

Site Plan



Building Areas (Approx.)

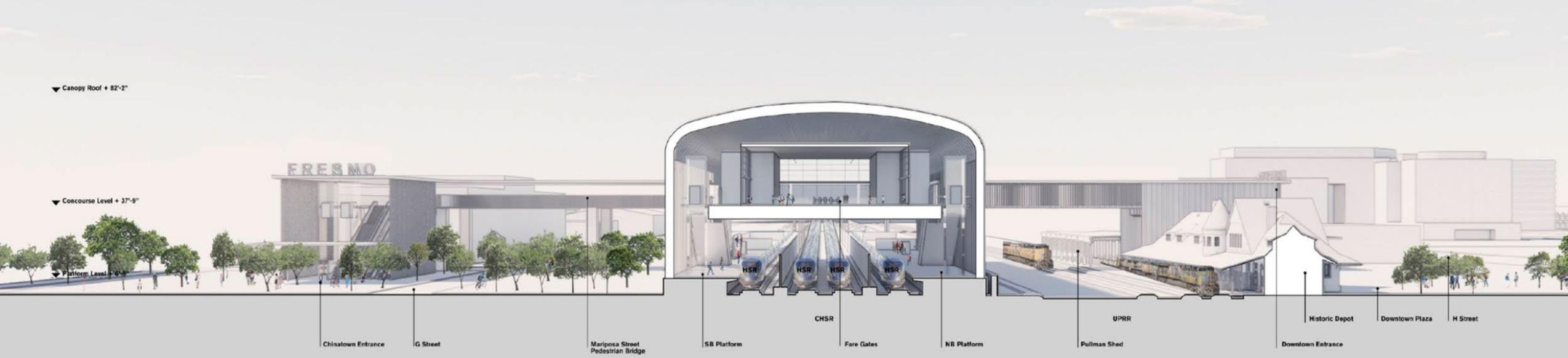
- HSR Station: 165k sf
- Ped. Bridge: 32ksf
- Historic Depot: 26ksf
- Pullman Shed: 13ksf

Legend

- Local Bus Depot
- Regional Bus Depot
- Pickup
- Drop-off

*Indicates Potential Future TOD

Day 1 Cross Section



Community Based Organization (CBO) Workshops

Workshop Goals:

Building community partnerships with a focus on mobility, activation and placemaking in and around the future stations. Explore partnership opportunities for projects and grants.

- » 65 CBOs invited: warm up calls, emails, outreach
- » 33 CBO participants attended workshop

Next Steps: “Thank You” messaging & HSR Updates, Identifying Emerging Themes, Potential Projects, Grants Opportunities & further outreach follow up.



CBO Participants

- Aly Tawflik (Fresno State Transportation Institute)
- Andres Jauregui (Gazarian Real Estate Center)
- Anthony Molina (Fresno County Bicycle Coalition)
- Arianna Chavez (Arte Americas)
- Barbara Wilson (Transform Fresno Outreach & Oversight)
- Blake Konczar (Workforce Connection)
- Cody Laird (Fresno County EDC)
- Edgar Olivera (Centro La Familia)
- Elaine Martell (Chinatown Fresno Foundation)
- Elliott Balch (Fresno Downtown Association)
- Eric Martinez (Fresno Arts Council)
- Esther Carver (Lowell CDC)
- Ivan Paz (Every Neighborhood Partnership)
- Jay Minami (Chinatown Fresno Foundation)
- Jordan Sanchez (City of Fresno)
- Joseph Verduzco (Fresno County EDC)
- Kiel Lopez-Schmidt (South Tower Community Land Trust)
- Laura Gromis (USGBC + ATAC)
- Lilia G Chavez (Fresno Arts Council)
- Margarita Rocha (Centro La Familia Advocacy)
- Marianne Kast (League of Women Voters of Fresno)
- Matthew Jendian (CSU Fresno, Humanix)
- Melissa Perry (Generation Changers)
- Mike Osegueda (Fresno Street Eats)
- Mona N Cummings (Tree Fresno)
- Morgan Dolzaki (Chinatown Fresno Foundation & Central Fish)
- Nasreen Johnson (SCCD & Caglia Environmental)
- Nora Monaco (Brewery District LP & Downtown Partnership)
- Renatta Cater-Ford (Property Owner in Fresno)
- Rowell Reyes (DFPC Downtown Fresno Partnership)
- Scott Miller (Fresno Chamber of Commerce + Gazebo Garden + Measure P Commission)
- Tate Hill (Access Plus Capital)
- Tony Heredia (Vendor Village, Fresno Street Eats, 559 Night Market)

Collaborative Workshop

SMITHGROUP

FRESNO CBO FOLLOW UP

CALIFORNIA High-Speed Rail Authority

MEETING SUBJECT: FRESNO CBO WORKSHOP
DATE: 01-18-2024

INTRODUCTION

CONTACTS

PRESENT CBOs

Group 1

Group 2

Group 3

Group 4

Group 5

AGENDA

WELCOME + INTRODUCTIONS

INTRODUCTION

What are your favorite spaces in Fresno?

