



**735, 739, and 741 H Street Section
106 Inventory and Evaluation
Report**

December 27, 2022

Prepared for:

City of Fresno under US Environmental
Protection Agency Brownfields Funding

Prepared by:

Stantec Consulting Services, Inc.

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Executive Summary

Stantec Consulting Services, Inc. (Stantec) conducted this cultural resource assessment on behalf of the City of Fresno (the City) as a required component of a Fiscal Year 2019 United States Environmental Protection Agency (EPA) Brownfields Cleanup Revolving Loan Fund grant awarded to the City for the removal of hazardous substances at the subject property, 735, 739, and 741 H Street in Fresno, California. The proposed Undertaking includes abatement of asbestos containing materials and lead-based paint within the building and on its exterior, and demolition of the building and soil assessment once the building is removed. Soil excavation and cleanup based on the soil assessment are not included as part of the proposed Undertaking.

In 2019, the EPA awarded a Brownfields Cleanup Revolving Loan Fund to the City of Fresno, for use on contaminated properties in the City of Fresno. The subject property at 735, 739, and 741 H Street was designated to receive a portion of the grant money for abatement of hazardous materials and building demolition (hereinafter referred to as “Project”). The award of a Brownfields grant constitutes a federal undertaking as defined in 36 Code of Federal Regulations [CFR] 800.16(y). Therefore, the Project requires compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA). In accordance with relevant federal guidelines, this report identifies and documents potential historic properties within the Project’s Area of Potential Effects (APE), evaluates the resources for inclusion in the National Register of Historic Places (NRHP), and assesses the Project’s potential to result in adverse effects on historic properties.

The Project’s APE consists of the parcel at 735, 739, and 741 H Street and the five parcels adjacent to the Project on the northeast side of H Street, 704, 710, 714, 724, and 762 H Street, that would be subject to permanent direct or indirect effects from the implementation of the Project. (See Figure 1 in Appendix A for APE delineation). Identification efforts included a records search at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) in Bakersfield, California, Sacred Lands files maintained by the Native American Heritage Commission (NAHC), and desktop research with a built environment field survey of the Project APE. Although the building will be demolished, the current Undertaking proposes no ground disturbance within the developed Project parcel, and an archaeological pedestrian survey was considered unnecessary. Soil assessment will be performed on samples of the soil from beneath the building once it is demolished, however, soil excavation and cleanup are not included as part of the proposed Undertaking. The records search included review of records for the entire APE and a surrounding radius of 0.25-miles.

The records search completed at the SSJVIC identified 55 previously recorded cultural resources within 0.25 mile of the Project APE (see Table 2); however, there are no previously identified eligible cultural resources within the Project APE. The subject property and all immediately adjacent buildings were previously surveyed and inventoried in 2010 and 2011 as part of the *California High-Speed Rail Authority (HSR) Fresno to Bakersfield Historic Architectural Survey Report and Section 106 Consultation*. The future HSR corridor is directly west of the subject property and parcels within a three-block radius of the corridor were inventoried and evaluated. Pursuant to the *Programmatic Agreement Among the Federal*



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Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project, a methodology was established for documenting historic properties. This methodology included streamlined documentation for substantially altered properties constructed more than 50 years ago, which included 735, 739, and 741 H Street. The subject property was found ineligible through the HSR Section 106 process and the overall findings received concurrence from California State Historic Preservation Officer (SHPO) on February 6, 2012 (see Appendix D for previous documentation and SHPO concurrence). For the purposes of this undertaking, the subject property was revisited and surveyed to comply with the Section 106 process.

A Stantec architectural historian surveyed one built resource within the Project APE, including the former office and warehouse building at 735, 739, and 741 H Street, now vacant and owned by the City of Fresno. Based on the findings of this report and previous reports on the building, EPA reaffirms the previous findings and recommends the building ineligible for listing on the NRHP, and an overall finding of No Adverse Effects for the proposed Project.

Preparer Qualifications

This report was prepared by Stantec personnel who meet the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in archaeology, architectural history, and history.

Stantec Architectural Historian Rebecca Riggs authored this report. Ms. Riggs received a Master of Arts degree in Public History from California State University, Sacramento. Ms. Riggs has over five years of experience in cultural resource management and has served as Lead Architectural Historian on a wide range of inventory and evaluation projects across California, Nevada, Arizona, Alaska, and the Pacific Northwest. Based on her level of experience and education, Ms. Riggs qualifies as an Architectural Historian and Historian under the Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61).

Stantec archaeologist Jenna Santy contributed to this report. Ms. Santy has a Master of Arts degree in Anthropology-Archaeology from University of California, Santa Barbara. She has more than 10 years of experience in cultural resource management and meets the Secretary of the Interior's Standards and Guidelines for Professional Qualifications for Archaeology (as defined in 36 CFR Part 61).



Acronyms and Abbreviations

APE	Area of Potential Effects
APN	Assessor's Parcel Number
BERD	California Office of Historic Preservation Built Environment Resources Database
cal AD	Calibrated years after death of Christ
cal BC	Calibrated years before Christ
City	The City of Fresno
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CPRR	Central Pacific Railroad
CRHR	California Register of Historical Resources
EPA	United States Environmental Protection Agency
HSR	California High-Speed Rail Authority
NAHC	Native American Heritage Commission
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
ROW	Right-of-Way
SHPO	State Historic Preservation Officer
SPRR	Southern Pacific Railroad
SSJVIC	Southern San Joaquin Valley Information Center
Stantec	Stantec Consulting Services Inc.



1 Project Location and Undertaking Description

The City of Fresno (City) proposes to utilize a Brownfields Cleanup Revolving Loan Fund grant to complete environmental cleanup activities at 735, 739, and 741 H Street (Assessor's Parcel Number 467-040-23), a former office and industrial warehouse in downtown Fresno. The Undertaking will include abatement of asbestos containing materials and lead-based paint within the building and on its exterior, and demolition of the building and soil assessment once the building is removed..

The initial warehouse on the property was completed in 1906 for Madary's Lumber Yard, a lumber processing and distribution business in a centralized location in downtown Fresno, directly adjacent to the Southern Pacific Railroad tracks and freight yard and in an area of downtown that was dedicated to industrial development. The building was designed as a general warehouse and was utilized for a variety of industrial businesses, including lumber, plumbing, pesticides, produce, and other agricultural goods from 1906 to 2000. The building has been vacant since 2000 and the City of Fresno took ownership of it in the first decade of the twenty-first century.

The purpose of the proposed Project is to facilitate hazardous cleanup activities and demolition of the building at 735, 739, and 741 H Street to remove asbestos, lead-based paint, and other hazardous building materials used in its construction or maintenance.

1.1 Regulatory Context

1.1.1 NATIONAL HISTORIC PRESERVATION ACT

The NHPA of 1966, as amended, requires federal agencies or those they fund or permit to consider the effects of their actions on historic properties. The Advisory Council on Historic Preservation Section 106 implementing regulations (36 CFR Section 800) define "historic properties" as follows:

Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the National Register criteria (36 CFR Part 800.16[1]).



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To determine whether an undertaking could affect NRHP-eligible properties, cultural resources, including archaeological, ethnographical, and architectural properties, must be inventoried and evaluated for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must normally be at least 50 years old and meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

- A) *That are associated with events that have made a significant contribution to the broad patterns of our history; or*
- B) *That are associated with the lives of persons significant in our past; or*
- C) *That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
- D) *That have yielded, or may be likely to yield, information important in prehistory or history.*

As described above, a resource must possess integrity in addition to historical significance. The aforementioned seven aspects are defined as follows:

Location: the place where the historic property was constructed or the place where the historic event took place.

Design: the composition of elements that constitute the form, plan, space, structure, and style of a property.

Setting: the physical environment of a historic property that illustrates the character of the place.

Materials: the physical elements combined in a particular pattern or configuration.

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period of history.

Feeling: the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.

Association: the direct link between a property and the event or person for which the property is significant.

NRHP analysis is based upon all pertinent cultural resources guidance and best practices including that of 36 CFR Part 800 and technical bulletins including National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation.¹

¹ US Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (2002).



