

JUN 17 1983

United States Department of the Interior
National Park Service

OHP

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received DEC - 9 1982

date entered

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

Fungal

1. Name

historic Alexander - Acacia Bridge ✓

and/or common Alexander - Acacia Bridge; Alexander Avenue Overhead; Bridge No. 27C-150

2. Location

street & number Alexander Avenue, ^{and} between Acacia & Monte Vista Aves. N/A not for publication

city, town Larkspur N/A vicinity of

state California code 06 county Marin code 041

3. Classification

Category	Ownership	Status	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> other:

4. Owner of Property

name City of Larkspur

street & number 400 Magnolia Avenue

city, town Larkspur N/A vicinity of state California

5. Location of Legal Description

courthouse, registry of deeds, etc. Marin County Recorder's Office

street & number Marin Civic Center

city, town San Rafael state California

6. Representation in Existing Surveys

Larkspur Historic
title Resources Inventory has this property been determined eligible? yes no

date 1978 federal state county local

depository for survey records Larkspur Public Library

city, town Larkspur state California

7. Description

Condition		Check one	Check one	
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input checked="" type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site	
<input type="checkbox"/> good	<input type="checkbox"/> ruins	<input type="checkbox"/> altered	<input type="checkbox"/> moved	date <u>N/A</u>
<input checked="" type="checkbox"/> fair	<input type="checkbox"/> unexposed			

Describe the present and original (if known) physical appearance

The Alexander - Acacia Bridge is comprised of seven reinforced concrete slab spans, supported on reinforced concrete 2-column and 3-column bents and reinforced concrete abutments with reinforced concrete wingwalls, all on spread footings. The main span--span 5--is a reinforced concrete through arch which supports the deck by means of a series of suspended pillars and transverse floor beams. The bridge is 163.5 feet long overall, 29 feet wide, and carries a two-lane, 20.3-foot roadway between reinforced concrete window-type railings, crossing the now-abandoned right of way of the Northwestern Pacific Railroad at right angles (no skew). The roadway has a wearing surface of one inch of asphalt concrete.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1925-1927 ~~BUILDING/ARCHITECTURE~~ Engineer: John C. Oglesby

Statement of Significance (in one paragraph)

The Alexander - Acacia Bridge possesses integrity of location, design, setting, materials, workmanship, feeling and association. It represents a type (reinforced concrete through arch), period (1920s), and method of construction (poured-in-place reinforced concrete). It is one of only five such bridges (reinforced concrete through arch) known to exist in California, all built in the mid to late 1920s (two in Humboldt County, two in Yolo County, and this one in Marin County). Replacing an earlier, lighter wooden bridge, it played an important--albeit controversial--role in the development of the Palm Hill Tract, which it linked and continues to link to the older section of Larkspur.

The City of Larkspur, by Resolution Number 173 dated June 3, 1925, instructed town engineer Frank Oglesby to prepare plans and specifications for various road improvements, including a concrete viaduct over the right of way of the Northwestern Pacific Railroad. The new viaduct would connect Alexander Avenue in the older section of Larkspur with Acacia Avenue in the Palm Hill Tract, replacing a wooden bridge which served to carry vehicles and pedestrians above the railroad. The wooden bridge is seen in 1910 photos of the city.) Providing a larger, more modern structure which would require less maintenance, the new bridge would lead into the newly developing Palm Hill Tract.

The Palm Hill Tract was originally a bare, grassy knoll where town blacksmith Charlie Rice grew and harvested hay for his livery stable stock. Development of the tract began in 1910, and included planned landscaping: along Acacia Avenue, the entrance roadway to the new development, were planted acacia trees, while pepper trees were planted on Pepper Avenue, and elm trees lined the upper sections of Elm Avenue. As a later element of the development, the Alexander-Acacia Bridge was part of a road improvement program designed to make Larkspur an "attractive, convenient and modern place to live." (Another factor in the decision to include a new bridge in the road improvements may well have been the Northwestern Pacific's double-tracking of its rail line during this period, as commuter traffic increased with more and more people moving into Marin County.)

The road improvements which included the bridge also were the cause of some community unrest. The Larkspur Board of Trustees decided that the cost of the proposed road improvements, including the bridge, would be chargeable to the district benefitted by the improvements, with the costs being assessed upon the property owners. Accordingly, the property owners of the "Palm Hill Improvement District" soon discovered these costs being levied against them. Protests against the assessment were filed by Mary A. Tippetts, et al and by Robert L. Coleman, Jr., et al, as well as by the Union Trust Company. Interestingly, even the Northwestern Pacific joined the protest, filing a complaint that the town had no jurisdiction to build the bridge over the railroad's private right of way. In the end, all protests were overruled and denied.

(SEE CONTINUATION SHEET)

9. Major Bibliographical References

Minutes of the Larkspur Board of Trustees, various dates, 1925 to 1927.
J.P. Hunter, "Bridge Report, Bridge No. 27C-150," California Department of Transportation, Sacramento, January 11, 1983.
F.A. Stindt, The Northwestern Pacific Railroad, Redwood City, F.A. Stindt, 1978.

10. Geographical Data

Acreeage of nominated property Less than one (1) acre

Quadrangle name San Rafael, Calif., 1954,

Quadrangle scale 1:24000

UTM References photorevised 1980

A

1	0	5	4	1	2	4	0	4	1	9	7	9	7	0
Zone	Easting				Northing									

B

Zone	Easting				Northing									

C

Zone	Easting				Northing									

D

Zone	Easting				Northing									

E

Zone	Easting				Northing									

F

Zone	Easting				Northing									

G

Zone	Easting				Northing									

H

Zone	Easting				Northing									

Verbal boundary description and justification

In the town of Larkspur, California, that portion of Alexander Avenue crossing the now-abandoned right of way of the Northwestern Pacific R.R., measuring 163.5' x 29'. Justification: physical dimensions of bridge.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
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state	code	county	code
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11. Form Prepared By

name/title John W. Snyder, Consulting Architectural Historian

organization N/A

date June 14, 1983

street & number 3429 Wemberley Drive

telephone (916) 487-6472

city or town Sacramento

state California

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature *K. M. G. [Signature]*

title State Historic Preservation Officer

date 11/10/83

For NPS use only

I hereby certify that this property is included in the National Register

[Signature]
Keeper of the National Register

Entered in the
National Register

date

1/5/84

Attest:

Chief of Registration

date

FHR-8-300A
(11/78)

UNITED STATES DEPARTMENT OF THE INTERIOR
HERITAGE CONSERVATION AND RECREATION SERVICE

**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORM**

FOR HCRS USE ONLY

RECEIVED

DATE ENTERED

CONTINUATION SHEET

ITEM NUMBER 8

PAGE 1

Thus, on October 14, 1925, the town selected Pacific States Construction Company, 708 Call Building, San Francisco, as the "lowest, regular, responsible bidder," with a bid of \$49,927.32. (The only other bid was submitted by A.J. Raisch of San Rafael, at \$64,462.38.) Construction continued through 1926, and the bridge was completed in 1927, serving the entrance roadway to the Palm Hill Tract. Today the Palm Hill Tract has been fully developed and the Alexander - Acacia Bridge, its graceful arch rings flanking the roadway, continues in its original function, and provides the Palm Hill Tract with its primary vehicular access to downtown Larkspur.

Alexander - Acacia Bridge
Alexander Avenue, Larkspur,
Marin County, California
Sketch Map
Scale: 1 inch = 20 feet

