



**REPORT TO THE HISTORIC
PRESERVATION COMMISSION**

AGENDA ITEM NO. VIB
HPC MEETING: 08/22/16

August 22, 2016

FROM: DANIEL ZACK, AICP, ASSISTANT DIRECTOR
Development and Resource Management Dept.

APPROVED BY

DEPARTMENT DIRECTOR

BY: KARANA HATTERSLEY-DRAYTON, M.A. *KLD*
Historic Preservation Project Manager
Secretary, Historic Preservation Commission

SUBJECT: UPDATE ON STATUS OF HIGH SPEED RAIL PROJECTS SINCE SPECIAL
MEETING OF THE HISTORIC PRESERVATION COMMISSION, SEPTEMBER
19, 2011.

RECOMMENDATION

Staff recommends that the Commission review the attached information as both a status report and context for decision making for forthcoming High Speed Rail projects.

EXECUTIVE SUMMARY

On September 19, 2011 a special meeting of the City's Historic Preservation Commission was called to review environmental documents prepared for the proposed High Speed Train. Documents included the Historic Property Survey Report (HPSR) for the Merced-Fresno Section and the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report for the Fresno-Bakersfield Section (Fresno properties only) (Exhibit A). The Commission was also asked to comment on preliminary plans for the Fresno Station. Several officials from the California High Speed Rail Authority attended this meeting to answer questions. In December 2011 Mayor Ashley Swearengin signed an Agreement with the California High-Speed Rail Authority accepting Consulting Party status for the City of Fresno pursuant to the National Historic Preservation Act

Since 2011 conceptual plans for the potential relocation of the Van Ness Gate Entrance (HP#082) have been discussed and reviewed by the Commission (October 28, 2013 and December 14, 2015). The Commission also played a critical role in the relocation of the ponds in Roeding Park due to HSR impacts from the closure of Golden State Boulevard (July 22, 2013). Environmental staff for the Authority have now submitted a draft Memorandum which outlines revised mitigation measures as initially identified in the *Final Built Treatment Plan Merced to Fresno Section Project EIR/EIS* for impacts to the Belmont Avenue Subway and Traffic Circle (Agenda Item VIC). As context for a discussion of these mitigation measures Staff has provided a brief summary and update on the progress of environmental reviews for the High Speed Train since 2011.

BACKGROUND

The California High-Speed Rail Authority (Authority) proposes to construct, operate and maintain an electric-powered high-speed train (HST) system in California. Two of the nine sections of the 800-mile route meet here in Fresno; a Merced to Fresno HST Project would connect a Merced station and a Fresno station. A Fresno to Bakersfield HST Project would connect Fresno with Bakersfield to the south. Due to federal funding, the project meets the definition of a "federal undertaking," pursuant to 36 CFR Part 800.16(y). As a consequence the Project must comply with both federal and California environmental laws and protocols. The Federal Railroad Administration (FRA) is the lead agency for compliance with both the National Environmental Policy Act (NEPA) as well as other federal laws. The California High-Speed Rail Authority is serving as a joint-lead agency under NEPA and is the lead agency for compliance under the California Environmental Quality Act.

In August 2011 the joint agencies released an EIS/EIR for the two sections, Merced to Fresno and Fresno to Bakersfield. As part of the technical studies for these environmental reports, historic surveys were prepared that identified and evaluated the cultural resources within the Project's Area of Potential Effect (APE), with "cultural resources" defined as including "prehistoric archaeological sites, historic-era sites, traditional cultural properties as well as historic buildings, structures, landscapes, districts and linear features." Pursuant to FMC 12-1606(b)(5)(6) the Historic Preservation Commission has the authority to participate in environmental reviews and to comment on land use and planning as they may affect designated Historic Resources, Historic Districts and Heritage Properties "as the Commission deems appropriate." In addition, both federal and State statutes ensure public participation.

At the September 19, 2011 Special Meeting the Historic Preservation Commission discussed HSR evaluations of several local properties as well as preliminary recommendations by the Authority for the location of the actual Train Station. Reports prepared by the Authority and its consultants since 2011, as well as design changes for the rail corridor, have had a positive effect on Fresno's historic resources and our understanding of these resources (Exhibit B). A few actions are worth highlighting:

- 1) As recommended by staff and the Commission High Speed Rail consultants prepared formal evaluations for the Belmont Circle, the Belmont Underpass and the Weber Avenue Overcrossing (Bridge). All resources were found eligible for listing on the National Register of Historic Places. Although initially the Belmont Circle was slated to be removed, the project has been redesigned to allow it to remain, although the function of the Circle will be altered. The Underpass, the Railroad Bridge and the Weber OC will be demolished for the new HSR right-of-way. However, mitigation measures adopted in the *Built Environment Treatment Plan* include recordation, preparation of exhibits and the salvage of architectural elements. Revised mitigation measures will be discussed tonight (Agenda Item VIC).

