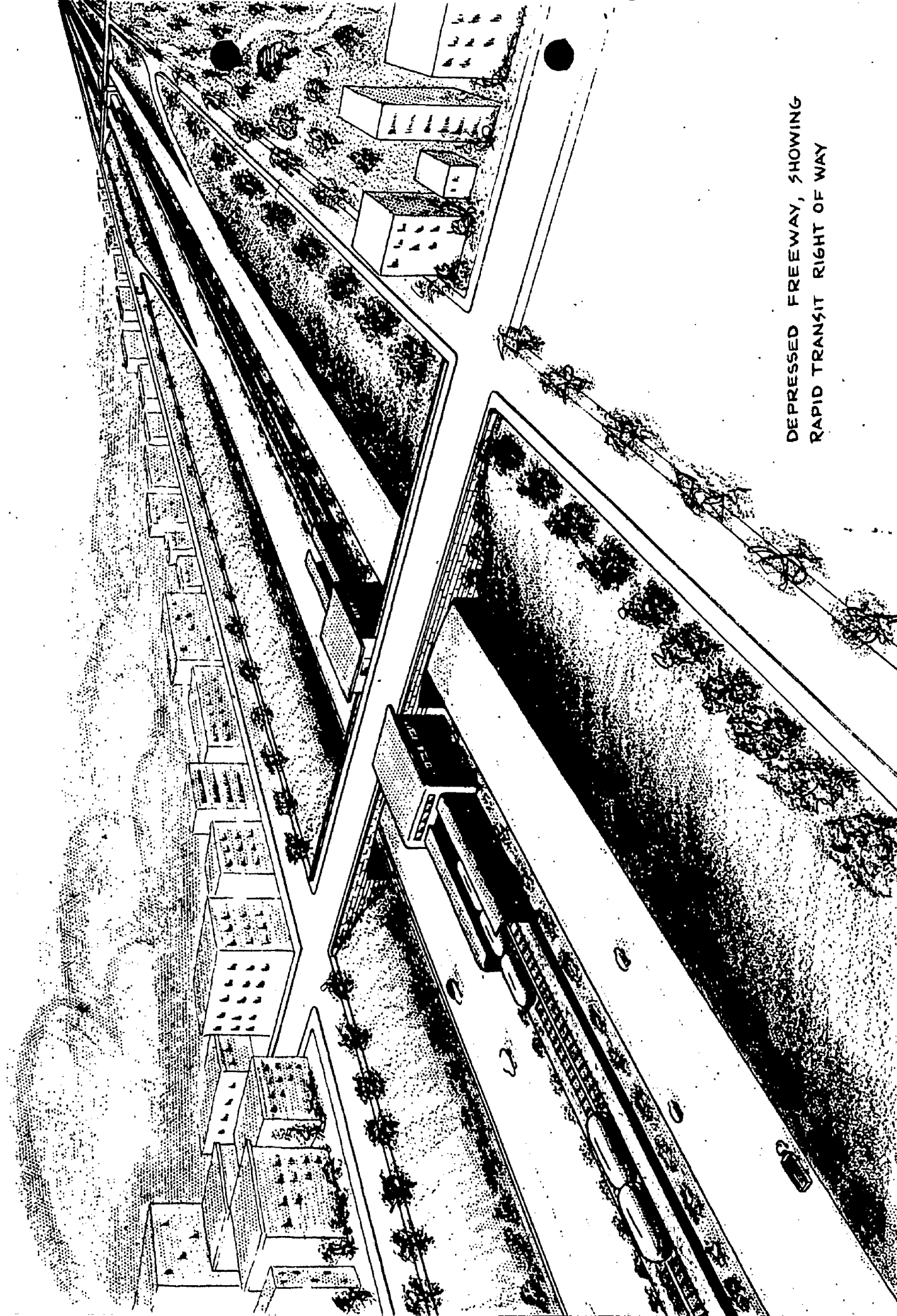
The only exception that we take with the State proposal is that the interchange between Junipero Serra and Route 5 be modified to permit Junipero Serra to enter Branham Lane as near to San Jose-Los Gatos Road as possible in order to preserve the neighborhood pattern in the Union Elementary School District plan.

The remainder of the line from Branham Lane to the Monterey Road passes through undeveloped land and will not cause any particular difficulties.

The precise method for joining the Junipero Serra Freeway with the Monterey Road and the Bayshore Freeway will have to be the subject of a separate study.

