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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Highway 152 Tree Row

other names/site number Hecker Highway Tree Row

2. Location

street & number Highway 152 N/A not for publication

city or town Gilroy N/A vicinity

state California code CA county Santa Clara code 085 zip code

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature] 23 MAY 2007
Signature of certifying official/Title Date

California Office of Historic Preservation
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of commenting or other official Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that this property is:

- entered in the National Register See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register
- removed from the National Register
- other (explain): _____

[Signature] 7-3-07
Signature of the Keeper Date of Action

Highway 152 Tree Row
Name of Property

Santa Clara County, CA
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property
(Check only one box)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
		buildings
1		sites
		structures
		objects
1		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing.)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Landscape: Trees

Current Functions
(Enter categories from instructions)

Landscape: Trees

7. Description

Architectural Classification
(Enter categories from instructions)

No Style

Materials
(Enter categories from instructions)

foundation N/A

roof N/A

walls N/A

other N/A

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

Highway 152 Tree Row
Name of Property

Santa Clara County, CA
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield information important in prehistory or history.

Criteria Considerations

(Mark "X" in all the boxes that apply.)

Property is:

- A owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or a grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested.
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

Primary Location of Additional Data

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Caltrans and CA Dept of Parks and Recreation

The Gilroy Museum

Areas of Significance

(Enter categories from instructions)

Social History

Period of Significance

1930

1931

Significant Dates

N/A

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

N/A

Highway 152 Tree Row
Name of Property

Santa Clara County, CA
County and State

10. Geographical Data

Acreage of Property approximately 1.39 miles of public right-of-way

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing		Zone	Easting	Northing
1	10	622820	4096824	3	10	6243600	4096960
2	10	623500	4096900	4	—	—	—

See continuation sheet.

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Katherine McBride/Historic Heritage Committee member; Gilroy Historical Society Board Member and Connie Rogers/Historical Society, President

organization Gilroy Historical Society date November 27, 2006

street & number 1170 Peterson Dr. telephone 408-842-2200 or 408-842-8486

city or town Gilroy state CA zip code 95020

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of the SHPO or FPO.)

Name Vida Germano, California Department of Transportation – District 4

street & number PO Box 23660 telephone 510-622-0717

city or town Oakland state CA zip code 94623-0660

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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Highway 152 Tree Row
Santa Clara County, California

Summary:

The Deodar Cedar Tree Row is located on Highway Route 152, on the section of this state highway just west of the City of Gilroy, California. It consists of 115 deodar cedar trees and 20 oak trees in a 1.39 mile long row inside the southern border of the right-of-way of this highway. The site boundary starts east of Uvas Creek Bridge, post mile 6.5, and continues east to Santa Teresa Boulevard, post mile 7.88. The Tree Row occupies about 10 feet of the shoulder of the highway.

Description:

The northern side of Highway Route 152 in this area is cut from the hillside, whereas the southern side is on fill and heavily populated with the Deodar cedar trees. The two lane paved highway is fairly straight along the portion where the tree row is located. The rural land in this area generally contains a few buildings set back 50 feet or more from the highway right-of-way, most on parcels of 50 acres or more and used primarily for producing agricultural products. There is a golf course on the northern side of this highway section as well as the entry to a park on the southern side near the bridge.

The trunks of the Deodar Cedar trees are approximately three feet from the highway's paved surface, and the trees spread overhead more than 15 feet. The trees are 30 to 40 feet tall. The trunks are two to four feet in diameter. They are spaced approximately 20 feet apart. They are conical in shape with canopies that reach the ground. A few have lost some lower branches. The western end of the tree row has a mix of Oak trees and grasses growing between each Deodar cedar tree, while the eastern end has little or no vegetation growing between the Deodar Cedar trees. The trees are in good health. There are approximately five spaces where a Deodar Cedar tree no longer exists in the row.

Across from the tree row, along the northern side of the highway, there are 30 Deodar Cedar trees in clumps, spaced unevenly. The trees that are on that side are less than 30 years old. To the west of the Uvas Creek Bridge there are a few young Deodar Cedar trees, followed by Oak trees and grasses located on the highway's right-of-way.

Description of this property was recorded in 2004, prepared by Garcia and Associates, under contract to the State of California Dept. of Parks and Recreation, "Highway 152 Tree Row – Primary Record," August 31, 2004. There have been no significant changes to the tree row since that time.