2 Cultural Context

2.1 Prehistoric Context

Human occupation in the region likely began as early as 13,000 years ago during the initial stages of the Holocene when Clovis big-game hunters presumably inhabited the area. Subsequent periods of soil erosion and deposition as well as ground disturbance from intensive agriculture, however, have led to the destruction of many of the earliest cultural sites in the Central Valley. This has had the effect of severely limiting prehistoric archaeological research in the Fresno area.²

Based on evidence that is available, prehistory in the valley is generally divided into five periods: Paleo-Indian (11,550 to 8550 BC), Lower Archaic (8550 to 5550 BC), Middle Archaic (5550 to 550 BC), Upper Archaic (550 BC to AD 1000), and Emergent (AD 1000 to AD 150).³ In broad terms, the Lower Archaic period is characterized by big-game hunting. The Middle Archaic is characterized by a shift in subsistence strategy to a diversified diet of plant and animal resources, including fish. The Upper Archaic saw an increase in the consumption of storable staple plant foods, such as acorn, evidenced by the relatively higher numbers of seed-grinding implements in typical artifact assemblages from this period. The Emergent period dates from approximately AD 1000 to the historic period and includes ethnographically recorded Yokuts habitation of the area.⁴ Changes in the types and distribution shell beads and projectile points observed during this period perhaps reflect the cultural complexity documented among the Southern Valley Yokuts at the time of European contact. For a more complete discussion of the region's prehistoric context, see Rosenthal et al. 2007.

2.2 Ethnographic Context

The Project is in the traditional tribal territory of the Southern Valley Yokuts.⁵ The Southern Valley Yokuts inhabited the southern end of the San Joaquin Valley from the lower Kings River near Fresno to the Tehachapi Mountains south of Kern Lake.⁶ The nearest ethnographic village site, *Musahau*, is 14.8 miles east.⁷ Prehistoric activity focused on the vast swamps adjacent to water courses in the area, including Buena Vista, Tulare, and Kern Lakes and the Kings, Kaweah, Tule, and Kern Rivers. Prehistoric peoples relied heavily on the animal and plant resources supported by these features. Parts of Southern Valley Yokuts territory not directly supplied by rivers was relatively dry, receiving only five to ten inches of rain annually with summer temperatures frequently exceeding 100 degrees.⁸

² J.S. Rosenthal, G.G. White, and M.Q. Sutton, *Chapter 10: The Central Valley. In California Prehistory: Colonization, Culture, and Complexity*, Terry L. Jones and Kathryn A. Klar, editors (AltaMira Press, Lanham, Maryland. 2007), 147-163.

³ Rosenthal et al, 147-163; William J. Wallace, "Southern Valley Yokuts," In *California*, edited by Robert F. Heizer, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor (Smithsonian Institution, Washington, D.C. 1978), 448-461; M.J. Moratto, *California Archaeology* (Academic Press, New York, New York. 1984).

⁴ Rosenthal et al, 147-163.

⁵ Alfred Kroeber, *Handbook of the Indians of California* (University of California Publications. Dover Publications, New York, 1925; 1964 reprint); Wallace, 448-461.

⁶ Wallace, 448-461.

⁷ Wallace, 448, Figure 1b.

⁸ Wallace. 448-461.



Like many other California indigenous groups, the Southern Valley Yokuts relied on a combination of hunting, fishing, and gathering. Lake trout, chub, perch, and suckers were fished nearly year-round with nets set from shore or dragged by tule boats. Snares were used to trap geese, ducks, and other waterfowl. Mussels and other shellfish were collected and steamed on tule mats. Seeds and wild roots, including tule roots, were also gathered and consumed.⁹

The Southern Valley Yokuts were able to occupy village sites on a semipermanent basis due to the abundance of resources near lakes and rivers. Tule mats over wooden frameworks formed the village residences. Each community would also have a communal sweathouse but did not typically have dance houses.¹⁰

2.3 Historic Overview

Located in the San Joaquin Valley area of California's Central Valley, the land that became Fresno County was originally inhabited by the Yokut tribe. The first Europeans to arrive in the area were Spanish explorers led by Gabriel Moraga in 1805 and 1806. They followed two rivers through the valley and named them the Kings River and the San Joaquin River.¹¹ This was the first of several Spanish explorations of the San Joaquin Valley in the early nineteenth century and they were followed in 1826 by the first Euro-American explorer to the area, Jedediah Smith. Despite these early explorations of the area, true settlement did not occur until after the discovery of gold in California in 1848.¹²

Fresno County Development

Even after California achieved statehood in 1850, present-day Fresno County was largely devoid of Euro-American settlement. The gold rush resulted in a population boom in other parts of the state, turning small outposts and rudimentary towns into the thriving cities of San Francisco, Sacramento, and Stockton. Those who emigrated to California focused on the foothills in search of gold, largely ignoring much of the San Joaquin Valley. Early wagon roads used routes of pre-existing Native American trails that extended along the foothills and branched off, extending up into the mountains. The main route, known as the Stockton-Los Angeles Road, was surveyed, and established in 1850 by Lieutenant George Derby, and ran north-south between the namesake cities.¹³

To support these early trails, various improvements were made, and amenities established at points along the route. At this time, the San Joaquin Valley had an expansive wetlands system that was fed by unchecked rivers that flowed from the mountains running into large bodies of water like the present dry Tulare and Kern lakes. In the early 1850s, to facilitate the crossing of these rivers, several ferries were

⁹ Wallace, 448-461.

¹⁰ Wallace, 448-461.

¹¹ Douglas E. Kyle, *Historic Spots in California* (Palo Alto, CA: Stanford University Press, 2002), 88.

¹² Kyle, 89.

¹³ California High-Speed Rail Authority, *California High-Speed Train Project EIR/EIS Historic Property Survey Report: Fresno to Bakersfield Section* (2014), 7-1.



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established along the stage route. Hotels, general stores, and other businesses followed, creating the foundations of early townsites in the region.¹⁴

At the time of statehood in 1850, the region of present-day Fresno County was part of Mariposa, Merced and Tulare Counties. Following the decline of the gold rush, miners began to make their way down into the valley and settle along established stage routes and near ferry crossings for the Kings and San Joaquin Rivers. One of the first settlements in present-day Fresno County was Rootville, which was founded in 1851. By 1854, it was renamed Millerton and when Fresno County was formed in 1856, it became the first county seat. It remained the county seat until 1874, when many of the residents abandoned the town and relocated to the newly founded town of Fresno, which was subsequently named the county seat.¹⁵

Fresno was founded as a station for the Southern Pacific Railroad (SPRR), which was quickly laying tracks through the San Joaquin Valley, beginning in 1870. SPRR purchased the land for the town from the German Syndicate and a three-square mile area was surveyed and plotted as a town with space for a train station and a courthouse in 1872. After the completion of the railroad through the new town, Fresno quickly grew to include a general store, hotel, restaurants, and a post office.¹⁶ As more people moved to the area, the Fresno Canal and Irrigation Company completed construction on a series of large irrigations canals, to facilitate the use of the arid land for agriculture, with the predominant crops including grapes, cotton, figs, and citrus fruits. Fresno was incorporated in 1885 and the success of agriculture in the area continued the growth of the population of Fresno into the turn of the century.¹⁷

With the area surrounding Fresno dedicated to agriculture, the town attracted processing plants and manufacturing facilities for agricultural goods, including fruits, grains, and livestock with its proximity to the railroad, fueling development of industrial areas in southern Fresno in the early twentieth century.¹⁸ After World War I the boundaries of the City were expanded to the north and east, to accommodate the construction of new residential neighborhoods. Growth of the local economy and population slowed during the Great Depression, but experienced an uptick between 1940 and 1950, when the population of Fresno increased by 30,000.¹⁹ Development in Fresno continued to increase in the Post-War period, with the move and expansion of the Golden State Highway in 1948, which provided an industrial connection between the nearby railroad and the new freeway and spurred the construction of new industrial buildings in southern Fresno. The Golden State Highway was replaced with Highway 99 in 1963 and industrial development along the freeway continued into the latter half of the twentieth century.²⁰

Development of Downtown Fresno

At the turn of the century, the boundaries of Fresno had yet to extend much more south or west of the railroad tracks and those areas were dominated by agricultural fields and a few residences. Downtown Fresno and a few surrounding neighborhoods dominated most of the area east of the SPRR railroad

¹⁴ California High-Speed Rail Authority, 7-2.

¹⁵ Page & Turnbull, Inc., "Historic Properties Survey Report for South Stadium Project Area, Phase I Area, Fresno California," prepared for Forest City Residential West, Inc. (August 26, 2008), 5.

¹⁶ Kyle, 92.

¹⁷ Page & Turnbull, Inc., 7.

¹⁸ California High-Speed Rail Authority, 7-8.

¹⁹ Page & Turnbull, Inc., 9.

²⁰ California High-Speed Rail Authority, 7-9.