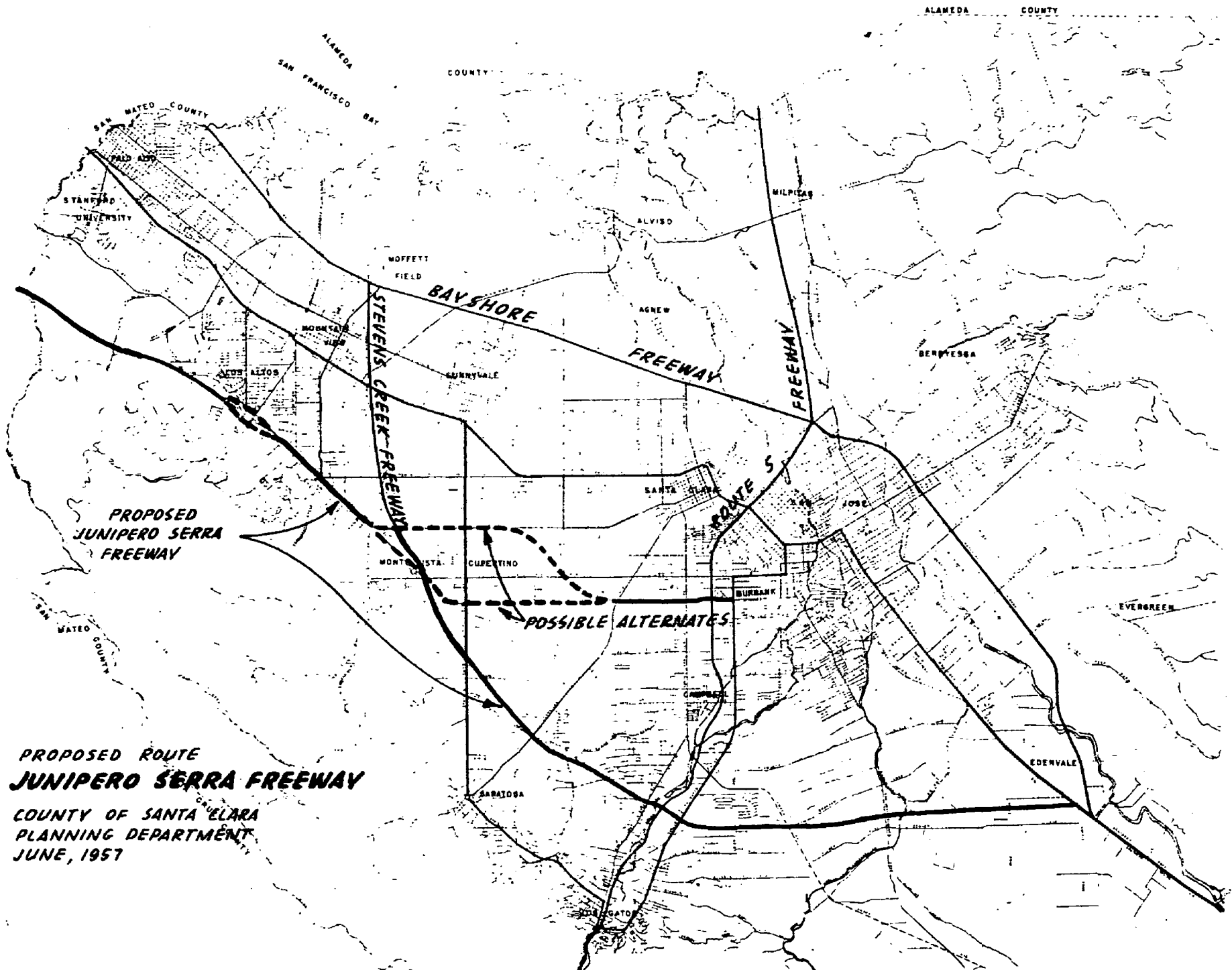
#### V. THE "C" (BLUE) ROUTE

This alignment is undesirable from the same standpoint as the Easterly branch of the "A" route; it divides the City of Los Altos Hills in half. The State's "User Benefit" index of this road is approximately half of the "A" alignment, and the topography makes the construction expensive.



DEPRESSED FREEWAY, SHOWING  
RAPID TRANSIT RIGHT OF WAY





**PROPOSED ROUTE  
JUNIPERO SERRA FREEWAY**

COUNTY OF SANTA CLARA  
PLANNING DEPARTMENT  
JUNE, 1957



SANTA CLARA COUNTY PLANNING COMMISSION  
OCTOBER, 1960

REVISION OF 1957

**NORTHWESTERLY SECTION, SANTA CLARA COUNTY, CALIFORNIA**

**R E S O L U T I O N**

WHEREAS, the Planning Commission of the County of Santa Clara, State of California, has heretofore approved the proposed location of a segment of the Junipero Serra Freeway in the County of Santa Clara beginning at Vasona Junction on the Santa Clara-Los Gatos Road and extending along the approximate line of Burton Avenue and Branham Lane to an intersection with the Monterey Highway near Ford Road; and

WHEREAS, the Board of Supervisors of the County of Santa Clara, State of California, find and believe that the location of said segment of said proposed highway in said manner will be for the greatest good for the greatest number of the residents of the County of Santa Clara, State of California; and

WHEREAS, this Board of Supervisors wishes to apprise the State Division of Highways and the elected representatives of the County of Santa Clara in the Legislature of the State of California of their approval of this proposed location;

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of Santa Clara, State of California, do hereby recommend and approve the location of the Junipero Serra Freeway in the manner hereinabove described, and do further direct the Clerk of this Board to transmit certified copies of this Resolution to the State Division of Highways and to the Honorable Messrs. Clark L. Bradley and Bruce F. Allen, Assemblymen from this County, and the Honorable John F. Thompson, State Senator.