VISIONING EXERCISE

LOCAL AREA CONTEXT (DOWNTOWN)

LOCAL AREA CONTEXT (CHINATOWN)

STATION AREA

ASSET MAP

HISTORIC STATION

SITE ACTIVATION VISUAL PROMPTS

DISCUSSION & NEXT STEPS

DISCUSSION

NEXT STEPS

VISIONING EXERCISE: BREAK OUT GROUPS Facilitators, before you start the exercise please ask folks to fill out name and contact on top left hand side of mural.

1 Paul

2 Caeley + Omar

3 Teng Teng + Ben

4 Georgia + Cinthia

5 Janet + Toni + Sheila



HISTORIC FRESNO STATION

CITY OF FRESNO PRESENTATION
MARCH 25, 2024

HISTORIC FRESNO STATION

AGENDA

1. High Speed Rail Authority Update
2. RAISE Grant Scope and Schedule
3. Historic Fresno Station Renovation
 - Project Team
 - Historic Status
 - Construction Chronology and Significance Diagrams
 - Pre-Design Investigative Work
 - Basis of Design

HISTORIC FRESNO STATION

HIGH SPEED RAIL AUTHORITY UPDATE

- 119 miles between Madera and Wasco under active construction
- 52 miles under advanced design (north into Merced and south into Bakersfield)
- Federal grants awarded in 2023:
 - \$3.1 Billion in Federal-State Partnership for Intercity Passenger Rail
 - \$202 Million CRISI grant for grade separations in Shafter
 - \$20 Million RAISE grant for Fresno Historic Depot Renovation
- Created 13,000 construction jobs; 820 Small Businesses on HSR
- Track to Operational Service:
 - Committed to an aggressive goal to have passenger service between Merced and Bakersfield between 2030 and 2033.
 - By the end of 2025, complete all environmental documents for the entire 500-mile system connecting San Francisco and Anaheim.
 - By 2028, complete and begin train testing on the first 119-mile, double-tracked and electrified high-speed rail test track between Madera and Poplar Avenue.
 - Between 2030 and 2033, begin high-speed passenger service between Merced, Fresno and Bakersfield – this is our highest priority.
 - By 2030, advance Northern and Southern California sections to 30% design so that construction can continue to progress when funding is available.

HISTORIC FRESNO STATION

RAISE GRANT SCOPE AND SCHEDULE

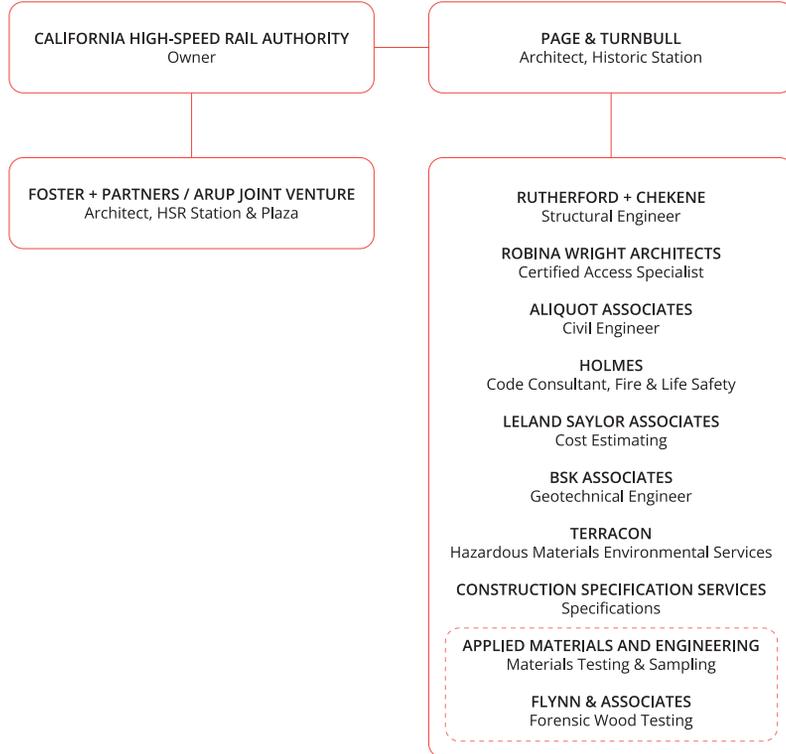
- \$20 Million Federal RAISE grant for Early Site Activation
 - Historic Fresno Station renovation
 - New Depot Plaza
 - Chinatown Mobility Hub
- Design is underway, construction is scheduled to begin in 2026

Category		2024				2025				2026				2027				2028				2029				2030							
Early Site Activation	Design	■	■	■	■																												
	Construction					■	■	■	■	■	■	■	■																				
HSR Station	Design	■	■	■	■	■	■	■	■																								
	Construction									■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■

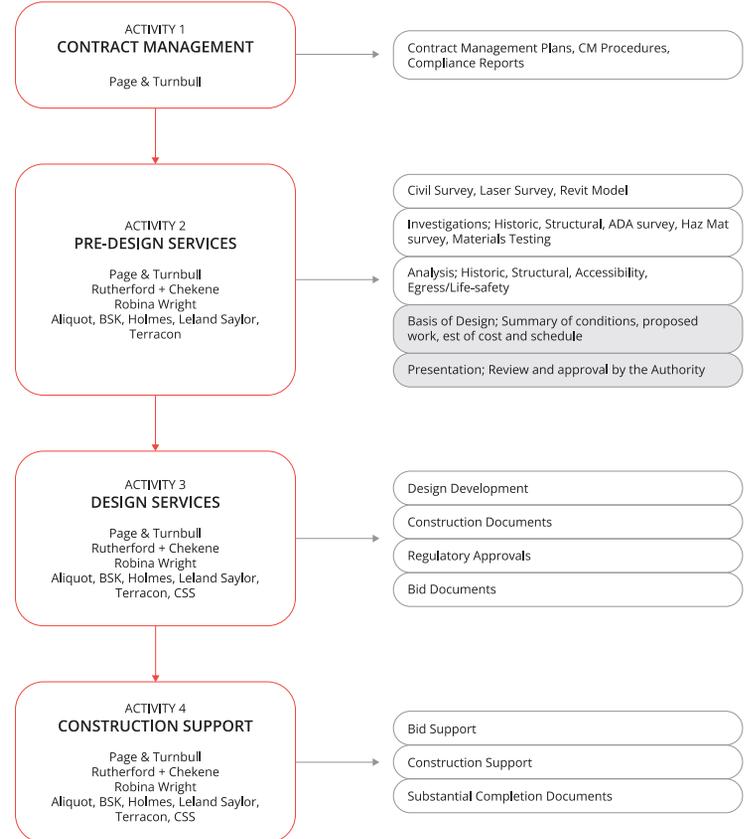
HISTORIC FRESNO STATION

PROJECT TEAM AND CHRONOLOGY

PROJECT TEAM ORGANIZATION CHART



PROJECT CHRONOLOGY



HISTORIC FRESNO STATION

HISTORIC STATUS

National Register of Historic Places: Passenger Depot, Freight Depot

Fresno Register of Historical Resources: Passenger Depot, Freight Depot and Pullman Shed

Period of Significance (Page & Turnbull recommendation): 1889-1932

Rehabilitation to comply with Secretary of the Interior's Standards

Environmental Review:

CEQA and NEPA

Section 106 (SHPO)

PRC §5024 and §5024.5 (SHPO)

FRESNO HISTORIC TRAIN STATION



NORTH ELEVATION

1872 The Central Pacific Railroad constructs a small wooden train station to serve the city of Fresno.

1885 The city of Fresno is incorporated as the train station continues to spur the growth and economic development of the town.

1889 Fresno quickly outgrows the original depot, and Southern Pacific Railroad builds a new train station in the Queen Anne style. The brick building design is a notable departure from Southern Pacific's typical wood construction.

1898 Southern Pacific adds a covered walkway adjacent to the tracks for passenger boarding.

1903 The Wells Fargo Company adds a separate freight depot building to the south of the passenger depot.

1916 An extensive remodel of the original station takes place in 1916. The remodel costs \$50,000 and adds a cement plaster finish to the brick facade. The freight depot building is expanded in 1916 and the covered walkway area is extended along the tracks.

1917 A concrete open-air shed building is added to the north of the passenger depot in 1917 to service Pullman passenger cars.

1930 An addition to the passenger building is built to the north of the existing passenger building. A second Pullman shed is added to the east of the existing shed. The new shed is the same design as the previous one and adjoins the existing shed.

1932 The freight depot is remodeled into a two-story structure to house offices. The building is expanded to roughly double its previous size.

1957 Southern Pacific retires all steam locomotives and switches to an all-diesel locomotive roster. This marks the end of the steam era.

1971 Southern Pacific ceases train operations at the Fresno station.

1978 The passenger depot and freight depot are listed on the National Register of Historic Places.

1980 The freight depot is remodeled into offices.

1985 The passenger depot also becomes offices.

1996 The California High-Speed Rail Authority is established to develop the nation's first high-speed rail line.

2010 The passenger depot is converted to a charter school. The freight depot continues as office space.

2015 The groundbreaking ceremony for the California High-Speed Rail system is held at Fresno station.

2021 Page & Turnbull begins to assess the historic depot in anticipation of a seismic and accessibility upgrade.

2023 The California High-Speed Rail Authority receives \$20 million from the Federal Government to revitalize the historic Fresno train depot and build a new plaza in front of the station.

1870 - 1899

1884



1900 - 1929

1900



1913



1930 - 1959

1930



1969



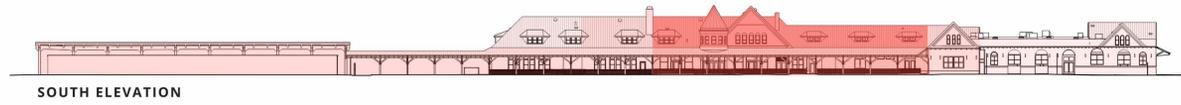
1960 - 1989

1990 - now

2023

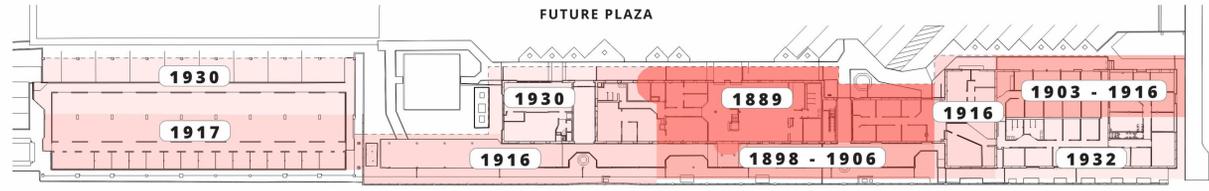


FRESNO HISTORIC TRAIN STATION



PULLMAN SHED PASSENGER DEPOT FREIGHT DEPOT

- LEGEND**
- 1889
 - 1898 - 1906
 - 1916 - 1917
 - 1930 - 1932



CHARACTER DEFINING FEATURES



1909 SITE PANORAMA

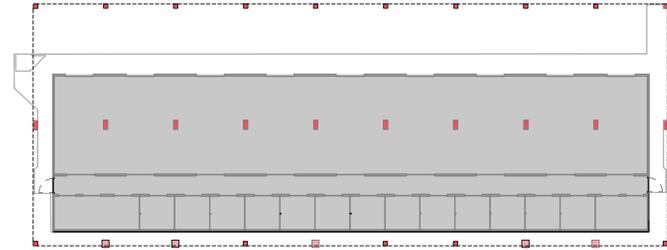


PASSENGER & FREIGHT DEPOTS

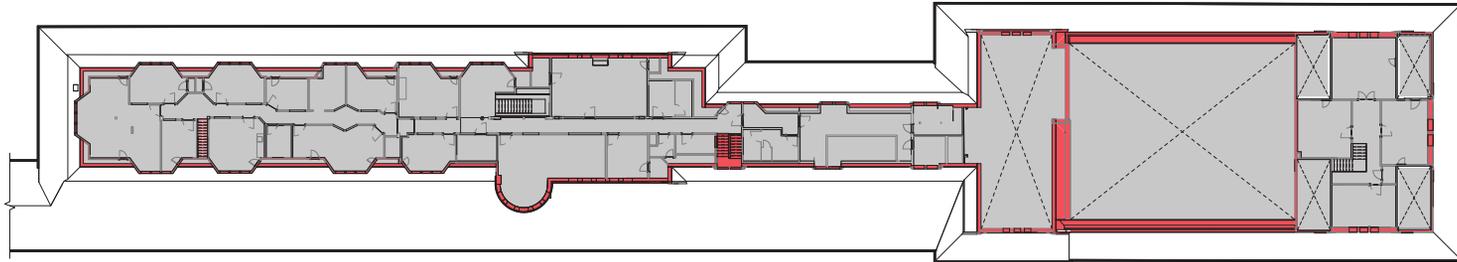
SIGNIFICANCE DIAGRAMS

- SIGNIFICANT
- CONTRIBUTING
- NON-CONTRIBUTING

Non-contributing elements were largely built in the 1980s and generally are interior partitions