- 2) Potential impacts to the Forestiere Underground Gardens were a major concern expressed in 2011. Initially, a small "take" (acquisition) of a corner of the eastern 4.4 acres of the overall Gardens was anticipated, but the project was redesigned to avoid this action. The Authority published a report in April 2015 that outlined plans for the protection and stabilization of the Gardens during HSR construction. In addition, HSR staff, consultants, City and County staff have met with representatives from the Forestiere Underground Gardens several times over the past five years to answer any questions.
- 3) The location of the Fresno Station is now at Mariposa, rather than Kern Street thus avoiding demolition of the Hobbs-Parsons Building. Both the Southern Pacific Railroad Station (1889/National and Local Registers) as well as the Pullman Shed (1917/Local Register) will be sensitively included in the design and site plan of the new station. A Station exit and underpass on Tulare Street into Chinatown will positively impact the future economic growth of this neighborhood and serve as an incentive for heritage tourism.
- 4) Several sub-surface archaeological projects have been carried out, including three in Fresno's Chinatown. Artifacts from these excavations have been donated to the City of Fresno and are currently housed in the Historic Preservation archives. One potential future use includes an exhibit at the Fresno Station (Exhibit C).
- 5) Historic buildings located adjacent to proposed HSR construction have all been evaluated for any potential adverse impacts from street or utility construction (Exhibit B). These reports include historic and architectural information that was heretofore unavailable.

CONCLUSION

The environmental work required by this massive project has led to the production of numerous historic and architectural studies. Impacts to the City of Fresno also include construction of new sorely-needed infrastructure (for example, the Tuloume Street Bridge). It would be disingenuous to suggest, however, that there has not also been disruption as the new corridor is constructed through the heart of the City. Nevertheless, the High Speed Rail project will link Fresno to both Northern and Southern California cities and businesses and will help revitalize our downtown.

Attachments: Exhibit A -- Staff Report to the Historic Preservation Commission 19 September 2011.
 Exhibit B - Partial List of Environmental Compliance Reports Issued by The California High Speed Rail Authority Since 2011.
 Exhibit C - "Archaeological Investigations in Downtown Fresno" October 2013 (Informational Handout).

Historic Preservation Commission Agenda Special Meeting

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DON SIMMONS, Vice Chair

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Secretary

Historic Preservation Project Manager

WILL TACKETT, Planner III

BONNIE CHRISTIAN

Recording Secretary

Any interested person may appear at the public hearing and present written testimony, or speak in favor or against the matters scheduled on the agenda.

If you challenge these matters in court, you may be limited to raising only those issues you or someone else raised in oral or written testimony at or before the close of the hearing.

The meeting room is accessible to the physically disabled, and the services of a translator can be made available. Requests for additional accommodations for the disabled, signers, assistive listening devices, or translators should be made one week prior to the meeting. Please call the Historic Preservation Project Manager at 621-8520.

The Historic Preservation Commission welcomes you to this meeting.

September 19, 2011

MONDAY

5:30 p.m.

City Hall, Second Floor, CONFERENCE ROOM A, 2600 FRESNO STREET

I. CALL TO ORDER AND ROLL CALL

II. APPROVE MEETING MINUTES

A. There are no minutes to approve.

III. APPROVE AGENDA

IV. CONSENT CALENDAR

V. CONTINUED MATTERS

NONE

VI. COMMISSION ITEMS

- A. Review and Provide Comments on the Project Environmental Impact Reports/ Environmental Impact Statements for the Bakersfield to Fresno Section and Merced to Fresno Section of the California High-Speed Train Pursuant to FMC 12-1606(b) (5) and (6).

1. Presentation by Staff and Consultants for the Federal Railroad Administration.
2. Review of the Historic Property Survey Report (HPSR) for the Merced-Fresno Section.
3. Review of the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report for the Fresno-Bakersfield Section (Fresno Properties Only).
4. Review and Provide Comments on the Proposed Plans for the Fresno Station.
5. Discuss and Provide Comments for Submittal to the High-Speed Rail Authority on Potentially Significant Impacts to Historic Resources and Potential Feasible Mitigation Measures to Address Potentially Significant Impacts to Historic Resources Located within the City of Fresno and Within the Area of Potential Effects (APE) for the California High-Speed Train.

VII. CHAIRPERSON'S REPORT

VIII. UNSCHEDULED ITEMS

- A. Members of the Commission
- B Staff
- C. General Public

IX. NEXT REGULAR MEETING: September 26, 2011, Fresno City Hall, Conference Room A.

X. ADJOURNMENT



REPORT TO THE HISTORIC PRESERVATION COMMISSION

AGENDA ITEM NO. VIA
HPC MEETING: 09/19/11

September 19, 2011

FROM: CRAIG SCHARTON, Assistant Director
Development and Resource Management Department

APPROVED BY

DEPARTMENT DIRECTOR

BY: KARANA HATTERSLEY-DRAYTON
Historic Preservation Project Manager
Secretary, Historic Preservation Commission

SUBJECT: REVIEW AND PROVIDE COMMENTS ON THE PROJECT ENVIRONMENTAL IMPACT
REPORTS/ENVIRONMENTAL IMPACT STATEMENTS FOR THE BAKERSFIELD TO
FRESNO SECTION AND MERCED TO FRESNO SECTION OF THE CALIFORNIA
HIGH-SPEED TRAIN PURSUANT TO FMC 12-16069(b) (5) AND (6).

RECOMMENDATION

Staff recommends that the Historic Preservation Commission:

1. Review and provide comments on the Historic Property Survey Report (HPSR) for the Merced-Fresno Section;
2. Review and provide comments on the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report for the Fresno-Bakersfield Section (Fresno properties only);
3. Review and provide comments on the proposed plans for the Fresno Station; and
4. Discuss and provide comments for submission to the High-Speed Rail Authority on potentially significant impacts to historic resources and potential feasible mitigation measures to address potentially significant impacts to historic resources located within the City of Fresno and within the Area of Potential Effects (APE) for the California High-Speed Train.

EXECUTIVE SUMMARY

The California High-Speed Rail Authority (Authority) proposes to construct, operate and maintain an electric-powered high-speed train (HST) system in California. Two of the nine sections of the 800-mile route meet here in Fresno; a Merced to Fresno HST Project would connect a Merced station and a Fresno station. A Fresno to Bakersfield HST Project would connect Fresno with Bakersfield to the south. Due to federal funding, the project meets the definition of a "federal undertaking," pursuant to 36 CFR Part 800.16(y). As a consequence the Project must comply with both federal and California environmental laws and protocols. The Federal Railroad Administration (FRA) is the lead agency for compliance with both the National Environmental Policy Act (NEPA) as well as other federal laws. The California High-Speed Rail Authority is serving as a joint-lead agency under NEPA and is the lead agency for compliance under the California Environmental Quality Act.

In August the joint agencies released an EIS/EIR for the two sections, Merced to Fresno and Fresno to Bakersfield. As part of the technical studies for these environmental reports, historic surveys were prepared that identified and evaluated the cultural resources within the Project's Area of Potential Effects (APE), with "cultural resources" defined as including "prehistoric archaeological sites, historic-era sites, traditional cultural properties as well as historic buildings, structures, landscapes, districts and linear features." Pursuant to FMC 12-1606(b)(5) and (6) the Historic Preservation Commission has the authority to participate in environmental reviews and to comment on land use and planning as they may affect designated Historic Resources, Historic Districts and Heritage Properties "as the Commission deems appropriate." In addition, both federal and State statutes ensure public participation.

BACKGROUND

The historic surveys prepared in support of the High-Speed Train Project evaluated properties using the explicit protocols delineated under Section 106 of the National Historic Preservation Act (1966, as amended). Thus the consultants, who all met the Secretary of the Interior's Professional Qualifications as archaeologists or architectural historians, prepared Area of Potential Effects (APE) maps for each section in consultation with the State Office of Historic Preservation. APE is defined as the "geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties" (CFR 800.16(d)). For the proposed HST corridor the APE for architectural resources generally included all properties at least 50 years of age within the proposed right-of-way and which were within 250 feet of the centerline (EIR/EIS Merced to Fresno 4-1). The APE for archaeological resources was narrower and only included resources within the area proposed for ground disturbance during construction.

The use of the "50-year" rule---evaluating resources constructed prior to 1960--- is a tad unusual for transportation planning, as normally a "45-year" window is employed with the understanding that project construction will extend over several years. It will be useful to know whether resources will be reevaluated prior to construction, or not. It is also important to note that resources within an APE are not necessarily slated for demolition, but are included because of their adjacency to a project and the potential for indirect impacts.

Per federal and state protocols, the consultants for both the Merced to Fresno and Fresno to Bakersfield historic surveys prepared a historic context that identified the major themes and property types against which resources would be evaluated. Thereafter, through on-ground survey work each team prepared Department of Parks and Recreation Primary and Building, Structure and Object forms (523 A and B) for all properties that appeared to warrant evaluation. Through a Programmatic Agreement (PA) developed among the FRA, the Authority, the Advisory Council on Historic Preservation (ACHP), the State Historic Preservation Officer (SHPO) and consulting parties, including Native American Tribes, an overall framework for conducting Section 106 review was prepared, which included a provision for resources that could be streamlined, due to "substantial alterations and/or loss of integrity" and which were thus not fully evaluated on DPR survey forms.

Resources were evaluated for their eligibility to the National Register of Historic Places (due to the federal funding and protocols) as well as to the California Register of Historical Resources (pursuant to PRC 5020.1(j) and 5024.1.) Although properties already designated to Fresno's Local Register of Historic Resources were treated as historical resources under CEQA, it is critical to note that there may be properties, found ineligible to the National or state registers that MAY be eligible for the Local Register and if so designated in the future would meet the definition of a historical resource. A property slated for demolition will be subject to the demolition review protocol, as found in Fresno's 2025 General Plan and will be evaluated or reevaluated, as appropriate. It is therefore misleading to state that the 176 architectural resources not found eligible in the Fresno-Bakersfield corridor for the National or California Registers are also NOT eligible for listing in a local government register or inventory, as it is only the Fresno Historic Preservation Commission and the City Council which can make this determination.

Regarding historic surveys, the best consultants will readily admit that a survey rarely plumbs the depths of information on any resource: was this humble building the first African- American owned business in West Fresno? If it was, does that change its significance, or not? Consultants from outside a community bring an etic (external) perspective that is comparative and which is strengthened by work throughout a

region or state. However the local (emic) perspective is also invaluable. Therefore the "conversation" between staff/commissioners and consulting firms is critical, in order to best understand the potential importance of a resource.

Overall, the work included in these two surveys is excellent and will add immeasurably to the City's historic database. But there are some omissions (to be addressed) and due to the comprehensive nature of this work, a few errors. There are also minor conflicts with ongoing survey work, or survey work that was recently completed (such as the HUD required Section 106 review of the Hotel Fresno).

The EIR/EIRs overlap in their coverage: historic resources in Fresno's downtown are included in both documents and the findings are similar. To avoid confusion, the following discussion will use the boundaries adopted in the separate architectural surveys. The Merced to Fresno survey included resources north of Clinton, whereas the Fresno to Bakersfield survey included all resources in Fresno's downtown and south.

1. Review and provide comments on the Historic Property Survey Report (HPSR) for the Merced-Fresno Section:

The Merced to Fresno historic survey treated three properties---Roeding Park, the Forestiere Underground Gardens and the Weber Avenue Overcrossing (former highway bridge near Roeding Park) --- as historical resources pursuant to CEQA either because the resources were already listed on the National Register or were found eligible to the National Register in a prior survey. None of the other approximately 88 Fresno-area resources in this survey were evaluated as eligible for the California Register of Historical Resources or the National Register. The consultants used a district approach for three tracts, including the "Oak Park Acre Tract," the "W. Hammond Avenue District," and the N. Carruth Avenue District.

The McCardle Home, located at 417 W. Belmont Avenue, was found ineligible for listing to the National or California Registers; however it may warrant consideration for the Local Register of Historic Resources. Zacky Farms located at 315 N. H Street with its amazing grain elevations was not evaluated other than on a short streamlined documentation form due to replacement of windows, replacement of doors, altered fenestration and overall "loss of integrity." This c1920 property is included in the City's historic preservation database as HP# 068, although it was never actually designated. It would appear to warrant consideration for the Local Register and possibly the California Register.

A major omission in the survey was the lack of evaluation of either the Belmont Circle or the 1932 Belmont Subway and railroad bridge (technically a grade separation) which are all adjacent to and west of the Weber Avenue bridge, thus closer to the centerline of the proposed corridor. The Belmont Circle is the first traffic circle in Fresno and was deeded to the City in 1932. All of these resources will potentially be demolished and require evaluation pursuant to federal and state protocols.

Another potential resource is signs. The Sands Motel has long since lost its integrity but perhaps the sign is worthy of consideration? Regarding construction techniques and materials, one former restaurant within the APE appears to be built of Hans Sumpf stabilized adobe bricks. Although it is doubtful that this alone lifts the resource to a level of significance it is still a reason why a local perspective is important in evaluating resources.

Direct Impacts to National Register or Eligible Buildings:

The **Weber Avenue Overcrossing** constructed in 1953 was the first vehicle bridge in California to use pre-stressed concrete. The bridge was found eligible to the National Register of Historic Places by the SHPO in 2005 under Criterion C at the State level of significance. The bridge will be demolished as it lies directly within the proposed corridor of the HST. In addition, the 1932 underpass, bridge and Belmont Circle immediately adjacent to the 1953 bridge will also apparently be removed. These resources need to be fully evaluated. Thanks to support from City of Fresno Public Works, Planning and Caltrans staff, we have assembled a file of data on the Circle and the underpass/railroad bridge.

The **Forestiére Underground Gardens** is also within the direct path for roadway improvements for all three alternatives of the High Speed Train. It is unclear what the impact to this National Register (State Landmark and Local Register) property will be from what appears to be a proposed property "take" from the northeast corner of the parcel. Vibrations and noise from construction also need to be considered. In addition, other sub-surface resources may exist within this immediate area. For example, years ago the "Hinojosa" property was discovered to have a small hardpan underground "residence" that used similar building techniques as found at the neighboring Gardens.

Indirect Adverse Effects:

Roeding Park lies west of and is immediately adjacent to the proposed at-grade rail corridor which will introduce visual elements as well as potential noise which would diminish the significant features of the property. The HST will not permanently acquire land from the park. At the southern portion of the park the tracks will descend below ground into a retained cut to cross State Route 180. The most critical impact appears to be from noise, which may be mitigated through construction of a sound barrier.

Questions:

- Is there an impact to cemeteries that are near Roeding Park?

Recommendations for Fresno Resources, Merced to Fresno Section:

- 1) The Historic Preservation Commission may wish to consider the eligibility of the McCardle Home and Zacky Farms to the Local Register of Historic Resources and/or to the California Register of Historical Resources.
- 2) The Belmont Circle, the Belmont Underpass and Railroad Bridge (1932) all need to be formally evaluated for the National, California and Local Registers as an update to the HST historic survey.
- 3) The City needs more explicit information regarding potential impacts to the Forestiére Underground Gardens, a world-class site.
- 4) The HPC should request that archaeological mitigation measure #4 be required for the area surrounding the Gardens, due to the potential for other sub-surface resources and in order to monitor impacts to the Gardens during construction.

2. Review and provide comments on the Historic Architectural Survey Report (HASR) and the Historic Property Survey Report for the Fresno-Bakersfield Section (Fresno properties only):

The Historic surveys for the Fresno to Bakersfield evaluated approximately 228 resources within the APE of the Fresno to Bakersfield Corridor. Of this number 176 were found ineligible to the National Register of Historic Places or the California Register of Historical Resources but were evaluated on DPR forms as included within the "Historic Architectural Survey Report" (HASR). A few of these properties found ineligible by the consultants in the HSR survey have been treated as potentially eligible properties for either the California Register or Fresno's Local Register of Historic Resources in prior or concurrent surveys prepared by City staff and consultants (to be discussed further). Fifty-two known and potential historic properties (pursuant to the National Register protocols) and historical resources (CEQA only) were identified within the APE and were reported in a separate document, the Historic Property Survey Report (HPSR). Of these 52, 25 properties were listed, have been determined eligible for listing, or appear to be eligible for listing in the National Register, pending SHPO concurrence. The consultants found that 27 of the 52 properties were not eligible for listing in the National Register but are listed or are eligible for listing in the California Register of Historical Resources or are on local government registers or inventories. All of these resources were considered historical resources for the purposes of CEQA.

New National Register Eligible Buildings:

Several local Fresno landmarks were found eligible for listing on the National Register of Historic Places: Hotel Fresno (Criterion C); the Crest Theater (Criterion C); The Fresno Fire Department Station #3 (Criteria A and C); the Basque Hotel/E.A. Walrond Building (Criterion A); First Mexican Baptist Church (A and C); Radin-Kamp Building (J.C. Penneys) (Criterion C); Bank of Italy/America (Chinatown, Criteria A and C); Vartanian Home (A and C); Holt Lumber Company (Criterion C) and the Van Ness Gateway (A and C).

Staff concurs with the evaluation of these buildings for the National Register of Historic Places with these caveats and corrections:

- The Hotel Fresno was previously found eligible by staff to the National Register under Criteria A and C with concurrence by the SHPO on May 10, 2011.
- The Crest Theater historic property number is HP#270.
- The Basque Hotel (1102 F Street) was actually only purchased by a Basque family in 1937, at which time the *pilota* court was installed. As a working class hotel the building, like the Hotel Virginia, would appear to be eligible to the National Register but the period of significance may need to be reconsidered, or broadened.
- The Azteca Theatre (836-840 F Street) is potentially eligible for the National Register of Historic Places due to its association with Arturo Tirado and the role the theatre played in community life for the region's *Mexicano* population in the 1950s and 1960s. Tirado was born into a show business family in Mexico City and from 1956 into the 1960s ran a program of Spanish-only films at the Azteca which often featured personal appearances by stars of the Mexican cinema. After the decline of the film industry in the 1960s the Azteca functioned as an important community center for the community. (See Manuel G. Gonzales, "Arthur Tirado and the Teatro Azteca: Mexican Popular Culture in the Central San Joaquin Valley," California History 83:4, 2006.

Resources Previously Found Eligible to the California Register in a Professional Survey:

The following properties have been treated by the consultants as historical resources pursuant to CEQA due to their inclusion in a prior survey, in which the resource was evaluated as individually eligible to the California Register of Historical Resources:

- Bud and Quinn Showroom (1560 H Street)
- H.E. Jaynes and Son (1454 H Street)
- H.E. Jaynes and Son (1452 H Street)
- 1416 Broadway
- Mayflower Hotel (Apartments) (1415 Broadway)
- Dick's Shoes (1522-1526 Kern Street)
- Azteca Theatre (836-840 F Street)
- Komoto's Department Store and Hotel (1536-1542 Kern Street)

Staff concurs with these findings with the following caveats:

- Mayflower Apartments (original name), evaluated as potentially eligible for the Local Register in a 1994 survey and as potentially eligible for individual listing for the California Register in a 2004 survey, has been significantly altered, due to its recent adaptive reuse as loft apartments (2011). The Commission may wish to comment on the building's eligibility.
- The California Packing Corporation Water Tower (503 G Street) was evaluated by staff for the "Renaissance at Santa Clara Residential Development Project" (February 4, 2011) and was found eligible to the California Register under Criteria 1 and 3 as well as Fresno's Local Register under Criteria i and iii. Survey was submitted to the Office of Historic Preservation.

Resources Newly Found Individually Eligible to the California Register:

- H. Sargavak Building (942 Fagan Alley)

Additional Properties Treated as Historical Resources for the Purposes of CEQA:

Several buildings which were evaluated in prior surveys as contributors to a potential but not designated Local Register District or as individually eligible to Fresno's Local Register have been treated as historical resources for the purposes of CEQA. It should be noted that this is in conflict with the City of Fresno's legal interpretation of CEQA and historical resources:

- Bud and Quinn (1514-1518 H Street)
- Peacock Department Store Building (937 F Street)
- 938-952 F
- 1528-1548 Tulare
- Haruji Ego Family Building (956 China Alley) (Heritage Property #008)
- Pacific Coast Seeded Raisin Company/Del Monte Plant (1946 portion of building only)

Staff has no objections to these buildings, many of them located in Chinatown, as being treated as "historical resources," for the purposed of this Project with one caveat:

- The Pacific Coast Seeded Raisin Company/Del Monte Plant No. 68 was evaluated in the 1994 Ratkovich Plan survey. The original plant was constructed in 1919 and the complex of buildings has been heavily modified over time. The portion found eligible in the 1994 survey is the 1946 3-story international style raisin packing plant designed by Kump and Falk of San Francisco. The consultants have re-evaluated the Calpak/Del Monte Plant No. 68 and have concluded that it is not eligible for the National or California Registers but appears to be eligible for the Local Register, with the boundary of the resource the legal parcel. The building is within the footprint of the proposed Mariposa Street Fresno Rail Station as well as the actual rail corridor and is slated for demolition, which if it meets the definition of a historical resource will require mitigation. Only the Historic Preservation Commission and the Fresno City Council are authorized under the City's Historic Preservation Ordinance to designate a resource to the Local Register and the Commission is encouraged to consider the building's eligibility.

Indirect Impacts to National Register Properties:

The BNSF Alternative Alignment includes construction of a Tulare Street overcrossing that would be adjacent to several historic buildings and due to the size, scale and massing of the elevated structure would cause indirect adverse effects to both the Southern Pacific Railroad Depot as well as the Bank of Italy/America (1001 Fulton Mall).

Indirect Impacts to Historical Resources (CEQA) Due to the Tulare Street OC:

The BNSF Alternative Alignment would also cause an indirect impact to several resources that are considered historical resources under CEQA (only) due to both the Overcrossing but also due to the demolition of buildings on the east side of G Street and the concomitant change in the setting:

- 1528-1548 Tulare
- Haruji Ego Family Building
- Hobbs Parsons Produce Building
- Komoto's Department Store and Hotel

Staff Recommendation:

An option to the Tulare Street bridge/overcrossing is an undercrossing. This option would avoid the indirect visual impacts to these resources and it is recommended that the Commission support this option.

3) Review and provide comments on the proposed plans for the Fresno Station:

There are two alternative sites for the Fresno Station, the Mariposa Street Station alternative and the Kern Street Station. In brief, the Mariposa Street Station would incorporate the 1889 Southern Pacific Railroad Station as well as the 1922 Pullman Shed into the project footprint, retaining both buildings. The Kern Street Alternative would require the demolition of the Hobbs Parsons Produce Company (1903; HP#169). Both alternatives would require the demolition of the Del Monte Plant #68 complex. It is the staff understanding that any final building plans for the Station would need to be further reviewed by the Commission at a future date.

Staff Recommendation:

Staff recommends that the Commission support the Mariposa Street Station as the most prudent and feasible alternative.

3. Discuss and provide comments for submission to the High-Speed Rail Authority on potentially significant impacts to historic resources and potential feasible mitigation measures to address potentially significant impacts to historic resources located within the City of Fresno and within the Area of Potential Effects (APE) for the California High-Speed Train.

The Project EIR/EIS for both sections include a series of mitigation measures for archaeological and historical resources (please see these sections). Arch-MM#4- Conduct Archaeological Monitoring in Proximity to Identified Sites of Areas of Sensitivity is critical, as it would require a qualified archaeologist to be on site during construction. The EIR/EIS does not include specific mitigation measures for sensitive resources and so there is no guarantee of which mitigation measures will be applied, when, where, or by whom (thus who is responsible for the measure).

Staff Recommendations:

Staff recommends that Arch-MM#4 be required for the area adjacent to the Forestiere Underground Gardens as well as all areas impacted by the proposed Fresno Station, due to the sensitivity and the potential for sub-surface resources within Chinatown and the old rail corridor. Staff also recommends that the Final EIR/EIS include a Project Specific Mitigation Monitoring Program with specific agency responsibilities for the mitigation measures.

CONCLUSION

The proposed 800-mile High-Speed Train System will link the San Joaquin Valley to points north and south and will potentially transform the City of Fresno's downtown. It is our future. However, the proposed project will also have a potential and profound impact on the environment, including cultural (archaeological and historic) resources. It is therefore critical for City staff, the Historic Preservation Commission and the preservation community at large to carefully review and comment on this very important project.

In addition to any comments or suggestions which the Commission may choose to provide to the Federal Rail Administration, Staff recommends the following:

- 1) The Historic Preservation Commission may wish to consider the eligibility of the McCardle Home and Zacky Farms to the Local Register of Historic Resources and/or to the California Register of Historical Resources.
- 2) The Belmont Circle, the Belmont Underpass and Railroad Bridge (1932) all need to be formally evaluated for the National, California and Local Registers as an update to the HST historic survey. The Commission may also choose to evaluate these resources for designation to Fresno's Local Register of Historic Resources.
- 3) The City needs more explicit information regarding potential impacts to the Forestiere Underground Gardens, a world-class site. Any demolition permit (through a take of a portion of the property) will be reviewed by the Historic Preservation Commission which, through the City's Historic Preservation Ordinance, has discretion over permits for designated historic properties.
- 4) Staff recommends that Arch-MM#4 be required for the area adjacent to the Forestiere Underground Gardens as well as all areas impacted by the proposed Fresno Station, due to the sensitivity and the potential for sub-surface resources within Chinatown and the old rail corridor.
- 5) Staff recommends that the Teatro Azteca (The Aztec Theater) be considered for eligibility to the National Register of Historic Places, due to its association with Arturo Tirado and the importance of the theater to the Hispanic community in the 1950s and 1960s.
- 6) The Commission should consider whether the former Del Monte Plant #68 retains sufficient integrity as well as historic significance to be eligible for listing on the Local Register. If not, it should not be considered a "historical resource" for the purposes of CEQA and will not require extensive mitigation.
- 7) Staff recommends that the Commission support the Tulare Street Undercrossing option, as preferable to the overcrossing, due to the indirect visual effects caused by the mass and height of the proposed bridge (OC) structure.
- 8) Staff recommends that the Commission support the Mariposa Street Station as the most prudent and feasible alternative.
- 9) Staff also recommends that the Final EIR/EIS include a Project Specific Mitigation Monitoring Program with specific agency responsibilities for the mitigation measures.

In addition, the following appear to be errors of fact and should be reviewed and corrected:

- 1) The order of resources documented in the Merced-Fresno historic survey should follow in a north-south pattern, thus the Underground Gardens are north of Roeding Park.
- 2) Table 4-4 in the 4(f) section does not include some National Register properties, such as the Fulton Mall's Bank of Italy. Perhaps there is a rationale to this?
- 3) Page 3.17-37 (of the EIR/EIS Fresno to Bakersfield) refers to Table 3.17-6; it is actually 17-7.
- 4) Hotel Fresno was found eligible to the National Register under Criteria A and C with concurrence from the SHPO on May 10, 2011.
- 5) The Crest Theater is HP#270.
- 6) The Southern Pacific Railroad Depot was built in 1889 (early references have an 1899 date). It is not correct to state that the Pullman Shed is also on the National Register as, unfortunately, the earlier NR nomination did not include the 1922 shed. Later attempts to correct this omission with the SHPO were not completed. However, according to staff at the California State Railroad Museum, the Pullman Shed appears to be the only extant resource of its kind in the United States and is certainly eligible for individually listing on the National, California and Local Registers.

- 7) Under Table 3.17-1 it might be useful to mention that the City's Historic Preservation Ordinance established and provides for both the Local Register of Historic Resources as well as the City's Historic Preservation Commission.
- 8) Page 3.17-14 in the Fresno to Bakersfield EIS, reference to Table 3.17-4 is actually 17-7.
- 9) In addition, tables in the HPSR Fresno to Bakersfield incorrectly identify the status code for the following properties:
 - Parker Nash, Benham Ice Cream/Dale Brothers Coffee Building and sign, Hobbs Parsons Produce, the Liberty Laundry and the Baskins Auto Supply Sign should all be 5S1 as they are designated properties on Fresno's Local Register of Historic Resources.

Attachments: Exhibit A - California High-Speed Train Project Draft Environmental Impact Report and Environmental Impact Statement for the Merced to Fresno Section and the Fresno to Bakersfield Section, 8 August 2011
<http://www.cahighspeedrail.ca.gov/newsfacts.aspx>.
Exhibit B - "California High-Speed Train Historic Property Survey Report Information" Fresno to Bakersfield Section and "Historic Architectural Survey Report" Fresno to Bakersfield (Fresno resources only) September 2011
www.fresno.gov/preservation
Exhibit C- 2008 Aerial of the Belmont Circle, Fresno.



**Belmont
Circle
1932**

**2008
Aerial**

DEVELOPMENT AND RESOURCE MANAGEMENT DEPARTMENT

**Partial List of Environmental Compliance Reports Issued by the
California High Speed Rail Authority Since 2011**

Archaeology:

- January 2013** "Merced to Fresno Section Archaeological Treatment Plan Addendum No. 1"
- October 2013** "Archaeological Investigations in Downtown Fresno." (Informational handout)
- December 2014** "Merced to Fresno Project Section Archaeological Survey Report Addendum No. 5 Downtown Fresno Utility Relocations Construction Package 1."
- June 11, 2015** "Receipt archaeological materials from HSR Excavations, HSR to the City of Fresno (Historic Preservation Archives).
- January 2016** "Merced to Fresno Section Archaeological Evaluation Report Historic Deposit at FB-10-0500 and FB-10-0501."

Architectural/Landscape Reviews:

- August 2012** "Final Built Environment Treatment Plan Merced to Fresno Section Project EIR/EIS."
- October 25, 2013** City of Fresno Roeding Regional Park and Fresno Chaffee Zoo Facility Master Plans Addendum to the Final Environmental Impact Report." Prepared by AECOM and CH2M HILL on behalf of the California High-Speed Rail Authority.
- October 2014** "Pre-Construction Condition Assessment Report for 1528-1548 Tulare Street."
- November 2014** "Pre-Construction Condition Assessment Report for 947-951 F Street."
- November 2014** "Pre-Construction Condition Assessment Report for Roeding Park."

March 2015 "Plan for Protection and Stabilization and Response Plan for Unanticipated Effects and Inadvertent Damage for 1536-1542 Kern Street---- Komoto's Department Store Building.

March 2015 "Plan for Protection and Stabilization and Response Plan for Unanticipated Effects and Inadvertent Damage for 947-951 F Street---Ban of America Building."

April 2015 "Pre-Construction Condition Assessment Report for 903-911 H Street."

April 2015 "Plan for Protection and Stabilization and Response Plan for Unanticipated Effects and Inadvertent Damage for 5021 W. Shaw Avenue Forestiere Underground Gardens."

June 2015 (Ground Penetrating Report) "High Speed Rail-China Town Survey Kern Street and China Alley, Fresno California. Prepared by Spectrum Geophysics, Chatsworth, California.

December 2015 "Plan for Protection and Stabilization and Response Plan for Unanticipated Effects and Inadvertent Damage for 956 China Alley---Haruki Ego Family Building."

January 11, 2016 "Fresno to Bakersfield Section Construction Package 1C Revised Architectural Area of Potential Effect (APE)."

February 2016 "Draft Fresno to Bakersfield Project Section Basque Traditional Properties Study."

2016 Meetings with HSR staff, consultants and building owner regarding impact to the Benham/Dale Brothers Ice Cream (HP#248).

Khd 8.15.16

Archaeological Investigations in Downtown Fresno

The Authority is committed to protecting and preserving the natural and human environment while building the nation's first high-speed rail project. The Federal National Historic Preservation Act serves as a guide to the preservation of cultural resources and historic properties. In addition, numerous laws at the federal, state and local levels protect archaeological and historic resources. Example of these types of resources could include prehistoric archaeological sites (e.g., Native American village sites), as well as historic-era resources (e.g., historic buildings and structures).

Because design and construction of the high-speed rail has the potential to impact cultural resources and historic properties, the Authority is conducting sub-surface archeological investigations on several properties in the historic Chinatown area located in downtown Fresno. These surveys will begin in mid-October and will include excavation work with hand tools and heavy equipment. The overall goal of this work is to research, explore and preserve evidence that might provide valuable insight into the rich history of the area.

Preliminary research conducted by the Authority's investigative team in anticipation of the high-speed rail project indicates that the area might have included a general store and other small businesses, a dance hall, several residences, a gambling hall, and – possibly – an underground network of tunnels. Historic records (e.g., fire insurance maps) clearly show some of these features, and Authority archaeologists



The Authority's investigative team has identified potential types of archaeological deposits associated with this area that might be found.

Residential Lots might contain structural remains associated with the primary residence – a valuable source of information that provides a window into how people might have lived at the time. In addition to structural remains,

Commercial Lots may also contain refuse deposits that reflect the function of the business that created it, such as saloons, hotels, and retail stores. **Industrial Sites** may include features associated with industrial processes (for example, blacksmithing, kiln, hide, tallow processing).

The Authority will work with the Fresno Historical Society for the collection, transport and proper storage and display of any items found during the archeological work.

FRESNO CHINATOWN

In the late 1800s, downtown Fresno had a thriving Chinatown located roughly along present-day Mariposa, Kern, and F and H streets.



anticipate that physical evidence of some of these potentially historic features potentially remain buried underground. The purpose of this excavation is to identify buried archaeological items that tell the story of the residents of the historic Chinatown community based on the material remains left behind.

SO WHAT IS THE AUTHORITY DOING IN CHINATOWN?

The archaeological work in downtown Fresno will be conducted on several properties where the property owner has granted permission to the Authority. Because the anticipated archaeological deposits are buried approximately four feet deep, some of the existing pavement in the area will be removed with larger equipment before the archaeological investigations can occur. A series of trenches will be excavated within each property to identify any potential historical archaeological sites and to determine if they provide meaningful information about the people, development and overall history of the area. Excavation work will be guided through an Archaeological Treatment Plan, approved by the California Office of Historic Preservation.

During the field investigations, you might see a team of up to six archaeologists and specialists working at the site at any given time, as well as smaller mechanical equipment. Major traffic disruptions are not anticipated, although specific lane closures might be periodically necessary for safety and access reasons. Local business will remain open and special arrangements for access and entry during brief periods of time will be made as needed. After excavation and investigations are complete, the affected areas will be restored to their former condition, including repaving as needed.

INTERESTED IN MORE INFORMATION?

If you're interested in learning more about the high-speed rail project, you can call Ben Camarena with the Authority at (559) 445-5126 or email him at benjamin.camarena@hsr.ca.gov.

You can also visit the Authority's website at www.hsr.ca.gov.

HISTORIC FRESNO

Fresno was founded in 1872 by the Central Pacific Railroad. By 1875 the population of Fresno was 600. A third of the residents were Chinese who lived west of the tracks. By the turn of the twentieth century a diverse mix of ethnic groups lived and worked in this neighborhood including Chinese, Japanese, Armenians, Mexican-Americans, Portuguese, Basque, Italians, African-Americans, Germans from Volga, Russia and Greeks. The place name, "Chinatown," has however held on to this day.

Chinatown has a rich history which can be documented through research and the tool of historic archaeology. The early residents of Chinatown did not necessarily keep diaries or get sympathetic interviews in the press, but they did throw out refuse. Through systematic excavation and analysis of ceramics and other artifacts archaeologists can reconstruct the social fabric of this early multi-ethnic community.

The Authority will work with the Fresno Historical Society for the collection, transport and proper storage and display of any items found during the archeological work.