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Highway 152 Tree Row
Santa Clara County, California

Summary:

The Highway 152 Tree Row is eligible for listing in the National Register of Historic places under Criterion A in the area of social history at the local level of significance. The town of Gilroy planted Deodar Cedars at the height of the species' use as a street tree in California on Arbor Day during 1930 and again in 1931. The trees remain a significant feature of construction and improvement of Highway 152.¹

History of the Tree Row

Planted on March 7, 1930, the Deodar Cedar trees along the southern right of way of Highway 152 are significant because of their association with Gilroy's city improvement and transportation history. Incorporated as a city in 1870, Gilroy's rich lands at first supported cattle and sheep raising, later a dairy and cheesemaking industry before experiencing further economic growth with the planting of agricultural crops, particularly in the production of seeds, sugar beets, fruit orchards, vineyards, and garlic. From the 1870s until the 1940s, Italian, Japanese, Filipino and Mexican immigrants arrived in large numbers to work in the area's expanding agricultural industry. Rapid growth was experienced between 1910-1930.²

Roadways replaced the railroad as the major form of transportation, resulting in greater access to Gilroy's fertile lands. With regular motor travel still a novelty, highway beautification was in its infancy in 1930. California's state highway system, only a little more than a decade in progress, had made automobile tourism a favored pastime. That auto travel could be made pleasurable by seeing beautiful sights along the way, something we take for granted along our berm-sculpted interstates today, was considered innovative during the early 1930s.

The building boom prompted locals to focus on town beautification as part of its planning. Numerous communities during the era undertook either a block, or a mile, of tree plantings to enhance their town's appearance. Deodar cedar trees were considered admirably suited to the California climate, and were planted in towns, including along Gilroy's city blocks, to spruce up city blocks, as well as along roadways. Deodars, also known as "Living Christmas Trees," mature to an average 70 feet in height. Community involvement became a part of the town improvement efforts, and events such as Arbor Day were used to gather public participation in local beautification projects.

The admirable project which culminated in the cedar trees' planting along Hecker Pass Highway began over 75 years ago with an idea spurred by the Gilroy Rotary. On Arbor Day, 1930, local Rotarians, Elks, The American Legion Auxiliary, Boy Scouts, Camp Fire Girls, school children and civic-minded Gilroyans all turned out to do the planting. The day's project had been headed

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Highway 152 Tree Row
Santa Clara County, California

by a committee made up of Postmaster Tracy Learnard, Lloyd Smith, Nursery Owner Harold Crow and Gilroy Advocate owner W.F. Blake.

It was March 7, 1930, California's first Arbor Day, when Gilroy's Rotary led the planting project. Similar events were going on simultaneously in other towns all around the state. By the end of the day, across California, about 25,000 trees were planted. In Gilroy, the event was observed with great ceremony, beginning with a parade proceeding north along Monterey St. from Seventh to First Streets. Accompanied by the high school band, cars bearing ³speakers and dignitaries were followed by two flatbed trucks containing the trees provided by Gilroy Elks and Ladies Auxiliary Groups. Marchers along the parade route, besides members of civic organizations, included over 600 5th grade to high school school-children. At First St. the children were driven on school busses to Morey Avenue (now Santa Teresa Blvd.) There, following speeches by dignitaries such as W.P. Isham of Save the Redwoods League, and songs, everyone pitched in with shovels to plant a total of 75 trees. The following year on Arbor Day, an additional 65 cedars were set into the ground.⁴

During Gilroy's First Arbor Day celebration the local Rotarians, Boy Scouts, Camp Fire Girls, and school children of all ages helped plant cedars along the newly constructed highway that ran west of town. The trees became symbolic of the town's concern for 'forest conservation' and community beautification.⁵

The Deodar Cedars commemorated the new Hecker Pass Highway, named for Santa Clara County Supervisor Henry Hecker.⁶ A local grocer, Hecker influenced Gilroy's growth in many ways. From 1892 to 1916 he served as the town's treasurer and from 1908 to 1916 he was president of the Bank of Gilroy. Most importantly, Hecker served on the Board of Supervisors from 1916 to 1945. During this period, Hecker allocated funds for a highway along the Mount Madonna pass.⁷ The roadway connected Gilroy to Santa Cruz County, which proved a vital link to the coast, making the highway a prominent entrance into Gilroy from the west.

Santa Clara County's Hecker Pass Highway, was completed on May 27, 1928. The highway became the major entrance to Gilroy from the West Coast.⁸ Grading, plus a shale rock roadbed was laid for \$90,000. Dedication of the roadway occurred on May 27, 1928, with people from hundreds of miles away attending the ceremony, and the governor sending a message to be read at the event. On that day nearly 10,000 people drove along the new highway, viewing the coast from the mountain pass, en route to Watsonville.⁹ From that point on, drivers could connect from Highway 101 to Watsonville and thence to Santa Cruz and Monterey via Hecker Pass. As part of

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Highway 152 Tree Row
Santa Clara County, California

a years-in-planning connection known as the "Yosemite-to-the-SeaRoute," Hecker Pass Highway served as the final link connecting the Central Valley to the coast.¹⁰

Accordingly, Gilroy took great pride in how this locally accessible stretch of highway looked. The trees became a prominent part of the highway's appeal. The Deodar Cedars planted in 1930 marked the beginning of several improvements along Hecker Highway, which by 1931 was paved starting at Santa Cruz.¹¹ Gilroy became one of many Californian urban areas, in accordance with trends around the nation during this time period, to improve the quality of life through roadway improvements. Street trees became one way to beautify a town and its surroundings.

