

CALIFORNIA HIGH-SPEED TRAIN

Project Environmental Impact Report /
Environmental Impact Statement

DRAFT FINAL

Historic Architectural Survey Report

Merced to Fresno Section
Project EIR/EIS

February 2012



CALIFORNIA
High-Speed Rail Authority



U.S. Department of Transportation
Federal Railroad Administration



DRAFT FINAL
TECHNICAL REPORT

Merced to Fresno Section
Historic Architectural Survey Report

Prepared by:

California High-Speed Rail Authority and Federal Railroad Administration

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List of Abbreviated Terms

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
APN	Assessor Parcel Number
Authority	California High-Speed Rail Authority
BNSF	Burlington Northern Santa Fe Railway
Caltrans	California Department of Transportation
CASHPO	California State Historic Preservation Officer
CCIC	Central California Information Center
CEQA	California Environmental Quality Act
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
Delta	Sacramento-San Joaquin Delta
DPR	Department of Parks and Recreation
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
FOE	Findings of Effect
FRA	Federal Railroad Administration
HABS	Historic American Building Survey
HAER	Historic American Engineering Record
HASR	Historic Architectural Survey Report
HLRC	Historical Landmarks and Records Commission
HMF	heavy maintenance facility
HPSR	Historic Property Survey Report
HST	high-speed train
LOD	limits of disturbance
mph	miles per hour
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
OHP	Office of Historic Preservation

PA	Programmatic Agreement
PG&E	Pacific Gas and Electric
QI	Qualified Investigator
SR	State Route
SSJVIC	Southern San Joaquin Valley Information Center
UPRR	Union Pacific Railroad



1.0 Introduction

This Historic Architectural Survey Report (HASR) has been prepared as part of the California High-Speed Train (HST) project, Merced to Fresno Section. This study has been prepared to assist the project proponent, the California High-Speed Rail Authority (Authority), and the lead federal agency, the Federal Railroad Administration (FRA), to comply with Section 106 of the National Historic Preservation Act (NHPA), and its implementing regulations issued by the Advisory Council on Historic Preservation (ACHP), as these pertain to federally funded undertakings and their impacts on historic properties. This study also assists the Authority and FRA to comply with the National Environmental Policy Act (NEPA), California Environmental Quality Act (CEQA) and the NEPA and CEQA Guidelines, as they pertain to historical resources, for this project.

This study follows the procedures set forth in the Programmatic Agreement (PA). The PA provides an overall framework for the Section 106 process to be conducted across all nine separate and independent projects that are part of the California HST Project, of which the Merced to Fresno Section is one project. The PA also provides guidelines for the development of the Area of Potential Effects (APE); the identification, documentation, and evaluation of historic properties; and the assessment of adverse effects.

The purpose of this HASR document is (1) to present the APE for the built environment resources for the project; (2) to identify properties that are not eligible for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR); (3) to present historic status and the conclusions of evaluations of potential significance for properties within the APE that are not exempt under the PA and require evaluation to fulfill Section 106, NEPA, and CEQA obligations; and (4) to present findings that are not reported in the Historic Property Survey Report (HPSR). The HPSR is a separate document prepared to document known historic properties, those listed or eligible for listing in the NRHP, historical resources for the purpose of CEQA, and properties that are ineligible for the NRHP, but will be acquired, destroyed, demolished, or substantially altered as the result of the undertaking.

The HASR will be submitted to the California State Historic Preservation Officer (CASHPO) for review. The CASHPO will review and evaluate the adequacy of the accompanying APE, as well as the identification and evaluation findings of the study. Upon CASHPO concurrence with the eligibility determinations, future documents will present the Findings of Effect (FOE) analysis and propose appropriate mitigation for any adverse effects to historic properties that are identified in a Findings of Effect report. The conclusions of both the HPSR and HASR will be used as the basis for the Environmental Impact Report/Environmental Impact Study (EIR/EIS) prepared for the Merced to Fresno Section of the HST System.

2.0 Summary of Findings

This summary outlines the conclusions of the intensive inventory and evaluation of non-eligible built environment resources within the APE for the Merced to Fresno Section of the California HST Project, in accordance with the procedures set forth in the PA. The project location, project vicinity, and APE are shown on index sheets and associated map sheets in Appendix A of this HASR. The APE maps showing built environment resources include the assessor's parcel numbers (APNs) that serve as the map reference numbers for built environment resources inventoried and evaluated by this study. Evaluations of all built environment resources are presented on Department of Parks and Recreation (DPR) 523 forms and other recordation forms prepared for previous studies. Many built environment resources within the APE were more than 50 years old, but were substantially altered, and as such were subject to "streamlined documentation" as set forth in Attachment C, Section C of the PA. The DPR 523 forms (Appendix C) and streamlined documentation (Appendix D) are organized north-to-south in the project area by county, and then in ascending numerical order by APN.

The architectural APE for this project contains a survey population of 551 built environment resources (buildings, structures, sites, objects, districts, landscapes). Of that survey population, 151 are inventoried in the HPSR and consist of 18 built environment resources that are NRHP listed or eligible for listing or were historical resources for the purposes of CEQA; and 133 built environment resources that were ineligible, but would be acquired, destroyed, demolished, or substantially altered as the result of the undertaking. All 151 properties represented in the HPSR were documented on DPR 523 forms. The remaining 400 built environment resources are inventoried and evaluated in this HASR and consist of 177 ineligible properties that were documented on DPR 523 forms (Appendix C) and 223 ineligible properties that were substantially altered and documented on streamlined documentation (Appendix D). The evaluations concluded that none of these properties appear to meet the eligibility criteria for the NRHP or the CRHR, and none of the properties were resources for the purposes of CEQA.

3.0 Description of the Undertaking

The purpose of the Merced to Fresno Section of the HST Project is to implement the California HST System between Merced and Fresno, providing the public with electric-powered high-speed rail service that provides predictable and consistent travel times between major urban centers and connectivity to airports, mass transit systems, and the highway network in the south San Joaquin Valley, and to connect the northern and southern portions of the HST System. The approximately 65-mile-long corridor between Merced and Fresno is an essential part of the statewide HST System. The Merced to Fresno Section is the location where the HST would intersect and connect with the Bay Area and Sacramento branches of the HST System; it would provide a potential location for the heavy maintenance facility (HMF) where the HSTs would be assembled and maintained, as well as a test track for the trains; it would also provide Merced and Fresno access to a new transportation mode and would contribute to increased mobility throughout California.

3.1 No Project Alternative

The No Project Alternative refers to the projected growth planned for the region through the 2035 time horizon without the HST Project and serves as a basis of comparison for environmental analysis of the HST build alternatives. The No Project Alternative includes planned improvements to the highway, aviation, conventional passenger rail, and freight rail systems in the Merced to Fresno project area. There are many environmental impacts that would result under the No Project Alternative.

3.2 High-Speed Train Alternatives

As shown in Figure 3-1, there are three HST alignment alternatives proposed for the Merced to Fresno Section of the HST System: the UPRR/SR 99 Alternative, which would primarily parallel the UPRR railway; the BNSF Alternative, which would parallel the BNSF railway for a portion of the distance between Merced and Fresno; and the Hybrid Alternative, which combines features of the UPRR/SR 99 and BNSF alternatives. In addition, there is an HST station proposed for both the City of Merced and the City of Fresno, there is a wye connection (see text box on page 3-3) west to the Bay Area, and there are five potential sites for a proposed HMF.

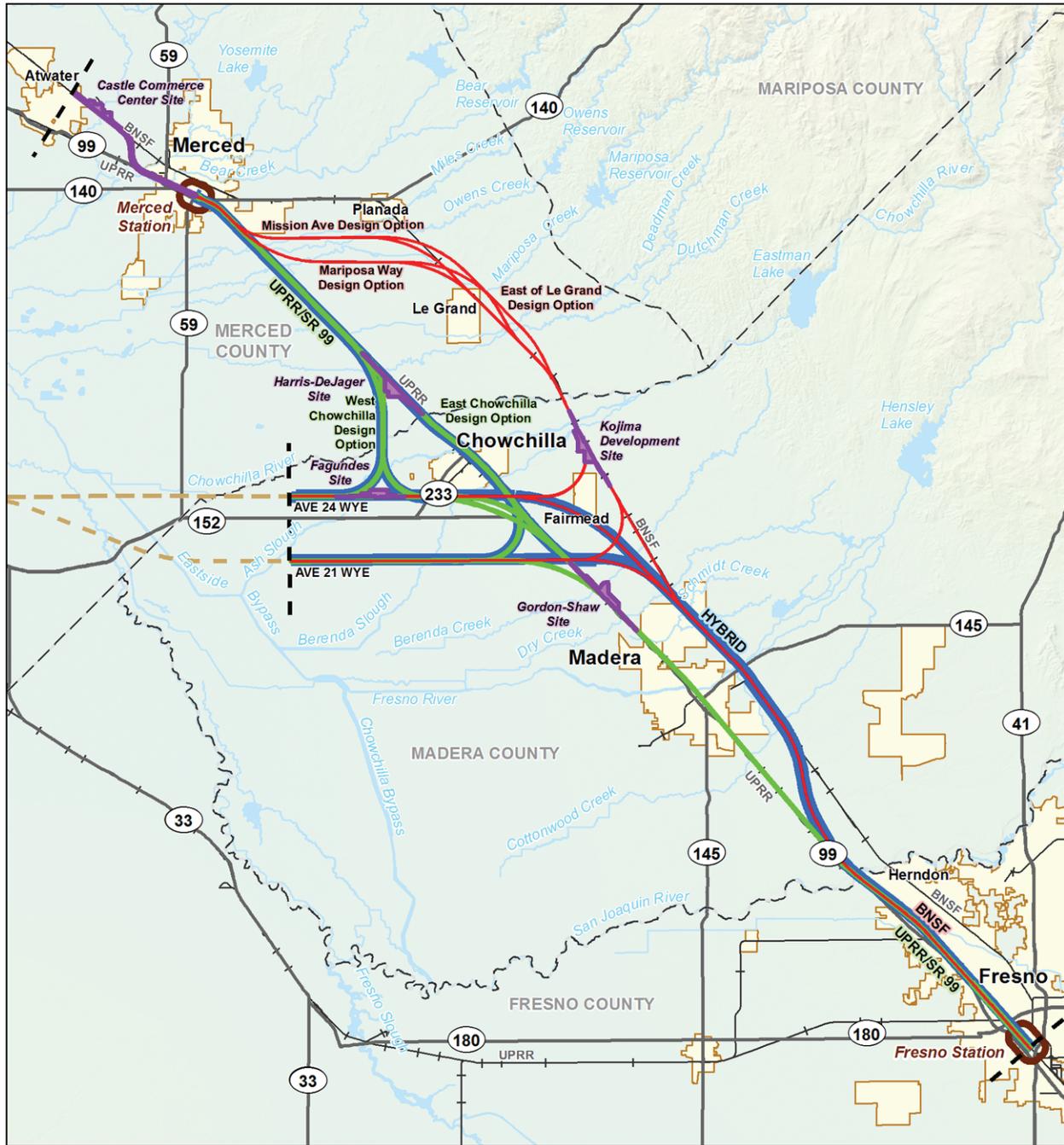
The Authority has identified the Hybrid Alternative as the preferred alternative for the north-south alignment between Merced and Fresno. The Hybrid Alternative would connect to San Jose to the west along one of three wye design options. The San Jose to Merced Section Project EIR/EIS will fully evaluate the east-west alignment alternatives and wye configurations, including the Ave 24 Wye, the Ave 21 Wye, and another wye design option, the SR 152 Wye. This report contains analysis of the north-south alignment and portions of the Ave 24 Wye and Ave 21 Wye. A decision regarding the preferred east-west alignment, including the preferred wye design option, will take place after circulation of the San Jose to Merced Section Project EIR/EIS; that decision will finalize the alignment and profile of the Hybrid Alternative. In addition, the Authority has identified the Mariposa Street Station Alternative as the preferred alternative for an HST station in Downtown Fresno.

3.2.1 UPRR/SR 99 Alternative

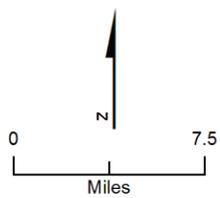
This section describes the UPRR/SR 99 Alternative, including the Chowchilla design options, wyes, and HST stations.

3.2.1.1 North-South Alignment

The north-south alignment of the UPRR/SR 99 Alternative would begin at the HST station in Downtown Merced, located on the west side of the UPRR right-of-way. South of the station and leaving Downtown Merced, the alternative would be at-grade and cross under SR 99. Approaching the City of Chowchilla, the UPRR/SR 99 Alternative has two design options: the East Chowchilla design option, which would pass Chowchilla on the east side of town, and the West Chowchilla design option, which would pass Chowchilla



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- BNSF Alternative
- UPRR/SR 99 Alternative
- Hybrid Alternative
- Project Limit
- Connection to Other Section
- Station Study Area
- Potential Heavy Maintenance Facility
- City Limit
- County Boundary
- Railroad
- State / US Highway

Figure 3-1
 Merced to Fresno Section
 HST Alternatives

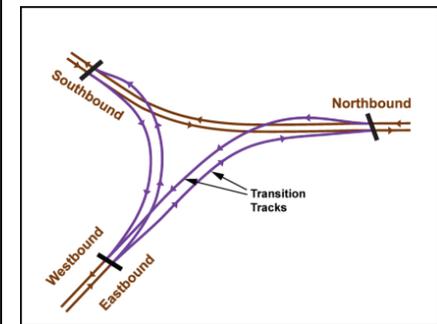
3 to 4 miles west of the city before turning back to rejoin the UPRR/SR 99 transportation corridor. These design options would take the following routes:

- East Chowchilla design option:** This design option would transition from the west side of the UPRR/SR 99 corridor to an elevated structure as it crosses the UPRR railway and N. Chowchilla Boulevard just north of Avenue 27, continuing on an elevated structure away from the UPRR corridor along the west side of and parallel to SR 99 to cross Berenda Slough. Toward the south side of Chowchilla, this design option would cross over SR 99 north of the SR 99/SR 152 interchange near Avenue 23½ south of Chowchilla. Continuing south on the east side of SR 99 and the UPRR corridor, this design option would remain elevated for 7.1 miles through the communities of Fairmead and Berenda until reaching the Dry Creek Crossing. The East Chowchilla design option connects to the HST sections to the west via either the Ave 24 or Ave 21 wyes (described below).
- West Chowchilla design option:** This design option would travel due south from Sandy Mush Road north of Chowchilla, following the west side of Road 11¾. The alignment would turn southeast toward the UPRR/SR 99 corridor south of Chowchilla. The West Chowchilla design option would cross over the UPRR and SR 99 east of the Fairmead city limits to again parallel the UPRR/SR 99 corridor. The West Chowchilla design option would result in a net decrease of approximately 13 miles of track for the HST System compared to the East Chowchilla design option and would remain outside the limits of the City of Chowchilla. The West Chowchilla design option connects to the HST sections to the west via the Ave 24 Wye, but not the Ave 21 Wye.

The UPRR/SR 99 Alternative would continue toward Madera along the east side of the UPRR south of Dry Creek and remain on an elevated profile for 8.9 miles through Madera. After crossing over Cottonwood Creek and Avenue 12, the HST alignment would transition to an at-grade profile and continue to be at-grade until north of the San Joaquin River. After the San Joaquin River crossing, the HST alignment would require realignment (a mostly westward shift) of Golden State Boulevard and of a portion of SR 99 to create right-of-way adjacent to the UPRR railroad that would not preclude future expansion of these roadways. After crossing the San Joaquin River, the alternative would rise over the UPRR railway on an elevated guideway, supported by straddle bents, before crossing over the existing Herndon Avenue and again descending into an at-grade profile and continuing west of and parallel to the UPRR right-of-way. After elevating to cross the UPRR railway on the southern bank of the San Joaquin River, south of Herndon Avenue, the alternative would transition from an elevated to an at-grade profile. Traveling south from Golden State Boulevard at-grade, the alternative would cross under the reconstructed Ashlan Avenue and Clinton Avenue overhead structures. Advancing south from Clinton Avenue between Clinton Avenue and Belmont Avenue, the HST guideway would run at-grade adjacent to the western boundary of the UPRR right-of-way and then enter the HST station in Downtown Fresno. The HST guideway would descend in a retained-cut to pass under the San Joaquin Valley Railroad spur line and SR 180, transition back to at-grade before Stanislaus Street, and continue to be at-grade into the station. As part of a station design option, Tulare Street would become either an overpass or undercrossing at the station.

What is a “Wye”?

The word “wye” refers to the “Y”-like formation that is created where train tracks branch off the mainline to continue in different directions. The transition to a wye requires splitting two tracks into four tracks that cross over one another before the wye “legs” can diverge in opposite directions to allow bidirectional travel. For the Merced to Fresno Section of the HST System, the two tracks traveling east-west from the San Jose to Merced Section must become four tracks—a set of two tracks branching to the north and a set of two tracks branching to the south.



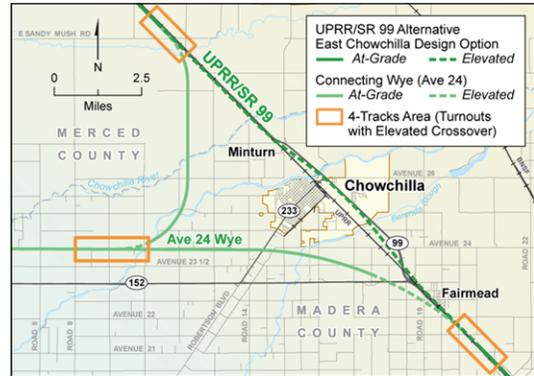
3.2.1.2 Wye Design Options

The following text describes the wye connection from the San Jose to Merced Section to the Merced to Fresno Section. There are two variations of the Ave 24 Wye for the UPRR/SR 99 Alternative because of the West Chowchilla design option. The

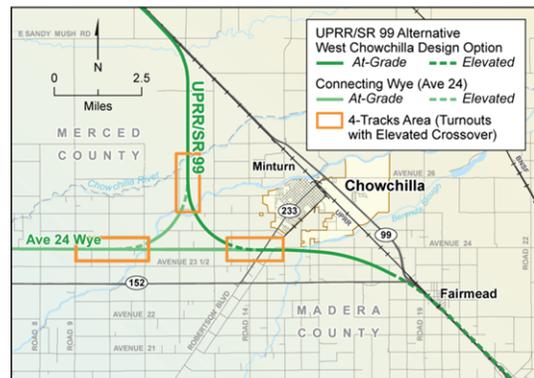
Ave 21 Wye does not connect to the West Chowchilla design option and therefore does not have a variation.

Ave 24 Wye

The Ave 24 Wye design option would travel along the south side of eastbound Avenue 24 toward the UPRR/SR 99 Alternative and would begin diverging onto two sets of tracks west of Road 11 and west of the City of Chowchilla. Under the East Chowchilla design option, the northbound set of tracks would travel northeast across Road 12, joining the UPRR/SR 99 north-south alignment on the west side of the UPRR right-of-way just north of Sandy Mush Road. Under the West Chowchilla design option, the northbound set of tracks would travel northeast across Road 12 and would join the UPRR/SR 99 north-south alignment just south of Avenue 26. The southbound HST guideway would continue east along Avenue 24, turning south near SR 233 southeast of Chowchilla, crossing SR 99 and the UPRR railway to connect to the UPRR/SR 99 Alternative north-south alignment on the east side of the UPRR near Avenue 21½. Under the West Chowchilla design option, the southbound tracks would turn south near Road 16 south of Chowchilla, crossing SR 99 and the UPRR to connect to the UPRR/SR 99 north-south alignment on the east side of the UPRR adjacent to the city limits of Fairmead.