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tracks, a common theme in towns founded by the railroad. As most depot towns, the initial construction of Fresno's downtown and commercial district was established on a rectangular grid set at a right angle with the railroad tracks. Original blocks platted in Fresno were 400 feet by 320 feet and each block contained 32 individual lots, with 20-foot-wide alleys between them. In downtown, the commercial streets used as the most common arteries through town were designed to be 100 feet wide. The founding of Fresno was solely based on a location chosen by SPRR, but the rapid and continued development of Fresno was owed to the success of the dominant agriculture in the area (which was shipped via the railroad), with the line continuing south through the San Joaquin Valley after reaching Fresno.²¹

Fresno became the county seat in 1874 and boasted a population of 1,100 in 1880, which catapulted to ten times that size by the turn of the century, and up to 25,000 by 1910. Downtown became a bustling commercial center by the 1910s, with all the local government buildings, federal government buildings, agricultural shipping businesses, banking, and shops to cater to the entire population (**Figure 1**). Early skyscrapers and multi-story buildings in downtown Fresno included Hotel Fresno, the San Joaquin Power Building, and the Helm Building. While downtown grew just east of the SPRR tracks and depot, parcels along the tracks (primarily on E, F, G, and H Streets) were dedicated to lumber yards, stock yards, and large-scale warehouses where primarily agricultural goods were packed, stored, and distributed. This industrial corridor of Fresno was the epicenter of the agricultural economy, where all good produced in the area came to go out to wider markets in California and across the country. The prosperity of downtown Fresno was short-lived after the heyday of the 1880 through the early 1920s though, when the agricultural economy experienced a slump in the late 1920s, followed by the onset of the Great Depression in 1929.²²

²¹ JRP/URS/HMM/Arup Joint Venture, *California High-Speed Train Fresno to Bakersfield Section Historic Architectural Survey Report Information, City of Fresno*, September 2011.

²² JRP/URS/HMM/Arup Joint Venture, September 2011.





Figure 1. Mariposa Street in downtown Fresno, c. 1890.²³

Following World War II, the development of suburban areas around Fresno became the prevalent sources of new construction in the area, with thousands of houses built on the outskirts of the existing City. In an attempt to revive the depressed downtown area, developers proposed a grandiose, 16-block outdoor mall and shopping center for downtown Fresno. In reality, only six blocks of the plan were ever realized, as suburban retail and commercial centers outpaced downtown in popularity, accessibility, and usage. Many original buildings in downtown Fresno fell victim to urban renewal, and were demolished or aggressively altered, as the City and developers constructed new buildings to attempt to lure businesses and patrons to the downtown core. Redevelopment efforts continued throughout the 1950s, 1960s, and 1970s, but downtown Fresno never quite returned to the vibrant, bustling epicenter that it was at the turn of the century.²⁴

Property History

The building at 735, 739, and 741 H Street first appeared on Sanborn Fire Insurance Maps in 1906 and was likely completed between 1906 and 1908. Prior to the construction of the large industrial warehouse

²³ Fresno County Public Library, Historic Photograph Collection of Fresno, accessed in the San Joaquin Valley Heritage & Genealogy Center.

²⁴ JRP/URS/HMM/Arup Joint Venture, September 2011.

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on the site, the property was vacant, but beginning in 1885, the surrounding properties began to be developed with warehouses for grain storage and lumber yards.²⁵ The first business recorded at the property in 1906 was Madary's Lumber Yard, which was an extension of Madary's Planing Mill, Inc. operation that was on the corner of H Street and Santa Clara Street. Founded by M.R. Madary in 1881, Madary's Planing Mill, Inc. provided much of the lumber for the construction of buildings in early Fresno and as the City grew, so did the company, eventually constructing their mill and an adjacent warehouse and lumber yard (at the subject property) to better serve the local demand for lumber.²⁶ It appears that Madary, Inc. vacated the building sometime in 1909 and in 1910, the building was occupied by Valley Lumber Company, a larger, corporate-run lumber company. They occupied the building until 1959 and appear to have made several of additions to the building that were constructed in the 1920s and 1930s and extended the building down the H Street Block to Inyo Street and added several more addresses to the building (**Figure 2**).²⁷



Figure 2. 1937 aerial photograph of downtown Fresno, showing 735, 739, and 741 H Street, with additions.²⁸

²⁵ Sanborn Fire Insurance Maps, 1885, 1888, 1898, 1906, accessed from the Sacramento Public Library.

²⁶ "Madary Planing Mill & Box Co.: Serves Sash, Doors, Millwork, Box Shook and Bee Supplies for Rapidly Growing Construction Activities; Salutes Fresno's Golden Jubilee Celebration," *The Fresno Bee*, October 23, 1935.

²⁷ Fresno City Directory, 1927-1960, Fresno County Public Library.

²⁸ University of California, Santa Barbara Library, FrameFinder ArcGIS World Geocoding Services, "aerial_c-4650_69-43," (1937).

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Throughout its existence, the property has been associated with a wide variety of addresses, including 701-707 H Street, 710-800 H Street, 801 H Street, and 806 H Street. Since the 1920s, the building has been known by the addresses of 735, 739, and 741 H Street. When Valley Lumber added to the existing building, it allowed for multiple businesses to operate from the property (**Table 1**). While the building previously extended further north, the building as it exists now encompassed the three addresses of 735, 739, and 741 H Street, allowing for at least three different businesses at a time to be operating out of the property. Some businesses also shared the warehouse space at the same time, as shown in Table 1. All the companies that previously used the building at 735, 739, and 741 H Street were industrial businesses using the property as a storage and distribution warehouse.

Table 1: Previous Occupants of the Property at 735, 739, and 741 H Street

Previous Occupants of 701-707 H Street	<ul style="list-style-type: none"> - 1910-1959: Valley Lumber Company (701, 705, 707) - 1932-1958: United Warehouse Company (701) - 1932-1958: Fowler Lumber Company (701, 707) - 1932: Alta District Lumber Company (701) - 1937 Valley Lumber Company – Johns Manville, Inc. division roofing supply warehouse (701) - 1958: Sequoia Lumber Company, Valco Lumber Distributors, Sequoia Lumber Company (707) - 1955: The Feed Barn – livestock and poultry feed supplier - 1960: Fresno Chamber of Commerce - 1962-1970: Avernell & Arioto Florists, Inc. - 1975-2022: Vacant
Previous Occupants of 719-735 H Street	<ul style="list-style-type: none"> - 1911-1912: H. Graff Company - 1912-1926: Mark Lally Company (later Walworth-Lally Plumbing Supplies; 735) - 1927-1932: Valley Lumber Company – Johns Manville, Inc. division roofing supply warehouse (735) - 1948-1950: Valley Lumber Company – hardwood and building material warehouse (719-735) - 1958: Zellerbach Paper Company (735) - 1963-1970: Butler Johnson Corporation – wholesale floor tile (735) - 1975-1990: Slater Furniture Company (735) - 1999: Falcon Enterprises of Fresno/Fresno Tire Disposal (735) - 2000-2022: Vacant
Previous Occupants of 737-739 H Street	<ul style="list-style-type: none"> - 1913-1914: Angelo & Son – fruit basket manufacturing (739-741)* - 1918: Wholesale produce business (739-741)* - 1929-1941: Germain Seed & Plant Company (737) - 1931-1946: California Spray Chemical Company (737-739) - 1932: Eagle Transfer Company (737) - 1947: Mid Valley Distributing Company (739) - 1958: Fresno Macaroni Company (1937) - 1965: Zellerbach Paper Company (739) - 1970: Floor tile warehouse (739) - 1975-2022: Vacant (737-739)



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	*739 H Street was labeled as 741 H Street on Sanborn Fire Insurance maps through 1918; on all subsequent maps, it was 739 H Street.
Previous Occupants of 741 H Street	<ul style="list-style-type: none"> - 1918: Wholesale produce business (755)* - 1924-1942: Armour & Company – wholesale meat supplier (741) - 1943-1948: United Fairway Produce Company (741) - 1948-1959: Brentwood Egg Company (741) - 1970: Formica sink top warehouse (741) - 1975-2022: Vacant <p>*741 H Street was labeled as 755 H Street on Sanborn Fire Insurance maps through 1918; on all subsequent maps, it was 741 H Street.</p>

*All occupant information was sourced from Sanborn Fire Insurance Maps and Fresno City Directories.

Between 1959 and 1965, the building at 735, 739, and 741 H Street caught fire, which destroyed the roof of the building. When the roof was reconstructed, the original gable roof was replaced by a flat roof and the walls were raised making the building taller. It appears likely that the fire affected the no longer extant northern section of the property, leading to its demolition, evident in aerial photographs of the subject property from 1965 (**Figure 3**). Within a decade of the roof restoration, most of the building was vacant, with only 735 H Street, which was the section of the building set up as an office, still in use until 1999.²⁹ Since 2000, the entire property at 735, 739, and 741 H Street has been vacant and in 2000, the City of Fresno took over ownership of the property. Multiple attempts have been made to rehabilitate or develop the property into something new, however, all plans have failed to move forward, and the building has fallen into disrepair.

²⁹ Stantec Consulting Services, Inc., *Phase I Environmental Site Assessment for 735, 739, and 741 H Street Fresno, California*, prepared for the City of Fresno, August 30, 2022.