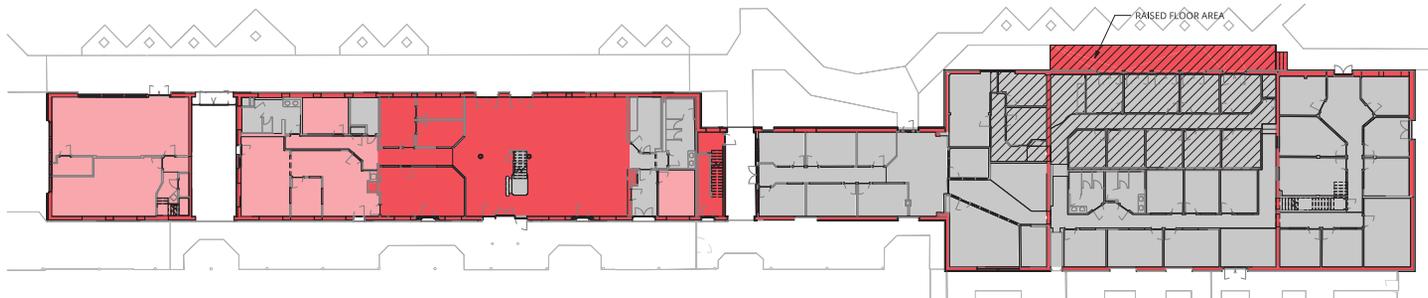


PULLMAN SHED



PASSENGER DEPOT - LEVEL 2

FREIGHT DEPOT - LEVEL 2



PASSENGER DEPOT - LEVEL 1

FREIGHT DEPOT - LEVEL 1

HISTORIC FRESNO STATION

INVESTIGATIVE WORK

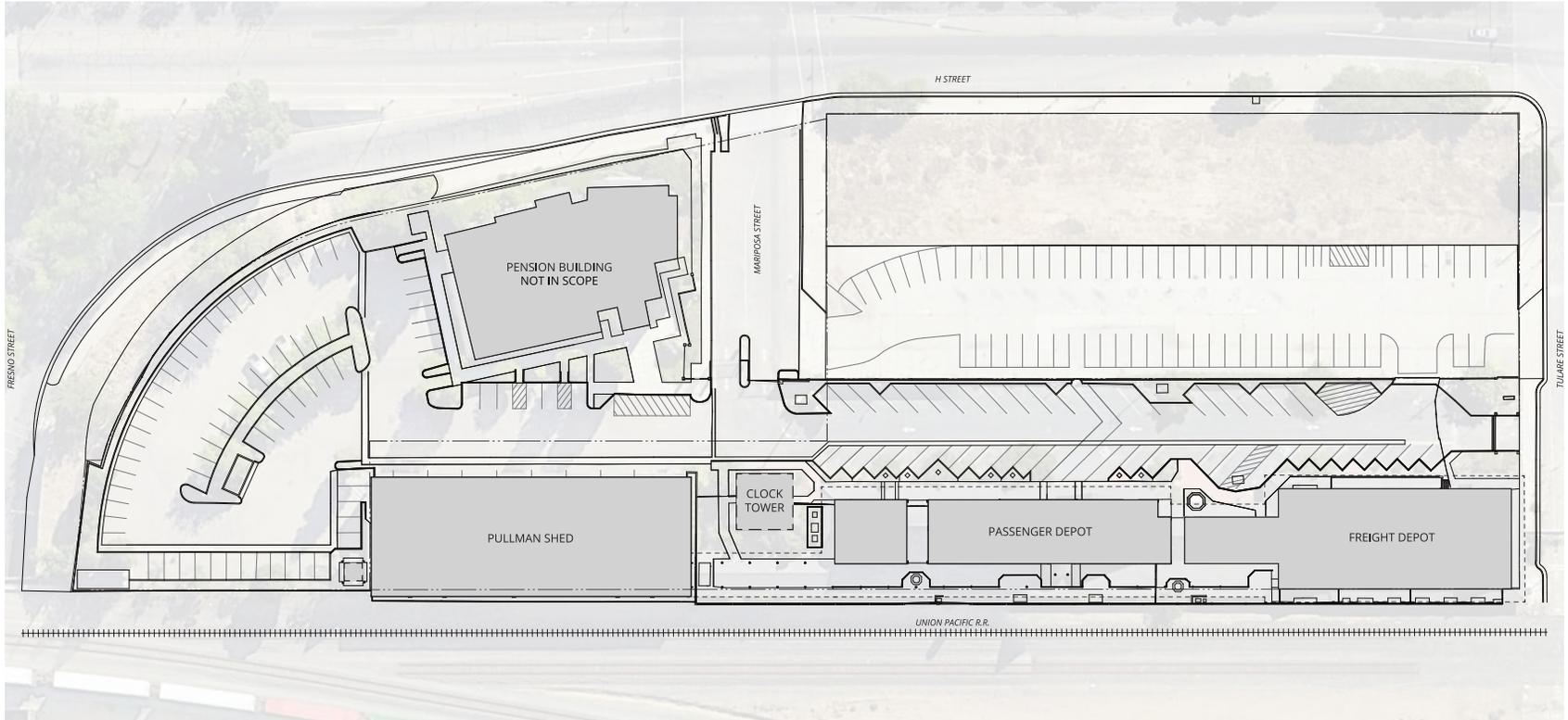
Pre-Design Work beginning 2022:

- LIDAR 3D scan by Locus Laser Scanning for Existing Building Condition Drawings in Revit
- Topographic Survey prepared by Aliquot Associates
- Site and Building Accessibility Surveys prepared by Robina Wright Architect & Associates
- Hazardous Materials Survey by Terracon Consultants
- Structural Materials Testing & Investigation by BSK Associates
- Materials Testing Report by Applied Materials & Engineering
- Geotechnical Design Criteria Memorandum by Rutherford + Chekene
- Structural Code Analysis and Conceptual Seismic Retrofit by Rutherford + Chekene
- Fire and Life Safety Report by Holmes
- Wood Member Identification by Flynn & Associates
- Archaeological Records Search Results Memorandum by Page & Turnbull
- Historic Character-Defining Features Memorandum and Diagrams by Page & Turnbull

HISTORIC FRESNO STATION

EXISTING SITE PLAN

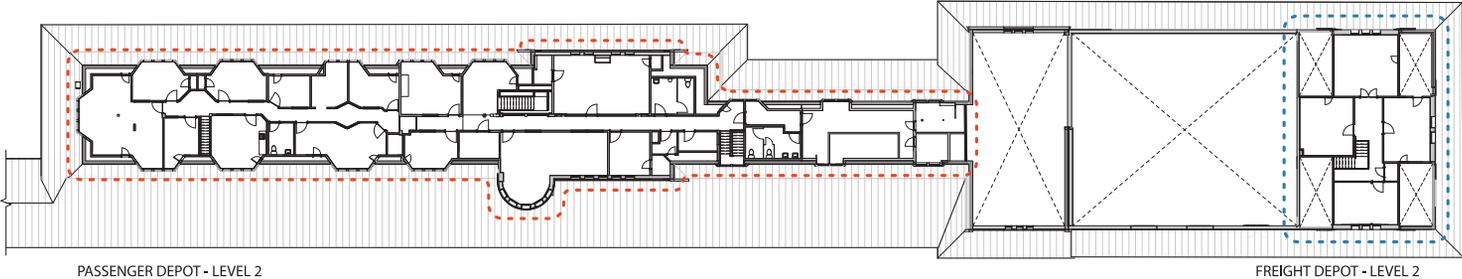
-  BUILDINGS TO REMAIN
-  BUILDINGS TO BE DEMOLISHED
-  ROOF OVERHANG
-  PROPERTY LINE



PASSENGER & FREIGHT DEPOTS

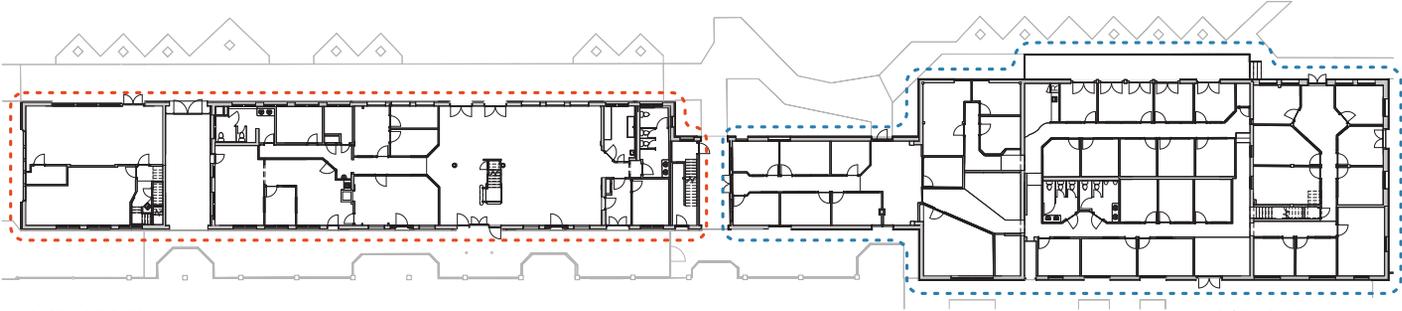
EXISTING PLAN

-  PASSENGER DEPOT
-  FREIGHT DEPOT



PASSENGER DEPOT - LEVEL 2

FREIGHT DEPOT - LEVEL 2



PASSENGER DEPOT - LEVEL 1

FREIGHT DEPOT - LEVEL 1

HISTORIC FRESNO STATION

BASIS OF DESIGN

Basis of Design Retrofit Scope:

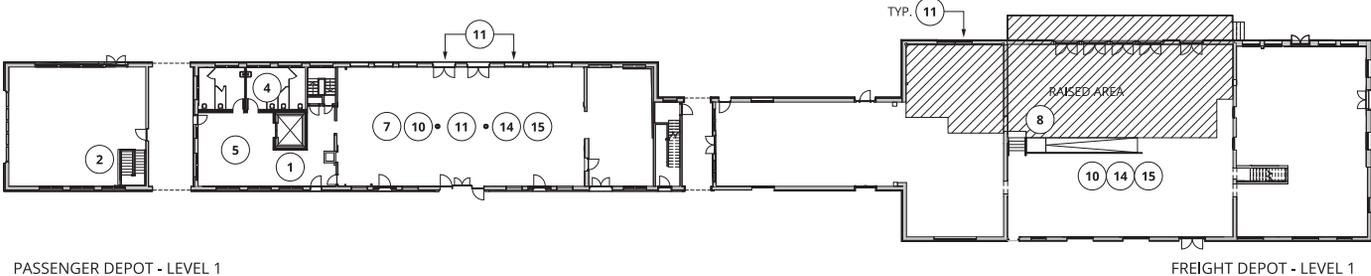
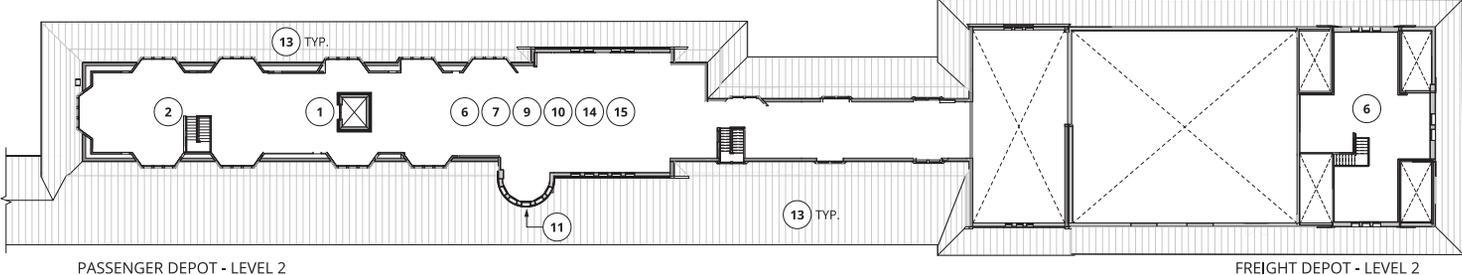
- Seismic Retrofit
- Accessibility Upgrades to exterior walks and interior path of travel
- Exterior Envelope Repairs for weather-resistance
- Architectural Repairs at locations of seismic work
- Life-safety and fire protection upgrades as required
- Warm Shell Condition

Schedule milestones:

- 4/2024: Approve Basis of Design
- 3/2025 or earlier: Complete CD documents
- 12/2025 or earlier: Approvals and Bid
- 1/2026 or earlier: Start Construction

PASSENGER & FREIGHT DEPOTS

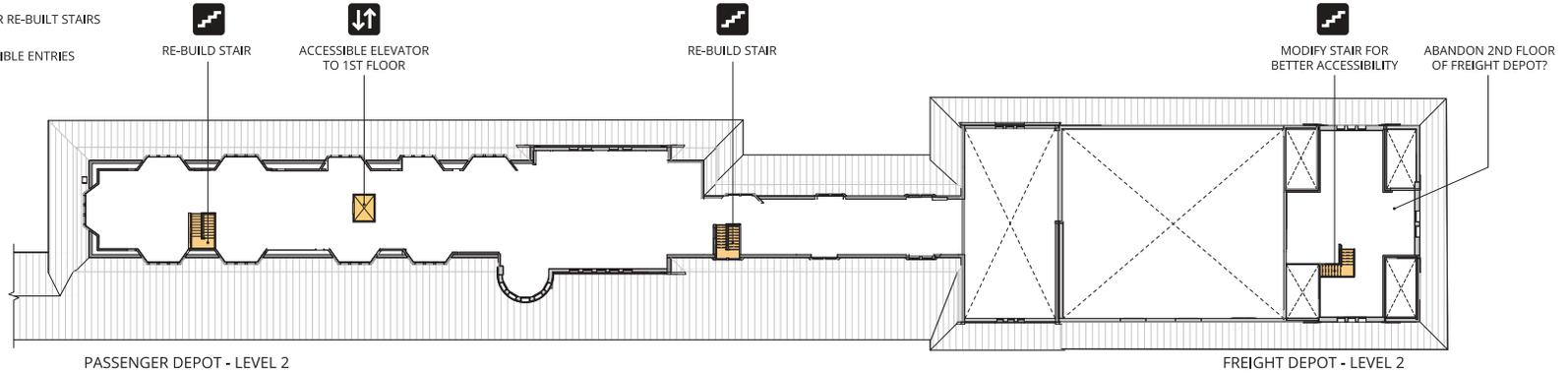
PROPOSED PLAN



PASSENGER & FREIGHT DEPOTS

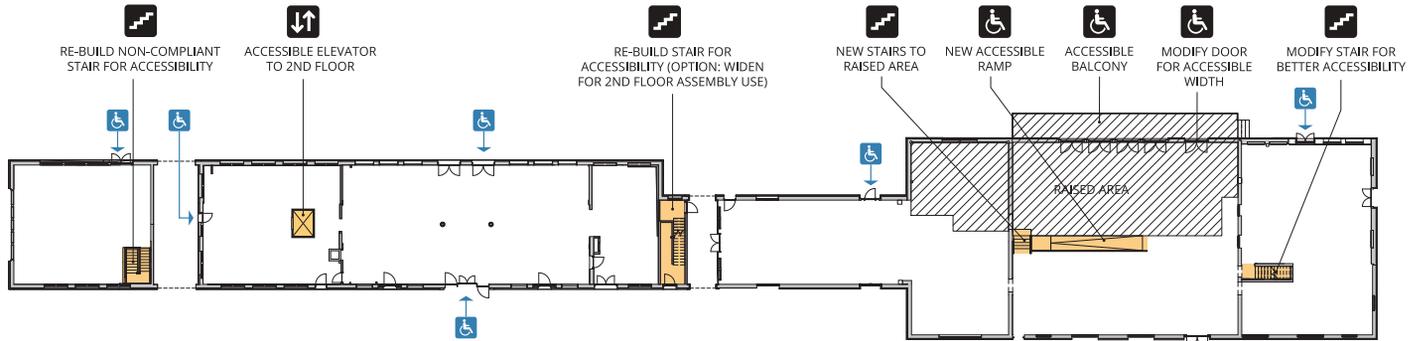
ACCESSIBILITY PLAN

-  ACCESSIBLE PATH OF TRAVEL
-  NEW ELEVATORS AND LIFTS
-  NEW OR RE-BUILT STAIRS
-  ACCESSIBLE ENTRIES



PASSENGER DEPOT - LEVEL 2

FREIGHT DEPOT - LEVEL 2



PASSENGER DEPOT - LEVEL 1

FREIGHT DEPOT - LEVEL 1

PASSENGER & FREIGHT DEPOTS

PROPOSED ELEVATIONS

GENERAL NOTES

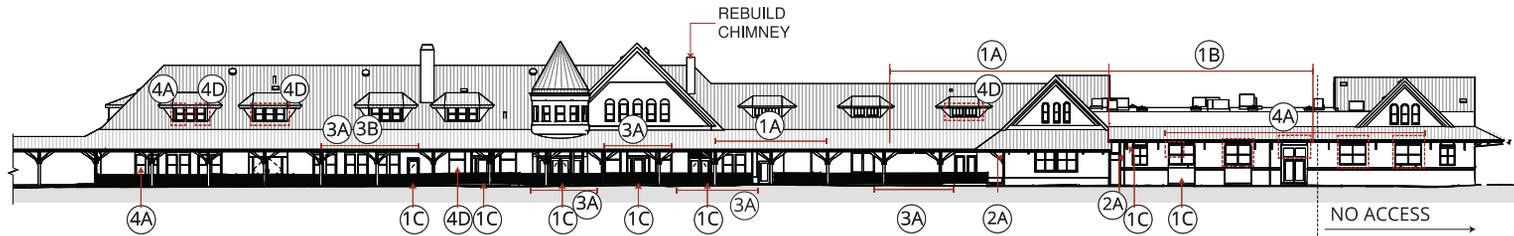
1. NEW ASPHALT SHINGLE ROOFING SYSTEM AT SLOPED ROOF - OVER NEW 1/2" STRUCTURAL PLYWOOD SHEATHING OVER EXISTING SHEATHING.
2. NEW SINGLE PLY COMPOSITE ROOFING SYSTEM AT FLAT ROOF - OVER NEW 1/2" STRUCTURAL PLYWOOD SHEATHING OVER EXISTING REPAIRED SHEATHING.
3. SALVAGE AND REINSTALL CLAY TILE AND SUPPLEMENT AS NEEDED DURING REROOFING.
4. ALL WOOD AND PLASTER NEED TO BE REPAINTED.
5. COLUMNS AT REAR WALKWAY EXHIBIT DELAMINATION OF WOOD AND PAINT, SPLITTING BETWEEN THE SHAFT AND CAPITAL, MINOR CRACKING AND CHARRING MARKS. PATCH AND REPAIR AS NEEDED.
6. 'NO ACCESS' INDICATES AREAS NOT ACCESSIBLE FOR SURVEYING.

KEYNOTES

- WOOD**
- 1A. SHEATHING REPLACEMENT
 - 1B. SHEATHING REPAIR
 - 1C. WOOD REPAIR
- GUTTER**
- 2A. REPAIR/REPLACE GUTTER
- PLASTER**
- 3A. PATCH REPAIR
 - 3B. PREP FOR PATCH AND REPAIR
 - 3C. PATCH REPAIR AT OVERHANG UNDERSIDE
- WINDOWS**
- 4A. BOARD REMOVAL, REPLACE IF BROKEN
 - 4B. PAINT REMOVAL
 - 4C. REPAIR MULLIONS
 - 4D. WINDOW IN POOR CONDITION. REPLACE/REPAIR



NORTH ELEVATION



SOUTH ELEVATION