After the success of the first Arbor Day celebration in Santa Clara County, in Gilroy and other towns throughout the region, civic organizations planned for the second annual Arbor Day in 1931. The Rotary Club of Gilroy directed the planting of additional Deodar Cedar Trees, adding to the row along Hecker Highway.¹² Local organizations worked together on the event "Plant a Tree with the Rotary on Arbor Day." Held on March 7, California's state Arbor Day, Gilroy's civic organizations led school children in planting "an avenue of Christmas trees on this attractive highway."¹³

The following year the Outdoor Christmas Tree Association coordinated Arbor Day events statewide in observance of the Washington Bicentennial, while nationally, the American Tree Association coordinated an event to plant ten million trees nationwide.¹⁴ As successful as these initial Arbor Days were in providing a relatively inexpensive method of street beautification in Gilroy, the town did not participate in Arbor Day events during the remainder of the 1930's. As with other towns around California, economic issues and other concerns diverted attention away from Arbor Day street beautification. In addition, the county gave control of the highway and its right of ways to the state in 1933.¹⁵ For these reasons, Gilroy's street beautification legacy from the early days of the town's planning survives solely with the Deodar Cedar tree row planted along Highway 182 on Arbor Day of 1930 and 1931.

Historic Context

The Functional and Aesthetic Purpose of Tree Planting

Arbor Day originated as an early town improvement event in Nebraska under the direction of J. Sterling Morton on Arbor Day, 1872. Morton and other pioneers planted trees in towns throughout Nebraska and other prairie states as a way to control the natural elements, by providing shade, windbreaks, and wood products to local communities. By the 1880's Arbor Day

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Highway 152 Tree Row
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grew into a community celebration with the passage of a National Education Association resolution in 1884 that encouraged the observance of Arbor Day in school. Each spring school children and adults would gather for a parade and celebration before planting trees in their town. Arbor Day became a way for communities to work together to cultivate a natural resource that had a functional and aesthetic purpose.¹⁶

Tree planting became a part of city beautification and improvement efforts throughout the nation during the early twentieth century's City Beautiful Movement. Trees were integrated into such early twentieth century improvement projects as city entrances, slope protection, and forest conservation.¹⁷ Highway tree planting became an important part of national highway development during the 1920's and 1930's because the trees provided such functional purposes as windbreaks along the roadways, and such aesthetic purposes as canopies denoting a town's entrance. Half a percent of federal highway funding was designated for roadway beautification efforts in 1930.¹⁸ California and other states utilized federal and local funding to plant and maintain trees along newly built roadways. During the period of 1932 to 1934, the state of California planted over 6,500 trees and maintained over 75,000 trees along the state's roadways.¹⁹ Federal funding spurred local tree planting efforts.

Deodar Cedars as Street Trees in California

One of only nine states with federally funded road improvement programs, California led the west in road improvements. Oregon was the only other western state with such a program. As a leader in such endeavors, California experimented with different types of vegetation dependent on the state's varying climates.²⁰ Three main tree species were used extensively as street trees throughout California in the late nineteenth and early twentieth centuries. Palm trees were planted along streets from 1890 to 1920, until its tall form interfered with overhead power lines. In the late nineteenth century the liquidamber became a popular street tree in California because of its colorful fall foliage reminiscent of the many species of trees in the northeast United States. However, the liquidamber fell out of favor as a street tree because the tree's fruits proved to be a high maintenance issue. By the early twentieth century, the Deodar Cedar became a commonly planted species along California roadways because of its wide form and ability to withstand hot, dry temperatures. Both attributes served the street trees' purpose of providing shade and requiring little maintenance.²¹

Introduced to the United States in the early 1800's from the Himalayas by way of Europe, the Deodar Cedar tree became a popular choice for street tree in California by the 1920's because of its quick growth, wide form, and large planting area.²² The species cannot withstand a freeze, but thrives in hot climates, making it well suited for the central and western portions of

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California. From San Diego to Redding, the Deodar Cedar, which averages seventy feet in height, became a part of the California roadway beautification projects.²³ With low maintenance costs compared to other species of street trees, such as the eucalyptus, the Deodar Cedar combined beauty and function, making it a popular street tree.²⁴ However, as the Deodar Cedar trees matured, their root systems caused problems with sidewalks and sewage systems, leading to the decline of the Deodar Cedar as a street tree.²⁵ Without full knowledge of the Deodar Cedars' negative attributes, many California cities planted rows of Deodar Cedars along highways and main streets during Arbor Days in the early twentieth century.