Figure 3. 1965 aerial photograph showing new roof and removal of northern section of additions.³⁰

3 Area of Potential Effects

The proposed APE for the 735, 739, and 741 H Street inventory and evaluation report extends from the former Southern Pacific Railroad tracks (now the California High-Speed Rail [HSR]) corridor) to the east, Mono Street to the north, the alley between Inyo and Mono Streets to the west, and Inyo Street to the south, for a total of 5.72 acres (Appendix A, Property Location Map). The APE was defined following guidance at 36 Code of Federal Regulations (CFR) Section 800.16 that describes an APE as follows:

geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The

³⁰ University of California, Santa Barbara Library, FrameFinder ArcGIS World Geocoding Services, "aerial_cas-fre_6-15." 1965.

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area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The Section 106 regulations are specific and require that an APE is identified prior to taking the necessary steps to identify historic properties. The Project APE is will directly affect one parcel and indirectly effect five parcels.

The area which will be directly affected by the Project consists of a single parcel. This area encompasses the entire parcel at 735, 739, and 741 H Street (APN 467-040-23); all lands needed for, and that would be directly affected by, the cleanup work that will occur and the ingress/egress to perform that work. Inyo, Mono, and H Streets will be utilized for the ingress/egress.

The areas which will be indirectly affected by the Project are defined as the five parcels within the APE on the east side of H Street. This includes 704, 710, 714, 724, and 762 H Street, all of which have built environment resources present and are all former industrial buildings that are now vacant and in disrepair. All five properties were previously determined ineligible for the NRHP (see Appendix D). In addition, 714 H Street is partially demolished, and 762 H Street is partially burned and demolished.

4 Methods and Findings

Cultural resources investigations for the Project included a records search conducted at the SSJVIC of the California Historical Resources Information System (CHRIS), a desktop literature review, and a built environment pedestrian survey of the entire Project APE.

4.1 SSJVIC Records Search and Desktop Review Results

On October 12, 2022 Stantec archaeologist Jenna Santy requested a record search at the SSJVIC of the CHRIS (SSJVIC reference No. 22-391, Appendix B) to identify previously recorded resources and studies within 0.25 mile of the Project APE. Resource inventories, including the California Register of Historical Resources and California Historical Landmarks, were also consulted, as well as historic topographic maps, historic aerial imagery, General Land Office plat maps, and listings of resources on the Archaeological Determinations of Eligibility listing and California Office of Historic Preservation Built Environment Resources Database (BERD).

Additionally, historical research was conducted by Rebecca Riggs that was focused on the history of the region, including the residential and commercial development. Preliminary research included a review of current and historic maps and previous reports, as well as research at the San Joaquin Valley Heritage & Genealogy Center in the Fresno County Public Library. Ms. Riggs conducted primary and secondary research to develop appropriate historical contexts for the evaluation of the one identified property in addition to the surrounding neighborhood. Resources consulted included digital history publications, digital periodicals, local historical contexts, and local periodicals that address the development of the region.



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The record search did not identify any resources within the APE, and 58 resources within 0.25 miles of the APE (Appendix C, Table C-1). Seven previous studies were conducted within or immediately adjacent to the Project APE (**Table 2**). Eighteen previous studies have been conducted within 0.25 mile of the APE (**Table 3**).

Table 2. Previous Studies within or Adjacent to APE

Study Number	Author	Year	Title
FR-00106	Self, William	1995	Class I Overview: Santa Fe Pacific Pipeline Partners, L.P. Proposed Concord to Colton Pipeline Project
FR-00357	Crist, Michael K. and Varner, Dudley M.	1981	Archaeological Overview and Locational Analysis of the Fresno Area
FR-00641	Peck, Billy J.	1977	The Distribution of Aboriginal Occupational Sites in Fresno County, California
FR-01156	Unknown	1968	A Proposal for an Archaeological Element in the Fresno County, General Plan
FR-01162	Stuart, David R.	1990	A Summary of the Present Archaeological Resources of Fresno County
FR-01694	Powell, John Edward and McGuire, Michael J.	1994	Supplementary Historic Building Survey, Historic Resources Survey (Ratkovich Plan), Fresno, California
FR-02701	Greenwald, Alexandra	2011	Archaeological Survey Report for the California High-Speed Train Fresno to Bakersfield Section

Table 3. Previous Studies within 0.25 Mile Buffer of APE

Study Number	Author	Year	Title
FR-00135	Hatoff, Brian, Voss, Barb, Waechter, Sharon, Benté, Vance, and Wee, Stephen	1995	Cultural Resources Inventory Report for the Proposed Mojave Northward Expansion Project
FR-01660	Henry, Doug, Wolfe, Marianne, and Bradley, Denise	2000	Draft Environment Impact Report for the Demolition of 862 Van Ness Avenue and 844 Van Ness Avenue
FR-02002	Mason, Roger D. and Shepard, Richard S.	2000	Cultural Resources Survey Report for Level 3 Long Haul Fiber Optic Project: WS04 Connection to Fresno 3R Facility, in the City of Fresno, Fresno County, California
FR-02244	Donaldson, Milford Wayne	2005	National Park Service Land and Water Conservation Fund Program Application for the Fulton Mall Children's Play Equipment Replacement Project, City of Fresno, Fresno County, California
FR-02287	Arrington, Cindy, Bass, Bryon, Brown, Joan, Corey, Chris, and Hunt, Kevin	2006	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project, State of California
FR-02364	Orfila, Rebecca S.	2007	A Cultural and Architectural Resources Assessment of Block 76 for the City of Fresno Subsurface Water Tank Project (APN 468-29-XXX)



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Study Number	Author	Year	Title
FR-02396	Maley, Bridget, Stock, Jody, Watson, Shayne, and MacDonald, Lauren	2006	Chinatown Historic Resource Survey
FR-02560	Peterson, Cher L. and Crawford, Kathleen A.	2012	Cultural Resources Records Search and Site Visit Results for T-Mobile West, LLC Candidate SC08734A (Fresno Grizzlies) 801 Van Ness Ave, Fresno, Fresno County, California
FR-02696	Garr, Joshua and Baxter, Scott	2014	Archaeological Monitoring Report for the Fresno Large Diameter Pipeline, City and County of Fresno
FR-02722	Anderson, Katherine and Vader, Michael	2015	Fresno Recycled Water Distribution System Project, Phase I Cultural Resources Study, Fresno County, California
FR-02722	Anderson, Katherine and Vader, Michael	2017	Recycled Water Distribution System, Southwest Quadrant: Phase I Cultural Resources Study
FR-02732	Nelson, Douglas, Martin, John, and Knight, Lauren	2015	Historic American Landscape Survey HALS CA-116 Fulton Mall, Fresno, Fresno County, California
FR-02741	Hammerle, Esme	2014	Cultural Resources Constraints Report and Monitoring Logs for Gas Main Tulare and G Streets Project, City and County of Fresno, California
FR-02778	Behan, Andrea and Moloney, Brenna	2016	A Historic Properties Inventory and Documentation for the Union Pacific Railroad FRNO.CA.16 MP 205.75 Communications Tower, Fresno County, California
FR-02802	Bunse, Meta, Melvin, Steven, and Brookshear, Cheryl	2015	Pre-Construction Condition Assessment Report for 1713 Tulare Street (Southern Pacific Depot Building), Merced to Fresno Section of the California High-Speed Train Project
FR-02803	Russell, Mathew, Atherton, Heather, Zimmer, Paul, Baxter, Scott, Garr, Joshua, and Allen, Rebecca	2016	Archaeological Evaluation Report for Historic-Era Artifact Deposit at FB-10-0500 & FB-10-0501, Merced to Fresno Section of the California High-Speed Train Project, Fresno County, California
FR-02859	Pearson, Jeffrey and Crawford, Kathleen	2016	Cultural Resources Records Search and Site Visit Results for T-Mobile West LLC Candidate SC08734A (Fresno Grizzlies), 801 Van Ness Ave, Fresno, Fresno County, California
FR-02859	Crawford, Kathleen A.	2016	for T-Mobile West LLC Candidate SC08734A (Fresno Grizzlies), 801 Van Ness Ave, Fresno, Fresno County, California
FR-02896	Slawson, Dana N. and Kay, Michael	2012	Fresno Fulton Corridor Specific Plan and Downtown Neighborhoods Community Plan Project
FR-02896	Hattersley-Drayton, Karana and Stock Jody	2015	South Van Ness Industrial District Historic Survey, Fresno, California
FR-02899	McIntosh, Douglas	2017	Cultural Resources Records Search and Site Visits Results for AT&T Mobility, LLC Candidate CVL02709 (Baseball Parking Lot), 803 Van Ness Avenue, Fresno, Fresno County, California



4.2 Native American Consultation

A Sacred Lands File search request was completed by the NAHC on December 5, 2022 and the results of that search were negative. The NAHC provided a list of Native American contacts for the project area and the EPA will send letters to the tribal representatives on January 6, 2023.