(a) Ave 24 Wye with the East Chowchilla Design Option



(b) Ave 24 Wye with the West Chowchilla Design Option

Figure 3-2a shows the wye alignment for the East Chowchilla design option and Figure 3-2b shows the alignment for the West Chowchilla design option. Together, the figures illustrate the difference in the wye triangle formation for each design option connection. The north-south alignment of the West Chowchilla design option between Merced and Fresno diverges along Avenue 24 onto Road 12, on the north branch of the wye, allowing the HST alternative to avoid traveling through Chowchilla and to avoid constraining the city within the wye triangle.

Figure 3-2a and b
 Ave 24 Wye and Chowchilla Design Options

Ave 21 Wye

The Ave 21 Wye would travel along the north side of Avenue 21. Just west of Road 16, the HST tracks would diverge north and south to connect to the UPRR/SR 99 Alternative, with the north leg of the wye joining the north-south alignment at Avenue 23½ and the south leg at Avenue 19½.

3.2.1.3 HST Stations

The Downtown Merced and Downtown Fresno station areas would each occupy several blocks, to include station plazas, drop-offs, a multimodal transit center, and parking structures. The areas would include the station platform and associated building and access structure, as well as lengths of platform tracks to accommodate local and express service at the stations. As currently proposed, both the Downtown Merced and Downtown Fresno stations would be at-grade, including all trackway and platforms, passenger services and concessions, and back-of-house functions.

Downtown Merced Station

The Downtown Merced Station would be between Martin Luther King Jr. Way to the northwest and G Street to the southeast. The station would be accessible from both sides of the UPRR, but the primary

station house would front 16th Street. The major access points from SR 99 include V Street, R Street, Martin Luther King Jr. Way, and G Street. Primary access to the parking facility would be from West 15th Street and West 14th Street, just one block east of SR 99. The closest access to the parking facility from the SR 99 freeway would be R Street, which has a full interchange with the freeway. The site proposal includes a parking structure that would have the potential for up to 6 levels with a capacity of approximately 2,250 cars and an approximate height of 50 feet.

Downtown Fresno Station Alternatives

There are two station alternatives under consideration in Fresno: the Mariposa Street Station Alternative and the Kern Street Station Alternative.

Mariposa Street Station Alternative (Preferred Alternative)

The Mariposa Street Station Alternative is located in Downtown Fresno, less than 0.5-mile east of SR 99. The station would be centered on Mariposa Street and bordered by Fresno Street on the north, Tulare Street on the south, H Street on the east, and G Street on the west. The station building would be approximately 75,000 square feet, with a maximum height of approximately 60 feet. The two-level station would be at-grade, with passenger access provided both east and west of the HST guideway and the UPRR tracks, which would run parallel with one another adjacent to the station. Entrances would be located at both G and H Streets. The eastern entrance would be at the intersection of H Street and Mariposa Street, with platform access provided via the pedestrian overcrossing. The main western entrance would be located at G Street and Mariposa Street.

The majority of station facilities would be located east of the UPRR tracks. The station and associated facilities would occupy approximately 18.5 acres, including 13 acres dedicated to the station, bus transit center, surface parking lots, and kiss-and-ride accommodations. A new intermodal facility would be included in the station footprint on the parcel bordered by Fresno Street to the north, Mariposa Street to the south, Broadway Street to the east, and H Street to the west. The site proposal includes the potential for up to three parking structures occupying a total of 5.5 acres. Two of the three potential parking structures would each sit on 2 acres, and each would have a capacity of approximately 1,500 cars. The third parking structure would have a slightly smaller footprint (1.5 acres), with five levels and a capacity of approximately 1,100 cars. Surface parking lots would provide approximately 300 additional parking spaces.

Kern Street Station Alternative

The Kern Street Station Alternative for the HST station would also be in Downtown Fresno and would be centered on Kern Street between Tulare Street and Inyo Street. This station would include the same components and acreage as the Mariposa Street Station Alternative, but the station would not encroach on the historic Southern Pacific Railroad depot just north of Tulare Street and would not require relocation of existing Greyhound facilities. Two of the three potential parking structures would each sit on 2 acres, and each would have a capacity of approximately 1,500 cars. The third structure would have a slightly smaller footprint (1.5 acres) and a capacity of approximately 1,100 cars. Like the Mariposa Street Station Alternative, the majority of station facilities under the Kern Street Station Alternative would be east of the HST tracks.

3.2.2 BNSF Alternative

This section describes the BNSF Alternative, including the Le Grand design options and wyes. It does not include a discussion of the HST stations, because the station descriptions are identical for each of the three HST alignment alternatives.

3.2.2.1 North-South Alignment

The north-south alignment of the BNSF Alternative would begin at the proposed Downtown Merced Station. This alternative would remain at-grade through Merced and would cross under SR 99 at the south end of the city. Just south of the interchange at SR 99 and E Childs Avenue, the BNSF Alternative



would cross over SR 99 and UPRR as it begins to curve to the east, crossing over the E Mission Avenue interchange. It would then travel east to the vicinity of Le Grand, where it would turn south and travel adjacent to the BNSF tracks.

To minimize impacts on the natural environment and the community of Le Grand, the project design includes four design options:

- **Mission Ave design option:** This design option would turn east to travel along the north side of Mission Avenue at Le Grand and then would elevate through Le Grand adjacent to and along the west side of the BNSF corridor.
- **Mission Ave East of Le Grand design option:** This design option would vary from the Mission Ave design option by traveling approximately 1 mile farther east before turning southeast to cross Santa Fe Avenue and the BNSF tracks south of Mission Avenue. The HST alignment would parallel the BNSF for 0.5 mile to the east, avoiding the urban limits of Le Grand. This design option would cross Santa Fe Avenue and the BNSF railroad again approximately 0.5 mile north of Marguerite Road and would continue adjacent to the west side of the BNSF corridor.
- **Mariposa Way design option:** This design option would travel 1 mile farther than the Mission Ave design option before crossing SR 99 near Vassar Road and turning east toward Le Grand along the south side of Mariposa Way. East of Simonson Road, the HST alignment would turn to the southeast. Just prior to Savana Road in Le Grand, the HST alignment would transition from at-grade to elevated to pass through Le Grand on a 1.7-mile-long guideway adjacent to and along the west side of the BNSF corridor.
- **Mariposa Way East of Le Grand design option:** This design option would vary from the Mariposa Way design option by traveling approximately 1 mile farther east before turning southeast to cross Santa Fe Avenue and the BNSF tracks less than 0.5 mile south of Mariposa Way. The HST alignment would parallel the BNSF to the east of the railway for 0.5 mile, avoiding the urban limits of Le Grand. This design option would cross Santa Fe Avenue and the BNSF again approximately 0.5 mile north of Marguerite Road and would continue adjacent to the west side of the BNSF corridor.

Continuing southeast along the west side of the BNSF corridor, the BNSF Alternative would begin to curve just before Plainsburg Road through a predominantly rural and agricultural area. One mile south of Le Grand, the HST alignment would cross Deadman and Dutchman creeks. The alignment would deviate from the BNSF corridor just southeast of S White Rock Road, where it would remain at-grade for another 7 miles, except at the bridge crossings, and would continue on the west side of the BNSF corridor through the community of Sharon. The HST alignment would continue at-grade through the community of Kismet until crossing at Dry Creek. The BNSF Alternative would then continue at-grade through agricultural areas along the west side of the BNSF corridor through the community of Madera Acres north of the City of Madera; in the vicinity of Madera Acres, the HST Project would provide a grade separation of Road 26 and Road 28, which would cross over both the existing BNSF tracks and the new HST guideway. South of Avenue 15 east of Madera, the alignment would transition toward the UPRR corridor, following the east side of the UPRR corridor near Avenue 9 south of Madera, then continuing along nearly the same route as the UPRR/SR 99 Alternative over the San Joaquin River to enter the community of Herndon. After crossing the San Joaquin River, the alignment would be the same as for the UPRR/SR 99 Alternative

3.2.2.2 Wye Design Options

The Ave 24 Wye and the Ave 21 Wye would be the same as described for the UPRR/SR 99 Alternative (East Chowchilla design option), except as noted below.

Ave 24 Wye

As with the UPRR/SR 99 Alternative, the Ave 24 Wye would follow along the south side of Avenue 24 and would begin diverging into two sets of tracks (i.e., four tracks) beginning west of Road 17. Two tracks



would travel north near Road 20½, where they would join the north-south alignment of the BNSF Alternative on the west side of the BNSF corridor near Avenue 26½. The two southbound tracks would join the BNSF Alternative on the west side of the BNSF corridor south of Avenue 21.

Ave 21 Wye

As with the UPRR/SR 99 Alternative, the Ave 21 Wye would travel along the north side of Avenue 21. Two tracks would diverge, turning north and south to connect to the north-south alignment of the BNSF Alternative just west of Road 21. The north leg of the wye would join the north-south alignment just south of Avenue 24, and the south leg would join the north-south alignment just east of Frontage Road/Road 26 north of the community of Madera Acres.

3.2.3 Hybrid Alternative (Preferred Alternative)

This section describes the Hybrid Alternative, which generally follows the alignment of the UPRR/SR 99 Alternative in the north and the BNSF Alternative in the south. It does not include a discussion of the HST stations because the station descriptions are identical for each of the three HST alternatives.

3.2.3.1 North-South Alignment

From north to south, generally, the Hybrid Alternative would follow the UPRR/SR 99 alignment with either the West Chowchilla design option with the Ave 24 Wye or the East Chowchilla design option with the Ave 21 Wye. Approaching the Chowchilla city limits, the Hybrid Alternative would follow one of two options:

- In conjunction with the Ave 24 Wye, the HST alignment would veer due south from Sandy Mush Road along a curve and would continue at-grade for 4 miles parallel to and on the west side of Road 11¾. The Hybrid Alternative would then curve to a corridor on the south side of Avenue 24 and would travel parallel for the next 4.3 miles. Along this curve, the southbound HST track would become an elevated structure for approximately 9,000 feet to cross over the Ave 24 Wye connection tracks and Ash Slough, while the northbound HST track would remain at-grade. Continuing east on the south side of Avenue 24, the HST alignment would become identical to the Ave 24 Wye connection for the BNSF Alternative and would follow the alignment of the BNSF Alternative until Madera.
- In conjunction with the Ave 21 Wye connection, the HST alignment would transition from the west side of UPRR and SR 99 to an elevated structure as it crosses the UPRR and N. Chowchilla Boulevard just north of Avenue 27, continuing on an elevated structure along the west side of and parallel to SR 99 away from the UPRR corridor while it crosses Berenda Slough. Toward the south side of Chowchilla, the alignment (with the Ave 21 Wye) would cross over SR 99 north of the SR 99/SR 152 interchange near Avenue 23½ south of Chowchilla. It would continue to follow along the east side of SR 99 until reaching Avenue 21, where it would curve east and run parallel to Avenue 21, briefly. The alignment would then follow a path similar to the Ave 21 Wye connection for the BNSF Alternative, but with a tighter 220 miles per hour (mph) curve. The alternative would then follow the BNSF Alternative alignment until Madera.

Through Madera and until reaching the San Joaquin River, the Hybrid Alternative is the same as the BNSF Alternative. Once crossing the San Joaquin River, the alignment of the Hybrid Alternative becomes the same as for the UPRR/SR 99 Alternative, including the westward realignments of Golden State Boulevard and SR 99.

3.2.3.2 Wye Design Options

The wye connections for the Hybrid Alternative follow Avenue 24 and Avenue 21, similar to those of the UPRR/SR 99 and BNSF alternatives.

Ave 24 Wye

The Ave 24 Wye is the same as the combination of the UPRR/SR 99 Alternative with the West Chowchilla design option, and the Ave 24 Wye for the BNSF Alternative.

Ave 21 Wye

The Ave 21 Wye is similar to the combination of the UPRR/SR 99 Alternative with the Ave 21 Wye on the northbound leg and the BNSF Alternative with the Ave 21 Wye on the southbound leg. However, the south leg under the Hybrid Alternative would follow a tighter, 220 mph curve than the BNSF Alternative, which follows a 250 mph curve.

3.2.4 Heavy Maintenance Facility Alternatives

The Authority is studying five HMF sites (see Figure 3-1) within the Merced to Fresno Section, one of which may be selected. (The sponsor of the Harris-DeJager site withdrew its proposal from the Authority's consideration of potential HMF sites [Kopshever 2011]. However, to remain consistent with previous analysis and provide a basis of comparison among the HMFs, evaluation of the site continues in this document.)

- **Castle Commerce Center HMF site** – A 370-acre site located 6 miles northwest of Merced, at the former Castle Air Force Base in northern unincorporated Merced County. It is adjacent to and on the east side of the BNSF mainline, 1.75 miles south of the UPRR mainline, off of Santa Fe Drive and Shuttle Road, 2.75 miles from the existing SR 99 interchange. The Castle Commerce Center HMF would be accessible by all HST alternatives.
- **Harris-DeJager HMF site (withdrawn from consideration)** – A 401-acre site located north of Chowchilla adjacent to and on the west side of the UPRR corridor, along S. Vista Road and near the SR 99 interchange under construction. The Harris-DeJager HMF would be accessible by the UPRR/SR 99 and Hybrid alternatives if coming from the Ave 21 Wye and the UPRR/SR 99 Alternative with the East Chowchilla design option and the Ave 24 Wye.
- **Fagundes HMF site** – A 231-acre site, located 3 miles southwest of Chowchilla on the north side of SR 152, between Road 11 and Road 12. This HMF would be accessible by all HST alternatives with the Ave 24 Wye.
- **Gordon-Shaw HMF site** – A 364-acre site adjacent to and on the east side of the UPRR corridor, extending from north of Berenda Boulevard to Avenue 19. The Gordon-Shaw HMF would be accessible from the UPRR/SR 99 Alternative.
- **Kojima Development HMF site** – A 392-acre site on the west side of the BNSF corridor east of Chowchilla, located along Santa Fe Drive and Robertson Boulevard (Avenue 26). The Kojima Development HMF would be accessible by the BNSF Alternative with the Ave 21 Wye.

3.3 Project Construction

At-grade track sections would be built using conventional railroad construction techniques. A typical sequence includes clearing, grubbing, contouring, and compacting of the rail bed; application of ballast; laying track; and installing electrical and communications systems. The precast segmental construction method is proposed for elevated track sections. In this construction method, large concrete bridge segments would be mass-produced at an onsite temporary casting yard. Precast segments would then be transported atop the already completed portions of the elevated track and installed using a special gantry crane positioned on the viaduct. Although the precast segmental method is the favored technique for viaduct construction, other methods may be used, including cast-in-place, box girder, or precast span-by-span techniques. Construction is currently planned to commence in 2012 and conclude in 2017.

4.0 Area of Potential Effects

Section 106 requires that an APE be defined for the project. An APE is defined in 36 Code of Federal Regulations (CFR) Section 800.16(d) as the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The APE is influenced by the scale and nature of an undertaking; it may be different for different kinds of effects caused by the undertaking and different types of resources. The APE for this undertaking was developed in accordance with both 36 CFR 800.16(d) and the guidelines set forth in Attachment B of the PA (see Appendix F) drafted by the FRA, ACHP, and the CASHPO.

The HASR presents the APE for built environment resources for the project (see Appendix A). It should be noted that while the Merced to Fresno Section project area and the APE extend to Ventura Street in Downtown Fresno, this report (as well as the HPSR and Archaeological Survey Report [ASR]), only includes analysis to E. Amador Street. The technical reports (HPSR, HASR, and ASR) prepared for the next HST section to the south, Fresno to Bakersfield, include analysis of the resources south of E. Amador Street to Ventura Street, including the Fresno Station (Authority and FRA 2012c, d). This separation avoids redundancy in the technical analysis needed for formal Section 106 compliance.

The APE will be submitted to the California State Office of Historic Preservation (OHP) for CASHPO concurrence and was used to identify the built environment resources considered in this report. See the following sections for more detailed descriptions of the built environment APE as well as Section 3.0 for a detailed discussion of the alternatives.

4.1 Description of the APE

The initial APE for the Merced to Fresno Section was approved by the CASHPO on August 16, 2010 (M.W. Donaldson to J. Ketelsen or R. Rodland, August 16, 2010). Since then, the APE has been refined to reflect changes in the alignment and guidelines set forth in Attachment B of the PA. The refined APE, included in Appendix A for concurrence by the CASHPO, was used to determine the survey population for this HASR. The APE may be revised according to future refinements to the proposed rail alignment alternatives and as engineering revisions become available. All APE refinements or changes will be subject to consultation with CASHPO. The current APE is shown in Appendix A of this HASR.

The built environment APE for the Merced to Fresno Section includes all legal parcels intersected by the proposed limits of disturbance (LOD), or the footprint of actual facilities proposed for construction (e.g., tracks, grade separations, stations, switchyards, and maintenance facilities), and construction staging areas, and also includes properties that could be directly affected by the undertaking. If built environment resources existed on a large rural parcel within 150 feet of the proposed HST at-grade right-of-way, or if it was determined that the resources on that parcel were otherwise potentially affected by the project, the entire parcel was included in the APE. If built environment resources on a large rural parcel were more than 150 feet away from the proposed HST at-grade right-of-way, and were otherwise not potentially affected by the project, the APE boundary was set at the limits of the proposed right-of-way. In these cases, resources outside the APE on that parcel did not require further survey.

The built environment APE also includes properties adjacent to those intersected by the proposed HST project if the built environment resources on those parcels may be indirectly affected by the undertaking as the result of visual or audible changes that may cause changes in traffic or land use patterns. The built environment APE is further defined according to the following parameters set forth in Attachment B of the PA (see Appendix F):

The APE for historic architectural properties includes all properties that contain buildings, structures or objects more than 50 years of age at the time of the survey is completed by the Qualified Investigators (QIs), as follows:

- *Properties within the proposed project right-of-way;*

- *Properties where historic materials or associated landscape features would be demolished, moved, or altered by construction;*
- *Properties near the undertaking where railroad materials, features, and activities HAVE NOT been part of their historic setting and where the introduction of visual or audible elements may affect the use or characteristics of those properties that would be the basis for their eligibility for listing in the National Register; and*
- *Properties near the undertaking that were either used by a railroad, served by a railroad, or where railroad materials, features, and activities HAVE long been part of their historic setting, but only in such cases where the undertaking would result in a substantial change from the historic use, access, or noise and vibration levels that were present 50 years ago, or during the period of significance of a property, if different.*

For the HST project, a key phrase in the APE definition in the Section 106 regulations contained within 36 CFR 800.16(d) is 'may cause alterations in the character or use of historic properties' because many of the undertakings involve the construction of high-speed rail alongside existing railroads. In such cases, potential historic properties near the proposed undertaking historically had railroad features, materials, and activities within their setting that contributed to their character, or may even have been used by or served by the railroad. For example:

- *The character and use of a historic railroad passenger or freight depot or railroad bridge would not change unless it would be put out of service, destroyed, altered, or moved for the undertaking;*
- *The character and use of an industrial building next to existing railroad tracks would not change unless freight railroad service was an important association and the spur lines or loading areas would be removed by the undertaking;*
- *The character and use of buildings would not change if they would be separated from the undertaking by an existing railroad; however,*
- *The character of a non-railroad or non-industrial building would likely change if the building is visually sensitive and the proposed undertaking introduces an elevated grade separation or other large building or structure;*
- *The use of a non-railroad or non-industrial building would likely change if the building is sensitive to noise, like a school, museum, or library, and the frequency of noise or vibration events from passing trains is increased over historic-era railroad events.*

However, some sections of an undertaking may be introducing rail service where none existed during the historic era, for example, along a highway or through agricultural fields. For such sections, the undertaking is more likely to change the character or use of a historic property, and the APE would take into account changes to its setting and the introduction of visible or audible elements that are out of character with the property. Other effects to be considered when delineating the APE may include, but are not limited to, physical damage or destruction of all or part of a property; physical alterations; moving or realigning a historic property; isolating a property from its setting; visual, audible, or atmospheric intrusions; shadow effects; damage from vibrations; and change in access or use (Authority and FRA 2011b).