*Junipero Serra*

DEC 12 1956

B

*W. H. Thompson*

PASSED AND ADOPTED by the Board of Supervisors of the  
County of Santa Clara, State of California, this 12th day of  
December, 1955, by the following vote:

AYES: Supervisors, Della Maggiore, Levin, McKinnon, Gaspar

NOES: Supervisors, None

ABSENT: Supervisors, Brown

Walter Gaspar  
Chairman of the Board of Supervisors

ATTEST: RICHARD OLSON, Clerk of  
the Board of Supervisors

Richard Olson

SMW:hmf  
12-12-55

# COUNTY OF SANTA CLARA

## Office of the BOARD OF SUPERVISORS

DATE December 7, 1955

THE BOARD OF SUPERVISORS AT ITS MEETING OF December 5, 1955  
REFERRED THE ATTACHED COMMUNICATION TO:

### DIRECTIVE:

- |                          |                                 |
|--------------------------|---------------------------------|
| <input type="checkbox"/> | STUDY AND RECOMMENDATION        |
| <input type="checkbox"/> | REPORT                          |
| <input type="checkbox"/> | ATTEND MEETING                  |
| <input type="checkbox"/> | PREPARATION OF NECESSARY PAPERS |
| <input type="checkbox"/> | POWER TO ACT                    |
| <input type="checkbox"/> | NEXT BUDGET                     |
| <input type="checkbox"/> | RECONSIDERATION                 |
| <input type="checkbox"/> | NOTIFY WRITER OF ACTION         |
| <input type="checkbox"/> | VERIFY SIGNATURES               |
| <input type="checkbox"/> | CONSIDERATION                   |

County Council

DEPARTMENT

REMARKS:

Please prepare resolution of the Board

supporting proposed freeway. To be adopted  
after preparation. next monday

ATTEST: RICHARD OLSON, CLERK OF THE BOARD

BY

Jean Pullar

# 33

12-2-55:WM/fp

RESOLUTION NO. 2188  
PROPOSED JUNIPERO SERRA FREEWAY  
APPROVAL OF COMPROMISE ROUTE FROM  
VASONA JUNCTION TO MONTEREY HIGHWAY

WHEREAS, the County of Santa Clara Planning Commission has for many years studied the route called the extension of Junipero Serra Boulevard through Santa Clara County, and

WHEREAS, the County Planning Commission did recommend and the Board of Supervisors did adopt by resolution on January 26, 1953 a Streets and Highways Plan for Santa Clara County on which plan a portion of this route is shown and designated as a freeway, and

WHEREAS, the State Division of Highways is currently, by direction of the 1955 session of the State legislature, studying such general route in order to report upon feasible alignment to the 1957 session of the legislature, and

WHEREAS, the County Planning Commission by Resolution No. 2043 of August 17, 1955 and the Cities of San Jose, Campbell and Los Gatos did formerly support a Lark Avenue location for the point of interchange of such route in the vicinity of Vasona Junction with the Route #5 Freeway now under construction, based on the understanding that the most desirable and already partially allocated location for such route in a southerly manner lay parallel and adjacent to the Metcalf - Monta Vista high tension power line as such extends toward Edenvale, and

WHEREAS, the State Division of Highways has demonstrated opposition to such southerly location citing the cost of 0.8 additional miles of construction and has proposed instead a more northerly location cutting diagonally through the City of Campbell and many present and prospective residential neighborhoods, and

Rec'd L-D  
Propose Resol

WHEREAS, the Planning Commissions of the County of Santa Clara and the City of San Jose have assembled in joint meeting for the purpose of considering the merits of the various alternative routes for the portion of such proposed freeway between Vasona Junction and a junction with the Monterey Highway in the vicinity of Ford Road with respect to:

1. Coordination with power lines
2. Damage to residential neighborhoods
3. Costs of improvements at intersections
4. Conflict with railroad lines
5. Capability of being protected from encroachment

NOW, THEREFORE, BE IT RESOLVED that, the County of Santa Clara Planning Commission hereby approves, as an acceptable compromise the location at approximately the line of Burton Avenue and Branham Lane for that portion of the proposed Junipero Serra Freeway between Vasona Junction and a junction with the Monterey Highway near Ford Road, and the staff of the Planning Department is hereby directed to proceed with preparation of maps for the establishment of official plan lines for the preservation of such route location from encroachment.

PASSED AND ADOPTED by the County of Santa Clara Planning Commission, State of California, this 3rd day of November, 1955, by the following roll call vote:

AYES: ROOT, RUIZ, WELCH, WESTON, WILDER  
NOES: (none)  
ABSENT: CURTNER, WEINZ

NOTE: By regular motion and at the same place and date, the City of San Jose Planning Commission adopted a similar resolution.

WM/tp