4.3 Letters to Interested Parties & Public Outreach

The EPA will send letters to interested parties on January 6, 2023. The interested parties in the project area are the Fresno County Historical Society and the Fresno County Historical Museum. In addition, the City of Fresno will notify the public of their intention to demolish the building at one of the City Council meetings in early 2023, and provide opportunity for comment.

4.4 Built Environment Field Survey

A built environment field survey for the Project was conducted by Architectural Historian Rebecca Riggs in October 2022 and involved walking on the public right-of-way within the Project APE (Appendix A, APE Maps) and going inside to view the interior of the building with representatives from the City of Fresno.

The purpose of the built environment survey was to identify potentially significant architectural resources in the APE. The warehouse at 735, 739, and 741 H Street was documented and photographed, which included overall and detail digital photographs of the building, as well as digital photographs of other surrounding buildings, structures, and objects. Positioning data accuracy was checked through visual observations and cross-checked with modern aerial photography, county records, and mapping.

The Project APE primarily consists of the industrial area on the south side of downtown Fresno, that have the potential to be affected physically or visually by the Project. Ms. Riggs documented the adjacent neighborhood to get a sense of the overall feeling, compared to localized and adjacent construction and changes. The neighborhood on the west, north, east, and south portions of the APE is comprised largely of other industrial buildings constructed from the 1910s through the 1930s, but also consists of newer constructions including a grocery store and a minor league baseball stadium, built in the 1990s and 2000s. The existing warehouses are all similar in construction to the building at 735, 739, and 741 H Street, industrial and functional in design, with several also vacant or abandoned and in disrepair. Directly west and north of the APE is a large parking area, owned by the City of Fresno, for the minor league baseball stadium.

The former warehouse is a simple, one-story, brick building on a brick foundation that was covered with concrete, with a basement/cellar storage for deliveries. The concrete curb gets higher as the building moves north, which is where the delivery bay doors are. There are brick steps up to each set of bay doors. Additions were made to the building, both in length and height, with about four feet of board-form concrete added to the top of the brick section of each elevation to extend the wall heights. This likely happened after a fire destroyed the roof of the building between 1959 and 1965, and the original gable



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roof was replaced by a flat roof with an overhang. The brick and concrete wall additions were also likely painted when the roof was replaced. All windows and former bay doors and entryways to the buildings are either bricked in or enclosed by wood board. The interior of the building, on the main floor and in the basement, is in complete disrepair from use as a homeless encampment and break-ins. A portion of the interior was used as an office and has an enclosed, lofted section accessible from an enclosed staircase. There is also a vault inside the warehouse. Shelving and furniture are scattered throughout the building and there are piles of garbage and burned debris from people living in the building. Most of the interior is dedicated to open warehouse space (Photographs 1 to 15).



Photograph 1. View of 735, 739, and 741 H Street from the intersection of H Street and Mono Street, camera facing west, October 13, 2022.

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Photograph 2. Overview of intersection of H Street and Mono Street, with 735, 739, and 741 H Street on the left, camera facing north, October 13, 2022.



Photograph 3. Overview of intersection of H Street and Mono Street showing changes to the area with the Smart & Final grocery store in the background, camera facing south, October 13, 2022.

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Photograph 4. Overview of 735, 739, and 741 H Street, camera facing northwest, October 13, 2022.



Photograph 5. View of brick loading dock and foundation, with exposed brick showing through the concrete and view of bricked over windows and entryways, camera facing west, October 13, 2022.

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Photograph 6. Overview of 704, 710, 714, 724, and 762 H Street, camera facing southeast, October 13, 2022.



Photograph 7. View of where loading dock and former buildings were demolished and removed on north elevation of 735, 739, and 741 H Street, camera facing south, October 13, 2022.

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Photograph 8. Overview of north and west elevations of 735, 739, and 741 H Street, camera facing southeast, October 13, 2022.



Photograph 9. Overview of intersection of H Street and Inyo Street, with Chukchansi Park in the background, camera facing north, October 13, 2022.

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Photograph 10. Overview of east elevation of 735, 739, and 741 H Street, camera facing south, October 13, 2022.



Photograph 11. Overview of former office area on the interior of 735, 739, and 741 H Street, camera facing west, October 13, 2022.



Photograph 12. Lofted office area with enclosed staircase, camera facing west, October 13, 2022.



Photograph 13. Interior of vault, camera facing north, October 13, 2022.

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Photograph 14. Overview of warehouse interior, camera facing south, October 13, 2022.



Photograph 15. Overview of warehouse interior, camera facing north, October 13, 2022.

5 Evaluation of Identified Resources

The records search and literature review did not identify any known prehistoric or historic-period archaeological resources within the APE and limited resources within a 0.25-mile radius of the APE, which were only uncovered during large-scale trenching projects. Due to the high levels of previous disturbance from industrial development, lack of access to historically stable freshwater resources, and distance from known archaeological resources and ethnographic habitation sites, the APE is not considered sensitive for intact archaeological cultural resources or buried deposits.

The former warehouse is located in the APE, is older than 50 years old, and was previously determined ineligible for the NRHP in 2010-2011 as part of the HSR Section 106 process, with concurrence from SHPO in 2012.

The extant property was already found ineligible as a historic property for the purposes of Section 106 consultation; however, the property was revisited and analyzed under the appropriate themes identified in the historic context (development of downtown Fresno) for this specific undertaking. The property was re-evaluated according to the NRHP significance criteria. The following abbreviated evaluation was conducted for the warehouse at 735, 739, and 741 H Street to re-determine that the building does not qualify as a historic property for the purposes of Section 106 consultation and this specific undertaking.

5.1 735, 739, and 741 H street

The property at 735, 739, and 741 H Street appears to be a typical industrial property and does not appear to rise to a level of significance that embodies the development of the region. The property was developed for the first time in 1906, at a time when buildings of the same proportions and style were being erected within a three-block radius of the SPRR tracks. This was a period when Fresno was experiencing a rapid rate of population and economic growth, in large part due to the construction of the SPRR line through the area, which led to the founding of the City of Fresno and spurred population growth and the creation of businesses centered around the railroad. This is consistent with the development of the industrial core in downtown Fresno and does not rise to a level of significance within the context of the general development of downtown Fresno or the agriculture packing and distribution industry. Therefore, the property at 735, 739, and 741 H Street is recommended not eligible for listing on the NRHP or CRHR under Criterion A or 1.

The property at 735, 739, and 741 H Street does not appear to have any associations with significant individuals that made contributions to history at the local, state, or national level. The architects of the property are unknown, though it is likely that the same designers completed most of the industrial buildings in the area. The property was originally used as a lumber yard and extension of the adjacent Madary Planing Mill and while the Madary family were considered some of Fresno's oldest residents, they did not make any important contributions to history from the lumber yard and warehouse location and no longer had primary ownership of the company at the time that it was associated with the subject property. The property was used by multiple other businesses over the last century; however, research did not reveal any important associations or contributions that any tenants made to history at the local, state, or



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national level. Therefore, the property at 735, 739, and 741 H Street is recommended not eligible for listing on the NRHP or CRHR under Criterion B or 2.

The warehouse building on the property at 735, 739, and 741 H Street is typical of the industrial area where it is located and does not exhibit any significance associated with construction, architectural style, design, or high artistic value, or as the work of a master. The 1906 warehouse facility is a typical industrial building, common in the area and common for the period it was constructed, likely designed by a local architecture firm and similar in scale and style to other surrounding industrial buildings. It lacks any distinctive features that would set it apart from the hundreds of similar structures throughout the region or raise it to a level of significance for its architecture or construction. It has also been heavily modified and has heavily deteriorated, lending to its lack of distinctive features. Therefore, the property at 735, 739, and 741 H Street is recommended not eligible for listing on the NRHP or CRHR under Criterion C or 3.

The property at 735, 739, and 741 H Street is not recommended eligible as a source, or likely source, of important information regarding history, building materials, construction techniques, or advancement in architecture or engineering. It is recommended not eligible for listing on the NRHP or CRHR under Criterion D or 4.

6 Effects of the Undertaking

The NHPA, as amended, in 36 CFR Section 800.5 (a)(1) defines adverse effects as impacts to a historic property as the result of a federal undertaking that may directly or indirectly alter characteristics of a historic property that qualify it for inclusion in the NRHP. Section 800.5(a)(2) identifies examples of effects, which include physical destruction or damage to the property; relocation of the property; alterations not consistent with the Secretary of the Interior's Standards; change of use or physical features of a property's setting; visual, atmospheric, or audible intrusions; neglect resulting in deterioration; or transfer, lease, or sale of a property out of federal ownership or control without adequate protections.