California Uses Arbor Day Event to Implement Urban Improvement Projects

Inspired by poet Joaquin Miller's prose on trees, California first observed Arbor Day on November 27, 1886.²⁶ Following the lead of Midwestern states in creating a date specifically to plant trees, a handful of local organizations around California participated in Arbor Day events. By the early 1900's, the event grew in scale as public school created Arbor Day festivities that involved children. California's Office Superintendent of Public Instruction published an Arbor Day manual in 1909 to help guide the observance by local schools. The event did not gain widespread attention around the state until the late 1920's and early 1930's when growing road systems were beautified as part of local improvement projects. By this period, the state's Arbor Day observance date was changed to March 7 in memorial of horticulturist Luther Burbank (1849-1926). Burbank, whose Santa Rosa home included a garden, greenhouse, and nursery, created over 800 strains and varieties of plants.²⁷ The first statewide Arbor Day celebration occurred in 1930 when an estimated 25,000 trees were planted along roadways throughout the state.²⁸ Arbor Day events became an economical way to carry out local urban improvement projects at a time when the national economic depression slowed many of these projects.

Tree planting became a popular way to gather public support and participation in local urban improvement projects throughout California during the economic depression. One of the state's earliest Deodar Cedar tree row plantings took place in San Francisco in 1929 as the community planted one mile of Deodar Cedars in Golden Gate Park.²⁹

The Deodar Cedar became the choice tree of California's Arbor Day street beautification projects, and in 1930 were planted by many communities including: Gilroy, Watsonville, Santa Cruz, San Jose, Castroville, Salinas, Napa, Calistoga, San Mateo, Burlingame, South San Francisco, Tulare, Sausalito, Lincoln, Auburn, Bakersfield, and Delano. The second annual statewide observance of Arbor Day came in 1931. In that year the Outdoor Christmas Tree Association of California directed tree row planting along the state's highways.³⁰ Gilroy's Deodar Cedar row, planted west of town along Highway 152, is a representative example of the

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Highway 152 Tree Row
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results of Arbor Day urban improvement activities that occurred around the state in the early 1930's.

Evaluation and Integrity

The Highway 152 tree row is eligible for listing on the National Register of Historic Places for its local significance under Criterion a, the criterion that recognizes properties associated with historic trends and patterns of events that are important within the associated context. The historic resource is significant for its association with Gilroy's urban improvement efforts in the early twentieth century during Arbor Day of 1930 and 1931. For this reason, the historic resource's period of significance is 1930-1931. Contributing elements include 115 Deodar Cedar trees, the open space between each tree, and the open space between the edge of the highway's pavement and the tree row. Noncontributing elements include 20 oak trees between the Deodar Cedars. The volunteer oaks were not planted as a formal part of the tree row's design.

Although historically the tree row was one of many planted throughout California in the 1930's, today Gilroy's Deodar Cedar tree row along Highway 152 is a unique historical resource in the region. Similar to Gilroy's Arbor Day event put on by the Rotary Club, the American Legion in the neighboring town of Watsonville held a local tree-planting event on March 7, 1930. The people of Watsonville planted two miles of Deodar Cedars along Highway 152 leading toward Santa Cruz. Watsonville's Arbor Day festivities were part of the town's larger highway tree planting plan called "Twenty Miles of Living Christmas Trees" that would extend trees from Watsonville to Santa Cruz.³¹ The importance of Highway 152 is shown in the amount of effort that Gilroy and Watsonville put into beautifying the new section of highway. As typical in other Californian towns, Deodar Cedars had become a symbol of urban improvement. While Gilroy and Watsonville's tree rows are similar examples of local Arbor Day Highway improvement projects, only Gilroy's tree row survives today. No historic Arbor Day Deodar Cedar tree rows exist along Santa Cruz County's Highway 152 or Highway 101.³² The lack of historic tree rows in the local area increases the historical value of Gilroy's tree row.

A similar existing historical row of 135 Deodar Cedars is located in Altadena, California along both right-of-ways of Santa Rosa Avenue between Woodbury Avenue and Altadena Drive. Planted in 1885, these Deodar Cedar rows are an early use of the species as a shade tree along the driveway of town founder John Woodbury's property.³³ The driveway became a public road by the early twentieth century and, by 1920, the "Miles of Christmas Trees" were decorated with lights each holiday season.³⁴ In contrast, the Deodar Cedar row along Highway 152 is an example of the species' use as a street tree along a public roadway. Gilroy's Deodar Cedar row

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is an excellent example of the planting of trees as a way to create a beautiful entrance into town, and as a way to shade the street and thereby extend the life of the street material. This cedar row is a reminder of the goals of early town planning that focused on beauty and function in an effort to improve cities through such events as Arbor Day.

The historic property retains historical integrity of its original location, design, setting, materials, workmanship, feeling, and association. Of the 145 Deodar Cedar trees planted in 1930 and 1931 within the southern right-of-way of the highway, 115 Deodar Cedar trees exist in the row today.³⁵ Roughly 80% remains of the entire tree row planted during 1930-1931. The trees remain in a single row to the south of the highway in sufficient number as to convey their significance as a highway tree row denoting the western entrance of Gilroy. The trees are in their original planting location in a setting similar to that of the 1930 setting. Although the tree row segment near Uvas Bridge is in poor condition with volunteer oaks growing in the western end row, overall the linear design with the space between each tree and space between the road and the trees has been maintained throughout the entire resource. The material integrity of the tree row is maintained because only Deodar Cedars have been planted in the tree row. The setting to the north and south of the tree row remains rural, with limited development from 1930 to the present. Planted in holes dug by hand and machine, the workmanship of the row remains the same. Highway 152 remains a two-lane roadway so that the trees have a similar relationship to the two-lane highway of 1930, which provides a feeling of entering into a small town. The landscape is dynamic, but the now-mature tree row maintains the ability to provide a visual cue that the highway is transitioning into a town's main transportation artery, which was one of the goals of Gilroy's highway improvement project. Therefore, the tree row continues to have an association with Gilroy's civic improvement and street beautification that took place on Arbor Day of 1930 and 1931. Overall, the historic resource maintains sufficient integrity to convey its significance as a locally planted Arbor Day tree row associated with local urban improvement trends.³⁶

In conclusion, the Highway 152 Deodar cedar Tree Row is eligible for the National Register of Historic Places under Criterion A, association with significant historic trends or pattern of events, because of the tree row's association with local urban improvements that occurred during the statewide observance of Arbor Day. Its period of significance is 1930-1931. Also, the tree row was evaluated under Section 106 and California State Historic Preservation Office concurred with the findings.

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Highway 152 Tree Row
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End Notes

¹ Vida Germano. Department of Parks 523 Form, August 31, 2004

² City of Gilroy, Historic Building Study (Planning Department, June, 1980) 4-5

³ "Program for the Arbor Day Tree Planting" Gilroy Advocate, March 7, 1930, 1; "Rotary Club Plants Living Christmas Trees on Hecker Highway," Gilroy Advocate, March 14, 1930, 1. The trees provided for the event were planted on one side of the highway, instead of both sides as this article reported before the event. There is no historical evidence showing the trees on both sides of the highway

⁴ Elizabeth Barratt, Pinnacle News, October 20, 2006

⁵ "Arbor Day Celebration Was Huge Success," Gilroy Evening Dispatch, March 7, 1930, 1. This article notes seventy-five cedars were planted on this day.

⁶ Santa Clara County Heritage Resource Inventory (San Jose, California: County of Santa Clara Historical Heritage Commission, 1981).

⁷ Chuck Myer, Hecker Pass: A Historical Adventure (Gilroy, California: 1993) 4

⁸ Myer, 5.

⁹ Hecker Highway is Formally Dedicated," Gilroy Advocate, February 28, 1930, 1.

¹⁰ Elizabeth Barratt

¹¹ "Santa Cruz to Pave Hecker Pass Road," Gilroy Advocate, March 13, 1931, 1

¹² "Rotary Plants Trees on Hecker Highway," Gilroy Advocate, March 6, 1931, 5. This article reports the single line of Christmas trees would reach the Oscar Reeve frontage after the 1931 Arbor Day with the addition of sixty-five cedar trees.

¹³ "Plant trees with Rotarians on Arbor Day," Gilroy Advocate, March 13, 1931, 1

¹⁴ "Arbor Day Activities," Gilroy Advocate, February 26, 1932, 5.

¹⁵ Under California's Breed Act, transfer of ownership from the county to the state of Highway 32, now named Highway 152, and its right of ways occurred in 1933. Highway 152 was formerly Highway 32. Sources for this include an untitled document located by Sherleigh Brannon, History Librarian at the California Department of Transportation's Transportation Library and History Center.

¹⁶ L.C.Evarard, Arbor Day (Washington D.C.:United States Department of Agriculture, 1919)7; "The History of Arbor Day," The National Arbor Day Foundation [<http://www.arborday.org/arborda/history.cfm>]. Accessed on August 26, 2004.

¹⁷ Earl Lee Kelly, and D.H. Purcell, Ninth Biennial Report of the Division of Highways of the Department of Public Works (Sacramento, California: California state Printing Office, November 1, 1934) 110.

¹⁸ Ralph L. Carhart, "Development and Interaction of Horticulture, Irrigation, and Highways in California," Outline Prepared for Edward N. Kressm Chief of Office of Landscape Architecture, April 23, 1982,5.

¹⁹ Kelly and Purcell, 110

²⁰ Select Typical Highway Sections for Beautification," Landscape Architecture, March-April, 1929,3.

²¹ B.B.MEEK, and C.H.Purcell, Seventh Biennial Report of the Division of Highways of the Department of Public Works, State of California to the Director of Public Works, November 1, 1930, 107.

²² The exact date of the Deodar Cedar's introduction into the United States ranges in date. According to Pratt the date is 1831, while the National Arbor Day Foundation notes the date as 1822.

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²³ Merritt B. Pratt, *Shade and Ornamental Trees of California*, (Sacramento, California: State Board of Forestry, 1922), The National Arbor Day Foundation, "Tree database," [Online <http://www.arborday.org>]. Accessed on August 26, 2004

²⁴ Meek and Purcell, 105.

²⁵ Marlea Graham, "California Tree Trends: A Brief Summary," *EDEN: Journal of the California Garden and Landscape History Society* 7(2): 4-5, 9-12.

²⁶ Evard, 8; Carrie Casey "Oakland's Redwood Retreat - Joaquin Miller Park, Oakland California." *American Forests* November-December, 1991 [Online. http://www.findarticles.com/p/articles/mi_m1016/is_n11-12_v97/ai_11506619] Accessed on September 1, 2004.

²⁷ Luther Burbank (1849-1926), "Parks and Recreation in Sonoma County," [Online. www.parks.sonoma.net/burbstory.html] Accessed on August 30, 2004

²⁸ "Plant Living Christmas Trees," *Gilroy Advocate*, March 7, 1930, 1.

²⁹ "Legion to Aid Tree Planting," *Gilroy Advocate*, March 7, 1930, 1.

³⁰ "Plant living Christmas Trees," *Gilroy Advocate*, March 6, 1931, 3.

³¹ "Legion to Aid Tree Planting," *Gilroy Advocate*, March 7, 1930, 1.

³² This assessment is based on a windshield survey conducted on September 15, 2004 by Vida Germano, author of Department of Parks 523 Form August 31, 2004 "Highway 152 Tree Row"

³³ Santa Clara County Heritage Resources Inventory San Jose, California: County of Santa Clara Historical Heritage Commission, 1999)204

³⁴ Graham, 11; CERES: California State Historical Landmarks in Los Angeles County, "Local Landmark, number 990, Christmas tree Lane," [Online. http://ceres.ca.gov/geo_area/counties/Los_Angeles/landmarks.html]. Accessed on September 1, 2004. This historic tree row is also listed on the National Register of Historic Places under Criterion A.

³⁵ "Arbor Day Celebration Was Huge Success," *Gilroy Evening Dispatch*, March 7, 1930, 1; "Rotary Plants Trees on Hecker Highway," *Gilroy Advocate*, March 6, 1931, 5.

³⁶ Vida Germano, Department of Parks 523 Form, August 31, 2004, 8

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Verbal Boundary Description:

The boundaries of the Highway 152 Deodar Cedar Tree Row run from the west bank of Uvas Creek and continue east along the southern right-of-way of the roadway to Santa Teresa Blvd., The segment is 1.39 miles long between post miles 6.5 and 7.88. The north to south boundary is 10' wide, three feet from the shoulder of the southern right of way of the road.

Boundary Justification:

The boundaries were established to include the 115 remaining Deodar Cedar Trees planted on Arbor Day in 1930 and 1931. This area is historically associated with the trees and their original location.

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Section number Photo Log Page 1

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Carolyn Tognetti
4. December 2005
5. Digital, no negative
6. Eastern end of tree row, looking north
7. Photo #1: CA_SantaClaraCounty_Highway152TreeRow1.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Vida Germano
4. August 2004
5. Digital, no negative
6. Eastern end of tree row, looking east, not open space between trees
7. Photo #2: CA_SantaClaraCounty_Highway152TreeRow2.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Center of tree row, looking east
7. Photo #3: CA_SantaClaraCounty_Highway152TreeRow3.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Center of tree row, looking west
7. Photo #4: CA_SantaClaraCounty_Highway152TreeRow4.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. West end (at Burchell Rd.) of tree row, looking east
7. Photo #5: CA_SantaClaraCounty_Highway152TreeRow5.tiff

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Section number Photo Log Page 2

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. West end (at Burchell Rd.) of tree row, looking east
7. Photo #6: CA_SantaClaraCounty_Highway152TreeRow6.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Western end of tree row, looking east
7. Photo #7: CA_SantaClaraCounty_Highway152TreeRow7.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Western end of tree row, looking east
7. Photo #8: CA_SantaClaraCounty_Highway152TreeRow8.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Northern end of tree row, looking east
7. Photo #9: CA_SantaClaraCounty_Highway152TreeRow9.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Eastern end of tree row, looking north
7. Photo #10: CA_SantaClaraCounty_Highway152TreeRow15.tiff

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Section number Photo Log Page 3

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Mid-to-eastern end of tree row, looking north
7. Photo #11: CA_SantaClaraCounty_Highway152TreeRow11.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Eastern end of tree row, looking north
7. Photo #12: CA_SantaClaraCounty_Highway152TreeRow12.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Lucy Solorzano
4. February 2007
5. Digital, no negative
6. Eastern end of tree row, street disappears to west
7. Photo #13: CA_SantaClaraCounty_Highway152TreeRow13.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Vida Germano
4. August 2004
5. Digital, no negative
6. Mid-to-western end of tree row, detail of typical Deodor trunk
7. Photo #14: CA_SantaClaraCounty_Highway152TreeRow14.tiff

1. Highway 152 Tree Row
2. Santa Clara County, CA
3. Vida Germano
4. August 2004
5. Digital, no negative

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6. Western end of tree row: Detail of typical Deodar Cedar trunk size and distance from shoulder of Highway 152
 7. Photo #15: CA_SantaClaraCounty_Highway152TreeRow15.tiff
-
1. Highway 152 Tree Row
 2. Santa Clara County, CA
 3. Vida Germano
 4. August 2004
 5. Digital, no negative
 6. Western end of tree row (at Burchell Rd.) looking east
 7. Photo #16: CA_SantaClaraCounty_Highway152TreeRow16.tiff

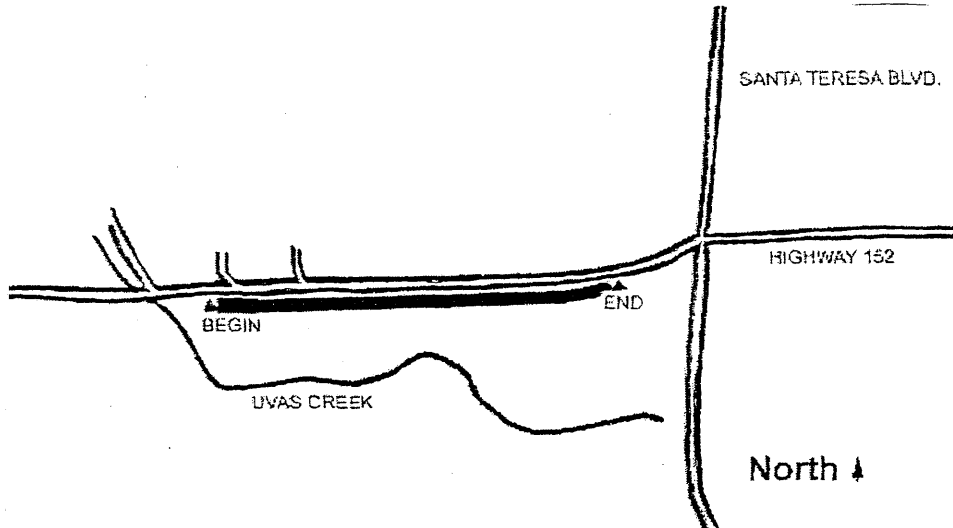
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Section number Sketch Map Page 1

Sketch map of entire tree row located between Uvas Creek and Santa Teresa Boulevard.

