
APPENDIX 3

Cultural Resources Assessment / Historic Architectural Survey Report

Historic Architectural Survey Report (HASR) **for a** **Proposed Parking and Facilities Expansion** **Project** **Fresno City College**



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Summary of Findings

The State Center Community College District (SCCCD) proposes to implement a Parking and Facilities Expansion Project on and adjacent to the Fresno City College Campus. As required by the California Environmental Quality Act (CEQA) the District will prepare an Environmental Impact Report (EIR) pursuant to State CEQA Guidelines. A Notice of Preparation for a Draft Environmental Impact Report (DEIR) was issued on April 11, 2019.

This report documents the efforts to identify historic properties that may be affected directly or indirectly by the proposed project pursuant to 36 CFR 800.4 (d) (1). The report also fulfills California Environmental Quality Act (CEQA) requirements that mandate public agencies determine whether a project will have a significant impact on important historical resources. A substantial adverse change in the significant qualities of a historical resource is considered a significant impact. As defined by CEQA, in part, a “historical resource” is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR) [14 California Code of Regulations (CCR) 15064.5 (a)(3)].

The proposed project is non-contiguous and includes seven separate sites within or adjacent to the current campus footprint (see Figure 1, Project Site Map). No historic resources were identified on any of the parcels. Although the campus includes two designated historic resources including the Old Administration Building (1916/NR and Local Register) as well as the Fresno City College Library (1931, Local Register), neither resource will be impacted by the proposed project. In addition, the Porter Tract Historic District (Local Register) is on the north side of the campus and also will not be adversely affected by this project.

Karana Hattersley-Drayton, M.A. who meets the Secretary of the Interior's Professional Qualifications as an architectural historian and historian, was retained by the District to prepare the following report. Ms. Drayton based the report on archival research and on site visits on May 5 and June 8, 2019.

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Project Description

The State Center Community College District proposes to implement a Parking and Facilities Expansion Project on and adjacent to the northeast portion of the existing Fresno City College campus. The proposed project will be built over a five year period and will include seven major sites:

- 1) Construction of a five level parking structure located on the south side of Cambridge and west of Blackstone. This structure will include acquisition of three parcels including an extant 2930 sf duplex located at 1622-24 E. Cambridge Avenue.
- 2) Construction of a three-story Science Building with surface parking to be located at the current site of the Maintenance and Operations facility on the southwest corner of Blackstone and Weldon. The Operations complex will be demolished and relocated.
- 3) Replacement of the existing one-story Child Development Center located at 1525 E. Weldon Avenue with a new one-story Center at the current site.
- 4) Construction of a one-story 10,000 sf Maintenance and Operations building plus a
- 5) Parking and storage area on the north side of San Pablo Avenue at E. Yale Avenue.
- 6) The existing District administration building located on the north side of Weldon will be re-purposed to include the SCCCD Police Department.
- 7) Two parcels located at 1805-1835 Blackstone Avenue will be acquired for future educational facilities.

To accommodate these projects seven parcels adjacent to the north and east of the existing FCC campus will be acquired:

- Two parcels located at 1805-1835 Blackstone Avenue will be acquired for future educational facilities. The site currently includes two c1980s buildings including Ratcliff Auto Sales and a complex with several small businesses.
- Three parcels located at or adjacent to 1622-24 E. Cambridge will be used for a portion of the proposed parking structure. The acquisition will require the demolition of the duplex on site which was constructed in 2002.
- Two parcels located next to the BNSF tracks on the east side of Yale Avenue at San Pablo will be acquired for the parking and storage space for the new Maintenance and Operations facility. A duplex addressed as 1249 E. Yale will be demolished.

Regulatory Context

The California Environmental Quality Act (1970) requires consideration of project impacts on archaeological or historical sites deemed to be “historical resources.” A substantial adverse change in the significant qualities of a historical resource is considered a significant impact. For the purposes of CEQA, a “historical resource” is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR). Historical resources may include, but are not limited to:

A resource included in a local register of historical resources... or identified in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code...

Any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. . .[14 California Code of Regulations (CCR) 15064.5(a)(3)].

Research Methods

Ms. Hattersley-Drayton conducted on-line and archival research and made site visits on May 5 and June 8, 2019 to photograph the parcels and record buildings in the neighborhood. As the former Historic Preservation Officer for the City of Fresno Ms. Drayton was able to access prior research as appropriate for nearby projects. She also reviewed Sanborn fire insurance maps for the project area from 1919 to 1963.

Overview

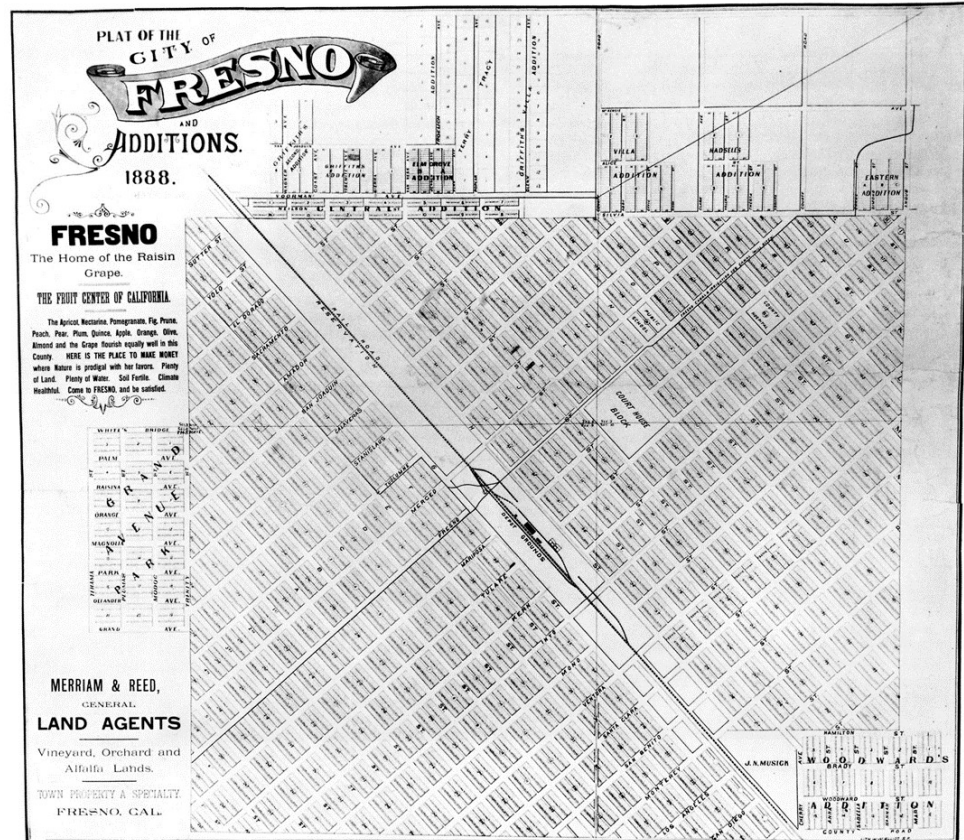
Early History and Development of Fresno

The Yokuts were the first residents of the Fresno area, with small tribes occupying the floodplains of the Big Dry Creek and Little Dry Creek (Gayton 1948:153; Latta 1997:163). Although there were no missions established in the Valley, there were small Mexican era settlements including Pueblo de las Junta, located at the confluence of the San Joaquin River and the Fresno Slough (Hoover 1990: 86). The Spanish and Mexican influence is indicated through place names such as "Fresno," which means "ash tree" and which was first applied to the Fresno River (Hoover et al 1990:85). Following the Gold Rush of 1849, miners were drawn to the southern gold fields, and cattle ranchers and dryland farmers moved into the area. Three momentous changes occurred in the 1870s, which dramatically affected settlement patterns and history: the construction of the Central Pacific Railroad, the introduction of agricultural colonies and the concomitant development of a labyrinth of canals to bring water to these colonies.

In 1870 the Central Pacific Railroad began its diagonal push down the San Joaquin Valley. New towns were surveyed along the corridor---several were planned by the railroad itself---and earlier villages situated away from the tracks often vanished overnight. In 1872 the railroad reached what is now Fresno. The Contract and Finance Company, a subsidiary of the Central Pacific Railroad, bought 4,480 acres in a desolate area where Dry Creek drained into the plains. Surveyor Edward H. Mix laid out the new town in blocks 320 feet by 400 feet, with 20 foot alleys, lots 25×150 feet fronting on 80-foot wide streets parallel to and on both sides of the tracks (Clough 1984:121). The gridiron plan was filed in 1873 and was remarkably rigid, broken only by the space reserved for a future courthouse and the broad swaths through the center of town for the tracks, depot and yards (Reps 1979:187).

Fresno's location was uninviting at best, with barren sand plains in all directions. The nearest substantial supplies of water were the San Joaquin River, 10 miles to the north (Reps 1979:187) and the Kings River further south. Fresno grew slowly but in 1874 it was able to wrestle the county seat away from the former mining town of Millerton (Hoover 1990:88).

1888 Map Fresno
(Rep 1979:190)



The population of Fresno in 1875 was 600, with a third of the residents Chinese who lived west of the tracks. In 1878, a new resident, R.W. Riggs described the community as “not much of a town, a handful of houses in a desert of sand” (Reps 1979:187). Fresno’s population was 1,112 in 1880 and 3,464 in 1885. “Yet the town remained a collection of buildings on the prairie rather than a full-fledged city. There was no police force, sewer system or truly efficient fire department, and cattle were still roaming the dusty streets that became winter lakes” (Clough 1984:141).

The 1880s, however, were prosperous years and the desert was turned into profitable farmland with the introduction of irrigation and agricultural colonies. The model for the system that ultimately served throughout the San Joaquin Valley was the Central California Colony, established in 1875 three miles south of Fresno. The Colony was the “brainchild” of Bernard Marks, a German immigrant who approached William S. Chapman, one of the wealthiest landowners in California, with his vision of 20-acre family owned farms sharing a secured

source of water. Marks saw the potential for farming in the desert-like environment of San Joaquin Valley if irrigation could be guaranteed (Panter 1994:2). He surveyed six sections of land owned by Chapman and investor William Martin and subdivided the land into 192 20-acre parcels. Three laterals from the Kings River and Fresno Canal were extended into the tracts and water rights were sold to the prospective farmers. Twenty-three miles of roads were laid out and bordered with trees (Panter 1994; Rehart and Patterson 1988:7). Many of the earliest settlers were former miners as well as Scandinavian immigrants: Danes, Swedes and Norwegians (Rehart and Patterson 1988:8). By 1903 there were 48 separate colonies or tracts in Fresno County representing approximately 71,080 acres (Panter 1994:9). These colonies helped to break up the vast estates and initiated what agricultural historian Donald Pisani has termed "the horticultural small-farm phase" of California agriculture (Datel 1999:97).

Fresno was incorporated in 1885. With incorporation, street grades and town lot numbers were established (Clough 1984:319). In November 1887, 1,100 deeds were filed at the county courthouse and the last of the original railroad lots in Fresno were sold. By 1890 the population of Fresno was over 10,000, and land outside of the original town site was subdivided into streets and lots (Reps 1979:191). The first streetcars were introduced in 1892, and this greater mobility allowed for the construction of a variety of streetcar suburbs (Bulbulian 2001:38; Clough 1984:319). Van Ness Boulevard, for example, was developed to link Fresno and the San Joaquin River. Van Ness led to the prestigious Fig Garden residential area (Fresno Bee 25 May 1985).

The "west" side of the Southern Pacific tracks quickly became "Chinatown," where Chinese, as well as disreputable whites, were forced to settle. The 1898 Sanborn Map shows a remarkably dense in-fill of saloons, lodging houses, lottery and gambling parlors between G, Mariposa, F and Kern Streets. A Chinese theatre is noted on China Alley and a Joss House faced G Street (1898 Sanborn Map of Fresno).

In addition to Chinese and Scandinavian farmers, other early ethnic groups in the Fresno area included Germans from Russia, Japanese and Armenians. The first Armenians arrived

in 1881 and eventually settled in an area between the Santa Fe and Southern Pacific tracks appropriately called “Armenian Town” (Bulbulian 2001:37-38). African-Americans were also present early on and organized an African Methodist Church in 1882 (Clough 1984:137).

The raisin industry developed in the 1870s, after the scorching heat of 1875 dried grapes on the vine (Hoover 1990:91). Martin Theodore Kearney who left employment with the Central California Colony and eventually became one of the wealthiest landowners in the area served as the President of the first California Raisin Growers Association from 1898 to 1904. The Sun-Maid Raisin Cooperative was founded in 1911 and became one of the most successful in America. Fresno became the principal-packing center for the raisin grape industry with numerous packinghouses in the city. Other crops such as figs and stone fruits helped to diversify the local economy and Fresno became the market town for a large portion of the San Joaquin Valley (Reps 1979:192). It is now a city of 500,000 and the center of the richest agricultural county in the United States (Haslam 1993:194).

The Development of Fresno’s Downtown

The 1887 boom in agriculture and land values brought prosperity to Fresno. In 1889 alone, buildings with an estimated value of 1 million dollars were erected along Mariposa Street in the heart of “downtown”. The Depression of 1893 had little effect on Fresno, probably due to its agricultural base. The architectural style of most of the hotels and business blocks was “high Victorian” with construction of brick, iron and glass with French Renaissance inspired mansard roofs, towers and gable dormer windows topped with decorative finials.

*Courthouse Square,
Mariposa and K (Van Ness) c1910*



Beginning in the early 20th century the City's downtown was completely transformed: the elegant "Victorian" style blocks and hotels were demolished or in the case of smaller buildings were eventually refaced with a "modern" storefront. What emerged was a more "rational" Classic Revival city, one influenced by the latest trends in architectural design emanating from American cities such as New York, Chicago and San Francisco as well as Paris, France (Powell 1983:2; Powell 2008:52).

The building boom in downtown Fresno was halted when the Depression hit in 1929. In the 1960s Redevelopment permanently altered the downtown landscape with the demolition of numerous buildings, including the Carnegie-financed library and original City Hall. Both of these buildings were replaced by parking lots.

Expansion of the City North and Fresno City College

Beginning in the 1880s subdivisions were added north of Fresno's original railroad town. Although the "parent grid" of the city was parallel to the Central Pacific tracks, these new subdivisions were laid out to line up with the surrounding agricultural sections with streets oriented north-south and east-west. Settlement north of the railroad town was facilitated by the development of street car lines, in particular the Forthcamp Avenue Line (1902) along what is now Fulton Street. The extension of the Forthcamp Avenue Line in 1908, as well as the relocation of the Fresno State Normal School in 1913 (which later became Fresno State University and ultimately Fresno City College), were instrumental in opening what is now the Fresno High, Tower and Fresno City College areas to residential and commercial use.

One of the many planned new residential tracts was the College Addition which was platted in November 1912. One portion of this Addition, the Porter Tract, lies on the north boundary of the campus between Weldon Avenue on the south, Maroa Avenue on the west, Yale Avenue on the north and College Avenue on the east. The neighborhood was developed by John G. Porter and includes 2-story homes in a diversity of architectural styles. The Porter

Tract was designated as Fresno's first historic district by the City Council in April 2001 (Guide to Historic Architecture accessed May 5, 2019).

Fresno City College, the oldest two-year college in the State of California, opened in 1910 in the first Fresno High School building, with three teachers and an enrollment of 28 students. The original site of the junior college, in the block bounded by Stanislaus, O, Tuolumne and P Streets is a State Landmark (SRL 803) (Hoover 1990:90). By 1913 the school relocated to its present site and went through a series of mergers with first the Fresno State Normal School (to train teachers) and later with Fresno State College. Ultimately Fresno State College (now Fresno State University) moved to its site on Shaw Avenue and by 1956 Fresno City College was firmly established at its University Avenue location.

Sanborn Fire Insurance Maps for the year 1919 through 1963 depict the transition and growth of the college. The 1919 map depicts what is now called the Old Administration Building (OAB) which included an auditorium, classrooms and two quads. Outbuildings included a small dining room to the east of the OAB and an auto shed, gymnasium, tennis courts and “bathing pool” to the north. All buildings were located on the one parcel bounded by Weldon on the north, N. Van Ness on the west, and University Avenue on the south. Several homes had been constructed in the Porter Tract on the north edge but the east and south sides of the campus were subdivided but with no buildings. The school is referred to as the “Fresno State Normal School.”



“Old Administration Building” (1916, National Register of Historic Places)

By 1948 the site was known as Fresno State College and a “College Training School” had been constructed on Weldon Avenue just north of the Old Administration Building. The Library Building was depicted at its current location. A Student Union Building and McLane Hall for Science and Chemistry were located on the south side of Weldon bounded by Del Mar on the east and University on the south. Classrooms and a nursery were located between Poplar, Weldon and the railroad tracks (which separated incidentally the City of Fresno from the County). The residential neighborhood east of the school was partially infilled.

By the 1963 Sanborn Map “Fresno City College” had expanded east to the west side of San Pablo thus removing any residential buildings with the exception of a small cluster at Weldon at the railroad corridor. A gymnasium and pool complex were located north of Weldon between College and the tracks.

Findings and Conclusions

The proposed project entails work at seven separate sites within and adjacent to the existing campus. No historic properties are located at any of these locations nor will the proposed work significantly impact the two designated historic resources on the campus nor the Porter Tract Historic District on the northern boundary. The seven sites are either vacant or include buildings which are not eligible for listing on the National, California or Local Historic Registers.

Regulatory Context

The California Environmental Quality Act (1970) requires consideration of project impacts on archaeological or historical sites deemed to be “historical resources.” A substantial adverse change in the significant qualities of a historical resource is considered a significant impact. For the purposes of CEQA, a “historical resource” is a resource listed in, or determined to be eligible for listing in, the California Register of Historical Resources (CRHR). Historical resources may include, but are not limited to:

A resource included in a local register of historical resources... or identified in an historical resource survey meeting the requirements section 5024.1(g) of the Public Resources Code...

Any object, building, structure, site, area, place, record or manuscript which a lead agency determines to be historically significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. . .[14 California Code of Regulations (CCR) 15064.5(a)(3)].

The eligibility criteria for the California Register are the definitive criteria for assessing the significance of historical resources for the purposes of CEQA (Office of Historic Preservation n.d.). Generally, a resource shall be considered “historically significant” if it meets the criteria for listing on the CRHR, as defined in the Public Resources Code (PRC) below, and it has been found and/or treated eligible by the State Historical Resources Commission or the local agency:

(1) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.

- (2) Is associated with the lives of persons important in our past.*
- (3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.*
- (4) Has yielded, or may be likely to yield, information important in prehistory or history. [PRC 5024.1(c)].*

Eligibility to the National, State and/or Local Registers

No federal funds or federal permits are anticipated for this proposed project. Thus each site was evaluated under CEQA guidelines only and for the potential of the proposed infill on the parcel(s) to significantly impact a historic resource.

Map reference 1) Construction of a five level parking structure located on the south side of Cambridge west of Blackstone. The proposed project will be built on an existing parking lot and the adjacent three parcels which includes a duplex located at 1622-24 E. Cambridge Avenue. By necessity the duplex will be demolished. The residence was constructed in 2002 and is a common property type for the Fresno area. It is less than 50 years of age and is thus not a historic resource for the purposes of the California Environmental Quality Act.



Existing parking lot and vacant parcel

1622-24 E. Cambridge Avenue



Located on the east side of Cambridge, thus directly across the street from the proposed 5-story parking structure are several homes, dating from the 1920s through the 1940s. The addition of such an imposing garage would have a significant impact on these resources were they individually or collectively historic. However, none of the residences are architecturally significant and there is no potential for a historic district in this neighborhood which has been significantly altered over the years.

1607 E. Cambridge Avenue
(APN: 444-173-13) (first renovated 1925)



1613 E. Cambridge (1947, APN: 444-173-122)

Map Reference 2) Construction of a three-story Science Building with surface parking to be located at the current site of the Maintenance and Operations facility on the southwest corner of Blackstone and Weldon. The Operations complex would be demolished and relocated. There is an extensive complex of buildings on this site. None appear to be more than 50 years of age. Additionally, they are typical utilitarian structures.



Maintenance and Operations Facilities

Map Reference 3) Replacement of the existing one-story Child Development Center located at 1525 E. Weldon Avenue with a new one-story Center at the current site. The CDC was constructed circa 1986 and is thus considerably less than 50 years of age. It is also a typical utilitarian building and is thus not a historical resource for the purposes of CEQA.



Child Development Center 1525 E. Weldon

Map Reference 4) Construction of a one-story 10,000 sf Maintenance and Operations Building on the north side of San Pablo Avenue.

The new Maintenance and Operations Building is slated to be constructed on an existing parking lot located at the northwest corner of E. Yale and N. San Pablo Avenues. The immediate neighborhood contains a mix of older residences and new apartment complexes. The one story building will not significantly alter the existing ambiance.



Map Reference 5) A parking and storage area will be constructed on two lots where E. Yale Avenue dead ends at the railroad corridor, thus directly across from the new Maintenance and Operations Building. One parcel is vacant. A second, with an address of 1249 E. Yale Avenue, has a vacant and boarded duplex and detached garage, constructed in 1950. The duplex is a typical utilitarian stucco clad box from the era and is not eligible for listing on the National, California or Local Registers and is thus not a historical resource for the purposes of the California Environmental Quality Act.



Map Reference 6) The existing District administration building located on the north side of Weldon will be redesigned to include the SCCCD Police Department. Alterations to an existing post 1970 building is a categorical exemption under CEQA. No date is available for this building located at 1525 E. Weldon, but it appears to be circa 1980s.

Map Reference 7) Finally, two parcels located at 1805-1835 will be acquired for future educational facilities. The site currently includes two c1980s buildings including Ratcliff Auto Sales and a complex with several small businesses. According to the owner (5 May 2019) the buildings were constructed in the 1980s.



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Preparer's Qualifications

Karana Hattersley-Drayton has a B.A., an M.A. and completed three years of Ph. D. work in Architectural History, all at U.C. Berkeley. She previously served on the California State Historical Resources Commission as well as the Board of Directors for the Vernacular Architecture Forum. She edited and wrote several articles for the 2008 VAF publication, "Architecture, Ethnicity and Historic Landscapes of California's San Joaquin Valley" which won both a California Preservation Foundation award as well as a Governor's Historic Preservation award. Ms. Drayton moved to the San Joaquin Valley in 1999 to work as an Architectural Historian for Caltrans, District 06 and from 2002 to January 2017 served as the City of Fresno's Historic Preservation Project Manager. Her special interests include the adobe buildings of the San Joaquin Valley, vernacular architecture, and gendered and ethnic landscapes.