The Project Undertaking proposes to perform environmental cleanup activities at the property at 735, 739, and 741 H Street, including abatement of asbestos containing materials and lead-based paint within the building and on its exterior. There will also be demolition of the warehouse, which is not recommended eligible under any of the criteria for listing on the NRHP.

This Project undertaking is limited to environmental cleanup activities within the property at 735, 739, and 741 H Street. The Project APE includes parcels that directly abut the undertaking area and consists of five parcels, all of which contain buildings that have been previously determined ineligible for the NRHP. The properties at 704, 710, 714, 724, and 762 H Street are all former industrial buildings that are now vacant and in disrepair, with 714 partially demolished and 762 partially burned and demolished. There is a potential for temporary noise disturbance in the area during cleanup activities, as well as increased traffic as cleanup crews access the site. These indirect effects to the surrounding area are temporary, and there will be no permanent direct or indirect effects to surrounding properties, all of which are ineligible for



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the NRHP. Therefore, it is recommended that the proposed undertaking would have **No Adverse Effects** in the Project APE.



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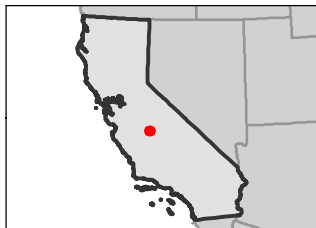
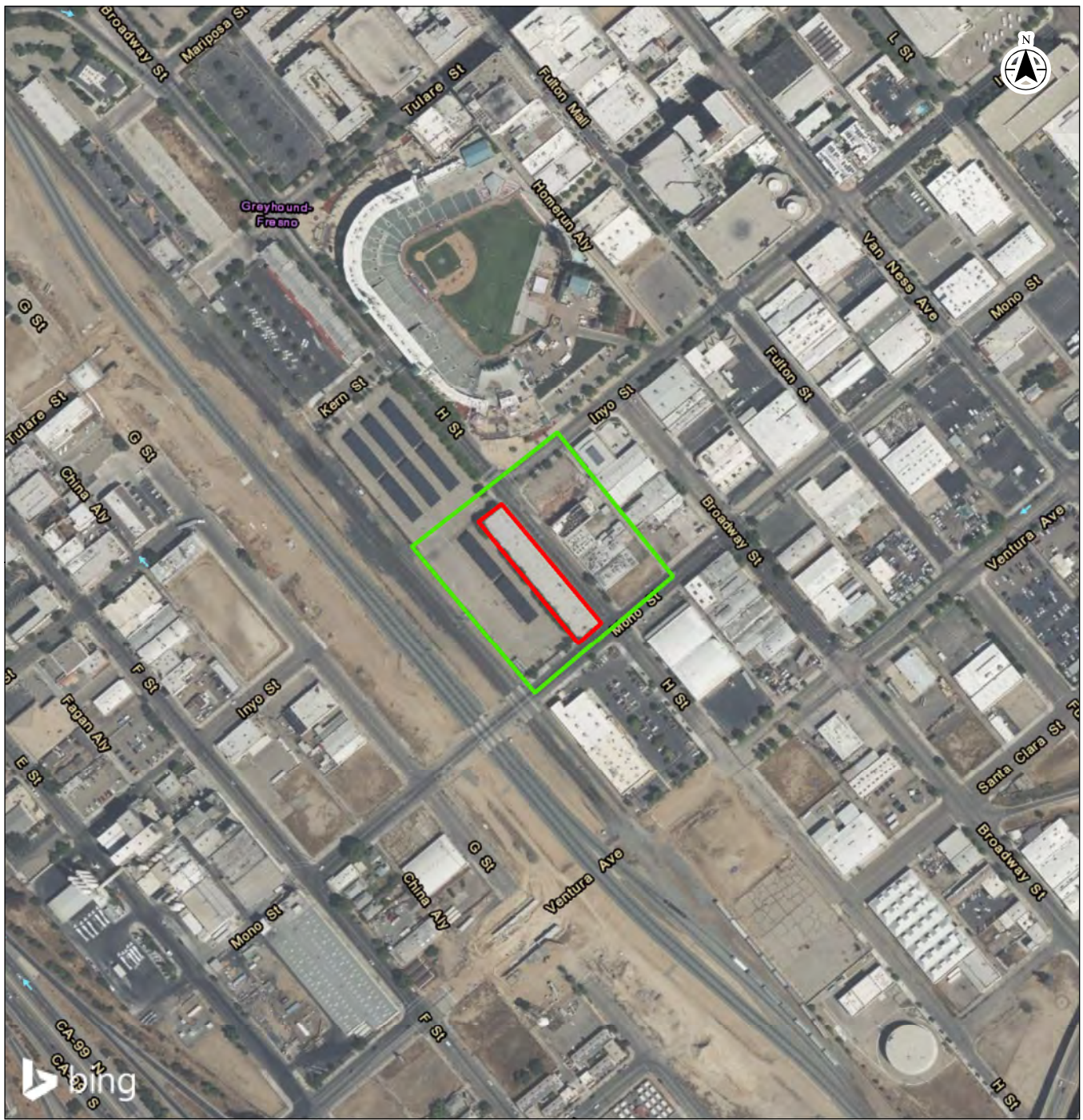
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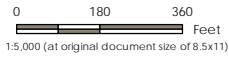


APPENDICES

Appendix A Project Map



- Approximate Property Location
- Area of Potential Effects



Project Location: T14S, R20E, S10
 C. of Fresno, Fresno Co., CA

18575542
 Prepared by KDLP on 2022-10-12
 Technical Review by JC on 2022-10-12
 Independent Review by JS on 2022-10-12

Client/Project: City of Fresno
 735, 739, 741 H Street
 Fresno, CA

Figure No.: 1
 Title: Property Location Map

- Notes
1. Coordinate System: NAD 1983 UTM Zone 11N
 2. Background: Fresno South USGS 7.5' Quadrangle, 1981
 3. Service Layer Credits: Esri, HERE, Garmin, (c) OpenStreetMap contributors © 2022 Microsoft Corporation © 2022 Maxar © CNES

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Appendix B Records Search Results



10/24/2022

Jenna Santy
Stantec
1383 N. McDowell Blvd.
Petaluma, CA 94954

Re: 735 H Street
Records Search File No.: 22-391

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Fresno South USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.25 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: custom GIS maps GIS data

Resources within project area:	None
Resources within 0.25 mile radius:	58 Resources – See list.
Reports within project area:	7 Reports – See list.
Reports within 0.25 mile radius:	18 Reports – See list.

- Resource Database Printout (list): enclosed not requested nothing listed
- Resource Database Printout (details): enclosed not requested nothing listed
- Resource Digital Database Records: enclosed not requested nothing listed
- Report Database Printout (list): enclosed not requested nothing listed
- Report Database Printout (details): enclosed not requested nothing listed
- Report Digital Database Records: enclosed not requested nothing listed
- Resource Record Copies: enclosed not requested nothing listed
- Report Copies: enclosed not requested nothing listed
- OHP Built Environment Resources Directory: enclosed not requested nothing listed
- Archaeological Determinations of Eligibility: enclosed not requested nothing listed
- CA Inventory of Historic Resources (1976): enclosed not requested nothing listed



Caltrans Bridge Survey: Not available at SSJVIC; please see
<https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels>

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see
<http://historicalmaps.arcgis.com/usgs/>

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see
<http://www.glorerecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1> and/or
<http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items>

Shipwreck Inventory: Not available at SSJVIC; please see
<https://www.slc.ca.gov/shipwrecks/>

Soil Survey Maps: Not available at SSJVIC; please see
<http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx>

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

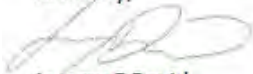
The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,