5.0 Summary of Identification Effort

This chapter describes the inventory and field methods employed, the methods to characterize historic context and previously recorded historic properties, and involvement of the public. The methods outlined here represent the implementation of the *Merced to Fresno Architectural Survey and Evaluation Plan* (Authority and FRA 2009a), which were submitted to and approved by the Project Management Team and the Authority. Relevant aspects of the PA were incorporated into both inventory and evaluation plans and were also implemented during the course of the identification effort.

5.1 Previously Identified Built Environment Resources

Architectural historians meeting the professional qualifications of the Secretary of the Interior's Standards for Architectural History and meeting the definition of QI, as per the PA, conducted the identification and evaluation of built environment resources for the Merced to Fresno Section of the HST.

Records searches conducted at the Central California Information Center (CCIC) for Merced County and at the Southern San Joaquin Valley Information Center (SSJVIC) for Madera and Fresno Counties included retrieval of background information on previously recorded built environment resources. Additional record searches for built environment resources were conducted at both information centers on January 26, 2011, April 4, 2011, June 6, 2011, and June 29, 2011. Background information provided by the California Historical Resources Information System (CHRIS) centers was used to identify built environment resources listed in, determined eligible, or potentially eligible for listing in the NRHP and CRHR within the APE. This background information included the following:

- NRHP and CRHR Listings (2011)
- Directory of Properties in the Historic Property Data Files for Merced, Madera, and Fresno Counties (OHP 2011)
- California Inventory of Historic Resources (OHP 1976)
- California Points of Historical Interest (OHP 1992)
- California Historical Landmarks (OHP [1990] 1995)
- Previous Environmental Studies within the Project Area

The records provided by the CHRIS centers indicated that a total of 103 built environment resources were previously recorded within the APE. See Table 5-1 for more detailed information on these resources. As previously stated in Section 4.0, built environment resources south of E. Amador Street in Downtown Fresno are addressed in the HPSR and HASR for the Fresno to Bakersfield Section, and therefore, are not included in Table 5-1.

Of the 103 built environment resources previously recorded in the APE, 46 resources are no longer extant. Of the remaining 57 resources, only one was listed in the NRHP (Status Code 1) and one resource was determined eligible for listing in the NRHP (Status Code 2). Eight resources appeared to be eligible for listing in the NRHP and CRHR (Status Code 3) and six were recognized as historically significant by local government (Status Code 5). In addition, 27 resources were found to be not eligible for listing in the NRHP (Status Code 6), and 14 resources had not been fully evaluated (Status Code 7) or had no status code assigned in the HRI list (see Appendix E).

The project QIs also reviewed local registers and lists of historic properties and consulted with local government planning staff to thoroughly account for previously identified historic properties and include them in the HPSR survey population. No additional local landmarks other than those identified through the CHRIS center searches were identified in the APE for Merced or Madera County. Additional built environment resources not found in the records provided by the CHRIS centers were identified as local

landmarks in Downtown Fresno by the Fresno County Historical Landmarks and Records Commission (HLRC). Those resources are identified in the HPSR for the Fresno to Bakersfield Section.

Of the 103 known built environment resources identified in the records provided by the CHRIS centers, 24 were exempted according to provisions set forth in Attachment D of the PA (see Appendix F). For a more detailed description of the methodology for exempted resources, see Section 5.3. In summary, 12 of the 103 previously recorded built environment resources required documentation for this HASR (see Table 5-1). Another 388 built environment resources were newly identified in the field by the QIs, resulting in a total of 400 properties documented in this report.

Table 5-1

Previously Identified Built Environment Resources within the HST Project Area of Potential Effects

APN/Map ID # ^a	Primary Number	Resource Description	CHRIS Status Code ^b	Documentation Status
All Counties				
	P-24-000097	Southern Pacific Railroad	6Y	Exempt
	P-24-001881	BNSF Railway	6Y	Exempt
Merced County				
	P-24-000084	Lingard Lateral/Givens Lateral/Hadley Lateral	6U	Exempt
	P-24-000085	Koff Lateral Canal	6Y	Exempt
	P-24-000086	Hartley Lateral Canal	6Y	Exempt
	P-24-000096	Farmdale Canal Segment; Farmdale Lateral Canal	6Y	Exempt
051-010-010	P-24-000444	T-47, Repair Hangar, Building 47	6Y	DPR 523 Forms Updated in HASR, Not Eligible
051-010-010	P-24-000445	T-51, Repair Hangar, Building 51	6Y	DPR 523 Forms Updated in HASR, Not Eligible
051-010-010	P-24-000446	T-54, Line Maintenance Building, Building 54	6Y	DPR 523 Forms Updated in HASR, Not Eligible
	P-24-000447	T-84, (Type F-2) Fire Station	6Y	Not Extant
	P-24-000450	Building #332 (Type S-A), Supply Room	6Y	Not Extant
	P-24-000455	T-331, Recreation Building	6Y	Not Extant
	P-24-000465	T-521 Commissary Warehouse, Cold Storage	6Y	Not Extant
	P-24-000466	T-522 Commissary Warehouse, Cold Storage	6Y	Not Extant
	P-24-000467	T-531 (Type SH-18), Warehouse, Commissary Storage	6Y	Not Extant

APN/Map ID # ^a	Primary Number	Resource Description	CHRIS Status Code ^b	Documentation Status
	P-24-000468	T-532 (Type SH-13), Warehouse	6Y	Not Extant
	P-24-000469	T-533, Warehouse	6Y	Not Extant
	P-24-000470	T-534 (Type SH-9), Ordnance and Signal Warehouse	6Y	Not Extant
005-070-025	P-24-000471	T-535, Warehouse/Traffic Management Office	6Y	DPR 523 Forms Updated in HPSR, Not Eligible
	P-24-000472	T-537 (Type SH-18), Warehouse	6Y	Not Extant
	P-24-000473	T-545 (Type A-4), Administration Office, 1950s HQ, Group Air Base, SPS Operations	6Y	Not Extant
	P-24-000474	T-551, Ordnance Utility Shop	6Y	Not Extant
	P-24-000475	T-553, Paint Storage and Painting	6Y	Not Extant
	P-24-000476	T-554 Motor Repair Shop	6Y	Not Extant
	P-24-000477	T-556 (Type SP-2), Motor Repair Shop/Wood Craft Shop	6Y	Not Extant
051-010-010	P-24-000478	T-561 (Type SA-2, A-1), Publications Building/Reprographics/Information Management	6Y	DPR 523 Forms Updated in HPSR, Not Eligible
005-070-034	P-24-000482	T-372, Storehouse, or T-524, Ammunition Storage/Building 908, Base Maintenance Shop	6Y	DPR 523 Forms Updated in HPSR, Not Eligible
005-070-034	P-24-000483	T-917, Pump House, Waste Treatment System	6Y	DPR 523 Forms Updated in HPSR, Not Eligible
051-030-006	P-24-000484	T-301, Building 1041	6Y	DPR 523 Forms Updated in HASR, Not Eligible
051-030-006	P-24-000485	T-308, Barracks, Building 1042	6Y	DPR 523 Forms Updated in HASR, Not Eligible
051-030-006	P-24-000486	T-358, Building 1035	6Y	DPR 523 Forms Updated in HASR, Not Eligible
	P-24-000598	DeRoos Complex and Site of Ted's Market	6Y	Not Extant
	P-24-000600	207 Parsons Ave	6Y	Not Extant
	P-24-000606	Fairfield Canal	6Y	Exempt
	P-24-000614	3318 Harvard Ln	6Y	Not Extant

APN/Map ID # ^a	Primary Number	Resource Description	CHRIS Status Code ^b	Documentation Status
066-050-003	P-24-000615	1383-1385 Yale Ave	6Y	DPR 523 Forms Updated in HPSR, Not Eligible
	P-24-000616	3316 Harvard Ln	6Y	Not Extant
	P-24-000644	Bridge 39-1L	6Y, 7R, Caltrans Category 5	Exempt
	P-24-000646	Bridge 39-4L	7R, Caltrans Category 5	Not Extant
	P-24-000647	Bridge 39-6L	6Y, 7R, Caltrans Category 5	Exempt
	P-24-000649	Bridge 39-57L	6Y, 7R, Caltrans Category 5	Exempt
	P-24-000650	Bridge 39-59L	6Y, 7R (not listed in Caltrans Inventory)	Not Extant
	P-24-000657	Bridge 39-108L	7R, Caltrans Category 5	Exempt
	P-24-000738	Southern Pacific Freight Station	3S	Not Extant
035-160-010	P-24-000737	Evergreen Memorial Park/De Long Memorial Park	5S2	DPR 523 Forms Updated in HPSR, CEQA Resource
034-205-005	P-24-000749	KAMB California Highway Patrol Building	3S	DPR 523 Forms Updated in HPSR, NRHP Eligible
	P-24-000821	Cardwell Grain and Milling Company	3S	Not Extant
031-211-018	P-24-000863	1424 Q St	7R	DPR 523 Forms Updated in HASR, Not Eligible
	P-24-000909	Little Snelling	5D2	Not Extant
	P-24-000910	629 W 14th St	5D2	Not Extant
	P-24-000911	637 W 14th St	5D2	Not Extant
	P-24-000912	Joseph Couza Home	5D2	Not Extant
	P-24-000913	729 W 14th St	3S	Not Extant
	P-24-000914	733 W 14th St	5D2	Not Extant
	P-24-000915	743 W 14th St	5D2	Not Extant



APN/Map ID # ^a	Primary Number	Resource Description	CHRIS Status Code ^b	Documentation Status
031-213-015	P-24-000916	Caswell T. Hunter Home	5S2	DPR 523 Forms Updated in HPSR, CEQA Resource
031-213-016	P-24-000917	Frank Bacigalupi Home	5S2	DPR 523 Forms Updated in HPSR, CEQA Resource
031-213-017	P-24-000918	Jacob Schafer Home	5S2	DPR 523 Forms Updated in HPSR, CEQA Resource
	P-24-000919	911 W 14th St	5S2	Not Extant
031-243-004	P-24-000920	Merced Beverage and Supply Co.	3S	DPR 523 Forms Updated in HPSR, CEQA Resource
035-010-005	P-24-000921	Merced County Hospital	3S	Recorded with "streamlined documentation" in HASR, Not Eligible
031-231-005	P-24-000922	PG&E Merced Receiving Station	3S	DPR 523 Forms Updated in HPSR, NRHP Eligible
	P-24-000923	632 W 15th St	5D2	Not Extant
	P-24-000924	Mayflower Apartments	3S	Not Extant
	P-24-000925	706 W 15th St	3S	Not Extant
	P-24-000926	712 W 15th St	7N	Not Extant
	P-24-000927	Dan's Appliance Repair	3S	Not Extant
	P-24-000928	742 W 15th St	3S	Not Extant
	P-24-000929	822 W 15th St	5S2	Not Extant
031-211-007	P-24-000930	912 W 15th St	5S2	DPR 523 Forms Updated in HPSR, CEQA Resource
	P-24-000931	916 W 15th St	5S2	Not Extant
031-360-001 031-360-027	P-24-000932	Merced Southern Pacific Railroad Station	3S	DPR 523 Forms Updated in HPSR, NRHP Eligible
	P-24-000933	64 W 16th St	7N	Not Extant
031-162-013	P-24-000934	Hotel Des Pyrenees	7R	Recorded with "streamlined documentation" in HASR, Not Eligible



APN/Map ID # ^a	Primary Number	Resource Description	CHRIS Status Code ^b	Documentation Status
031-154-011	P-24-000935	Oy Kuong Laundry/Ranch Restaurant	5S2	DPR 523 Forms Updated in HPSR, Not Eligible
031-152-012	P-24-000936	315 W 16th St	7R	DPR 523 Forms Updated in HASR, Not Eligible
	P-24-000942	Richfield Oil Company	5S2	Not Extant
	P-24-001570	639 W 14th St	5D2	Not Extant
	P-24-001696	Bridge 39-07	6Y, Caltrans Category 5	Exempt
	P-24-001711	Farmers Insurance	6Y	Not Extant
	P-24-001712	Bridge 39-58	6Y (not listed in Caltrans Inventory)	Not Extant
	P-24-001713	Bridge 39-99	6Y, Caltrans Category 5	Not Extant
	P-24-001714	Bridge 39-50	6Y (not listed in Caltrans Inventory)	Not Extant
	P-24-001715	Abandoned section of SR 99	6Y	Exempt
	P-24-001716	Bridge 39-100	6Y, Caltrans Category 5	Exempt
059-330-006	P-24-001854	1732 N Hwy 99	6Y	DPR 523 Forms Updated in HASR, Not Eligible
318-101-024	P-24-001877	ATSF Le Grand Railroad Station	No Status Code Assigned	DPR 523 Forms Updated in HPSR, Not Eligible
	P-24-001886	Doane Lateral	6Y	Exempt
	P-24-001909	Merced Irrigation District	3	Exempt
Madera County				
	P-20-002487	Mammoth Orange Drive-In	2S2, 7W	Exempt, moved
	P-20-002489	Boyd Lateral Canal	4S1/7N1	Exempt
	P-20-002490	Califa Canal	4S1/7N1	Exempt
	P-20-002491	Lateral 32.2 (Madera Canal)	3S	Exempt

APN/Map ID # ^a	Primary Number	Resource Description	CHRIS Status Code ^b	Documentation Status
011-320-001	P-20-002494	3 D's Motel	3S	DPR 523 Forms Updated in HASR, Not Eligible
	P-20-002512	SR RR Bridge over Ash Slough	No Status Code Assigned	Exempt
No APN	P-20-002519	Robertson Blvd Palm Trees	7L	DPR 523 Forms Updated in HPSR, NRHP Eligible
	P-20-002662	BNSF Railway between MP 1008.9 and 1013.9	No Status Code Assigned	Exempt
	P-20-002696	East Madera Underpass, Bridge 41-0027	7, Caltrans Category 4	Exempt
Fresno County				
No APN	P-10-004513	Belmont Avenue Subway	Caltrans Category 4	DPR 523 Forms Updated in HPSR, NRHP Eligible
	P-10-005573	Herndon Canal	6Y	Exempt
510-23-303 510-23-304	Not in HRI List	Forestiére Underground Gardens	1S/1CL	DPR 523 Forms Updated in HPSR, NRHP Listed
450-02-008	Not in HRI List	Roeding Park	No Status Code Assigned	DPR 523 Forms Updated in HPSR, NRHP Eligible
No APN	No Primary Number Assigned	Weber Ave Overcrossing (Bridge 42C0071)	2S2, 2S, Caltrans Category 2	DPR 523 Forms Updated in HPSR, NRHP Eligible
^a APN/Map ID numbers included for only those properties surveyed and evaluated in the HPSR and HASR reports. ^b See Appendix D, California Historical Resource Status Codes, for description of status codes. Caltrans Category 2 = Eligible for National Register listing Caltrans Category 4 = Unevaluated Caltrans Category 5 = Ineligible for National Register listing				

5.2 Consulting Parties, Public Participation

The PA sets forth the procedures for the identification and participation of consulting parties and the public in the Section 106 process for the project. Stipulation V, Part B of the PA requires that a list of consulting parties, a summary of coordination efforts, and public comments be submitted to the CASHPO for review, comment, and concurrence. That information, provided below, will be submitted as part of the HASR to the CASHPO and revised following the public comment period. The public, local agencies, and other interested parties have the opportunity to comment on the findings of the historic properties surveys at public meetings and through review of the Draft and Final EIS/EIR documents. Public participation will also be afforded in the Memorandum of Agreement (MOA) and treatment plan development process discussed in Stipulation VIII of the PA.

Consultation with the CASHPO and the appropriate interested parties regarding potential effects on built environment properties has been ongoing throughout this project. As part of the outreach process, letters were sent to interested parties in 2009 and supplemental letters were sent in July 2010. No responses were received from the first (2009) and second (2010) round of letters. The recipients, listed below, include such interested parties as area museums and local historical societies, in compliance with the consultation requirements of NHPA and its implementing regulations (36 CFR 800). Interested parties contacted during this process included the following:

- Clovis-Big Dry Creek Historical Society, in the Clovis Museum
- Fresno Art Museum
- Fresno City and County Historical Society
- Gustine Museum
- Kearney Mansion Museum
- Madera County Historical Society
- Merced County Historical Society and Merced County Courthouse Museum
- Society for California Archaeology Department of Anthropology, California State University, Fresno

As per PA stipulation V.A., these interest groups and interested individuals will be invited to comment on the treatments proposed, and those with demonstrated interest in the project will be invited to participate as consulting parties.

In addition to the interested party letters sent out in 2009 and 2010, a public meeting was held with the City of Fresno Historic Preservation Commission on September 19, 2011 to discuss findings in the Draft EIR/EIS on potential impacts to resources within the City of Fresno's jurisdiction. The Historic Preservation Commission provided a staff report outlining questions and comments on the Draft EIR/EIS document. The Merced to Fresno section has responded as necessary by incorporating changes into the Final EIR/EIS and applicable technical reports.

Information collected during the public comment period for the Draft EIR/EIS were incorporated into the Final EIR/EIS and technical reports (HPSR, HASR, and ASR) following the public review period.

Additional Consulting Parties

FRA and the Authority are identifying all consulting parties for the MOA per Section 106 of the NHPA (see 36 CFR 800.2 (c) (3)). In December 2011, FRA and the Authority invited local governments to participate as consulting parties to comment on potential effects of the HST Project to historic properties within their jurisdiction. Potential consulting parties contacted during this process included the following:

- City of Merced
- City of Madera
- Madera County
- City of Fresno
- Fresno County

As of January 2012, the City of Fresno and the City of Madera have accepted the invitation to become consulting parties (see Appendix B). Consulting parties will have the opportunity to review and comment on the FOE report and participate in the development of measures to avoid, minimize, and mitigate adverse effects to historic properties.

5.3 Field and Research Methodology

Project QIs conducted all intensive-level field survey and field research for preparation of this draft HASR during several periods between August 2010 and June 2011. Consistent with the PA and the *Merced to Fresno Architectural Survey and Evaluation Plan* (Authority and FRA 2009a), QIs conducted an intensive-level survey of properties within the APE that were 50 years of age or older at the time of survey (constructed in or before 1960) and that were not exempt from study, per Attachment D of the PA. All



field survey was conducted from public thoroughfares, except in cases where the property owners were contacted and agreed to provide entry to properties not adequately visible from a public thoroughfare. Access to those properties was arranged in the manner specified in the project protocol for such contact, and the inventory was completed for these properties.

Once the built environment APE was defined (see Section 4.1), the QIs began fieldwork to account for all buildings, structures, and objects, districts, and landscapes found within the APE. This survey took into account known resources (see Table 5-1 above) and identified any additional resources that would require survey for the HASR, specifically those resources that not only appeared to be more than 50 years old, but also appeared to retain historic integrity. The resources surveyed as part of the HASR were not likely to be found eligible for listing in the NRHP or CRHR, but would not be destroyed, demolished, acquired, or substantially altered, as part of the proposed project. These resources were then subject to intensive-level survey, including recordation and evaluation on DPR 523 forms, which are presented in Appendix C.

Built environment resources that met the PA definition of “substantially altered properties” were recorded using a streamlined documentation format described in Appendix C of the PA. Because they do not retain integrity, they were not subject to full evaluation on DPR 523 forms. The PA also allows for streamlined documentation for tract homes and pre-fabricated homes more than 50 years of age that are not eligible for the National Register, but are not substantially altered. Resources subject to streamlined documentation are presented in Appendix D.

When certain common built environment resources were encountered during the field surveys, they were treated using the allowances noted in Attachment D of the PA: “Properties Exempt from Evaluation.” Given the proposed project’s location between Merced and Fresno in the Central Valley, these were largely limited to railroad, water supply, and highway features. Attachment D of the PA identifies categories of properties that do not warrant documentation and evaluation unless deemed otherwise in the professional judgment of QIs in the field. For these types of features, the exemptions were defined under three categories listed in Attachment D: Railroad Related Features; Water Conveyance and Control Features; and Highway and Roadside Features. Except in cases where related features had been previously listed or determined eligible for listing in the NRHP or CRHR through a formal consultation process, or were judged to be eligible for listing by the QIs in the field, no documentation was prepared.

To confirm specific construction dates for built environment resources and to narrow estimated dates of construction, background research was conducted through county assessor records and through review of historic plat maps, USGS topographic maps, historic aerial photographs, and other documents. Field survey and preliminary research helped to determine which resources were built in or before 1960. The QIs conducted property-specific research once identification of the intensive-level survey population was complete.

The historical overview presented in this report and the property-specific research conducted for the significance evaluations were based on a wide range of primary and secondary material gathered by historians and architectural historians. Research on the historic themes and survey population was conducted in both archival and published records, including but not limited to, California State Library – California History Room (Sacramento); California State Archives (Sacramento); California State Railroad Museum (Sacramento); Online Archive of California; Los Angeles Public Library Online Database Collections; Merced County Assessor’s Office; Merced County Planning and Community Development Department; City of Merced Planning Division; Merced County Library; Merced County Courthouse Museum/Merced County Historical Society; Madera County Assessor’s Office; City of Madera Planning Department; Madera County Library; Chowchilla Library; Fresno County Assessor’s Office; City of Fresno Planning and Development; Fresno County Library – California History and Genealogy Room; California State University, Fresno – Henry Madden Library.

The project historians and architectural historians also reviewed CHRIS, California Historical Landmarks and Points of Historical Interest publications and updates, the NRHP, the CRHR, and local register listings.

In addition, the historians and architectural historians used published and digital versions of the population schedule of the U.S. Census Bureau information (U.S. Census Bureau 1850–1930).

Additionally, project QIs reviewed previous cultural resources reports, historic-period maps and atlases, historic photographs, aerial photography, local and state historical resources lists, and city directories. A review of the Caltrans "Historic Bridge Inventory" (Caltrans 2006) identified 14 bridges within the project limits; only one is listed as Category 2 (eligible for listing in the NRHP); two are listed as Category 4 (historical significance not determined); eight are listed as Category 5 (not eligible for listing in the NRHP); and two were not listed in the inventory. Weber Avenue Overcrossing and Belmont Avenue Subway were documented in the HPSR report, and the remaining 12 bridges were exempted according to guidelines set forth in the PA.

6.0 Historic Context

The cultural resources found in or likely to be encountered in the project area are a result of human behaviors within, and adaptations to, the environment. To better understand the origin and meaning of these resources, an environmental and cultural context must be established. The following paragraphs briefly describe the natural setting of the project area, and summarize cultural developments through the historic past.

6.1 Natural Setting

The HST project area is situated in the San Joaquin Valley (the Valley), a large north-south running basin in the central part of California. Geologically, the Valley has undergone periods of uplift and subsidence over millions of years. The Valley was filled with an interior ocean during the Jurassic and Cretaceous periods, up until the late Pliocene (circa [ca.] 5 million years ago). As a result, the Valley partially filled with sediment while inundated, then continued to fill with alluvial soils washed down from the Sierra Nevada and Coast Ranges. During the Pleistocene (ca. 2 million years ago) climate fluctuations alternately triggered depositional and erosional episodes in the region (DMJM+Harris 2004). The northern portion of the Central Valley is drained by the Sacramento River and the southern portion is drained by the San Joaquin River. The two rivers merge north of the project area, forming a system of channels and marshes comprising the Sacramento-San Joaquin Delta (Delta). The valley bottom is comprised of active alluvial fans along the mountain ranges, alkali basins and river floodplains consisting of well-sorted flood deposited soils; natural levees in these floodplains offered natural locations for prehistoric occupation (Rosenthal et al. 2007).

6.2 Historic Setting

6.2.1 San Joaquin Valley

Post-contact history for the state of California generally is divided into three specific periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present) (Schuyler 1978). Although there were brief visits by Spanish, Russian, and British explorers from 1529 to 1769 within the territory claimed by Spain, the Spanish Period in California began in earnest in 1769 with a settlement at San Diego and the first (Mission San Diego de Alcalá) of 21 missions established between 1769 and 1823.

During the Spanish Period, expeditions explored portion of the Central Valley beginning in the 1770s. In 1772, Pedro Fages led a small group of soldiers through the Tejon Pass into southernmost San Joaquin Valley, and 4 years later Francisco Garcés visited the same region (Wallace 1978:459). In the 1772 expedition Fages also explored the land east of San Francisco Bay, as did Juan Bautista De Anza in 1776, both remarking on the vast interior plains comprising the Central Valley, including the San Joaquin Valley, which is the portion of the Central Valley lying south of Sacramento-San Joaquin River Delta, located in Stockton, California (Gunsky 1989:2–3). In 1806 the Spanish expedition led by Lieutenant Gabriel Moraga, entered the San Joaquin Valley via Pacheco Pass while seeking sites for new missions and also searching for runaway Indian neophytes from the coastal missions. In 1808 Moraga led another expedition from the Bay area as far south as the Merced River. Moraga named the Kings River (*El Río de los Santos Reyes*) and the stream that flows into Lake Buena Vista (*San Joaquin*), an appellation was later applied to the San Joaquin River (Elliott 1882:167; Hoover et al. 1990:85). The final Spanish expedition into the California interior was led by Luis Arguello in 1817.

Two major north-south trails were established in California during the Spanish Period. *El Camino Real* connected the 21 missions that paralleled the coastline between San Diego and Sonoma. Today's Interstate 5 between San Diego and Los Angeles and Highway 101 between Los Angeles and Petaluma generally follow "The King's Highway." In the interior, *El Camino Viejo* was the oldest north-south trail that traversed the entire length of the San Joaquin Valley; much of the trail lay east of the Coast Range and parallels the route of the HST approximately 30 miles to the west (Hoover et al. 2002:85; Elsmere Canyon website). "The Los Angeles Trail" connected today's Los Angeles and East Oakland and was also



later known as the Stockton–Los Angeles Road. The same route was a popular cattle and sheep trail from 1849 to the 1880s.

The Mexican Period begins with independence from Spain and is marked by an extensive era of land grants, most of which were in the interior of the state, and by exploration by American fur trappers west of the Sierra Nevada Mountains. In the northern San Joaquin Valley, land grants were issued in today's Fresno, Merced, San Joaquin, and Stanislaus counties. Jedediah Smith was the first trapper to enter California. His small party trapped and explored along the Sierra Nevada Range in 1826, and entered the Central Valley in 1827. His party trapped and camped along the San Joaquin River, and his travels included friendly encounters with the Southern Valley Yokuts near the Kings River (Clough and Secrest 1984:27). Although the San Joaquin Valley was only sparsely settled during the Spanish and Mexican Periods, the Native American population was decimated by introduced diseases, particularly the malaria epidemic of 1833 (Cook 1978:98). Figure 6-1 depicts a portion of Mexico's western territory, including California, at the end of the Mexican Period in 1847.

The signing of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican–American War, is the start of the American Period when California and several other western states became a territory of the United States (Gunsky 1989; Schuyler 1978). The discovery of gold in 1848 at Sutter's Mill near Sacramento and the resulting Gold Rush era influenced the history of the state and the nation. Largely as a result of the Gold Rush, California became the 31st state in 1850. Thousands of settlers and immigrants continued to pour into the state, particularly after the completion of the transcontinental railroad in 1869. Many headed for the gold fields, but enterprising individuals and businesses met the increasing demand of the miners for commodities and food, boosting the agriculture, ranching, dairy, manufacturing, fishing, lumber, and transportation industries.

In the 1870s, the Central Pacific Railroad constructed its Southern Pacific line through the San Joaquin Valley to reach southern California, revolutionizing the transportation network, passenger travel, and the ability of farmers and ranchers to sell their goods to distant markets. No 19th century railroad-related structures survive from this period. Figure 6-2 shows the Southern Pacific Railroad at its completion in 1876. Chinese laborers made a noted contribution to the construction of the rail line, and settled in communities referred to as Chinatowns, including one in today's City of Fresno (Hoover et al. 1990:171). During this period in the late 1800s, the San Joaquin Valley became the center of California's wheat belt. While ranching remained an important industry, with the expansion of large-scale irrigation in the early 1900s came the production of a variety of fruits and vegetables, vineyards, alfalfa, and cotton, among other crops (Jelinek 1979:47–60).

The establishment of a state highway system in the early 1900s was the next major transportation development. Two north-south highways were planned through the Central Valley. One corresponds to today's SR 99 in the interior; the second to U.S. Highways 1 and 101 along the western slope of the Coast Range. The routes were planned to pass through as many population centers as possible, and particularly the latter half of the 20th century witnessed the growth of existing and new residential, commercial, and industrial complexes along these routes and the modern freeway system. SR 99 was completed as a four-lane expressway between Sacramento and Los Angeles in the 1950s, and I-5 was completed in the 1970s.

6.2.2 Merced County

One of the first explorers to the California interior, Gabriel Moraga, set out from San Juan Bautista in 1806 with 25 men in search of a suitable location for an inland mission. Their route took them to a point along today's Merced River. After difficult travel through wetlands, they found and named the river. Moraga explored the area again in 1808 and 1810 (Hoover et al. 1990:198). No mission was ever established within the interior, however, and the mission fathers considered the Moraga expeditions a failure.



Figure 6-2
Southern Pacific Railroad in California, Colton, 1876
Approximate project location in red

To accommodate the large numbers of miners heading to the Sierra Nevada Mountains during the Gold Rush, a toll road was constructed over Pacheco Pass and into Merced County in the 1850s (Hoover et al. 1990:199). Between 1858 and 1861, this route was traversed by the Butterfield overland stage line; rest stations were established along the route at 15-mile intervals. In 1870 the Southern Pacific line of the Central Pacific Railroad was constructed southward into the San Joaquin Valley, connecting the valley to Sacramento and San Francisco. Between Merced and Chowchilla, a post office was established in 1881 along the rail line at today's unincorporated community of Athlone. Service at the Athlone post office was temporarily suspended in 1909 but resumed in 1914 and continued until it was officially closed in 1937 (Durham 1998:741). During the early growth period in the mid- to late-1880s, settlement along the railroad and the region's waterways increased, and settlers raised livestock and grew a variety of crops. Small towns blossomed along the rivers, but the majority did not survive into later times because of floods, drought, or competition by the railroad (Hoover et al. 1990:203). While many of the towns that flourished for a time along the area's rivers ultimately failed, other communities arose along the railroad, usually nucleated around a siding, construction depot, or station facility.

The county's two largest population centers—Atwater and Merced—both developed and grew as a direct result of the railroad's presence and the transportation services this modality offered. A discussion of these two cities can be found below.

Established in 1855 with the annexation of the southwestern portion of Mariposa County, Merced County derives its name from that given to Merced Lake, named for "Our Lady of Mercy" (*Nuestra Señora de la Merced*) by the Spanish expedition of 1775 led by Juan Bautista de Anza (Gudde 1998:234). The same name was given to the Merced River by members of the Spanish expedition led by Gabriel Moraga in 1806 (Hoover et al. 1990:198; Gudde 1998:234). The burgeoning City of Merced was named the county seat in 1872.

Although the bottom lands in the county are fairly well watered, particularly around the Merced and San Joaquin rivers, a series of canals were constructed beginning in the late 1860s to prevent flooding and control irrigation (Elliott 1882:170–171). Construction on the first extensive canal in the state, the San Joaquin and Kings River Canal, began in 1871. The 67-mile canal was completed in 1878. Figure 6-3 shows the irrigation system that then existed in Merced County in 1885.

The eastern portion of Merced County experienced an expansion of a profitable livestock industry. By the 1920s, the county had over 80,000 stock cattle and over 40,000 dairy cattle. Sheep and hogs were also raised in the fertile county grasslands (Outcalt 1925). Today, the county's leading commodity is milk from dairy cows. Poultry (chicken, turkey, and eggs), cattle, and crops are also key economic products. Leading crops include almonds, sweet potatoes, tomatoes, alfalfa hay, and cotton (Merced County Agricultural Commission 2008).

6.2.2.1 City of Atwater

The City of Atwater is located in the central part of the San Joaquin Valley. Situated southwesterly of the former Castle Air Force Base and 6 miles west-northwest of the City of Merced, much of Atwater's core lies between the Santa Fe Trail (County Road 37) and SR 99 in Merced County.

The history of today's City of Atwater is rooted in the development of farmland in the northern San Joaquin Valley. Marshall D. Atwater began growth wheat on land in the area as early as 1869, and later rented 6,000 acres of farmland located between the Southern Pacific line and Winton (Atwater Chamber of Commerce 2007). In 1872, Atwater requested the railroad build a siding to handle his grain shipments. This stop later became known as the Atwater Switch.

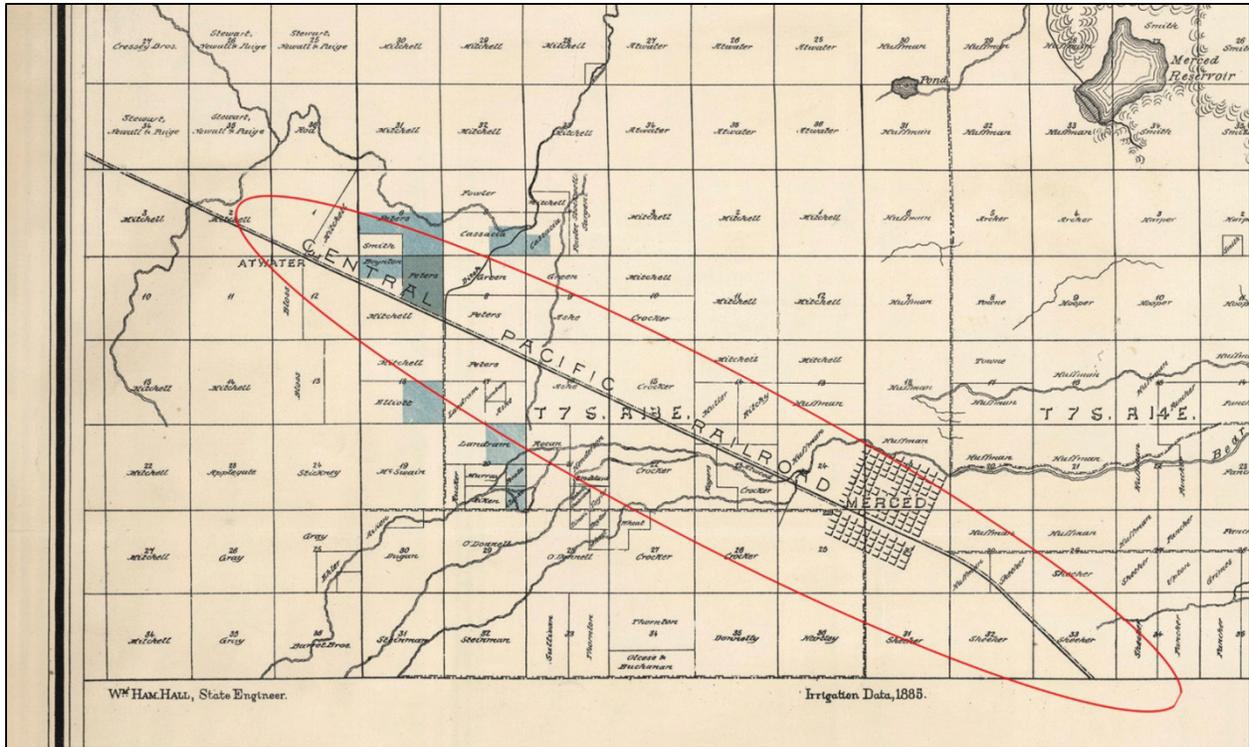


Figure 6-3
 Detail, Merced Irrigation Map, showing locations of the cities of Atwater and Merced, Hall, 1885
 Approximate project location in red

Atwater is also known for its adjacency to Castle Air Force Base. The U.S. Army established the base in 1941, and it housed the Army Air Corps Basic Flying School Winton (Atwater Chamber of Commerce 2007). Six Air Force Base buildings including two hangars, a maintenance building, and a barracks constructed between 1941 and 1942 are documented in this report (see updated DPR 523 forms in see Appendix C). Four Castle Air Force Base buildings were documented in the HPSR report. In 1946, the base fell under the control of the Strategic Air Command, and it remained active until it was closed in 1995 at the end of the Cold War. Today, vintage aircraft may be viewed at the Castle Air Museum at the former military facility.

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Table 6-1
 Population Statistics,
 City of Atwater 1930 – 2000

Year	Population
1930	917
1940	1,235
1950	2,779
1970	11,640
1980	17,530
1990	22,282
2000	23,113
Sources: U.S. Census Bureau (1930); City of Atwater Department of Commerce (1950); Pacific Municipal Consultants (2000); US-Cities (n.d.)	

6.2.2.2 City of Merced

The City of Merced nucleates around the intersection of SR 99 and U.S. Route 140 in the center of the eastern portion of Merced County.

The entry of the Central Pacific Railroad into the San Joaquin Valley in 1870 prompted creation of a town site and the start of construction of the future City of Merced, which was incorporated in 1889. The City’s growth and prosperity was largely a consequence of its location alongside the railroad, and entryway to the mines of the southern Mother Lode area during the Gold Rush years of the 1850s and 1860s (Hoover et al. 1990:203). An early tourism trade to Yosemite also brought impetus for growth in Merced. From the moment California received Yosemite from the federal government in 1864, the state planned the area as a park specifically geared to tourists. The completion of the transcontinental railroad in 1869 allowed eastern tourists to visit and extol the unique beauty of Yosemite. Since Yosemite initially had no direct connection by rail, visitors would travel across the valley in stagecoaches and then horseback to reach the park. This practice continued into at least the 1870s (Hyde 1993:69-72). Merced carries the moniker, “Gateway to Yosemite” and as early as 1872, the El Capitan Hotel in town served as the starting point for the stagecoaches carrying tourists to Yosemite.

By special election, the county seat was moved to the City of Merced in 1872. That year the city boasted two major hotels (El Capitan and Cosmopolitan), a variety of mercantile establishments, restaurants, livery stables, saloons, and grocers, as well as a post office, jail, school, and bank (Elliott 1882:112–115). The Tuolumne Hotel opened the following year. The Merced County Courthouse, a three-story edifice constructed in 1875 and located just outside the APE, is one of the oldest historical buildings in the state (Hoover et al. 1990:203). It is listed on the National Register of Historic Places and is now the Merced County Courthouse Museum.

The railroad continued to foster growth in Downtown Merced through the end of the 19th and early 20th centuries. Vestiges of the early 20th century residential, commercial, and industrial development close to the railroad still survive and fall within the APE for the Merced to Fresno Section. The survey population for the HASR contains a number of early 20th century buildings including several commercial buildings (APN: 031-152-010, 031-154-016, 031-360-014, 031-154-009); residences (APN: 031-211-008, 031-211-012, 031-211-013, 031-213-001, 031-213-004, 031-213-009, 031-203-014, 031-213-010); the Hotel Des Pyrenees (APN: 031-162-013); and the Merced County Hospital (APN: 035-010-005). The survey population for the HPSR also included several residences and commercial buildings along the existing railroad as well as a highway patrol building, electric substation, and the Merced Southern Pacific Railroad Station (1927).

Located in the fertile northern San Joaquin Valley, the city continues to grow and prosper. It has always been an important shipping and exchange place, and the agriculture industry remains an important part of the area's commerce. The city is served by two railroads, the Union Pacific and BNSF, and by three busy highways (SRs 59, 99, and 140). In 2005, the tenth campus of the University of California was completed in the city.

6.2.2.3 Le Grand

Le Grand serves as an exemplar among the smaller unincorporated communities that developed in Merced County as a direct result of the railroad. Originally known as "Idlewild" at its earliest period, the community of Le Grand grew to serve the farming district that still surrounds it. The town developed on land owned by Mrs. Luella Dickinson. When her husband, William Le Grand Dickinson, donated land to the San Francisco and San Joaquin Valley Railroad (now the BNSF) for a station, the railroad named the new stop "Le Grand." The Dickinsons made their primary residence in Stockton, California. With the completion of the rail line, the Le Grand Station opened for traffic and the town quickly adopted the name. The ATSF Le Grand Railroad Station still stands alongside the south side of the railroad and is part of the survey population for the HPSR report. In September 1896, developers filed the first official "Town of Le Grand" subdivision map at the Merced County Courthouse. This plan platted the original 97 lots in town. Within a year, an additional 22 lots opened for development. Further development occurred in the early 20th century. Much of the HASR survey population in Le Grand consists of 1-story, stucco-over-frame, residences with side and front gable roofs that were constructed during the first quarter of the 20th century (APN: 318-140-002, 318-136-004, 318-061-001, 318-063-003, and 318-081-006). The Black Rock Milling Company, constructed in the 1920s, still survives adjacent to the railroad in Le Grand (APN: 318-140-001). The town grew, causing many businesses to relocate from Plainsburg to Le Grand. During 1908, most of the farmland surrounding Le Grand underwent subdivision into 5-, 10-, and 20-acre parcels and many of these parcels remain intact today. The number of building lots in town continued to grow through 1913, when Le Grand adopted the appearance it still retains today (Merced County Planning Department 1983:II-1; Gudde 2010:208).

6.2.3 Madera County

Spanish expeditions did not enter Madera County, possibly because of the maze of sloughs, sandy washes, and lack of water (Hoover et al. 1990:168). Trappers and explorers, such as Jedediah Smith, led the first historical accounts of visits to Madera County by non-indigenous peoples. Smith led a small group of hunters and trappers from Salt Lake City to the San Joaquin Valley in 1827, and again in 1828. In 1844, John Frémont traversed Madera County and recorded the difficulty of crossing the many sloughs in the area. Miners in the 1850s and 1860s often came through the area from Gilroy, over Pacheco Pass on the Stockton-Los Angeles Road, and journeyed on to the Sierra Nevada mines (Hoover et al. 1990:168-169).

One of the area's pioneers was Major James D. Savage. Savage is credited with "discovering" the Yosemite Valley in 1851 (Madera County 2007). He turned from battling the local Native Americans in his early years to befriending them. Savage named the Yosemite Valley for the local tribe, the "Ah-wah-nee-chee," who had family ties to the Mono Lake Paiutes on the eastern side of the Sierras. Savage was also known for employing Chinese laborers to work the San Joaquin River panning for gold. As another part of their contribution to the history of the county, Chinese laborers built many miles of rock walls in the area between Raymond and Mariposa, many of which are still standing.

Early mining in the Southern Mother Lode, which extended generally from the northwest to southeast throughout Merced County, was conducted by means of surface extraction of heavy minerals from sandy soils, known as placer mining (Hoover et al. 1990:169-170; Madera County 2007). This form of mining was practiced along the Fresno River and in places such as Coarsegold Gulch, Grub Gulch, and Gold Creek. The placer mines of Grub Gulch were very productive throughout the 1880s, accounting for the majority of gold extracted from the region.

The California State Legislature established Madera County in 1893 and named it after its principal town of Madera (Hoover et al. 1990:168). The lawmakers extracted the new county's landmass from the

portion of Fresno County north and west of the San Joaquin River. Madera County lies in the geographical center of the state. The completion in 1870 of the Southern Pacific line through the county and a demand from the eastern United States for lumber from Sierra Nevada forests combined to spur the growth of the town of Madera. To facilitate the transportation of cut trees to the railroad, a 63-mile water flume was constructed at a cost of a half million dollars (Hoover et al. 1990:170). With the completion of the flume in 1874, the town of Madera was settled and nucleated around the lower end of the flume. The town name is the Spanish word for wood (*madera*).

The Central Pacific established a series of rail stops and sidings along its route within Madera County in the late 1800s. From north to south, these include today's incorporated communities of Minturn, Berenda, and Borden, among others. Local wheat farmers, Jonas and Thomas Minturn, constructed a railroad siding just northwest of Chowchilla when the railroad reached the area in 1872. The Minturn post office opened a decade later in 1884 and operated until 1922 (Durham 1998:804). Located on the north bank of Berenda Creek on the rail line between Chowchilla and Madera, a four-story hotel and a store were built in 1872 and a post office established at Berenda in 1873 (Durham 1998:745; Elliott 1882:199). The name was changed to Berenda in 1919, and the post office closed in 1935. With the coming of the railroad in 1872, the community of Borden was named in favor of a local community leader instead of the name of Arcola preferred by the original settlers who moved from Alabama in 1868 and established the earliest farm community (known as the Alabama Settlement) in this part of the San Joaquin Valley (Durham 1998:749; Hoover et al. 1990:171). By 1874 the lively town of Borden boasted two stores, two hotels, restaurants, stables, and a barber and physician (Elliott 1882:199). Eight years later, however, it had the appearance of a deserted mining camp. The Borden post office opened in 1873 and was officially closed in 1906. A post office was established in another small community along the rail line, Fairmead, in 1913 but closed in 1940 (Durham 1998:771).

6.2.3.1 City of Chowchilla

The City of Chowchilla extends southwesterly from the intersection of SR 99 and SR 233, which most of the city's core flanking either side of Robertson Boulevard (SR 233). The city lies between the Ash Slough and the Berenda Slough.

Between the Chowchilla River and Berenda Slough, the Chowchilla post office opened in 1912, and the town incorporated in 1923 (Durham 1998:758). The name Chowchilla apparently derives from the name of the local tribe of Northern Valley Yokuts, who John Frémont mentioned during his forays into what is now Madera County.

The growth of the area and the city is attributed to Orlando A. Robertson, a land developer who invested some four million dollars in the purchase in May 1912 of the Chowchilla Ranch from the California Pastoral & Agricultural Company Ltd. (City of Chowchilla 2005). Robertson divided the acreage into tracts to sell to prospective farmers, but also reserved a portion as a town site. Town infrastructure included a water system, streetlights, and roads, including 12-mile Robertson Boulevard. By the time of the grand opening of this California colony in October 1912, the colony boasted 300 miles of country roads. Rooted in the concepts undergirding the American antebellum religious and utopian community movement, the colony movement for settling land in California began during the late 1850s and flourished during the final 30 years of the 19th century and into the early 20th century. The basis for virtually all colony land developments was a cooperative for constructing irrigation water canals and distribution systems. Individuals and even small groups could not undertake such activities, but the pooling of money and labor allowed all colony members to benefit (Clark 2001:52-55). The numerous colonies that dotted the southern San Joaquin Valley were unique with the Central Valley and provided a foundation for the flourishing agricultural production of the area today.

By 1887, five colonies existed in the vicinity of Fresno: Washington Colony; Central Colony; Church or Temperance Colony; the Scandinavian Colony; and the Nevada Colony. The developers divided each of these colonies into 20-acre lots and provided irrigation to produce crops of grapes, fruits, and vegetables (Enos 1887:188). In 1913, developer Robertson added 12 miles of track that connected to the Southern

Pacific line as an additional guarantee of Chowchilla Colony's success. Known as the Chowchilla Pacific Railroad, the now-abandoned tracks of this short line hosted train service for 40 years.

In 1917, Robertson purchased an adjacent 40,000 acres and with Chicago packer Louis Swift and started the successful Western Meat Ranch (City of Chowchilla 2005). Although management has changed, it continues as a cattle and farming operation. In 1919, Robertson bought and then sold tracts in the 26,000-acre Old Bliss Ranch. Although Robertson's investments were profitable for development at Chowchilla, he lost much of his wealth as other land speculations crashed during the Depression era in the 1930s.

The series of palm trees that were planted in 1913 along Robertson Boulevard continue to signify this historic route. The width of the boulevard was planned as ample turnaround for a team of horses (City of Chowchilla 2005). The boulevard, also part of SR 233, is listed as a California Point of Historical Interest and is recommended eligible for the NRHP as part of the HPSR report. Not all California Points of Historical Interest are listed on the CRHR or the NRHP. Another early landmark, Hotel Chowchilla at the corner of Third and Robertson, was once one of the finest hotels in the state prior to several fires. The building later housed Woodbury's variety store and is now occupied by Rose Furniture.

The majority of properties identified for this HASR fall within the rural areas of Chowchilla and consist of small, one-story residences constructed in the early to mid-20th century, are accompanied by several outbuildings associated with large-scale agricultural pursuits, and situated on large parcels. The largest money-making pursuits include dairy, grapes, almonds, and pistachios. Agricultural properties in the survey population that fit this description include APN: 025-020-016, 024-080-013, 027-071-017, and 024-141-003.

6.2.3.2 Fairmead

Fairmead Colony dates to 1912 when the Cooperative Land Trust Company of Palo Alto platted this land as a farming community. Fairmead mimicked the other colonies that proliferated throughout the southern San Joaquin Valley. In the initial developmental years, farmers within the Fairmead Colony produced bountiful crops of grains, alfalfa, vegetables, fruits, berries, and flowers. The Fairmead Post Office opened for service in 1913 and within three years of its founding, Fairmead comprised a growing collection of homes, churches, schools, boulevards, parks, and mercantile establishments, along with the attendant infrastructure. The Fairmead Inn, a newspaper, a lumberyard, and a blacksmith shop rounded out the business community during the second decade of the 20th century. Fairmead peaked about 1920 and then entered a gradually and extended state of decline. When the State Highway Department relocated SR 99 in 1930 away from Fairmead, it only exacerbated the colony's economic woes and accelerated the closure of businesses and the loss of citizens to the growing population centers of Chowchilla and Madera. The dramatic decline in Fairmead's population caused the United States Post Office Department to close the Fairmead postal facility in 1940. Little change or substantive improvements occurred in Fairmead since the 1940s and what remains of the old colony continues in a state of declination (Madera County Planning Department 2011:8; Durham 1998:771). No properties in the survey population fall within Fairmead.

6.2.3.3 City of Madera

The City of Madera nucleates around the intersection of SR 99 and SR 145 at a point about equidistant between Chowchilla and Fresno. Figure 6-4 illustrates how it looked in 1891.

On the banks of the Fresno River, today's City of Madera was incorporated in 1907 and is the Madera County seat. The Southern Pacific Railroad came through the San Joaquin Valley and the area that would become Madera in 1872, providing the main transportation route into the valley (Solomon 1999:24). The railroad promoted growth and prosperity in the City of Madera through the end of the 19th century and into the early 20th century. The Madera Southern Pacific Railroad Station, constructed in 1927, still stands in Downtown Madera and is part of the survey population for the HPSR report. Originating as the town at the end of a 63-mile lumber flume, which the California Lumber Company completed in 1874, Madera rapidly developed. In 1876 the California Lumber Company laid out the town grid (Hoover et al.

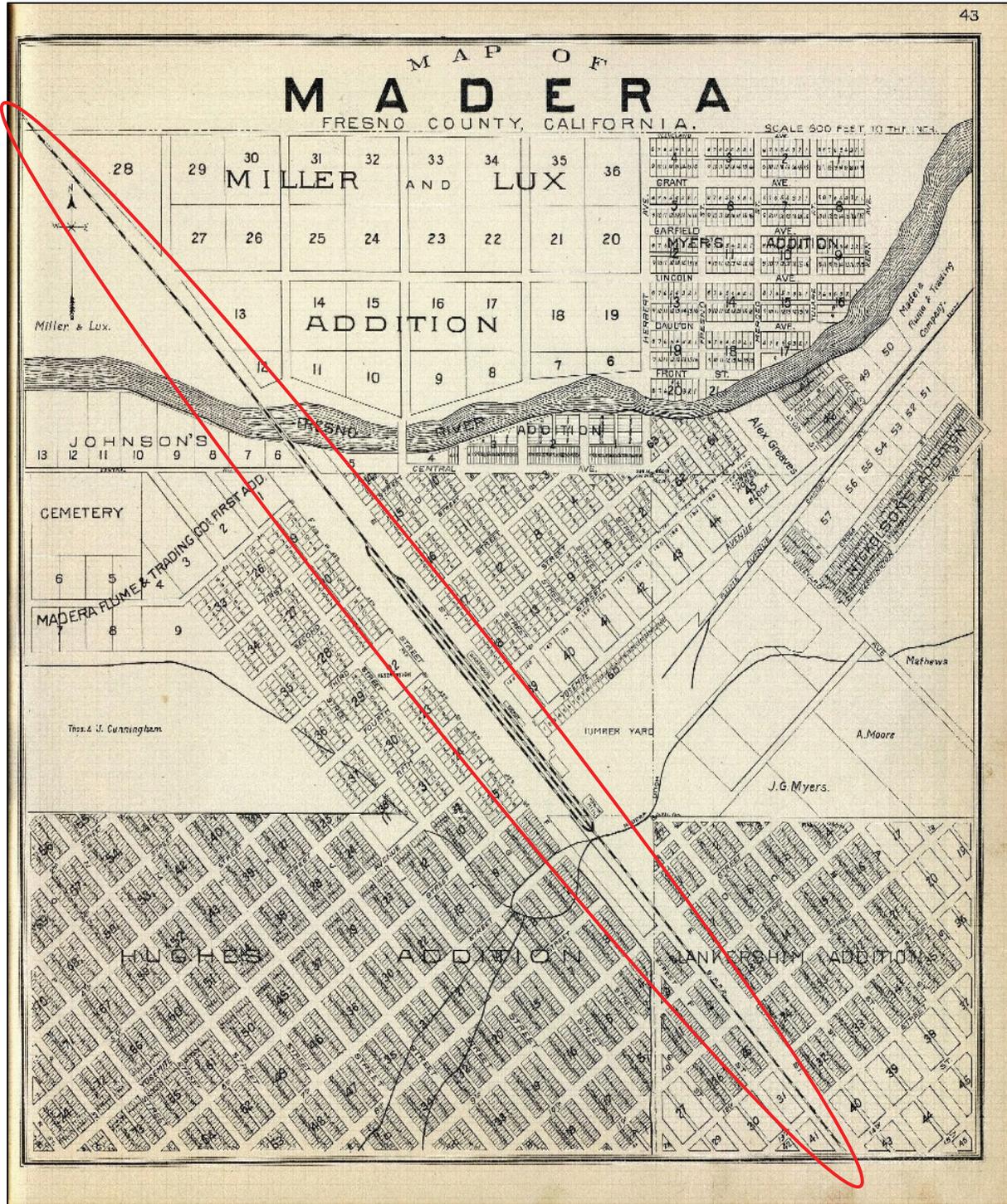


Figure 6-4
Map of Madera, Thompson, 1891
Approximate project location in red

1990:170–171). Some of the first buildings erected in the city included a hotel, general store, and post office. The hotel (APN: 007-101-011) still survives in Downtown Madera and was recorded with streamlined documentation. Likewise, a string of two-story commercial buildings that also date from the 1880s survive in downtown Madera (though heavily altered) are part of the survey population for this HASR report and include APN: 007-101-005, 007-101-006, 007-101-008, 007-101-009, and 007-101-010. The Madera County Courthouse, constructed in 1900 of granite blocks, still stands today and is now the Museum of the Madera County Historical Society.

In addition to its historic and current connection with the lumber industry, the City of Madera is actively involved in the agricultural industry. Agricultural products such as fruit and nut crops, alfalfa and wheat, and a variety of vegetables are shipped all over the world from the City (Madera Agricultural Commissioner 2008). Situated alongside the railroad, the City of Madera contains a number of manufacturing enterprises and warehouses devoted to processing the county's agricultural pursuits. The T.S. Woo Distributing in Downtown Madera was originally used for olive oil manufacturing. Other industrial operations in the APE include the Valley Feed & Fuel Co., Western Grain and Milling, and Evans Feed and Livestock Supply were documented as part of the HPSR report.

6.2.4 Fresno County

The Spanish bestowed the name *fresno*, or ash, upon the area where the City of Fresno now stands due to the many Oregon ash trees growing in the area along a creek (Gudde 1998:138). The first Europeans to traverse the area were with Captain Pedro Fages in 1772; next was Moraga's 1806 expedition (Hoover et al. 1990:85; Johnson et al. 1993:29). During the early Spanish and Mexican Periods, most of the exploration conducted in the San Joaquin Valley was directed to either finding sites for new missions or retrieving the native neophytes who had run away from the coastal missions. In the later part of the Mexican Period during the 1840s, Kit Carson and John CA. Frémont explored the area.

The main branch of the *El Camino Viejo*, the oldest north-south trail that traversed the entire length of the San Joaquin Valley, passed through the western portion of Fresno County through the present towns of Reedley, Sanger, and Friant (Hoover et al. 1990:86). Used to drive cattle and wild horses to Los Angeles, the trail (later the Stockton–Los Angeles Road) followed the base of the Coast Range to *Arroyo de Panoche Grande* near Mendota and the project area (Clough and Secrest 1984:39).

The construction of the Southern Pacific line into the San Joaquin Valley in the 1870s led to the expansion of the livestock and farming industries in Fresno County, as well as the establishment of communities distributed along the tracks. Today's City of Fresno was initially a railroad stop called Fresno Station. A post office was established in 1872 (Durham 1998:1038). Between Downtown Fresno and the San Joaquin River, today's unincorporated community of Herndon was established in 1872 as Sycamore (Durham 1998:1046). A post office was opened at the Herndon rail stop in 1887 and temporarily closed in 1893, with service resuming in 1907.

Fresno County's agricultural potential was recognized when the otherwise arid land was transformed by irrigation efforts, initiated as early as the 1850s with diversions from local rivers by individual farmers and private companies, a trend that continued throughout the 19th century with the incorporation of the Fresno Canal & Irrigation Company (Elliott 1882:102–103; Clough and Secrest 1984:115–117). One of the pioneers of irrigation in the county was Moses Church, who developed some of the area's first canals, and was one of the partners of the Fresno Canal & Irrigation Company. His canals became known as "Church Ditches." Irrigation fostered an era of extensive wheat farming throughout the San Joaquin Valley. By 1887, water from the canal systems irrigated over 600,000 acres within the county (Clough and Secrest 1984:187). Figures 6-5 and 6-6 show how Fresno County looked in 1885 and 1891.

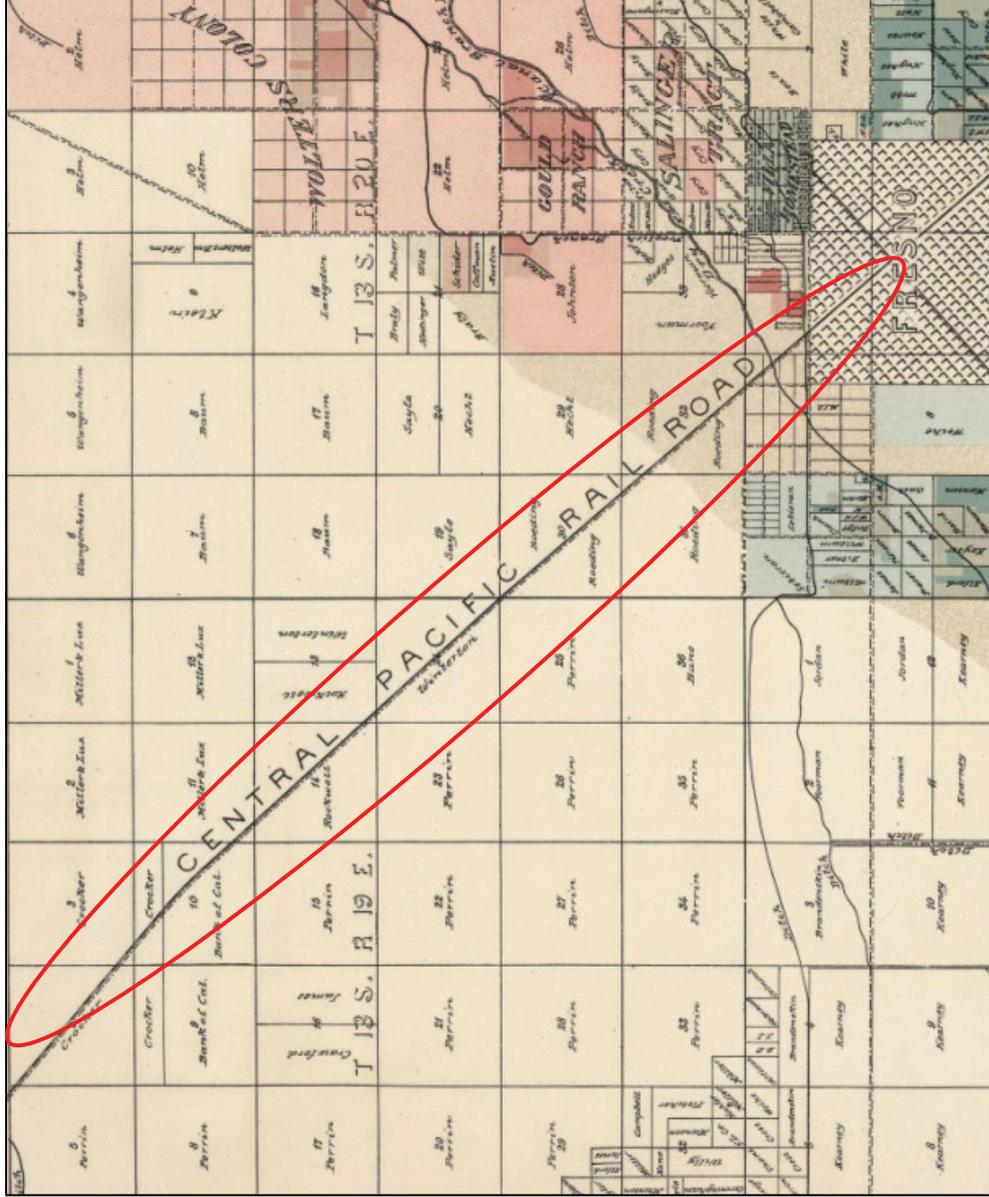


Figure 6-5
Fresno County Irrigation Sheet, Hall, 1885
Approximate project location in red

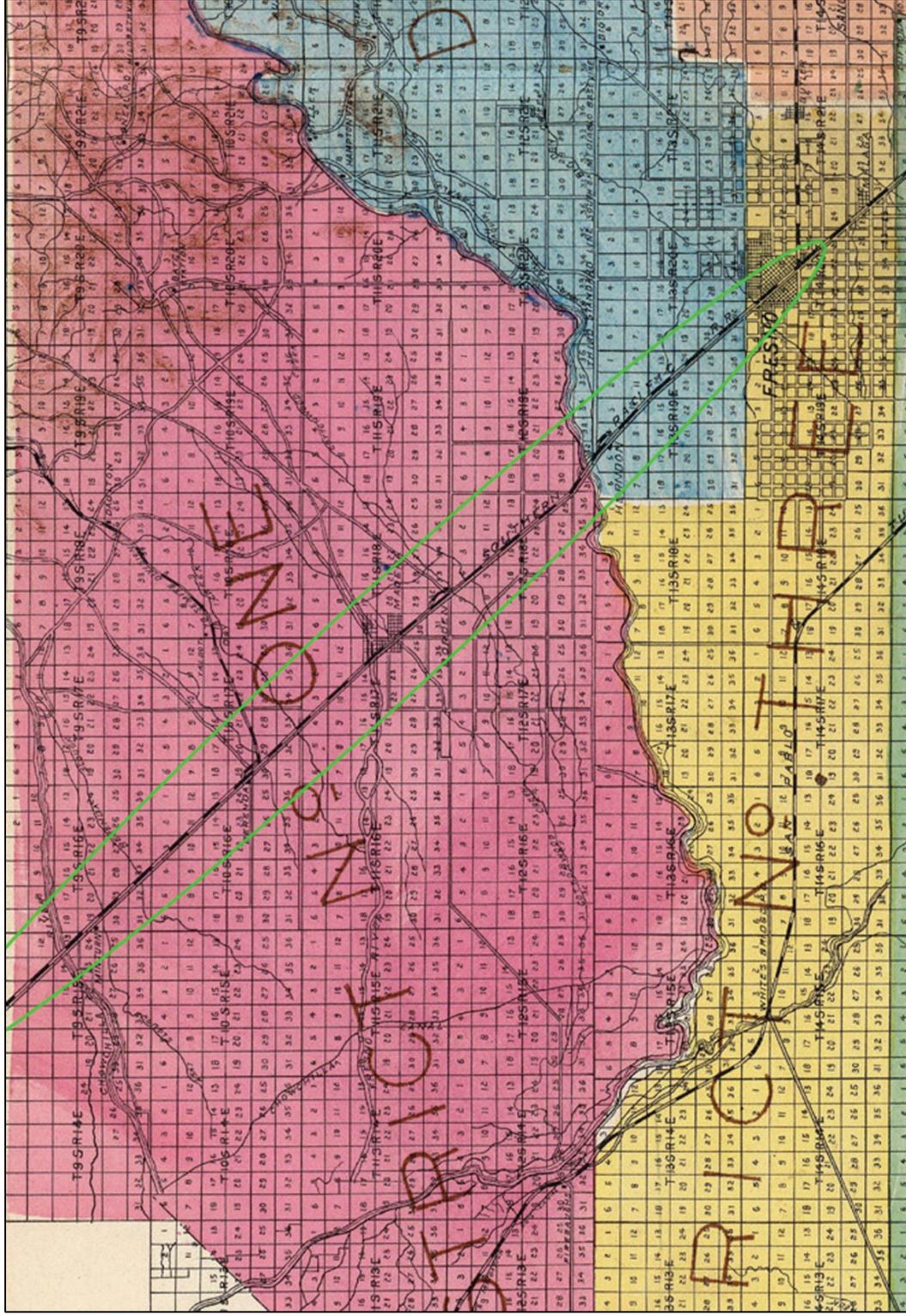


Figure 6-6
Detail, Fresno County, approximate project location in green, Thompson, 1891

Today, Fresno County is known as one of the most productive agricultural regions in the state. According to the county's annual agricultural crop and livestock report for 2008, agricultural production in Fresno County was another record setting year "exceeding the five billion dollar-mark for the second time!" (Fresno Department of Agriculture 2008). This amount represents nearly a 6% increase from the 2007 production value—the first that exceeded five billion dollars—with increases in 2008 in field, seed, fruit and nut crops, livestock and poultry, and industrial crops.

6.2.4.1 City of Fresno

People began to settle the area that is now the City of Fresno when the town of Millerton flooded in 1867 (Hoover et al. 1990:87–88). The Central Pacific Railroad established a station stop for their Southern Pacific line and named it Fresno Station. A post office was opened at Fresno in 1872, and in 1874 the county seat was moved from Millerton to Fresno (Durham 1998:1038; Hoover et al. 1990:85, 89). The city was incorporated in 1897, and is now the largest city in the San Joaquin Valley.

In the center of the San Joaquin Valley, the City of Fresno is one of the largest agricultural industry trade centers (Hoover et al. 1990:89). The city is also known for the development of gravity irrigation. The people who came to the area to work the agricultural fields and related industries were not always content with the conditions that awaited them in San Joaquin Valley's rich farmlands. From October 1910 until March 1911, the Industrial Workers of the World (IWW or "wobblies") led California's first free speech demonstration in the City of Fresno in their attempt to organize unskilled agricultural laborers (Clough and Secrest 1984:194–195).

The City of Fresno is the home of California's first junior college. Fresno Junior College opened its doors in 1910, and the first enrollment of 28 students was taught by three teachers (Hoover et al. 1990:90). In 1958, the name of the school was changed to Fresno City College. The city also boasts the California State University at Fresno. The college began in 1911 as the State Normal School, and became a teaching college in 1921. In 1949, it began offering advanced degrees and currently has an enrollment of 20,000 students (California State University at Fresno 2008).

Fresno is home to a variety of ethnic groups, beginning in 1885 with the settlement of the Chinese rail laborers who were instrumental in the construction of the Southern Pacific line. The Chinese rail laborers settled on the west side of the city and by the late 1880s were joined in the Chinatown District by other ethnic groups (Clough and Secrest 1984:36–37, 77). In the early 1890s, Fresno's was the second largest Chinatown in the state, the population exceeded only by that in San Francisco. In the mid-1900s, urban renewal and the construction of SR 99 through West Fresno destroyed much of Chinatown and the old tenderloin district. Recently, however, the city is engaged in downtown revitalization efforts and creating a Specific Plan to regulate development and preserve its past, including the Chinatown Historic District (City of Fresno 2010). Bordered by SR 99 on the west, the tracks of the Union Pacific Railroad on the east, Fresno Street on the north, and Ventura Street on the south, the district includes the Downtown Fresno Station, which would be used by the HST project.

Following the establishment of Fresno's Chinatown by Chinese railroad workers, other ethnic groups began to settle in Fresno's Chinatown District during the 20th century. The new arrivals included a large Armenian population, who upon finding a climate and soils similar to those in Armenia, became adept at producing nuts and fruits, including figs, melons, pistachio nuts, and raisins (Hoover et al. 1990:91). During the first years of World War II, Fresno had two assembly centers for temporary detention of Japanese Americans—one at the fairgrounds and another in Pinedale, just north of the city, both of which are California Historical Landmarks. The detention centers were meant to hold people of Japanese ancestry until permanent centers could be established. Many of the Japanese from the Fresno area went to more permanent relocation centers at Manzanar and Tule Lake.

The City of Fresno has the unusual distinction of establishing the first modern landfill in the United States. The Fresno Municipal Sanitary Landfill was the site of many innovations in sanitary landfill operations, such as trenching, compacting, and covering the landfill with soil on a daily basis. The municipal landfill began operating in 1937 but closed in 1987. The site of the landfill is now listed as a National Historic

Landmark and is located approximately 3 miles west of the HST at the southwest corner of West Jensen Avenue and South West Avenue. Similar to other California cities, a network of street cars operated in the urban center starting in 1889, progressing from horse-drawn to steam, cable, and electric (Clough and Secrest 1986:247–251). The urban street car network ended in 1939.

Today, the economy of the City of Fresno remains tied to the agricultural sector; the service industry also makes a substantial contribution to the area's income. At the geographic center of the valley, Fresno is considered to be the hub for commerce, industry, education, health care, and government in northern San Joaquin Valley.

7.0 Built Environment Resources Identified as Not Eligible for the NRHR or the CRHR

This chapter summarizes the inventory and evaluation of the built environment resources presented in this HASR. The built environment resources inventoried and evaluated in this HASR reflect the major historical events discussed in the historical context for the study corridor that stretches from Atwater in Merced County, through the Downtown Merced, through Chowchilla, to Downtown Madera, and terminates in Downtown Fresno. Although the survey area covers a region that includes portions of three counties, the majority of resources surveyed herein are in, or in the immediate vicinity of, the cities of Merced, Madera, and Fresno. A lesser number of properties are in the rural areas of Merced, Madera, and Fresno counties.

There are 400 ineligible properties that were identified as part of this HASR report. None of the properties in Table 7-1 appear to meet the criteria for listing on NRHP. They are also not eligible for listing in the CRHR and are not considered historical resources for the purposes of CEQA. Full documentation for ineligible properties that are not substantially altered is included on the associated DPR forms in Appendix C. Streamlined documentation is located in Appendix D for ineligible properties that are substantially altered and ineligible pre-fabricated homes that are not substantially altered.

7.1.1.1 Ineligible Built Environment Resources

Residential properties make up the vast majority of built environment resources located within the APE. In Merced, the residential properties included Craftsman bungalows (APN 031-213-010 and 031-211-013), and Folk styles (APN 031-211-008 and 031-213-004). Residences within the APE in Madera included Folk Victorian style (APN 007-054-003), Craftsman bungalow style (APN 007-043-003 and 001-190-012), Ranch styles (APN 003-080-022 and 003-080-022), Minimal Traditional styles (APN 003-080-007 and 003-010-004). Residences in Fresno consisted primarily of frame, single-family dwellings dating to the mid-20th century. A large majority of residential properties documented within the APE for the project date to the 20th century, between 1925 and 1960. The residences are typically plain in design, with little architectural style, and most have been altered. These properties are indicative of the general growth and development of Merced, Le Grand, Chowchilla, Madera, and Fresno during the 20th century.

Industrial and large commercial buildings were also present within the APE for the project, primarily located in the urbanized areas of Merced, Madera, and Fresno lining the active railroad corridors. In Fresno, large industrial complexes include APN 458-24-039 and APN 458-25-015. In Madera industrial complexes include 011-151-003 and 011-073-003. An industrial complex recorded in Merced for this HASR report includes 031-360-014. These 20th century industrial and commercial buildings are constructed of a wide range of materials, from concrete block to brick to frame, and most are utilitarian in design with few decorative elements. They represent the early to mid-20th century industrial and commercial growth of the cities along the active rail lines.

A smaller number of military, institutional, and government and buildings are located within the APE. The Castle Air Force Base in Atwater contains a number of remnant mid-20th century hangars (051-010-010), barracks (APN 051-030-006), and maintenance buildings (APN 051-010-010). Most are utilitarian in plan and simple in design, are constructed of wood frame and have been altered in some capacity since their construction. The Merced County Hospital located outside Downtown Merced was constructed in the early-20th century with its earliest buildings designed in the Spanish Revival and Art Deco styles but has undergone considerable expansion over the years and contains many late-20th century intrusions. The California Department of Motor Vehicles property (APN 450-18-101) in Fresno contains masonry and frame shop buildings dating from the early-20th century and the brick and steel main office building (which replaced the original 1926 building) that dates to 1963.

There are a number of rural agricultural resources within the APE for the project, primarily in the rural areas of Madera. The agricultural complexes usually contain a residence, support buildings, and farmland, orchards, or pastures. Ranches and farmsteads are commonly found throughout the Chowchilla area,

within the APE. Examples documented in the HASR report include APN 025-020-016, 024-080-013, and 027-071-017 in Madera County and APN 259-150-014, 059-330-006, and 067-010-027 in Merced County. These rural complexes represent the agricultural development of the San Joaquin Valley during the early 20th century.

Table 7-1
 Built Environment Resources that do not appear Eligible for the NRHP or CRHR

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
Appendix C: Ineligible, recorded with full DPR 523 Forms							
005-090-023	Migliazzo and Sons Dairy	3645 Bradshaw Rd	Atwater	Merced	ca. 1940		6Z
005-100-003		4149 and 4085 Fox Rd	Atwater	Merced	ca. 1930		6Z
005-100-004		4075 Fox Rd	Atwater	Merced	ca. 1957		6Z
005-100-005		4065 Fox Rd	Atwater	Merced	1958		6Z
051-010-010	T-51, Repair Hangar, Building 51	51 Apron Ave	Atwater	Merced	ca. 1941	6Y	6Z
051-010-010	T-54, Line Maintenance Building, Building 54	54 Apron Ave	Atwater	Merced	ca. 1944	6Y	6Z
051-030-006	T-308, Barracks, Building 1042	1042 Castle Air Museum	Atwater	Merced	ca. 1942		6Z
051-030-006	T-301, Building 1041	1041 Santa Fe Dr.	Atwater	Merced	ca. 1941		6Z
051-030-006	T-358, Building 1035	1045 Castle Air Museum	Atwater	Merced	ca. 1942		6Z
053-260-032		9022 E Mission Ave	Le Grand	Merced	ca. 1960		6Z
067-010-027		1953 S Burchell Ave	Le Grand	Merced	ca. 1918 ca. 1950		6Z
067-050-013		2264 S Plainsburg Rd	Le Grand	Merced	1931		6Z
068-230-046		3334 S Cunningham Rd	Le Grand	Merced	ca. 1930		6Z
068-230-046		3334 S Cunningham Rd	Le Grand	Merced	ca. 1930s		6Z
068-250-062		Santa Fe Ave	Le Grand	Merced	ca. 1918		6Z
318-063-003		3765 Santa Fe Ave	Le Grand	Merced	ca. 1927		6Z
318-063-004		3779 Santa Fe Ave	Le Grand	Merced	1910		6Z
318-081-006		3915 Santa Fe Ave	Le Grand	Merced	1925		6Z
318-081-012		13289 E Jefferson St	Le Grand	Merced	ca. 1918		6Z
318-083-010		14271 Madison St	Le Grand	Merced	1958		6Z
318-140-001	Black Rock Milling Company	13461 Le Grand Rd	Le Grand	Merced	1925		6Z
318-140-011		4185 Fresno Rd	Le Grand	Merced	ca. 1960		6Z



APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
067-030-022		7815 Mission Ave	Le Grand-- Changed to match DPR form 12/27/11 CR	Merced	1959		6Z
031-152-012	Sanchez Appliance	315 W 15th St	Merced	Merced	ca. 1927	7R	6Z
031-154-009	San Benito Glass, Inc.	229 W 16th St	Merced	Merced	ca. 1928		6Z
031-164-009	Weaver's Smog and Repair	1609 G St	Merced	Merced	ca. 1955		6Z
031-164-014		1639 G St and 2- 14 W Main St	Merced	Merced	ca. 1940		6Z
031-201-004	Smith Van & Storage, Inc.	1120-1160 W 15th St	Merced	Merced	ca. 1955		6Z
031-203-014		1045 14th St	Merced	Merced	ca. 1935		6Z
031-211-018		1420 and 1424 Q St	Merced	Merced	ca. 1940 ca. 1885	7R	6Z
031-213-010		803 W 14th St	Merced	Merced	ca. 1920		6Z
031-352-002	Ralph's Auto Sales	1590 W 16th St	Merced	Merced	ca. 1955		6Z
031-352-010	Bad Boys Wheels and Tires	1566 W 16th St	Merced	Merced	ca. 1928		6Z
031-360-061	The Branding Iron	640 W 16th St	Merced	Merced	ca. 1936		6Z
057-310-014		NW corner Beachwood Dr and Ashby Rd	Merced	Merced	ca. 1946		6Z
057-380-032		2691 W Lobo Ave	Merced	Merced	ca. 1919		6Z
057-590-018		2687 Dan Ward Rd	Merced	Merced	ca. 1950		6Z
059-330-006		1732 N Hwy 99	Merced	Merced	ca. 1934	6Y	6Z
066-010-014		5101 and 5017 E Mission Ave	Merced	Merced	c. 1930 and c. 1960		6Z
066-032-003		3421 E Mission Ave	Merced	Merced	ca. 1954		6Z
066-040-006		1093 Lawndale Ave	Merced	Merced	1961		6Z
066-050-014		1326 Yale Ave	Merced	Merced	1959		6Z
067-030-016		1050 S Arboleda Dr	Merced	Merced	1931		6Z
067-180-014		6863 Plainsburg Rd	Merced	Merced	1960		6Z
075-100-003		7877 E Sandy Mush Rd	Merced	Merced	ca. 1960		6Z
075-100-017		Cross Rd	Merced	Merced	ca. 1940		6Z
259-150-013		1330 E Childs Ave	Merced	Merced	ca. 1920		6Z
024-070-034		12583 Avenue 21	Chowchilla	Madera	ca. 1920		6Z
024-141-003		13570 Avenue 21	Chowchilla	Madera	ca. 1946		6Z
024-141-010		20610 Road 14	Chowchilla	Madera	ca. 1960		6Z
024-141-029		13830 Avenue 21	Chowchilla	Madera	ca. 1946		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
024-142-007		14501 Avenue 20½	Chowchilla	Madera	ca. 1958		6Z
025-070-009		11417 Avenue 25	Chowchilla	Madera	ca. 1950		6Z
025-120-006		10391 and 10397 Avenue 24	Chowchilla	Madera	ca. 1920s		6Z
026-110-008		14690 Avenue 27	Chowchilla	Madera	ca. 1960		6Z
026-232-021		24276 Robertson Blvd	Chowchilla	Madera	ca. 1925		6Z
026-240-063		24349 Road 15	Chowchilla	Madera	ca. 1950		6Z
026-271-057		23741 Robertson Blvd.	Chowchilla	Madera	ca. 1920s		6Z
026-280-002		15404 Avenue 24	Chowchilla	Madera	ca. 1946		6Z
026-280-003		23728 Road 15 3/4	Chowchilla	Madera	ca. 1946		6Z
026-280-007		23682 Road 15¾	Chowchilla	Madera	ca. 1950		6Z
027-054-034		18481 Gordon St	Chowchilla	Madera	ca. 1960		6Z
027-061-009		18643 Arc Dr.	Chowchilla	Madera	ca. 1918		6Z
027-135-005		22471 Maple St	Chowchilla	Madera	ca. 1920s		6Z
027-135-015		22465 Maple St	Chowchilla	Madera	ca. 1920s		6Z
027-222-002	Merriam Farms	20759 Road 19	Chowchilla	Madera	ca. 1930		6Z
026-130-004		16329 Avenue 26	Chowchilla	Madera	ca. 1948		6Z
027-054-021		23545 Fairmead Blvd	Chowchilla	Madera	ca. 1960		6Z
027-131-003		22564 Fir St	Chowchilla	Madera	ca. 1960		6Z
003-010-003		724 Sonora St	Madera	Madera	ca. 1948		6Z
003-080-007		316 Cleveland Ave	Madera	Madera	ca. 1950		6Z
003-080-021		317 Wilson Ave	Madera	Madera	ca. 1957		6Z
003-080-028		325 Wilson Ave	Madera	Madera	ca. 1955		6Z
006-010-003		117 W Central Ave	Madera	Madera	ca. 1957		6Z
007-012-011		125 E Central Ave	Madera	Madera	ca. 1940		6Z
007-012-012		115 E Central Ave	Madera	Madera	ca. 1950		6Z
007-041-004	Enterprise Rent-a-Car	709 N Gateway Dr	Madera	Madera	ca. 1929		6Z
007-041-008		625 N Gateway Dr	Madera	Madera	ca. 1948		6Z
007-041-009		703 N Gateway Dr	Madera	Madera	ca. 1957		6Z
007-043-001		130 E Central Ave	Madera	Madera	ca. 1950		6Z
007-043-003		107 E 1st St	Madera	Madera	1916		6Z
007-043-007	West and West Enterprises	609 N. E St	Madera	Madera	1941		6Z
007-043-008		105 E. 1st St	Madera	Madera	1925		6Z
007-053-001		520 N. D St	Madera	Madera	ca. 1929		6Z
007-053-002		518 N. D St	Madera	Madera	ca. 1926		6Z
007-053-004		512 N. D St	Madera	Madera	ca. 1926		6Z
007-053-006		500 N. D St	Madera	Madera	ca. 1898		6Z
007-053-010		511 N. E St	Madera	Madera	1944		6Z
007-054-001		424 N. D St	Madera	Madera	ca. 1898		6Z
007-054-002		420 N. D St	Madera	Madera	ca. 1891		6Z
007-054-003		416 N. D St	Madera	Madera	ca. 1898		6Z
007-054-004		408 N. D St	Madera	Madera	ca. 1956		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
007-075-004		308 N. D St	Madera	Madera	ca. 1912		6Z
007-075-009		309 N. E St	Madera	Madera	ca. 1948		6Z
007-075-012		312 & 316 N. D St	Madera	Madera	ca. 1958		6Z
007-076-007		200 N. D St	Madera	Madera	ca. 1930		6Z
007-076-012	George's Auto Supply	150 E 4th St.	Madera	Madera	ca. 1961		6Z
007-151-007		125 S Gateway Dr	Madera	Madera	ca. 1948		6Z
007-153-004		112 S D St/134 E Yosemite Ave	Madera	Madera	ca. 1912		6Z
007-153-005	Yosemite Pharmacy	136 E Yosemite Ave	Madera	Madera	ca. 1912		6Z
007-154-004		214 S. D St	Madera	Madera	1956		6Z
007-154-008	Buick Dealership	100 E. 6th St	Madera	Madera	1954		6Z
007-154-012		218 S. D St	Madera	Madera	1954		6Z
007-183-002		238 S. D St	Madera	Madera	ca. 1911		6Z
007-183-004		221 S. E St	Madera	Madera	ca. 1957		6Z
007-184-017		316 S. D St	Madera	Madera	ca. 1926		6Z
007-184-022	Boyle Electric	308 S. D St	Madera	Madera	ca. 1920		6Z
011-011-001		409 S Gateway Dr.	Madera	Madera	ca. 1957		6Z
011-012-008		112 Clinton St	Madera	Madera	ca. 1957		6Z
011-043-002		504 S. D St	Madera	Madera	ca. 1926		6Z
011-043-004		512 S. D St.	Madera	Madera	ca. 1926		6Z
011-043-005		516 S. D St.	Madera	Madera	ca. 1926		6Z
011-043-007	Southern Pacific Railroad Freight House	501 S. E St	Madera	Madera	ca. 1929		6Z
011-074-011		600 S. D St	Madera	Madera	ca. 1948		6Z
011-112-002		704 S. D St	Madera	Madera	ca. 1954		6Z
011-112-003		708 S. D St.	Madera	Madera	ca. 1948		6Z
011-112-004		712 S. D St	Madera	Madera	ca. 1948		6Z
011-151-004	H & M Auto Repair	815 S Gateway Dr	Madera	Madera	ca. 1948		6Z
011-151-006		827 S Gateway Dr	Madera	Madera	ca. 1926		6Z
011-152-002		804 S. D St	Madera	Madera	ca. 1926		6Z
011-152-004		812 S. D St.	Madera	Madera	ca. 1950		6Z
011-152-005		816 S. D St	Madera	Madera	ca. 1926		6Z
011-152-007		113 E 13th St	Madera	Madera	ca. 1922		6Z
011-201-002		NE corner of E 14th St and E Olive Ave	Madera	Madera	ca. 1957		6Z
011-300-010		644 E Olive Ave	Madera	Madera	ca. 1947		6Z
011-320-001	3 D's Motel	1100 S Gateway Dr	Madera	Madera	ca. 1947		6Z
011-330-010		726 S Knox St	Madera	Madera	ca. 1947		6Z
013-110-038		1500 N Gateway Dr	Madera	Madera	ca. 1957		6Z
013-120-003		900 N Gateway Dr	Madera	Madera	ca. 1947		6Z
029-140-010		24868 Avenue 20½	Madera	Madera	ca. 1957		6Z
029-180-005		19742 Hw 99	Madera	Madera	ca. 1918		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
031-274-006		16424 Road 28½	Madera	Madera	ca. 1957		6Z
033-210-006	Suburban Propane #1615	1700 N Gateway Dr.	Madera	Madera	ca. 1947		6Z
038-110-007		16259 Krohn St	Madera	Madera	ca. 1947		6Z
038-121-004		16142 Cardwell St	Madera	Madera	ca. 1957		
038-122-017		741 W Clark St	Madera	Madera	ca. 1957		6Z
048-090-020		8133 Road 32	Madera	Madera	ca. 1957		6Z
433-03-208		N Valentine Ave	Fresno	Fresno	ca. 1925		6Z
433-06-009		3223 N Valentine Ave	Fresno	Fresno	ca. 1960		6Z
433-06-027		3263 N Valentine Ave	Fresno	Fresno	ca. 1960		6Z
449-18-012	Sand's Motel	1441 N Motel Drive	Fresno	Fresno	ca. 1957		6Z
450-15-402	W Hammond Ave District	755 W Hammond Ave	Fresno	Fresno	ca. 1949		6Z
450-15-403	W Hammond Ave District	743 W Hammond Ave	Fresno	Fresno	ca. 1949		6Z
450-15-404	W Hammond Ave District	735 W Hammond Ave	Fresno	Fresno	ca. 1949		6Z
450-15-405	W Hammond Ave District	723 W Hammond Ave	Fresno	Fresno	ca. 1949		6Z
450-15-406	W Hammond Ave District	713 W Hammond Ave	Fresno	Fresno	ca. 1949		6Z
450-15-407	W Hammond Ave District	1239 N Delno Ave	Fresno	Fresno	ca. 1949		6Z
450-15-501		1232 N Delno Ave	Fresno	Fresno	ca. 1960		6Z
450-15-515		606 W Olive Ave	Fresno	Fresno	ca. 1950		6Z
450-15-521	International Association of Machinists & Aerospace Workers District Lodge 87	544 W Olive Ave	Fresno	Fresno	ca. 1957		6Z
450-18-101	California Dept. of Motor Vehicles: Fresno Office Complex	655 W Olive Ave	Fresno	Fresno	ca. 1926; 1963		6Z
450-18-211	N Carruth Ave District	1008 N Carruth Ave	Fresno	Fresno	ca. 1949		6Z
450-18-213	N Carruth Ave District	1022 N Carruth Ave	Fresno	Fresno	ca. 1942		6Z
450-18-214	N Carruth Ave District	1032 N Carruth Ave	Fresno	Fresno	ca. 1925		6Z
450-18-215	N Carruth Ave District	1042 N Carruth Ave	Fresno	Fresno	ca. 1933		6Z
450-18-216	N Carruth Ave District	1102 N Carruth Ave	Fresno	Fresno	ca. 1929		6Z
450-18-217	N Carruth Ave District	1110 N Carruth Ave	Fresno	Fresno	ca. 1925		6Z
450-18-218	N Carruth Ave District	1118 N Carruth Ave	Fresno	Fresno	ca. 1925		6Z



APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
450-27-110		525 N Farris Ave	Fresno	Fresno	ca. 1925		6Z
458-13-116		417 W Belmont Ave	Fresno	Fresno	ca. 1919		6Z
458-13-208	El Prado	275 W Belmont Ave	Fresno	Fresno	ca. 1940		6Z
459-11-113		313 N Palm Ave	Fresno	Fresno	ca. 1947		6Z
459-11-114	A&L Iron Works	301 N Palm Ave and 320 N H St	Fresno	Fresno	ca. 1947		6Z
459-20-001	Acme Machine Company	210 N. H St	Fresno	Fresno	ca. 1948		6Z
459-20-002	Garcia's Tire Shop	202 N. H St	Fresno	Fresno	ca. 1948		6Z
504-10-405		6965 N Weber Ave	Fresno	Fresno	ca. 1950		6Z
504-10-406		6961 N Weber Ave	Fresno	Fresno	ca. 1950		6Z
504-10-505		6833 N Weber Ave	Fresno	Fresno	ca. 1925		6Z
504-11-402		7085 N Weber Ave	Fresno	Fresno	ca. 1950		6Z
504-11-403		7079 N Weber Ave	Fresno	Fresno	1950		6Z
504-11-405		7069 N Weber Ave	Fresno	Fresno	1951		6Z
504-11-407		7059 N Weber Ave	Fresno	Fresno	1950		6Z
504-11-409		7051 N Cattern Ave	Fresno	Fresno	1951		6Z
504-11-411		7037 N Weber Ave	Fresno	Fresno	1953		6Z
504-14-009		6741 N Weber Ave	Fresno	Fresno	ca. 1940		6Z
508-10-210		5263 N State Ave	Fresno	Fresno	ca. 1937		6Z
511-24-016		3639 N Brawley	Fresno	Fresno	ca. 1960		6Z
Appendix D: Ineligible, streamlined forms							
005-100-001		4450 N Santa Fe Dr.	Atwater	Merced	ca. 1950		6Z
005-100-008		4100 N Santa Fe Dr.	Atwater	Merced	ca. 1958		6Z
005-130-010		3700 Santa Fe Ave	Atwater	Merced	ca. 1959		6Z
051-010-010	T-47, Repair Hangar, Building 47	47 Apron Ave	Atwater	Merced	ca. 1940	6Y	6Z
051-010-010	Gas Station	Heritage Dr	Atwater	Merced	ca. 1940		6Z
051-010-010		Heritage Dr	Atwater	Merced	ca. 1940		6Z
067-050-012		2272 Plainsburg Rd	Le Grand	Merced	1949		6Z
067-060-007		2373 S Burchell Rd	Le Grand	Merced	ca. 1950		6Z
067-060-041		2779 Banks Rd	Le Grand	Merced	ca. 1920		6Z
068-030-088		4885 S Santa Fe Ave	Le Grand	Merced	1949		6Z
068-050-068		3128 Fresno Rd	Le Grand	Merced	1935		6Z
068-130-016		Buchanan Hollow Rd	Le Grand	Merced			6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
068-230-018		Fresno Dr	Le Grand	Merced	1943		6Z
068-230-048		13482 Hainline Rd	Le Grand	Merced	ca. 1920		6Z
068-250-013		14000 Le Grand Rd	Le Grand	Merced	ca. 1955		6Z
318-010-007		Santa Fe Ave	Le Grand	Merced	ca. 1940		6Z
318-010-010		3845 Santa Fe Ave	Le Grand	Merced	1939		6Z
318-061-001		3679 Jackson St	Le Grand	Merced	ca. 1925		6Z
318-061-007		1330 Monroe St	Le Grand	Merced	ca. 1916		6Z
318-061-008		3720 Washington Ave	Le Grand	Merced	1945		6Z
318-065-001		3807 Santa Fe Ave	Le Grand	Merced	1895		6Z
318-065-006		Santa Fe Ave	Le Grand	Merced	ca. 1950		6Z
318-065-008		13306 E Jefferson St	Le Grand	Merced	ca. 1925		6Z
318-065-009		E Jefferson St	Le Grand	Merced	ca. 1925		6Z
318-101-007		3661 Fresno Rd.	Le Grand	Merced	1925		6Z
318-101-026		3718 Santa Fe Ave	Le Grand	Merced	1947		6Z
318-102-004		13401 E Jefferson St	Le Grand	Merced	ca. 1956		6Z
318-102-005		13429 E Jefferson St	Le Grand	Merced	ca. 1940		6Z
318-136-001		13323 Le Grand Rd	Le Grand	Merced	1931		6Z
318-136-002		13333 E Le Grand Rd	Le Grand	Merced	1954		6Z
318-136-004		Le Grand Rd	Le Grand	Merced			6Z
318-140-002		13383 Le Grand Rd	Le Grand	Merced	1931		6Z
031-360-014		398 W 16th St	Merced	Merced	ca. 1940		6Z
031-152-010		1615 Martin Luther King Blvd	Merced	Merced	ca. 1920		6Z
031-154-016		1619 I St	Merced	Merced	ca. 1930		6Z
031-162-013	Hotel Des Pyrenees	163 W 16th St	Merced	Merced	ca. 1927	7R	6Z
031-164-012		51 W 16th St	Merced	Merced	ca. 1950		6Z
031-164-013		55 W 16th St	Merced	Merced	ca. 1932		6Z
031-172-004		1250 W 16th St	Merced	Merced	ca. 1960		6Z
031-211-012		921 14th St	Merced	Merced	ca. 1915		6Z
031-211-013		935 14th St	Merced	Merced	ca. 1920		6Z
031-213-001		862 W 15th St	Merced	Merced	ca. 1920		6Z
031-213-004		834 W 15th St	Merced	Merced	ca. 1920		6Z
031-213-009		1415 O St	Merced	Merced	ca. 1920		6Z
031-360-015		264 W 16th St	Merced	Merced	ca. 1955		6Z
031-360-024	Chevron Fuel	129 W 15th St	Merced	Merced	ca. 1955		6Z
031-360-039	Chevron Fuel	129 W 15th St	Merced	Merced	ca. 1955		6Z
035-010-005	Merced County Hospital	200 E 13th St	Merced	Merced	ca. 1900		6Z
035-020-031		1450 G St	Merced	Merced	ca. 1950		6Z
035-160-006		732 Crist Ave	Merced	Merced	ca. 1940		6Z
057-131-009		3526 N Santa Fe Dr	Merced	Merced	ca. 1915		6Z
057-500-023		Dan Ward Rd	Merced	Merced	ca. 1925		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
059-051-030		1731 W 16th St	Merced	Merced	ca. 1945		6Z
059-051-041		1735 Ashby Rd	Merced	Merced	ca. 1945		6Z
066-010-016		1015 S Arboleda Dr	Merced	Merced	ca. 1945		6Z
066-010-017		S Arboleda Dr	Merced	Merced	ca. 1945		6Z
066-033-001		1392 Healy Rd	Merced	Merced	ca. 1939		6Z
066-033-002		1468 Healy Rd	Merced	Merced	ca. 1949		6Z
066-050-004		1346 S Yale Ave	Merced	Merced	1901		6Z
066-180-006		SR 99	Merced	Merced	1930		6Z
066-180-006			Merced	Merced	ca. 1930		6Z
066-250-011		2903 Vasser St	Merced	Merced	1948		6Z
259-150-014		1330 E Childs Ave	Merced	Merced	ca. 1890		6Z
259-170-002		1766 E Gerard Ave	Merced	Merced	1948		6Z
259-180-001		1907 E Gerard Ave	Merced	Merced	1939		6Z
031-211-008		904 15th St		Merced	ca. 1900		6Z
031-211-019		934 W 15th St		Merced	ca. 1950		6Z
031-213-008		1419 O St		Merced	ca. 1947		6Z
031-251-012		1439 G St (18 W 15th St)		Merced	ca. 1950		6Z
001-190-012		124 E Robertson Blvd	Chowchilla	Madera	ca. 1920		6Z
024-080-013		11270 Avenue 21	Chowchilla	Madera	ca. 1935		6Z
024-090-003		20766 Robertson Blvd	Chowchilla	Madera	ca. 1950		6Z
024-120-011		21248 Road 14	Chowchilla	Madera	ca. 1945		6Z
025-020-008		12879 Avenue 26	Chowchilla	Madera	ca. 1930		6Z
025-020-016		26734 Road 13	Chowchilla	Madera	ca. 1920		6Z
025-120-010		24500 Road 11	Chowchilla	Madera	ca. 1930		6Z
026-110-003		26820 Road 15	Chowchilla	Madera	ca. 1950		6Z
026-110-004	Minturn Bar	26805 Chowchilla Blvd	Chowchilla	Madera	ca. 1950		6Z
026-130-003		16283 Avenue 26	Chowchilla	Madera	ca. 1960		6Z
026-233-005		24301 Robertson Blvd	Chowchilla	Madera	ca. 1950		6Z
026-240-027	Chowchilla Flea Market	24134 Road 16	Chowchilla	Madera	ca. 1940		6Z
026-310-004		23698 Robertson Blvd	Chowchilla	Madera	ca. 1945		6Z
027-020-004		17563 Avenue 24	Chowchilla	Madera	ca. 1955		6Z
027-053-009		Chowchilla Rd	Chowchilla	Madera	ca. 1945		6Z
027-054-005		18337 Gordon St	Chowchilla	Madera	ca. 1930		6Z
027-054-042		23603 Chowchilla Blvd	Chowchilla	Madera	ca. 1930		6Z
027-091-007		22252 Road 18½	Chowchilla	Madera	ca. 1945		6Z
027-201-011		19699 Avenue 21	Chowchilla	Madera	ca. 1945		6Z
027-201-015		21244 Road 20	Chowchilla	Madera	ca. 1920		6Z
027-222-011		19558 Avenue 21	Chowchilla	Madera	ca. 1935		6Z
029-090-020	Valley Pistachio Country Store	20865 Avenue 20	Chowchilla	Madera	ca. 1930		6Z
031-274-008		16395 Road 28½	Chowchilla	Madera	ca. 1940		6Z
031-281-003		16352 Road 28½	Chowchilla	Madera	ca. 1950		6Z
027-020-009		24183 Chowchilla Blvd	Chowchilla	Madera	ca. 1955		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
027-020-026		24279 Chowchilla Blvd	Chowchilla	Madera	ca. 1950		6Z
027-020-033		17465 Avenue 24	Chowchilla	Madera	ca. 1950		6Z
027-132-007		19333 Avenue 22½	Chowchilla	Madera	ca. 1930		6Z
027-152-001		22421 Sinclair Dr	Chowchilla	Madera	ca. 1940		6Z
003-010-004		720 Sonora St	Madera	Madera	ca. 1940		6Z
003-010-005		716 Sonora St	Madera	Madera	ca. 1940		6Z
003-010-008	Unnamed Subdivision	multiple addresses	Madera	Madera			6Z
003-010-009							
003-010-010							
003-010-011							
003-031-015							
003-031-016							
003-051-002							
003-051-003							
003-051-016							
003-051-017							
003-052-003							
003-080-002							
003-080-003							
003-080-012							
003-080-013							
003-080-014							
003-080-027							
003-021-001		727 Sonora St	Madera	Madera	ca. 1920		6Z
003-021-003		723 Sonora St	Madera	Madera	ca. 1935		6Z
003-021-004		721 Sonora St	Madera	Madera	ca. 1955		6Z
003-021-014		105 E Riverside Dr	Madera	Madera	ca. 1950		6Z
003-032-006		117 W South St	Madera	Madera	ca. 1940		6Z
003-051-012		304 W Wilson St	Madera	Madera	ca. 1945	6Z	6Z
003-051-013		300 W Wilson St	Madera	Madera	ca. 1945		6Z
003-080-006		320 W Cleveland Ave	Madera	Madera	ca. 1946		6Z
003-080-018		309 W Wilson St	Madera	Madera	ca. 1945		6Z
003-080-022		321 Wilson Ave	Madera	Madera	ca. 1955		6Z
003-080-025		328 W. Cleveland Ave	Madera	Madera	ca. 1950		6Z
003-080-026		324 W. Cleveland Ave	Madera	Madera	ca. 1955		6Z
007-053-003		516 N D St	Madera	Madera	ca. 1930		6Z
007-054-005		404 N D St	Madera	Madera	ca. 1923		6Z
007-054-008		407 N E St	Madera	Madera	ca. 1960		6Z
007-054-010		116 E 2nd St	Madera	Madera	ca. 1950		6Z
007-071-002		309 N Gateway Dr	Madera	Madera	ca. 1926		6Z
007-071-003		319 N Gateway Dr	Madera	Madera	ca. 1950		6Z
007-072-001		225 N Gateway Dr	Madera	Madera	ca. 1950		6Z
007-075-011		329 N E St	Madera	Madera	ca. 1950		6Z
007-101-004		110 N D St	Madera	Madera	ca. 1940		6Z
007-101-005		135 E Yosemite Ave	Madera	Madera	ca. 1888		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
007-101-006		127-131 E Yosemite Ave	Madera	Madera	ca. 1888		6Z
007-101-007		123 E Yosemite Ave	Madera	Madera	ca. 1888		6Z
007-101-008		119 E Yosemite Ave	Madera	Madera	ca. 1888		6Z
007-101-009		113 E Yosemite Ave	Madera	Madera	ca. 1888		6Z
007-101-010		107 E Yosemite Ave	Madera	Madera	ca. 1888		6Z
007-101-011		101 E Yosemite Ave	Madera	Madera	ca. 1885		6Z
007-101-017		5 E Yosemite Ave	Madera	Madera	ca. 1888		6Z
007-151-002		97 E 6th St	Madera	Madera	ca. 1925; ca. 1950		6Z
007-152-006		212-218 S. E St	Madera	Madera	1934		6Z
007-152-009		208-210 S. E St	Madera	Madera	1941		6Z
007-153-001		100 E Yosemite Ave	Madera	Madera	ca. 1890		6Z
007-153-002		116 E Yosemite Ave	Madera	Madera	ca. 1930		6Z
007-153-003		116 N. D St	Madera	Madera	ca. 1891		6Z
007-153-009		109 E. 6th St	Madera	Madera	ca. 1940		6Z
007-154-003	Madera Alternate Defense	210 S. D St.	Madera	Madera	ca. 1926		6Z
007-181-004		399 S. Gateway Dr	Madera	Madera	ca. 1929		6Z
007-183-003		241 S. E St	Madera	Madera	ca. 1955		6Z
011-011-003		427 S Gateway Dr	Madera	Madera	ca. 1960		6Z
011-012-001		114 Clinton St	Madera	Madera	ca. 1947		6Z
011-012-002		Clinton St	Madera	Madera	ca. 1945		6Z
011-012-007		418 S D St	Madera	Madera	ca. 1950		6Z
011-042-007		501 S Gateway Dr	Madera	Madera	ca. 1940		6Z
011-043-001		500 S. D St	Madera	Madera	ca. 1930		6Z
011-043-003		508 S. D St	Madera	Madera	ca. 1920		6Z
011-073-003	Alliance Petroluem	631 S. Gateway Dr	Madera	Madera	ca. 1960s		6Z
011-074-006		620 S. D St	Madera	Madera	ca. 1953		6Z
011-074-007		624 S. D St	Madera	Madera	ca. 1952		6Z
011-074-008		630 S. D St	Madera	Madera	ca. 1946		6Z
011-074-010		110 E 10th St	Madera	Madera	ca. 1947		6Z
011-112-001		700 S. D St	Madera	Madera	ca. 1920		6Z
011-112-005		718 S. D St.	Madera	Madera	ca. 1947		6Z
011-151-003		819 S Gateway Dr	Madera	Madera	ca. 1945		6Z
011-183-003		904 S. D St	Madera	Madera	ca. 1955		6Z
011-320-003	Tesei Petroleum	1300 S Gateway Dr	Madera	Madera	ca. 1957		
029-060-014		21111 Road 24	Madera	Madera	ca. 1950		6Z
029-140-001		20893 Road 24	Madera	Madera	ca. 1955		6Z
029-140-003		Road 24	Madera	Madera	ca. 1950		6Z
029-140-017		20461 Road 24	Madera	Madera	ca. 1930		6Z
029-140-019		20389 Road 24	Madera	Madera	ca. 1950		6Z

APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
033-030-003		17880 Road 24	Madera	Madera	ca. 1955		6Z
033-210-004	Riley's Tavern	1750 N Gateway Dr	Madera	Madera	ca. 1950		6Z
034-170-024		13251 Road 28	Madera	Madera	ca. 1920		6Z
035-092-012		28719 Avenue 15 3/4	Madera	Madera	ca. 1960		6Z
037-010-023		27363 Avenue 17	Madera	Madera	ca. 1927		6Z
037-010-028		27467 Avenue 17	Madera	Madera	ca. 1930		6Z
037-010-032		27637 Avenue 17	Madera	Madera	ca. 1957		6Z
037-030-003		27584 Avenue 17	Madera	Madera	ca. 1940		6Z
038-050-001		16449 Sharon Blvd	Madera	Madera	ca. 1940; ca. 1915		6Z
038-050-003			Madera	Madera	ca. 1923		6Z
038-122-006		1615 Cardwell St	Madera	Madera	ca. 1950		6Z
038-122-008		Cardwell St	Madera	Madera	ca. 1940		6Z
038-122-014		1521 Cardwell St	Madera	Madera	ca. 1930		6Z
047-220-015		29802 Avenue 11	Madera	Madera	ca. 1955		6Z
047-230-003		30166 Avenue 11	Madera	Madera	ca. 1950		6Z
047-240-005		31259 Avenue 10	Madera	Madera	ca. 1950		6Z
048-090-022		Road 32	Madera	Madera	ca. 1955		6Z
027-071-017		19898 Avenue 24		Madera	ca. 1935		6Z
048-090-025		32413 Avenue 8		Madera	ca. 1930		6Z
433-06-007	Guerro Doors	3249 N Valentine Ave	Fresno	Fresno	Pre-1961		6Z
449-16-203		1343 W McKinley Ave	Fresno	Fresno	ca. 1954		6Z
449-16-214		1558 N. Weber Ave	Fresno	Fresno	ca. 1953		6Z
449-16-215		1568 N. Weber Ave	Fresno	Fresno	ca. 1954		6Z
449-16-217		1588 N Weber Ave	Fresno	Fresno	ca. 1957		6Z
450-27-212	Main Event Almighty Boxing Club and Belmont Circle Office Center	93 E Belmont Ave	Fresno	Fresno	ca. 1950		6Z
450-27-227		34 E Belmont Ave 51 and 57 W Belmont Ave	Fresno	Fresno	ca. 1948		6Z
450-27-228		34 E Belmont Ave 51 and 57 W Belmont Ave	Fresno	Fresno	ca. 1948		6Z
458-13-117		327 W Belmont Ave	Fresno	Fresno	ca. 1955		6Z
458-24-039	J.B. Mill Feed Co./Zacky Farms	315 N. H St.	Fresno	Fresno	ca. 1920		6Z
458-25-015	Central Piers Mobile Home & RV Parts	284 and 210 N Thorne Ave	Fresno	Fresno	ca. 1950		6Z
459-02-156 459-02-359	La Tapatia & Hoppy's Headquarters	154 E Belmont Ave	Fresno	Fresno	ca. 1948; ca. 1950		6Z



APN	Name	Address	City	County	Year Built	Previous Status Code	Current Status Code
504-10-401		6987 N Weber Ave	Fresno	Fresno	ca. 1936		6Z
504-10-407		6957 N Weber Ave	Fresno	Fresno	ca. 1948		6Z
504-10-501		6873 N Weber Ave	Fresno	Fresno	ca. 1948		6Z
504-10-504		6843 N Weber Ave	Fresno	Fresno	ca. 1959		6Z
504-10-507		6853 N Weber Ave	Fresno	Fresno	ca. 1955		6Z
504-11-401		7093 N Weber Ave	Fresno	Fresno	1950		6Z
504-11-404		7075 N Weber Ave	Fresno	Fresno	1946		6Z
504-11-406		7065 N Weber Ave	Fresno	Fresno	1955		6Z
504-11-410		7041 N Weber Ave	Fresno	Fresno	1959		6Z
504-11-412		7025 N Weber Ave	Fresno	Fresno	1946		6Z
504-14-005		6767 N Weber Ave	Fresno	Fresno	ca. 1930		6Z
504-14-006		6761 N Weber Ave	Fresno	Fresno	ca. 1948		6Z
504-14-007		6755 N Weber Ave	Fresno	Fresno	ca. 1948		6Z
504-14-010		6737 N Weber Ave	Fresno	Fresno	ca. 1938		6Z



8.0 Findings

The historic status of the 400 built environment resources surveyed for this HASR is shown on Table 7-1. The survey population included 177 ineligible properties that were not substantially altered and documented on DPR 523 forms in Appendix C. Built environment resources represented in this HASR also include 223 properties that were substantially altered and recorded with streamlined documentation forms in Appendix D. QIs evaluated all of these resources by applying NRHP and CRHR criteria and in accordance with the California OHP *Instructions for Recording Historical Resources* (March 1995). None of the built environment resources in the APE that were built in 1961 or after (i.e., were less than 50 years old at the time of survey) appeared to have potential for exceptional significance (NRHP Criteria Consideration G). Resources less than 50 years old were exempt from both intensive survey and streamline documentation requirements. No built environment resources addressed in this HASR required further study to resolve the question of their eligibility.

This HASR was prepared as part of project compliance with applicable sections of NHPA and its implementing regulations issued by the ACHP as these pertain to federally funded undertakings and their impacts on historic properties. This HASR will be submitted to the CASHPO for its concurrence in the adequacy of the APE and the identification and evaluation findings.

All historic-period architectural resources (built in 1960 or before) that did not meet the draft HST Section 106 definition for "streamlined documentation" were also evaluated in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines, using criteria outlined in Section 5024.1 of the California Public Resources Code. None of the historic architectural resources surveyed and presented in this HASR is considered a historical resource for the purposes of CEQA. CEQA historical resources are those listed in the CRHR, eligible for listing in the CRHR, or those that meet other local government standards as historical resources, as per CEQA Guidelines Section 15064.5(a)(4).

9.0 References

- Atwater Chamber of Commerce. 2007. *History of Atwater, CA*. Electronic document, <http://www.atwaterchamberofcommerce.org/history.html>. Accessed January 15, 2010.
- Baloian, R. 2003. Primary Record: P-10-005721. On file at the California Department of Parks and Recreation (DPR).
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10.0 Preparer Qualifications

This study was conducted by or under the supervision of persons who qualify as archaeologists, historians, and/or architectural historians under the Professional Qualification Standards of the U.S. Secretary of the Interior (as defined in 36 CFR Part 61). The following staff meets the standards for "Qualified Investigator" as defined in the PA (see Appendix E).

Mark Bowen, M.A. (Public History, California State University-Sacramento, 2003) is an Architectural Historian with 15 years experience in the fields of cultural resources management. He is a Cultural Resources Specialist and Project Manager on a wide variety of infrastructure, government facilities, and development projects. He has experience preparing cultural resources technical studies in compliance with Caltrans, Federal Highway Administration (FHWA), and FRA requirements for bridge replacement, road widening, highway projects, and rail improvement projects, and he has prepared studies for review by Caltrans staff in districts 1, 2, 3, 4, 5, 6, 9, and 10. Mr. Bowen has provided research, conducted cultural resources surveys, authored technical reports, and written sections of CEQA/NEPA documents pertaining to cultural resources. He assists clients in compliance with Section 106 of the National Historic Preservation Act, consults regularly with the OHP, and develops mitigation for effects to historic resources.

Madeline Bowen, M.A. (History, California State University-San Francisco, 1992) has more than 14 years experience conducting cultural resources inventory and evaluation studies throughout California and has worked with a wide range of clients, including state, local, and federal agencies. She currently serves as author and co-author of cultural resources technical reports, including historic resources and historic architectural inventories/evaluations. She has evaluated hundreds of resources for significance for the California Register of Historical Resources and National Register of Historic Places, prepared Historic American Building Survey (HABS) and Historic American Engineering Record (HAER) documentation, developed integrated cultural resource management plans, developed mitigation measures, and prepared reports for cultural resource and environmental compliance. Ms. Bowen has conducted research at various sources of primary and secondary documentation repositories throughout California. She meets the Secretary of the Interior's standards for work in history and architectural history.

Patricia E. Ambacher, M.A. (History, California State University-Sacramento, 2003) is a qualified historian and architectural historian under the United States Secretary of the Interior's Professional Qualification Standards (as defined in 36 CFR Part 61). In her 8 years experience she has served as the lead historian responsible for cultural resources investigations in compliance with Section 106 of the NHPA for various agencies. Ms. Ambacher prepares a variety of technical reports including HPSR/HRERs, HABS, HALS, FOEs, HPTPs, Initial Studies, and EIRs. She is well-versed in CEQA and has surveyed and evaluated properties in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines for a variety of public agencies. She also conducts archival and historic research to establish appropriate historic contexts for the evaluations of a multitude of property types. Prior to working in the private sector Ms. Ambacher worked as a historian for the California Office of Historic Preservation and served as staff to the State Historical Resources Commission. She has given training sessions to California State Parks' cultural staff and presented at workshops and conferences concerning multiple property submissions and how to evaluate resources for the National Register and the California Register. Ms. Ambacher is also a contributor to the national Veteran's History Project of the American Folklife Center at the Library of Congress.

Susan Lassell, M.A. (Historic Preservation Planning, Cornell University, 1994) provides historic preservation and environmental compliance expertise to clients throughout the western United States. With over 17 years experience, Ms. Lassell has been recognized for her ability to smoothly navigate projects through compliance with state and federal environmental laws, including NEPA, Section 106, Section 4(f) and CEQA. Ms. Lassell has conducted a wide variety of historic preservation projects, including built environment survey and evaluation reports, cultural resources management plans, HABS/HAER documentation, master plans for historic sites, and environmental education. Through a

combination of experience and her master's degree in historic preservation planning, Ms. Lassell meets the Secretary of the Interior's professional qualification standards for architectural history and history.

Alan Tabachnick, M.S. (Historic Preservation Planning, Columbia University, 1986) is a Senior Architectural Historian and has over 25 years of significant national environmental and cultural resource expertise, working on projects across the United States. He has acted as Cultural Resources Task Manager on a variety of transportation and infrastructure projects, including transit, roadways, aviation, and ports. He has authored numerous Section 106 documents, including APEs, Determination of Eligibility Reports, Determination of Effect Reports, as well as agreement documents. He is familiar with the project development and permitting processes associated with NEPA and has written numerous Section 4(f) documents.

Vanessa Zeoli, M.H.P. (Historic Preservation, University of Kentucky, 2007). Ms. Zeoli has 9 years experience in historic preservation and 7 years of experience in cultural resources management throughout the eastern United States. She joined AECOM in July 2010, but previously served as Senior Architectural Historian and Principal Investigator for several firms in the Mid-Atlantic region. As Principal Investigator, she has acted as cultural resource liaison between various clients and local, state, and federal review agencies. Over the past 9 years, Ms. Zeoli has completed various documentation and regulatory compliance projects including Historic Architectural Surveys, HABS Documentation, National Register nominations, Section 106 studies, Historic Tax Credit Applications, and existing condition surveys. She exceeds the qualifications set forth in the Secretary of Interior's Standards for Architectural Historian (36 CFR Part 61).

M.K. Meiser, M.A. (Historic Preservation Planning, Cornell University) Ms. Meiser is a historic preservation planner and a Secretary of Interior-qualified (36 CFR Part 61) architectural historian and historian with 9 years of experience in surveying, documenting, evaluating, and planning for historic structures, districts, sites, and cultural resources. She has consulted on a variety of CEQA and NEPA projects with clients, architects, engineers, and agency representatives for regulatory review, including Section 106 consultation. She has completed a multitude of cultural resource technical reports and archival documents, including California Department of Transportation Historic Property Survey Report (HPSR) and Historical Resources Evaluation Report (HRER) studies, National Register of Historic Places nominations, Historic Structure Reports, and HABS/HAER. Her experience in historic preservation planning provides a strong understanding of federal, state, and local historic preservation laws. She has thorough knowledge of the *Secretary of the Interior's Standards for the Treatment of Historic Properties* and their functions in historic preservation planning. Ms. Meiser maintains a solid knowledge of architectural history and building materials conservation and has led seminars on architectural styles, workshops in materials conservation, and preservation design charrettes.

Anne Jennings, M.S. (Historic Preservation, University of Vermont, 2002) Ms. Jennings is an architectural historian with 9 years experience in providing cultural resource management and historic architectural expertise on a variety of projects throughout the United States. She has conducted fieldwork and historic research for historic architectural resources surveys, National Register nominations, preservation plans, and historic structures reports. She has also participated in the preparation of numerous cultural resource documents in compliance with federal, state, and local preservation legislation, including Section 106 of the National Historic Preservation Act (NHPA) reviews, National Environmental Policy Act (NEPA) reports, memoranda of agreement (MOA), Historic American Buildings Survey/Historic American Engineering Record (HABS/HAER) and state-level documentation reports, historic building reuse studies, environmental assessments and impact statements.

Emma Waterloo, M.A. (Historic Preservation Planning, Cornell University, 2010) Ms. Waterloo is a recent graduate of Cornell University's historic preservation planning Masters program. She has prepared numerous cultural resource documents in compliance with federal, state, and local preservation regulations, including Sections 106 and 110 of the National Historic Preservation Act (NHPA). She has assisted with the preparation of cultural resources surveys, Historic American Buildings Survey (HABS) documentation reports, and state-level documentation reports. She has also assisted with the preparation

of environmental impact statements (EISs) in compliance with National Environmental Policy Act (NEPA) and other state and local environmental regulations.