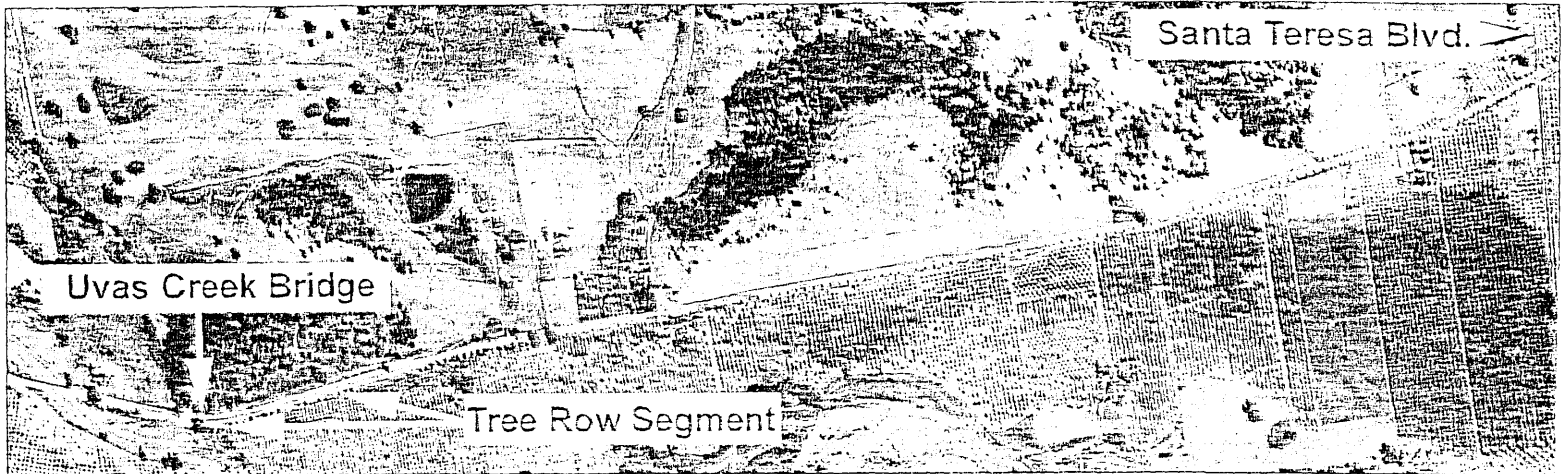


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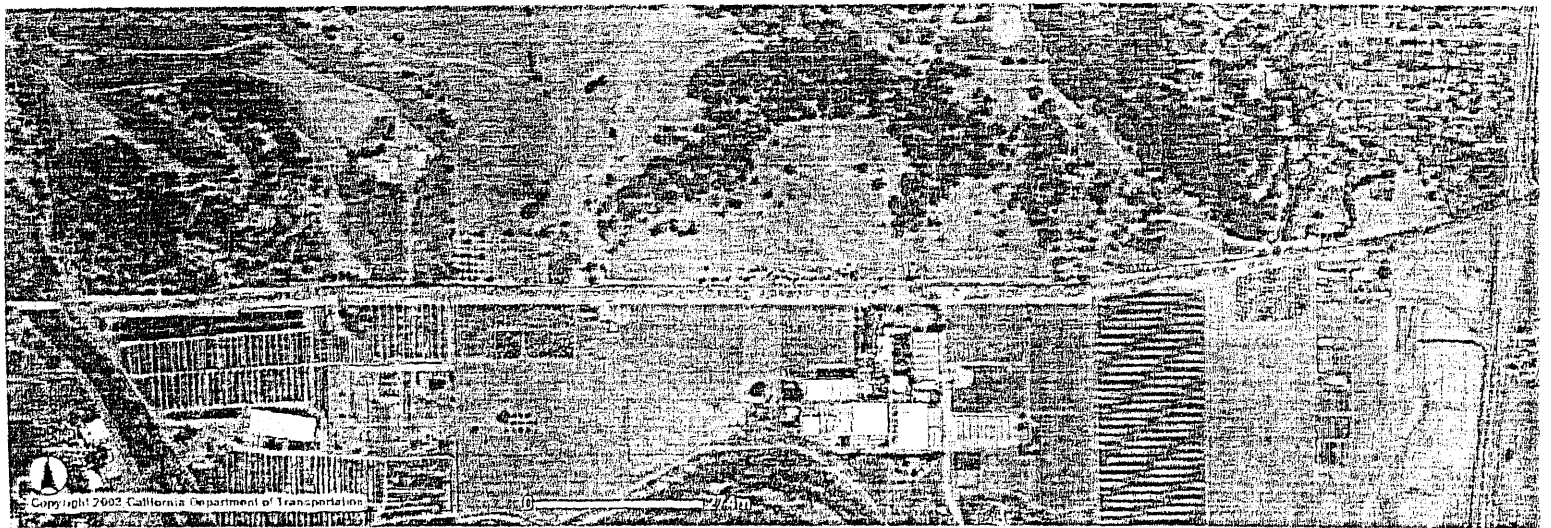
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Map 1. This 1939 aerial photograph depicts Highway 152 in the middle of the image from left to right. The entire Deodar Cedar tree row can be seen located along the southern right of way of Highway 152 between Uvas Creek Bridge and Santa Teresa Boulevard. The segment of tree row within the project APE is the western end of the historic resource.



Map 2. This 2003 aerial photograph depicts Highway 152 in the middle of the image from left to right from the Uvas Creek Bridge, left, to the Santa Teresa Boulevard intersection, right. The entire mature tree row has been highlighted in this image. Of the original 1930-31 tree row, approximately 80% of the historic tree row currently remains.