Jeremy E David
Assistant Coordinator



Appendix C Resources Within 0.25 Mile of Area of Potential Effect

Table C-1: Resources Within 0.25 mile of Area of Potential Effect

P-Number/Trinomial	Description	Type	NRHP Evaluation
P-10-003930/ CA-FRE-3109H	Southern Pacific Railroad	Structure	7 (Unevaluated)
P-10-004254	Bing Kong Tong Association Building	Building	3B (Appears Eligible)
P-10-004261	Common Name: Danish Creamery; Historic Name: Okonogi Hospital Site	Building	7 (Unevaluated)
P-10-004268	Chinese American Community	Building	7 (Unevaluated)
P-10-004269	Bow On Tong Association Building	Building	3S (Appears Eligible)
P-10-004281	ADL Center; Armenian Presbyterian Church	Building	3 (Appears Eligible)
P-10-004294	West Fresno; Fresno Nihonmachi - Fresno Chinatown	District	7 (Unevaluated)
P-10-004296	Komoto's Department Store; Kamakawa Brothers Inc. General Merchandise and Hotel	Building	3CS (Appears Eligible)
P-10-004322	Carmel Saddlery	Building	4 (Appears Eligible)
P-10-004326	T.W. Patterson Building	Building	3 (Appears Eligible)
P-10-004327	J.C. Penney Building; Radin and Kamp Building	Building	4 (Appears Eligible)
P-10-004328	Bank of America Building; Bank of Italy Building	Building	1 (Listed)
P-10-004331	Wilshire Paint Store; J.M. Rustigan Building	Building	4 (Appears Eligible)
P-10-004332	Sun Stereo Warehouse	Building	4 (Appears Eligible)
P-10-004338	Peoples Furniture Showroom & Warehouse; Zellerbach Paper	Building	4 (Appears Eligible)
P-10-004340	Hobbs Parsons Warehouse	Building	4 (Appears Eligible)
P-10-004341	The Travelers Hotel	Building	4 (Appears Eligible)



P-Number/Trinomial	Description	Type	NRHP Evaluation
P-10-004352	Gottschalks Distribution Center	Building	7 (Unevaluated)
P-10-004353	Turner Building	Building	4 (Appears Eligible)
P-10-004354	The Californian; Hotel Californian	Building	4 (Appears Eligible)
P-10-004417	Southern Pacific Passenger Depot	Building	1 (Listed)
P-10-004932	Del Monte Plant No. 68; California Packing Corporation (Calpak)	Building	7 (Unevaluated)
P-10-004933	Dick's Shoes; Dick Avakian Shoe Repair, David Dashjian Clothes Cleaner and the Reno Rooms	Building	3CS (Appears Eligible)
P-10-004934	Liberty Laundry	Building	7 (Unevaluated)
P-10-004935	Fresno Photo Engraving	Building	7 (Unevaluated)
P-10-005123	730-750 Van Ness Avenue	Building	7 (Unevaluated)
P-10-005841	818, 820, 828, 842 E Street	Building	5S3 (Locally Significant)
P-10-005842	956 China Alley	Building	5B (Locally Significant)
P-10-005844	929-937 China Alley	Building	3B (Locally Significant)
P-10-005847	804 F Street	Building	5S3 (Locally Significant)
P-10-005848	818-822 F Street	Building	6Z (Not Eligible)
P-10-005849	824-832 F Street	Building	6Z (Not Eligible)
P-10-005850	829-833 F Street	Building	5S3 (Locally Significant)
P-10-005851	836-840 F Street; Azteca Theater	Building	3CS (Appears Eligible)
P-10-005852	837 F Street	Building	6Z (Not Eligible)
P-10-005853	841 F Street	Building	6Z (Not Eligible)
P-10-005854	844-846 F Street	Building	6Z (Not Eligible)
P-10-005855	901-911 F Street; Nippon Building No. 1	Building	5D3 (Locally Significant)
P-10-005856	912 F Street	Building	6Z (Not Eligible)
P-10-005857	914-920 F Street	Building	5B (Locally Significant)



P-Number/Trinomial	Description	Type	NRHP Evaluation
P-10-005858	922-926 F Street	Building	5D3 (Locally Significant)
P-10-005859	927-931 F Street	Building	5S3 (Locally Significant)
P-10-005861	933-935 F Street	Building	5D3 (Locally Significant)
P-10-005863	938-954 F Street	Building	5B3 (Locally Significant)
P-10-005875	1502-1520 Tulare Street	Building	5D3 (Locally Significant)
P-10-005876	1528-1548 Tulare Street	Building	5B (Locally Significant)
P-10-005877	1515 Inyo Street	Building	5D3 (Locally Significant)
P-10-005878	1501-1521 Kern Street; Nippon Building No. 2	Building	6Z (Not Eligible)
P-10-006142/ CA-FRE-3617H	Fresno Block 534 Site	Site	7 (Unevaluated)
P-10-006469/ CA-FRE-3725H	F Street Line	Structure	7 (Unevaluated)
P-10-006977/ CA-FRE-3817H	1517 & 1521 Ventura St.	Site	7 (Unevaluated)
P-10-007206/ CA-FRE-3902H	Town of Fresno	District	7 (Unevaluated)
P-10-007209	I-SW4-02	Other	7 (Unevaluated)
P-10-007210	I-SW4-03	Other	7 (Unevaluated)
P-10-007223/ CA-FRE-3904H	S-SW4-3 (refuse deposit)	Site	7 (Unevaluated)



Appendix D Previous Documentation

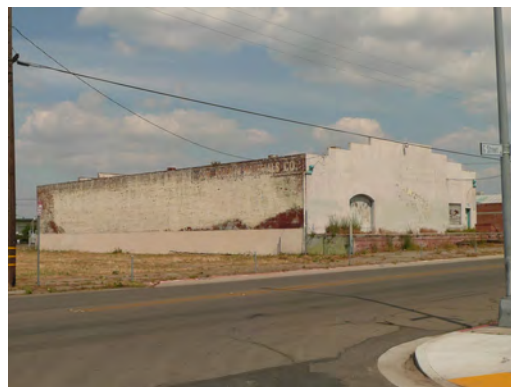
APN: 46704006 City: FRESNO County: FRESNO
Address: 840 G
Year Built: 1920 Context: Industrial Development
Alterations: This building has replacement siding. There is a replacement wood portico over the entrance. There is a wood shed roof extension on side.



Date Surveyed: 5/18/2010

Building History:

APN: 46704021U City: FRESNO County: FRESNO
Address: 744 G ST
Year Built: 1918c Context: Industrial Development
Alterations: This building has replacement siding in the front and a replacement door.



Date Surveyed: 5/18/2010

Building History: San Joaquin Materials Co.

APN: 46704023ST City: FRESNO County: FRESNO
Address: 735 - 739 H ST
Year Built: 1900c Context: Industrial Development
Alterations: There are multiple modifications to this building. The gable roof has been removed, the side walls raised with poured concrete and the roof replaced with a flat roof. In addition, window and door openings have been filled and new openings cut into the walls.



Date Surveyed: 5/19/2010

Building History: Constructed 1906-1918, roof alteration c.1962



August 11, 2011

Mr. Milford Wayne Donaldson
State Historic Preservation Officer
Office of Historic Preservation
1725 2nd Street, Suite 100
Sacramento, CA 95816

**Subject: Fresno to Bakersfield Section High Speed Train (HST)
Project -- Review and Concurrence with Cultural
Resources Documentation**

Dear Mr. Donaldson:

The California High Speed Rail Authority (Authority) and the Federal Railway Administration (FRA) are in the process of preparing an *Environmental Impact Report/Environmental Impact State (EIR/EIS) for the Fresno to Bakersfield Section High Speed Train (HST) Project*. Pursuant to 36 CFR 800.14(b)(1)(iii), the FRA has authorized the Authority to undertake consultation with the SHPO.

The following cultural resources documents, prepared in accordance with the June 15, 2011, *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-speed Rail Authority regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project (PA)*, are submitted to the Office of Historic Preservation (OHP) for review: 1) the *California High-Speed Train Fresno to Bakersfield Section Historic Properties Survey Report* (July 2011) (HPSR); 2) the *California High-Speed Train Fresno to Bakersfield Section Archaeological Survey Report* (July 2011) (ASR); and, 3) the *California High-Speed Train Fresno to Bakersfield Section Historic Architectural Survey Report* (July 2011) (HASR); and the *California High-Speed Train Fresno to Bakersfield Section Finding of Effect* (July 2011) (FOE).

REQUEST

The Authority and the FRA are now requesting the following from the OHP:

- Review of the HPSR, ASR, HASR, and FOE;
- Concurrence on the adequacy of the Area of Potential Effect (APE);
- Concurrence on the adequacy of the archaeological inventory and the ASR;
- Concurrence on the adequacy of the identification effort for the architectural properties and the HPSR and HASR;
- Concurrence on the findings of the HPSR; and
- Concurrence on the FOE.

Board Members:

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Chairperson

Lynn Schenk
Vice-Chairperson

Thomas Richards
Vice-Chairperson

Robert Balgenorth

Russell Burns

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Matthew Toledo

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Mr. Milford Wayne Donaldson
August 11, 2011
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PROJECT DESCRIPTION

The California High-Speed Train System (HST system) would provide intercity, high-speed service on more than 800 miles of tracks throughout California, connecting the major population centers of Sacramento, the San Francisco Bay Area, the Central Valley, Los Angeles, the Inland Empire, Orange County, and San Diego. The Authority plans two phases. Phase 1 would connect San Francisco to Los Angeles/Anaheim via the Pacheco Pass and the Central Valley with a mandated express travel time of 2 hours and 40 minutes or less. Phase 2 would connect the Central Valley to the state's capital, Sacramento, and would extend the system from Los Angeles to San Diego.

The Fresno to Bakersfield HST Section is a critical Phase 1 link connecting to the Merced to Fresno and Bay Area HST sections to the north and the Southern California HST sections to the south. It would extend approximately 113 miles between Downtown Fresno and Downtown Bakersfield. The Fresno to Bakersfield Section includes six HST alternatives. The BNSF Alternative is a single continuous alignment that extends from the northern end of the Fresno station tracks to the southern end of the Bakersfield station tracks. The additional five alternative alignments diverge from the BNSF Alternative at various locations between Fresno and Bakersfield, and were developed to avoid environmental, land use, or community impacts identified for portions of the BNSF Alternative. These include the Corcoran Elevated Alternative, the Corcoran Bypass Alternative, the Allensworth Bypass Alternative, the Wasco-Shafter Bypass Alternative, and the Bakersfield South Alternative.

In addition to the alternative alignments, the Fresno to Bakersfield Section includes two station alternatives in Fresno, a potential station alternative in the Hanford area, two station alternatives in Bakersfield, and five heavy-maintenance facility alternative sites.

OBJECTIVES

The Authority has responded to its mandate to plan, build, and operate an HST system that is coordinated with California's existing transportation network by adopting the following objectives and policies for the proposed HST system:

- Provide intercity travel capacity to supplement critically over-used interstate highways and commercial airports.
- Meet future intercity travel demand that will be unmet by current transportation systems, and increase capacity for intercity mobility.

Mr. Milford Wayne Donaldson
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- Maximize intermodal transportation opportunities by locating stations to connect with local transit, airports, and highways.
- Improve the intercity travel experience for Californians by providing comfortable, safe, frequent, and reliable high-speed travel.
- Provide a sustainable reduction in travel time between major urban centers.
- Increase the efficiency of the intercity transportation system.
- Maximize the use of existing transportation corridors and rights-of-way, to the extent feasible.
- Develop a practical and economically viable transportation system that can be implemented in phases by 2020 and generate revenues in excess of operations and maintenance costs.
- Provide intercity travel in a manner sensitive to and protective of the region's natural and agricultural resources and reduce emissions and vehicle miles traveled for intercity trips.

The approximately 113-mile-long Fresno to Bakersfield Section is an essential part of the statewide HST system. As part of the Central Valley section of the HST system, it would provide Fresno, Visalia, Tulare, Hanford, and Bakersfield access to a new transportation mode, and would contribute to increased mobility throughout California. This section will connect the south San Joaquin Valley region to the rest of the statewide HST system via Fresno, Kings, Tulare, and Kern counties.

PROPOSED AREA OF POTENTIAL EFFECTS (APE)

In accord with Stipulation VI.A and Attachment A of the PA, and in light of the inherent differences in archaeological and historic architectural resources, two distinct APEs were developed for each of the resource classes. Map sets that show the extent of these different APEs are provided in Appendix A of the HPSR. For the HST project, the APE for archaeological resources and historic architectural resources was established in consultation with the project engineer and the Authority. Your office concurred with the approach regarding the delineation of the APE on June 28, 2010 in accordance with the Section 106 PA.

The Fresno to Bakersfield Section APE extends south from Fresno and north from Bakersfield, being east from the BNSF corridor and west from the UPRR corridor. The Fresno to Bakersfield Section crosses central Fresno County, northeastern Kings County, southwestern Tulare County, and northern Kern County.

Mr. Milford Wayne Donaldson
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IDENTIFICATION EFFORTS

The Authority has made a reasonable and good faith effort to identify historic properties within the proposed APE pursuant to 36 CFR 800.4. The identification efforts and results are documented in the enclosed ASR and HPSR.

The ASR identified five prehistoric and historic archaeological resources (four prehistoric sites and one historic site) within the archaeological APE. The records search also identified 21 potential archaeological resources within a .25-mile radius of the project APE. The identified archaeological sites within the APE are considered ineligible as historic properties under the National Historic Preservation Act (NHPA). The Authority seeks SHPO concurrence that the five sites within the APE are not eligible for listing in the National Register, as detailed on page 7-1 of the HPSR and page 2-2 of the ASR.

The APE for historic architectural resources for this project encompasses a survey population of 52 properties containing buildings, structures, or objects that are either known historic properties (identified by previous studies) or require inventory and evaluation because they had not been previously evaluated. Of the 52 historic architectural resources addressed in this survey, five were previously listed in or determined to be eligible for listing in the NRHP and the CRHR. The HPSR evaluated the remaining 47 properties under NRHP and CRHR criteria. Of the 52 historic architectural resources surveyed in the APE, 25 historic properties were listed, have been determined eligible for listing, or appear to meet the criteria for listing in the NRHP.

The Authority seeks SHPO concurrence that 25 historic resources are either listed in or eligible for listing in the NRHP, as detailed on page 7-1 of the HPSR. The Authority also seeks SHPO concurrence that 203 historic resources do not meet the criteria for listing in the National Register. This includes 27 historic resources listed on page 7-2 of the HPSR, and 176 resources listed on page 2-2 of HASR.

Finding of Effect

The FOE concludes that the proposed undertaking would result in an Adverse Effect for 11 historic properties and No Adverse Effect for 14 properties. The Authority seeks SHPO concurrence in the conclusion of the Finding of Effect, as detailed on page 1-1 of the FOE.

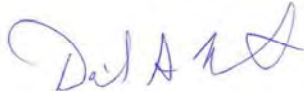
Mr. Milford Wayne Donaldson
August 11, 2011
Page Five

SUMMARY

The Authority and the FRA have approved the enclosed HPSR, ASR, HASR and FOE. The Authority and the FRA are requesting the OHP's review of and concurrence on the adequacy of the documents.

We look forward to receiving your response within 30 days of your receipt of this submittal, in accordance with Stipulations VI.C.2, and VII.A of the PA. If you need any additional information or have any questions or comments, please contact Lupe Jimenez with the Authority at (916) 322-9523, or David Valenstein, Chief, Environmental Systems Planning, FRA, at (202) 493-6368. Thank you very much for your attention and cooperation.

Sincerely yours,



Dan Leavitt
Deputy Director

Enclosures:

Fresno to Bakersfield HPSR, ASR, HASR, and FOE

cc: David Valenstein and Melissa DuMond, FRA
Lupe Jimenez, CA HSRA

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



February 6, 2012

Reply in Reference To: **FRA100524C**

Dan Leavitt - Deputy Director
CALIFORNIA High-Speed Rail Authority
770 L Street, Suite 800
Sacramento, CA 95814

Re: Section 106 Consultation for the Fresno to Bakersfield Section High Speed Train Project

Dear Mr. Leavitt:

Thank you for consulting pursuant to the, *Programmatic Agreement Among the Federal Railroad Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California High-Speed Rail Authority regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the California High-Speed Train Project (PA)*.

The California High-Speed Rail Authority (Authority) has determined that the five sites listed on page 7-1 of the Historic Property Survey Report (HPSR) and page 2-2 of the Archeological Survey Report (ASR) is not eligible for the National Register of Historic Places (NRHP). Based on review of the submitted documentation, I concur that CA-TUR-2950H, HST-TUL-A-1/-2 and HST-A-TUL-3 are not eligible for the NRHP. As CA-KER-2507 and -3072 were restricted from field survey I am not comfortable making an eligibility determination at this time. I recommend further identification and evaluation efforts be pursued once a preferred alternative is chosen or the plan for the identification efforts for these sites be included as part of a Memorandum of Agreement for the project.

The Authority has also determined that the 25 historic resources, as detailed on page 7-1 or the HPSR, are either listed in or eligible for the listing in the NRHP. I concur that all of the properties with the exception of 901 Flory Avenue are eligible for the NRHP. I do not have enough information at this time to either agree or disagree with eligibility on 901 Flory Avenue at this time. I recommend in the interest of timeliness that the authority assume that 901 Flory Avenue is eligible for the NRHP for the purposes of this project.

The Authority has also found that the 27 properties listed in section 6.6 of the HPSR and the 176 properties listed in section 7 of the Historic Architectural Survey Report are not eligible for listing in the NRHP. I concur.

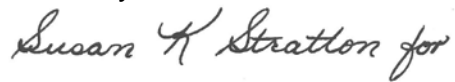
In your letter of October 31, 2011, the Authority found that the project would have an adverse effect on historic properties. In our meeting with the Federal Railroad Administration and the Authority on January 26, 2012, it was agreed that the SHPO

Mr. Leavitt
February 6, 2012
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would not review the Finding of Effect for this project until a preferred alternative is chosen.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan K Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer