Appendix L-1

Historical Resource Inventory and Evaluation Report (1 of 2)

Historical Resource Inventory and Evaluation Report

San Joaquin Regional Rail Commission

ACE Ceres–Merced Extension

State Clearinghouse #2018012014

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Acronyms and Abbreviations

ACE	Altamont Corridor Express
Bay Area	San Francisco Bay Area
CCIC	Central Coast Information Center
CEQA	California Environmental Quality Act
CHRIS	California Historical Resources Information System
CHRS	California Historical Resources Status
COVID-19	Novel Coronavirus
CRHR	California Register of Historical Resources
DPR	Department of Parks and Recreation
EIR	environmental impact report
GIS	geographic information system
HRIER	historical resources inventory and evaluation report
MID	Merced Irrigation District
MOW	Maintenance-of-way
MP	milepost
NETR Online	National Environmental Title Research
NRHP	National Register of Historic Places
PCJPB/Caltrain	Peninsula Corridor Joint Powers Board
Prior EIR	2017-2018 ACE Extension Lathrop to Ceres/Merced Environmental Impact Report
Project	Altamont Corridor Express Ceres–Merced Extension
Public Res. Code	California Public Resources Code
RC	reinforced concrete
ROW	right-of-way
SJRRC	San Joaquin Regional Rail Commission
SR	State Route
study area	CEQA study area for built-environment historical resources
TID	Turlock Irrigation District
UPRR	Union Pacific Railroad

Executive Summary

On behalf of the San Joaquin Regional Rail Commission (SJRRC), ICF prepared this historical resources inventory and evaluation report to identify built-environment historical resources that may be affected by the Altamont Corridor Express (ACE) Ceres–Merced Extension (Project). For the purposes of this report, a *historical resource* is a built-environment resource that is listed in, or determined eligible for listing in, the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), or a qualified local register of historical resources and, therefore, a historical resource for the purposes of the California Environmental Quality Act (CEQA). This report does not address archaeological historical resources. All work in this report has been completed in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code (Public Res. Code).

SJRRC is proposing to implement the Project to (1) enhance commuter and intercity service and transit connections in the San Joaquin Valley; (2) reduce traffic congestion, improve regional air quality, and reduce greenhouse gas emissions; and (3) promote local and regional land use and transportation sustainability goals.

SJRRC prepared an environmental impact report (EIR) for the ACE Extension Lathrop to Ceres/Merced Project in 2017–2018 (Prior EIR). The Prior EIR analyzed a Phase I extension from Lathrop to Ceres at a project-level of detail and Phase II extension from Ceres to Merced at a programmatic level of detail. The Prior EIR was certified, and Phase I was approved by the SJRRC Board of Commissioners on August 3, 2018. This report addresses the project-level of analysis for the extension from Ceres to Merced. The Project includes construction of new main track, track connections, box culverts, and bridges; track realignment and replacement; construction of a layover and maintenance facility to support operations; and the construction of new stations. Preliminary engineering for the Project has been completed and the Project is expected operate as early as 2025. The CEQA study area for the built environment analysis is the geographic area in which investigations were conducted to identify historical resources and potential impacts from the Project. The built environment study area includes all areas where construction, demolition, or physical changes may occur as part of the Project and any areas where the Project may alter the setting of adjacent resources.

To complete the identification of CEQA historical resources in the study area, survey and evaluation of all historic-period built-environment properties located within the CEQA study area were conducted by individuals who meet the professional qualifications under the Secretary of the Interior's professional qualifications standards for Architectural History and History. Historic-period properties were defined as properties 45 years old or older at the time of the built environment reconnaissance surveys and properties less than 45 years old with exceptional significance.

ICF identified 65 historic-period properties in the CEQA study area:

- 33 properties were previously recorded.
    - 26 properties were identified by California Historical Resources Information System (CHRIS) records searches.
    - 7 properties were identified through supplemental research.

- 32 properties were newly recorded as part of the ACE Extension.

Of the 65 historic-period properties in the CEQA study area:

- 4 properties are listed in or eligible for the NRHP, CRHR, and/or qualified local registers, either as individual resources or contributors to a district, and are considered historical resources for the purposes of CEQA. This includes one district and its one contributor.
- 61 properties are ineligible for the NRHP, CRHR, and/or local registers.
    - 2 of those properties were demolished after their original recording and are no longer extant.

Chapter 1
Project Description

The ACE Ceres–Merced Extension (Project) would support the extension of ACE service to Merced. The Proposed Project is the extension of ACE service from Ceres to Merced and includes the development of the following facilities.

- The Ceres to Merced Extension Alignment consisting of upgrades to track, new tracks, and bridges within the existing Union Pacific Railroad (UPRR) Fresno Subdivision right-of-way (ROW) between Ceres and Merced.[1]
- The Merced Layover & Maintenance Facility located north of Merced to support extension operations.
- New Turlock, Livingston, and Merced Stations along the Project alignment.

In addition, the San Joaquin Regional Rail Commission (SJRRC) has identified the Atwater Station Alternative as an alternative to the Livingston Station. Only one station would be implemented in either Livingston or Atwater. This historical resources inventory and evaluation report (HRIER) analyzes both stations at an equal level of detail. The final decision as to whether to adopt the Proposed Project and/or an alternative will be made after completion of the final environmental impact report (EIR).

1.1 Project Location and Limits

As shown in Attachment A, *Project Mapping,* Figure 1, the limits of the Project span Stanislaus and Merced Counties. SJRRC proposes to extend ACE passenger rail service from Ceres to Merced by constructing and upgrading tracks within the existing UPRR Fresno Subdivision ROW, a distance of approximately 34 miles. New stations and operating facilities would be constructed along the Project alignment. Project improvements include portions of the UPRR Fresno Subdivision ROW and additional ROW for new facilities (stations and layover yards) and for any construction or access areas located outside the ROW.

1.2 Background

SJRRC does not own the tracks on which ACE operates, but instead has entered into passenger rights agreements with both the Peninsula Corridor Joint Powers Board (PCJPB, also referred to as Caltrain) and UPRR to operate on portions of their respective tracks. ACE shares tracks with freight trains dispatched by UPRR within the UPRR ROW and with freight trains dispatched by Caltrain in the Caltrain corridor. In addition, other passenger train services (Caltrain, Amtrak Coast Starlight, and Capitol Corridor) also operate on PCJPB and UPRR tracks where ACE trains travel.

[1] A *subdivision* is a portion of railroad or railway that operates under a single timetable (authority for train movement in the area).

To enhance commuter and intercity rail service and to promote greater transit connectivity between the San Joaquin Valley and the San Francisco Bay Area (Bay Area), SJRRC is proposing to expand ACE service. On August 3, 2018, the SJRRC Board of Commissioners approved the *ACE Extension Lathrop to Ceres–Merced EIR* (Prior EIR) for Phase I of the extension, which includes the extension of ACE to Ceres with stations in downtown Manteca, Ripon, Modesto, and Ceres. The Prior EIR included a programmatic analysis for Phase II of the extension, which includes the extension of ACE from Ceres to Merced with stations in Turlock, Livingston or Atwater, and Merced. This HRIER updates the programmatic analysis previously analyzed for the ACE Extension Ceres to Merced (i.e., Phase II) and includes project-level details that were not previously available.

1.3 Proposed Alignment, Stations, and Layover & Maintenance Facility

ACE does not operate passenger rail services between Ceres and Merced and is proposing to extend passenger rail service from Ceres to Merced on the UPRR Fresno Subdivision. No facilities are proposed as part of the Project between Ceres and Lathrop, though facilities are being pursued as part of a separate previously approved project. Additionally, no facilities are proposed as part of the Project along the existing ACE corridor between Stockton and San Jose. However, where applicable, this HRIER analyzes operations impacts of the Project due to increased ridership at existing ACE destination stations in the Bay Area.

Specific track improvements, stations, and the layover & maintenance facility are illustrated in Attachment A, Figures 2-1 through 2-6. The environmental footprint is illustrated in Attachment A, Figure 3.[2]

The analysis in this HRIER includes the option for phased implementation of individual facilities, and prioritization and phasing of facilities. For example, depending on funding, service may be extended to Turlock and then Merced in a phased approach. Infrastructure improvements and passenger service can be increased and extended in a phased approach over time. Thus, the development of physical improvements and expanded service should be seen as a range over time, as follows.

- Initial improvements: Addition of station, parking, and key track/infrastructure improvements and commencement of initial service or expansion of existing service (one or more trains).
- Interim improvements: Construction of additional track improvements, such as the additional new mainline track, at specific areas of train congestion, and possibly additional parking improvements necessary because of increased ridership, which would allow further expansion of service beyond the initial service or expansion.
- Full build: Completion of all proposed improvements along new ACE corridors.

[2] The *footprint* is defined as the area covered by a facility or affected by construction activities.

1.3.1 Proposed Project

1.3.1.1 Ceres to Merced Extension Alignment

As shown in Attachment A, Figures 2-1a through 2-1d, the extension to Merced would include a combination of track upgrades and new track, which will result in a second mainline on the UPRR Fresno Subdivision. All improvements for the Ceres to Merced Extension Alignment would be located within the existing UPRR ROW, and no new ROW would be acquired for these improvements. Improvements on the UPRR Fresno Subdivision that are part of the Ceres to Merced Extension Alignment are as follows.

- Construction of new tracks and track upgrades between milepost (MP) 117.38 and MP 150.4 on the UPRR Fresno Subdivision, which include:
  - Upgrade of sidings to a new second mainline track.[3]
  - Removal of one turnout.
  - Construction of a new second mainline track through sections of the alignment.
  - Shift of tracks to transition to a new second mainline track through sections of the alignment.
  - Construction of one turnout at the end of the alignment.
- Modification of 9 existing undercrossings, as shown in Attachment B, Table B-1.
- Modification of 26 existing at-grade crossings, as shown in Attachment B, Table B-2.
- Construction of new culvert crossings at eight locations, as shown in Attachment B, Table B-3.
- Construction of a new single-track concrete bridge crossing over the Merced River.
- Construction of a new single-track steel bridge crossing over the State Route (SR) 99 underpass in Livingston.
- Construction of a new single-track concrete bridge crossing over Canal Creek.
- Construction of a new single-track concrete bridge crossing over Weber Canal.
- Construction of a new single-track concrete bridge crossing over an irrigation canal.
- Construction of a new single-track concrete bridge crossing over a cross-swale drainage.
- Construction of a new single-track concrete bridge crossing over Black Rascal Canal.
- Construction of a new single-track concrete bridge crossing over Bear Creek at MP.

The new mainline track resulting from the upgrades and new tracks described above for the Ceres to Merced Extension Alignment would generally be located east or west of the existing mainline track. Existing siding tracks would be upgraded, including 1.7 miles of the Ceres siding, 1.6 miles of the Alcant siding, 1.7 miles of the Arena siding, and 1.6 miles of the Fergus siding. Approximately 26

[3] A *siding* is a section of track alongside the mainline track where a train can temporarily pull off the mainline track for maintenance, coupling up cars or locomotives, or to let other trains pass along the mainline track.

miles of new mainline track will be installed between these upgraded sidings, resulting in two mainline tracks running the full extent of the corridor between Ceres and Merced.

Four short portions of spur turnouts in this segment would be realigned to accommodate the new mainline track and to allow for the continued use of the spur track to transport materials to and from the industrial users in the area.[4,5] These areas include a 0.07-mile portion of an existing spur turnout at MP 119.5; a 0.08-mile portion of an existing spur turnout at MP 120.1; a 0.04-mile portion of an existing spur turnout at MP 126.6; and a 0.02-mile portion of an existing spur turnout at MP 134.1 on the UPRR Fresno Subdivision.

A total of four universal crossovers would be implemented as a part of the Ceres to Merced Extension Alignment, one in Turlock, one in Livingston, one in Atwater, and one in Merced. At Turlock, there are two locations that are being considered for the universal crossover at MP 126.3 and MP 127.3. Only one of these locations will be selected by the SJRRC upon consultation with UPRR. At Livingston, there are two locations that are being considered for the universal crossover at MP 133.6 and MP 136.8. Only one of these locations will be selected by the SJRRC upon consultation with UPRR. The universal crossover at Atwater would be located at MP 143.7. The universal crossover at Merced would be located at MP 149.9.

Following the same alignment as the existing mainline track, the new track would cross 26 existing at-grade crossings, under 10 existing overhead structures, and over several roadway and water features that would require the construction of new bridges or culverts or expansion of an existing bridge. Notable roadways and water features crossed by the track extension to Merced requiring the construction of new bridges or culverts are the Ceres Main Canal, Merced River, Jordan Canal, State Route (SR) 99 underpass in Livingston, Canal Creek, Weber Canal, Black Rascal Canal, and Bear Creek.

Tables B-1 and B-2 in Attachment B, *Project Description Summary Tables,* list the modifications to existing undercrossings and at-grade crossings to accommodate the new second mainline track. Modifications to existing overhead structure undercrossings generally entail installation of pier protection along the existing piers for the overhead structures and retaining walls along the length of existing abutment slopes.[6] Modifications to the existing at-grade crossings generally require installation of concrete crossing panels where the new mainline track crosses the roadway; relocation of railroad crossing signals, guards or gates, and signal houses; and installation of stop bars.[7, 8, 9]

Tables B-3 and B-4 in Attachment B detail the specifications of extensions to existing culverts and new bridge structures crossing waterways and roadways that would be constructed to accommodate the new second mainline track. New culvert crossings would vary in type and material but would generally extend from the existing culvert structure for the existing mainline track. The new bridge structures would be approximately 17-foot-wide single-track structures with

[4] A *turnout track* enables trains to be guided from one track to another.

[5] A *spur track* is a short, usually dead-end section of track used to access a facility or loading/unloading ramp.

[6] Overhead structures with a pier closer than 25 feet from the centerline of a new track require *pier protection* in the form of a crash wall. Pier protection is designed to resist impact and redirect equipment in case of derailment.

[7] A *signal house* stores the electrical devices used to operate the at-grade crossing signals.

[8] *Crossing panels* are installed so that the tracks lie flush with the roadway.

[9] A *stop bar* is placed near an at-grade crossing to warn drivers and pedestrians of an approaching railroad crossing.

varying length, depending on the length of the feature crossed, located adjacent to the existing bridge structure supporting the existing mainline track.

1.3.1.2 Proposed Stations

Turlock Station

The Turlock Station would be constructed between the Fulkerth Road at-grade crossing and the West Canal Drive at-grade crossing in Turlock. This proposed station would be in close proximity to the Turlock Transit Center. The Turlock Transit Center operates as a hub for local and commuter bus services provided by Turlock Transit, Stanislaus Regional Transit, and Merced County Transit. As shown in Attachment A, Figure 2-2, development of the Turlock Station would consist of the following improvements.

- Construction of a station platform (30-foot-wide and 955-foot-long center platform) and fences outside of the two mainline tracks.
- Construction of street parking providing a total of 261 parking spaces. Use of up to 50 parking spaces in the Turlock Transit Center parking lot would provide a total of 311 parking spaces.
- Construction of a new pedestrian bridge crossing over the railroad tracks and North Golden State Boulevard, including associated elevators and stairways.

The street parking and pedestrian bridge for the Turlock Station would be located outside the UPRR ROW.

Livingston Station

The Livingston Station would be constructed in downtown Livingston, northeast of the Main Street grade crossing. As shown in Attachment A, Figure 2-3, development of the Livingston Station would consist of the following improvements.

- Construction of a station platform (30-foot-wide and 955-foot-long center platform) and fences outside of the two mainline tracks.
- Construction of a new surface parking lot providing a total of 238 parking spaces.
- Construction of a new pedestrian tunnel under the railroad tracks, including associated ramps and stairways.
- Construction of bus/shuttle drop off areas.
- Relocation of the detention basin and its associated facilities within the environmental footprint.

The majority of improvements at the Livingston Station would be located outside the UPRR ROW, particularly the parking improvements.

Merced Station

The Merced Station would be constructed adjacent to the UPRR Fresno Subdivision between R Street and O Street in downtown Merced. As shown in Attachment A, Figure 2-4, development of the Merced Station would consist of the following improvements.

- Construction of a station platform (15-foot-wide and 955-foot-long side platform) and fence between the station track and existing mainline track.

- Construction of a new surface parking lot, providing a total of 380 parking spaces.

The parking improvements for the Merced Station would be located outside the UPRR ROW.

1.3.2 Merced Layover & Maintenance Facility

To support train layovers, storage, maintenance, and operations associated with the extension to Merced, a new layover facility would be constructed north of downtown Merced. As shown in Attachment A, Figure 2-5, improvements that are part of the Merced Layover & Maintenance Facility are as follows.

- Upgrade of the existing lead track and four new storage tracks, ranging from 0.4 to 0.5 mile, in an industrial area north of SR 59.[10]
- Construction of a train wash facility.
- Construction of a 140,000 square foot maintenance building.

The Merced Layover & Maintenance Facility would be constructed in an industrial area north of SR 99 and west of SR 59. The existing lead track that serves the industrial site would be upgraded. The upgraded lead track to the layover facility would cross over an existing bridge over Bear Creek and cross 16th Street at-grade. Four new storage tracks, ranging from 0.4 to 0.5 mile would turn out from the lead track to the layover facility. The maintenance building would also be constructed and include support facilities such as administrative offices, crew facilities, light vehicle repair facilities, parts storage, fueling facilities, wayside power, and train cleaning function areas. The maintenance building would be constructed along the length of the new storage tracks and a fence would be constructed around the perimeter of the layover facility. With the exception of the industrial lead track, all of the improvements for the Merced Layover & Maintenance Facility would be located outside the UPRR ROW.

1.3.3 Alternative Analyzed at an Equal Level of Detail

1.3.3.1 Atwater Station Alternative

The Atwater Station Alternative would include a station at Atwater instead of a station at Livingston as part of the Proposed Project. The station would be constructed in southwestern Atwater, between the Applegate Road at-grade crossing and the Packer Street at-grade crossing. This potential station would be located adjacent to the Atwater Transpo located south of Atwater Boulevard, between Third Street and First Street. The Atwater Transpo operates as a bus stop for local and intercity bus services provided by Merced County Transit and as a parking lot for bus users. As shown in Attachment A, Figure 2-6, development of the Atwater Station Alternative would consist of the following unique improvements instead of a station in Livingston.

- Construction of a station platform (30-foot-wide and 955-foot-long center platform) and fences outside of the two mainline tracks.
- Construction of new surface parking lots providing a total of 172 parking spaces.
- Modification of Atwater Boulevard to allow vehicle access to parking lot.

[10] A *lead track* is a non- mainline track connecting a railroad yard or facility to the main line or running track.

- Construction of a new pedestrian tunnel under the railroad tracks, including associated ramps and stairways.
- Sidewalk improvements and crosswalk enhancements on First Street.

The parking improvements at the Atwater Station would be located outside the UPRR ROW.

1.3.4 Existing Parking

The Project is not expected to induce parking demand at the existing ACE stations or the ACE stations that are proposed for the Ceres Extension (i.e., the Phase I stations in the Prior EIR). With the Project, people would access ACE from Turlock, Livingston or Atwater, and Merced in the morning and commute to the Tri-Valley and Silicon Valley. Those same commuters would return in the evening using ACE. Thus, these commuters would not park at any of the existing ACE stations or the stations proposed for the Ceres Extension. The Project would not increase the demand for parking at the existing ACE stations or the stations proposed for the Ceres Extension. As such, there are no impacts associated with an increasing demand for parking at those stations.

1.4 Operations and Maintenance

1.4.1 Conceptual Service Plan

Due to the current circumstances associated with the Novel Coronavirus (COVID-19) pandemic, ACE service has been reduced. During the COVID-19 pandemic, ACE is operating two westbound trains in the morning from Stockton to San Jose and two eastbound trains in the afternoon from San Jose to Stockton on weekdays. No weekend service is provided. It is anticipated that ACE service will be restored to its pre-COVID-19 levels once the pandemic is over. As such, the pre-COVID-19 service levels are identified below.

Prior to the COVID-19 pandemic, ACE operated four westbound trains in the morning from Stockton to San Jose and four eastbound trains in the afternoon from San Jose to Stockton during weekdays only. There was approximately one train per hour in the westbound direction departing the Stockton Station from approximately 4 a.m. until 7 a.m. and one train per hour in the eastbound direction departing the San Jose Station from approximately 3:30 p.m. to 6:30 p.m. Before the COVID-19 pandemic, ACE provided Saturday service under a pilot program; however, this service was suspended on March 21, 2020, in response to the COVID-19 pandemic.

Upon implementation of full operations for the Project, ACE train service would consist of the following service, which would be limited to weekdays:

- In the morning, three northbound trains would run from Merced Station to the Natomas/ Sacramento Airport Station (included in the approved Valley Rail Sacramento Extension Project). Passengers boarding in Merced and Stanislaus Counties and Southern San Joaquin County would either stay on the train in the direction of Sacramento or transfer onto the three westbound trains in the direction of San Jose at the North Lathrop Station (timed transfers). One westbound train would run from Merced Station to San Jose Diridon Station.
- In the evening, three southbound trains would run from Natomas/Sacramento Airport Station to Merced Station. ACE passengers returning from the Bay Area would transfer at the North

Lathrop Station (timed transfers) onto the three Sacramento to Merced trains. One eastbound/southbound train would run from San Jose Diridon Station to Merced Station.

The Project would not change existing service between the San Jose Diridon Station and Stockton Station; the proposed service to the Natomas/ Sacramento Airport Station, which is a part of the approved Valley Rail Sacramento Extension Project and is analyzed in its own environmental document; or the proposed service between the North Lathrop Station and Ceres Station, which was analyzed previously at a project-level detail in the Prior EIR. The change in service due to the Project would be limited to four additional trains in the morning and four additional trains in the evening between the Ceres Station and Merced Station.

With operation of the Project, operation of the approved Valley Rail Sacramento Extension Project, and operation of the service between Ceres and Lathrop, ACE service would include the following trains.

- One train in the morning and one train in the evening between the Merced Station and San Jose Diridon Station.
- Two trains in the morning and two trains in the evening between the Stockton Station and San Jose Diridon Station.
- One train in the morning and one train in the evening between Natomas/ Sacramento Airport Station and San Jose Diridon Station.
- Three trains in the morning and three train in the evening between the Merced Station and Natomas/Sacramento Airport Station.
- One train in the morning and one train in the evening between the Natomas/ Sacramento Airport Station and Stockton Station.

Full service between Ceres and Merced (e.g., four trains in the morning and four trains in the evening) is expected to commence in 2030. An initial service between Ceres and Merced, of two trains in the morning and two trains in the evening, is expected to commence in 2025.

1.4.2 Shuttle Services

ACE currently provides shuttle services at the Great America and Pleasanton Stations. In 2030, the No Project Conditions is anticipated to require 164 daily shuttle trips provided by the existing routes at the Great America Station. To support the increased ridership system-wide with the Project, an additional three daily shuttle trips provided by the existing routes are required at the Great America Station, beyond the 2030 No Project Conditions. In 2040, the No Project Conditions is anticipated to require 197 daily shuttle trips provided by the existing routes at the Great America Station. To support the increased ridership system-wide with operation of the Project, an additional 11 daily shuttle trips provided by the existing routes are required at the Great America Station, beyond the 2040 No Project Conditions.

At the Pleasanton Station, in 2030, the No Project Conditions is anticipated to require 23 daily shuttle trips provided by the existing routes at the Pleasanton Station. To support the increased ridership system-wide with operation of the Project, one additional daily shuttle trip provided by the existing route is required at the Pleasanton Station, beyond the 2030 No Project Conditions. In 2040, the No Project Conditions is anticipated to require 26 daily shuttle trips provided by the

existing routes at the Pleasanton Station. No additional daily shuttles at the Pleasanton Station would be required in 2040.

In addition, the Prior EIR identified a bus service that would consist of four buses in the morning that would shuttle passengers from Merced to Ceres and four buses in the evening that would meet passengers disembarking eastbound San Jose to Stockton trains and provide bus services to Merced. With the Project, these bus trips would be discontinued.

1.4.3 Maintenance Activities

1.4.3.1 Track Maintenance

SJRRC does not own the tracks on which ACE operates; instead, SJRRC has entered into trackage rights agreements with host railroads (both PCJPB and UPRR) to operate on portions of their respective tracks. Maintenance-of-way (MOW) is the responsibility of the host railroad. In general, MOW is the ongoing maintenance of track (e.g., tie replacement, switch greasing, ballast recontouring), track structures, bridges, drainage features, signal apparatus and other signal infrastructure. Maintenance activities are both ongoing responses to daily issues and planned preventive maintenance. Maintenance of bridges would include routine removal of woody debris, sediment, and other materials that accumulate near the piers of the bridges. Host railroads would have other maintenance activities that are required, specific to the features located in the corridor.

PCJPB maintenance activities also include tree pruning and removal in areas where trees would pose a maintenance or safety concern. UPRR maintenance activities include annual vegetation trimming and herbicide application. With operation of ACE from Ceres to Merced, PCJPB and UPRR would continue to conduct maintenance activities associated with the rail corridor in accordance with their current practices.

1.4.3.2 Station Maintenance

ACE stations, served solely by ACE, are maintained by SJRRC even though the land may be owned by the local jurisdiction. Typical maintenance activities include trash pickup, landscaping, painting, minor concrete work, and light bulb replacement. Contractors are hired for more extensive maintenance activities, such as major concrete work, platform extension, and paving. Certain stations have specific agreements with the local jurisdictions regarding maintenance activities that would be the responsibility of the local jurisdiction.

1.4.3.3 Fleet Maintenance

SJRRC's existing fleet maintenance activities for ACE are conducted at the ACE Rail Maintenance Facility located at 1020 East Alpine Avenue in Stockton, approximately 1.5 miles north of the Stockton Station. With operation of ACE from Ceres to Merced, heavy maintenance activities would continue at the ACE Rail Maintenance Facility. The Merced Layover & Maintenance Facility would support train layovers, storage, light maintenance, and daily servicing. For heavy maintenance and repairs, trains would be cycled back to the ACE Rail Maintenance Facility.

1.5 Construction

Attachment A includes the California Environmental Quality Act (CEQA) study area and shows details regarding the areas of disturbance associated with the proposed or alternative facilities, potential utility conflicts and whether the utility would be protected or relocated, and construction staging areas and access for the proposed or alternative facilities. A description of the construction activities that could be undertaken and the estimated construction durations based on conceptual engineering are provided in the following subsections.

1.5.1 Construction Methods

1.5.1.1 Trackwork

Construction of new track or upgrades to existing track would include grading for the track subgrade with graders and excavators and the placement of subballast and ballast. Concrete ties are then laid out. Continuous Welded Rail (1,000-foot-long rail strings) are welded together and clipped to ties. The ballast is tamped with on-track machinery along with the final adjustments to the alignment and profile. Construction of a new mainline track within the UPRR ROW would occur in segments; once the subgrade, ballast, and mainline track are installed for one segment, construction would continue down the alignment. The duration of construction activities for a new track generally lasts approximately a few days to a week for a given location.

Track construction could conflict with existing utility lines, and these lines would be relocated or protected

1.5.1.2 Bridges, Underpasses, and Overpasses

Trackwork would also involve the construction of track-supporting structures, such as new bridges (track over waterway) and modifications to existing at-grade crossings and grade separation structures such as overheads (roadway over the rail).

Bridges over Waterways

The typical bridge (track over waterway) consists of a combination of short spans supported on driven steel H-pile bents with precast concrete bent caps. Structures that require longer spans to avoid obstacles or provide adequate opening to pass design flows would likely be supported on cast-in-place reinforced concrete (RC) pier caps and columns extended from RC cast-in-drilled-hole pile shafts. The short spans consist of either precast concrete slab beams or double-cell box girders, and the longer spans would typically consist of either single-cell precast concrete box girders, steel-plate girders, steel-plate through-girders, or a steel through-truss.

Piles would be installed for the bridges over the Merced River and Bear Creek, including piles that would be installed in water and on land. Construction would include installation of a casing that would extend about 20 feet into the ground. The top of the casing would be above water level. The casing for the piles would be installed either using the vibration method or be advanced by the drilling equipment. Pile driving would also be required for the installation of the bridges over the Merced River and Bear Creek. Pile driving would occur on land and in water. During the pile driving, five piles would be installed per day, there would be 500 strikes per pile, and a 5-second interval between strikes.

Modifications to At-Grade and Grade-Separated Crossings

Modifications to at-grade crossings to support new tracks generally require clearing and grubbing for the installation of concrete crossing panels where the new mainline track crosses the roadway; relocation of railroad crossing signals, guards or gates, and signal houses; and installation of stop bars.

Modifications to existing overhead structures generally require clearing, grubbing, and rough grading for the installation of pier protection along the existing piers supporting the overhead roadway structure and retaining walls along the length of existing abutment slopes. The structure types for overhead structures normally follow the code/design guidelines promulgated by either the local agency or California Department of Transportation. Station Improvements

Station improvements would include the construction of new station facilities, such as station platforms, station tracks, and passenger amenities including surface parking lots or parking structures and pedestrian connection between the parking areas and station platforms.

Construction activities associated with station platforms include clearing and grubbing, rough grading, structural excavation for walls, forming and pouring concrete for the walls, access stairs and ramps, platform surface, installation of signage, shelters, lighting, security, railings, benches and trash receptacles. Based on similar projects, construction of a station platform would last approximately 3 months. Construction activities associated with surface parking areas include clearing and grubbing, rough grading, installation of drainage and utilities, final grading, installation of aggregate base, installation of curb and gutter, paving, landscaping, installation of lighting and security, installation of signage and striping.

Construction activities associated with parking garages include clearing and grubbing, rough grading, structural excavation for foundation, installation of drainage and utilities, pouring of the concrete foundation, installation of precast concrete sections or forming and pouring cast-in-place concrete sections, installation of lighting, security and fire suppression, installation of elevators, installation of signage and striping.

Construction activities associated with pedestrian overpasses and underpasses include clearing and grubbing, rough grading, installation of utilities, installation of cast-in-drilled-hole piles, installation of ramp footings, placing column reinforcing steel, pouring structural concrete for columns, placing falsework for ramps and abutments, pouring structural concrete for ramps and abutments, placing reinforcing steel and pouring structural concrete for decks, placing handrails for ramps, erecting steel superstructure, and installation of lighting.

1.5.2 Construction Schedule and Durations

SJRRC proposes to initiate service between Ceres and Merced as soon as 2025.

Chapter 2
Regulatory Setting

At the time of writing, no lead federal agency for compliance with federal cultural resources regulations had been identified. This report does not address compliance under the National Environmental Policy Act, Section 4(f) of the Department of Transportation Act, or Section 106 of the National Historic Preservation Act. While this report does not address any federal compliance, federal permitting or funding may require additional studies to meet federal regulatory requirements.

ICF prepared this inventory and evaluation report on behalf of SJRRC to identify CEQA historical resources that could potentially be affected by the Project. For the purposes of this report, and in accordance with Section 15064.5(a)(1) of the CEQA Guidelines, a *historical resource* is a resource listed in, or determined to be eligible for listing in, the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), or a local register of historical resources, and therefore considered a historical resource for the purposes of CEQA. The study has also been completed in accordance with Section 15064.5(a)(2)–(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code (Public Res. Code).

CEQA requires public or private projects financed or approved by public agencies to assess the effects of the project on historical resources. *Historical resources* are buildings, sites, structures, objects, or districts, each of which may have historical, architectural, archaeological, cultural, or scientific significance and meet the criteria cited in the previous paragraph. CEQA requires that, if a project would result in an effect that may cause a substantial adverse change in the significance of an historical resource, alternative plans or measures to mitigate the effect must be considered; however, only significant historical resources need to be addressed. Therefore, the significance of cultural resources must be determined. The following steps are normally taken in a cultural resources investigation for CEQA compliance.

1. Identify cultural resources.
2. Evaluate the significance of the resources.
3. Evaluate the effects of the project on significant resources.
4. Develop and implement measures to mitigate the effects of the project on significant resources.

The CEQA Guidelines define three ways that a property may qualify as a significant historical resource for the purposes of CEQA review.

- The resource is listed in or determined eligible for listing in the CRHR.
- The resource is included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Res. Code or identified as significant in a historical resource survey meeting the requirements of Section 5024.1(g) of the Public Res. Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3 § 15064.5[a]).

Each of these ways of qualifying as a significant historical resource for the purposes of CEQA is related to the eligibility criteria for inclusion in the CRHR (Public Res. Code §§ 5020.1[k], 5024.1, 5024.1[g]). A historical resource may be eligible for inclusion in the CRHR if it meets any of the following criteria.

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; 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.

Properties that are listed in or eligible for listing in the NRHP are considered eligible for listing in the CRHR, and thus are significant historical resources for the purpose of CEQA (Public Res. Code § 5024.1[d][1]).

Chapter 3
CEQA Study Area

The CEQA study area for built-environment historical resources (study area) comprises the geographic area in which Project activities could impact built-environment historical resources, should they exist. Archaeological resources are not addressed in this report. The study area includes the area of direct impacts and an area of indirect impacts (Attachment A, *Project Mapping*, Figures 1 through 3). The study area primarily falls within an existing railroad ROW that connects the cities of Merced, Atwater, Livingston, Turlock, and Ceres through predominantly agricultural land.

The area of direct impact was delineated to include all impacts on built-environment historical resources that may result from construction and operation of the Project. Physical, visual, auditory, and vibrational impacts are considered potential direct impacts because these all have the potential to alter the resource or its immediate surroundings such that its historical significance would be impaired.

The area of direct impact includes the Project footprint, which includes all of the Project's demolition and construction activities. The following improvements are planned.

- Railroad ROW modifications. The Project includes existing facility upgrades and modifications, construction of new main track, track connections, box culverts, bridges, track realignment, and track replacement.
- A new maintenance and layover facility. The Project includes construction of a train wash facility, a maintenance building, and storage tracks (Attachment C, *Visual Simulations*).
- New stations. The Project includes construction of platforms, signals, signage, a pedestrian bridge, a pedestrian tunnel, sidewalk improvements, new parking areas, and roadway improvements (Attachment C).

In addition to the Project footprint, the area of direct impact generally extends one parcel around proposed above-grade features to account for potential visual, atmospheric, or audible impacts. The exceptions to the one parcel buffer around new Project features include the following conditions.

- Where substantial linear features, such as waterways, roadways, or railroad tracks, separate project features from nearby built-environment resources, the area of direct impact does not extend the one parcel buffer from the project feature, unless there was a compelling reason to do so.
- The installation of new railroad tracks, within the existing railroad ROW, does not require a one-parcel buffer surrounding the study area to account for potential impacts. The installation of additional parallel tracks with the existing ROW does not have the potential to impact built-environment cultural resources that already have an extant railroad within the setting because such changes would be consistent with the visual, atmospheric, or audible setting that existed during the historic period.
- The one-parcel boundary does not extend around all proposed built features where the existing setting was already altered, and the proposed changes are consistent with the existing setting. Specifically, the study area does not include a one-parcel boundary around new parking lots where the proposed parking lot replaces existing paved areas or modern buildings and where

the setting is already significantly altered. For example, in the area of the Atwater Station Alternative, adding more parking along the tracks on the south side of Atwater Boulevard has little potential to impact historical resources outside the project boundaries because the setting has been altered with demolition and new construction (Photos 1 and 2). Similarly, for the proposed Merced Station, the western end of the proposed parking area replaces an existing modern rental car facility and a large parking area, so there is little potential to impact historical resources outside the project boundaries (Photo 3).

Photo 1. View showing changed context on Atwater Boulevard, facing southeast from Fifth Street

Photo 2. View showing changed context with existing parking on Atwater Boulevard, facing west from Second Street

Photo 3. View from W. 15th Street, between Q and R Streets, facing northwest to existing parking

Where built facilities are new types of features in an area, the method for delineating the study area extended across linear feature barriers, which occurred in one instance for the Project. In the area of the Turlock Station, with the proposed construction of a new elevated pedestrian bridge, the parcels across the railroad line were included in the study area because the height of the bridge would cause it to be visually perceptible from across the railroad line.

The full parcel boundaries that intersect the study area are generally included as a whole. However, on large agricultural parcels when the Project activities are far removed from the built resources on the parcel (more than 1,000 feet away) or separated by a natural or manmade linear feature, only a portion of that parcel is included in the study area.

At the time of writing, the operational changes proposed as part of the Project, for an additional eight trains per day, are not anticipated to require a larger study area than what was proposed. The study area accounts for operational impacts.

The area of indirect impact includes all potential indirect impacts that may result from the construction of the Project but would occur later in time or would be further removed in distance. Indirect impacts can include changes to access to a historical resource, which may occur when the Project eliminates a feature that facilitates access or introduces a feature that discourages access. Over time, such changes could result in diminished occupation or use of the historical resource and eventual demolition by neglect. In this example, the historical resource would not be demolished by Project construction activities (direct impact) but would have occurred later in time due to changes brought about by the Project (indirect impact). At the time of writing, no potential indirect impacts on cultural resources have been identified that would occur outside the area of direct impact. Therefore, the study area corresponds to the area of direct impact, with no additions for areas of indirect impact.

Chapter 4
Background Research and Results

4.1 California Historical Resources Information System Records Search Results

AECOM conducted a records search at the California Historical Resources Information System (CHRIS) at the Central Coast Information Center (CCIC) at California State University in Turlock, California as part of the March 2018 report (AECOM 2018). The record search covered the geographic area of the previously approved project from Lathrop to Ceres/Merced, as well as the area of the current Project, which is from Ceres to Merced. ICF cultural resources staff performed an in-house records search at the CHRIS at the CCIC on February 7, 2018. An updated records search was conducted by CCIC staff on July 7, 2020. For the purposes of this analysis, the records search study area was defined as the study area, plus a 0.25-mile search radius.

The study area has been subject to 56 cultural resources studies. As a result of the record searches, 22 built-environment cultural resources were identified within the study area. Of the 22 historic-period properties, 3 were previously evaluated as eligible for listing in the NRHP and/or CRHR and are historical resources; 17 were previously evaluated as ineligible for listing in a register; and 2 have been demolished since they were originally recorded.

Of the 22 historical resources identified in the CHRIS records, 3 were previously listed or eligible for listing in one or more historic registers, including the following.

- 50-000527. Temporary Detention Camps for Japanese Americans-Turlock Assembly Center. This historical resource is a California Historical Landmark, so it is automatically listed in the CRHR.
- 24-001909. Merced Irrigation District. The contributing resources associated with this district often have additional records, but this record number covers the district.
- 50-000073. Turlock Irrigation District. The contributing resources associated with this district often have additional records, but this record number appears to cover the district.

Attachment D, *Built Environment Summary Tables*, Table D-1 includes the 26 historic-period properties identified through the CHRIS records search.

4.2 Interested Parties and Information Requests

Letters and/or email correspondence requesting information concerning historical resources located within or near the study area were sent to various groups on January 5, 2021 and January 7, 2021. The following groups were contacted.

- Atwater Historical Society, Inc.
- California State Railroad Museum Library
- Ceres Historical Society

- Japanese American Citizens League
- Livingston Historical Museum
- McHenry Museum
- Merced County Courthouse Museum and Merced County Historical Society
- Turlock Historical Society

A sample letter is included in Attachment E, *Interested Party Correspondence*. To date, the only response received was a request for additional mapping from Sarah Lim, the Museum Director at the Merced County Courthouse Museum and Merced County Historical Society.

Email correspondence with the Turlock Irrigation District's (TID's) Supervising Engineering Technician, Todd Troglin, dating to July and August 2020 provided additional information regarding the construction chronology of the segments of TID within the study area.

4.3 Archival and Historic Background Research

Supplemental research, which included a review of the California Office of Historic Preservation website, local agency register listings, the Caltrans Historic Bridge Inventory, NRHP listings, historic aerial photographs, and historic USGS maps identified 7 additional historic-period properties in the study area.

Due to the COVID-19 pandemic and safety requirements in place, no in-person, archival research was conducted for this report.

Full references are included on each Department of Parks and Recreation (DPR) 523 form set in Attachment F, *State of California Department of Parks and Recreation (DPR) 523 Form Sets.* As a summary of research efforts, ICF's architectural historians reviewed archival and historic background information at the following sources.

- Current aerial imagery available through internet search engines and geographic information system (GIS) software, including the following.
    - University of California Santa Barbara Library's Aerial Photography Information (https://mil.library.ucsb.edu/ap_indexes/FrameFinder/)
    - USGS EarthExplorer (https://earthexplorer.usgs.gov/)
    - National Environmental Title Research (NETR Online) Historic Aerials (https://www.historicaerials.com/)
- Online Archive of California (https://oac.cdlib.org/)
- University of California Calisphere (https://calisphere.org/)
- ParcelQuest (https://pqweb.parcelquest.com/)
- Ancestry databases, including Newspapers.com (https://www.ancestry.com/, https://www.newspapers.com/)
- Sanborn Fire Insurance Maps (where available)

- The California Digital Newspaper Collection at the Center Bibliographic Studies and Research, University of California, Riverside (https://cdnc.ucr.edu/)
- Sacramento Public Library's online resources
- Real estate listing services
- Company websites

Chapter 5
Historical Contexts and Property Types

In 2018, AECOM prepared an HRIER for Phase I (extension of ACE service from Lathrop to Ceres), with a programmatic-level analysis of the current Project (Phase II of the previous report) (AECOM 2018). As part of that report, AECOM developed a comprehensive historical overview and context that remain applicable to the Project. In an effort to not duplicate efforts unnecessarily, the previous historical overview and contexts are not included here and are incorporated by reference only. Where appropriate, those historical contexts have been incorporated into the DPR 523 form sets included in Attachment F, *State of California Department of Parks and Recreation (DPR) 523 Form Sets*.

The study area crosses Stanislaus and Merced Counties in California's San Joaquin Valley. The previously prepared HRIER (AECOM 2018) included general information from initial Spanish contact in the late eighteenth century through the post-World War II era and is organized thematically to include an overview of the history of the San Joaquin Valley, railroads, agriculture and irrigation, highways and roads, and World-War-II era industry and postwar development.

5.1 Historical Contexts in the Study Area

The following additional historical contexts were developed to evaluate properties as historical resources specific to this Project. Included is a brief discussion of common historic architectural property types found within the study area and how they relate to overarching historic events and themes.

5.1.1 Post-World War II Commercial Warehouses

The main function of warehouse buildings center on goods (e.g., storing, processing, distributing, and often light manufacturing). Warehouse buildings exhibit utilitarian features by the nature of their use. Several issues have historically inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron, for doors and shutters. The need to economize space led to the elimination of some features, such as interior ceilings and partitions, which resulted in a simplification of exterior ornamentation. Changing construction technologies allowed builders to adapt warehouse designs from load-bearing brick to concrete construction (Page & Turnbull 2009:93).

In 1916, the creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multi-story to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized through the use of automobile and truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail.

Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became utilitarian buildings with simple footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block (Munce 1960:47–48).

Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings emerged from the post-World War II era. During that time, commercial warehouses, warehouses, and light-industrial buildings across the United States were built at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually contain smaller business enterprises than dedicated warehouses; they contain space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail.

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding. In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles.

5.1.2 House Trailers, Mobile Homes, and Manufactured Homes

House trailers, mobile homes, and manufactured homes reflect various forms of prefabricated or site-fabricated housing that collectively emerged as viable, affordable alternatives to permanent homeownership in the post-World War II era. Although popular and manufactured in high volumes in California from the 1940s through the 1970s, these forms of housing were an outgrowth of the moveable recreational dwellings that have enjoyed popularity since the 1930s. Such “house trailers” had metal chassis that allowed them to be towed from place to place. Although they had modest amenities compared to permanent houses, housing demand after World War II—the time in which Minimal Traditional and Ranch homes were built en masse across California—prompted families to consider temporarily living in house trailers. House trailers were inexpensive compared to even the lower end of the permanent housing market spectrum, but their primary appeal during this time was the transitional residential option they offered. House trailers formed “camps” or “parks” in undesirable locations on the outskirts of cities and towns, where zoning regulations allowed. The resulting boom of trailer construction through the 1950s led to the state Division of Housing establishing guidelines for the organization and operation of trailer parks, which the Division of Housing hoped would inform municipal standards for permitting such developments (SurveyLA 2016:4–8, 10).

As such developments proliferated across California, the house trailer began to gain legitimacy as a permanent housing option. Trailer manufacturers updated their designs to reflect more of the

trappings of a permanent home. Trailer homes of the 1950s had porches, integrated restrooms, and more sophisticated doors and windows. To provide additional living space, designers expanded the standard 8-foot length for some models to 10 feet. This significant shift coincided with a new "mobile home" classification—a distinct form of housing manufactured with wheels connected to a chassis but intended to be moved only to its receiving site and not relocated further. Accordingly, mobile home parks increased their available lot sizes, provided basic utilities, introduced curvilinear streets, and promoted landscaping to better replicate the feeling of a contemporaneous, more traditional housing tract (SurveyLA 2016:9–11).

By the late 1960s, mobile homes housed more than 6 million Americans. Despite their popularity and affordability, a social stigma against mobile homes persisted. Manufacturers developed designs for a new housing type, the "modular home" or "manufactured home," intended to remain on a single site, rather than be conveyed behind a vehicle. Manufactured homes lacked wheels. The components of each home were generally shipped to the owner's parcel and quickly assembled on-site (SurveyLA 2016:11–12).

5.1.3 Auto-Oriented Roadside Commercial Architecture

The arrival of the automobile permanently transformed the landscape of the United States. Quick expansion of roadway systems changed the way the country's residents and visitors traveled and how they shopped. From shopping malls to highway attractions with 50-foot-tall signage, auto-oriented commercial architecture evolved in concert with transportation development to become a ubiquitous building type throughout the United States.

The commercial architecture positioned near roadways changed rapidly in the twentieth century. Influential lobbying groups encouraged lawmakers to enhance auto-oriented infrastructure and move away from rail lines—a decision that gave travelers the ability to stop and go at their leisure, making them an emergent target demographic for advertisers and business owners. Municipal governments began privileging the automobile over pedestrians through widening streets and installing directional lights. Dense, walkable main streets gave way to large thoroughfares, which changed how people traveled and where they shopped (Liebs 1995:16–17).

Once roadway improvements made automobile travel more feasible, roadside businesses targeting this traffic proved their viability during the 1920s and into the Great Depression. Commercial development persisted in areas like the Miracle Mile in Los Angeles—an iconic strip running from downtown Los Angeles to Santa Monica—while roadside shacks offered cross-country migrants places to rest, eat, and service their vehicles (Liebs 1995:20–21). Sizeable postwar investment into the interstate system and suburbanization solidified the nation's relationship to the automobile and its role in commercial activities. In the words of landscape historian Chester H. Liebs: "By the early 1950s, almost anything could be bought along the roadside" (Liebs 1995:5).

As roads and highways proliferated in the first decades of the twentieth century, they connected communities and encouraged longer-range travel. Alongside this expansion came the growth of roadside commercial enterprises. Within this environment, businesses had defined land use and siting criteria, including setbacks, driveways, and parking lots to ensure drivers could easily and safely access them. Along cluttered frontage roads, programmatic architecture became advantageous. Although few examples remain, California, in particular, was once home to buildings shaped like hats, shoes, and animals to advertise a service or a product or to simply attract attention (Society for Architectural Historians 2020; Novak 2012).

Consumers' increased reliance on the automobile resulted in architects creating elongated building forms utilizing architectural elements from Art Deco. Designers stretched shops, motels, gas stations, and restaurants along blocks and incorporated large bay windows to make goods visible from roadways. Dramatic rooflines, unique building massing, bright color palettes, and large expanses of glass became common along roadways, notably embodied in mid-century Googie architecture. Highly stylized Googie restaurants and coffee shops with large, bright signs attracted automobiles from highways and roadways throughout the country (Society of Architectural Historians 2020; Novak 2012).

In remote areas alongside interstate highways, small groupings of auto-oriented modern architecture are ubiquitous, contributing to the character of roadsides across the United States. These buildings vary in mass and shape and rely on both building form and conspicuous signage to attract drivers. Business chains use uniformity across the country to ensure passing travelers quickly recognize a familiar restaurant or gas station. Roadside outdoor attractions use classic campground architectural tropes, such as wooden A-frame buildings, whereas novelty gift shops or museums use programmatic buildings or large statues to advertise their goods or present travelers with a photo opportunity. In thinly inhabited regions, property owners still use such buildings formerly located along two-lane highways that predate the interstate system.

5.1.4 Gas and Service Stations

Like gas stations, automobile service stations evolved during the early twentieth century. First referred to as service stations in 1910 and operated by large automobile companies, blacksmiths, or independent shop owners, these auto repair stations were initially separate from gas fueling stations. By the 1920s, as automobile ownership increased, service stations could not keep up with demand. Gas filling stations incorporated auto repair elements like grease pits, flat tire repairs, and replacement parts, to their available services. At the end of the 1920s, "the gas station was evolving into a hybrid of filling station and repair garage, and the neighborhood service station was born" (Liebs 1995:102). In the late 1920s, hybrid gas-and-service stations often contained two buildings, forming an L- or U-shaped station surrounding a central gas pump station, a short-lived layout. By the start of the Depression, the gas and service station format was condensed into one building, with pumps on the building's exterior. Often, these buildings had a rectangular footprint and included an office, utility room, restroom, and space for auto servicing. Shortly after, pumps were moved away from the main building and onto an adjacent island to shift cars away from the building's exterior and provide more space. By the late 1930s, gas and service stations, such as Texaco, utilized both the Streamline Moderne and International architectural styles to display services to motorists through large storefront windows, with service bays located within a box station or oblong box building. Large windows allowed motorists to view auto repair supplies, such as cans of oil and stacks of tires, and service bays displayed car maintenance in action. Signage also played a notable role in advertising gas-and-service station services. Stations often labeled bays with signage for washing or lubrication or the names of other services. Stations of this era typically contained parallel streamlines that wrapped around the building's upper façades or parapets. Although the popular gas and service stations included full automobile services, some were built without pumps; these office-only stations cost less to construct (Liebs 1995:102–106).

Starting in the 1950s, a stepped design for service stations came into fashion. With these designs, the service station was taller than the office portion of the building. This architectural development served a utilitarian function; the greater height of the service station accommodated a hydraulic car

lift—a system first patented in 1925. Similar to gas stations, many of the service stations of the post-World War II era were designed in the Mid-Century Modern and International styles, including concrete blocks, flat rooflines with extended overhangs, large canopies with thin metal post supports, wide expanses of glass windows, horizontal bands that wrapped around the rooflines of the stepped service station, and tall, stand-alone signage. Steel and white porcelain enamel was another typical Mid-Century Modern cladding material, used from the 1950s to the 1970s. Service stations with ranch-inspired elements emerged in the 1950s, featuring front-gabled, low-pitched rooflines and extended eaves, metal-framed windows, wood and brick wall cladding, and large canopies (Texas Department of Transportation 2016:7-3, 7-5, 7-8; Rotary Lift 2020).

In the late 1960s and early 1970s, auto repair became a popular at-home pastime, making service stations less important. Specialty shops, too, began selling auto repair items, causing the gas stations' service-related lines of business to decline. In the 1970s, the popularity of Urich's design for the self-service station steadily rose as new independent gas stations emerged. The older gas-and-service stations struggled, but updated their stations to meet changing consumer needs, slowly adding a few self-service islands. By the mid-1970s, many gas-and-service stations transformed their out-of-date auto service buildings into a variety of commercial and service businesses, including shops, restaurants, offices, and convenience stores. This design has come to be known as the "store with gas" concept or "dual fuel depot" (Liebs 1995:113–115).

5.1.5 City of Livingston

Research uncovered limited information about the history of the city of Livingston. Settlers began arriving in the area in the early 1860s when the Southern Pacific Railway was built through the area. The town was originally known as "Cressy" but was renamed circa 1872 when the first plat of the town was filed. At this time, local boosters made an unsuccessful attempt to make the Livingston the county seat of Merced. The town grew slowly until a combination of land speculation and irrigation improvements enticed more people to move to the area in the early twentieth century. The town was incorporated in 1922. Historically, the city has served as a commercial hub for farms in the immediate vicinity. As of 2010, it had a population of 13,058 (Outcalt 1925:366, 376; City of Livingston n.d.).

5.1.6 Spanish Revival Architecture

The Spanish Revival style was popular in California from about 1915 to 1940. The style was popularized by the 1915 Panama-California Exposition in San Diego, and its popularity peaked in the 1920s and early 1930s. Defining elements of the style include a low-pitched roof with little or no eave overhang, red tile roofing, wall cladding that is typically stucco. Typical elaborations include carved low-relief window and door surrounds, decorative tile wall or floor treatments, chimneys, often tiled roofs, and decorative iron hardware including sconces, door handles, and knockers (McAlester 2013:520–534).

5.1.7 National Style

The peak construction period of the National style of Folk Houses dates to approximately 1850 through 1930, reflective of expanding railroad networks that distributed regional (mainly Northeastern American) architectural styles and building materials across the country. The gable-front house in the National style benefitted from this expanded communication and transportation

network, becoming a dominant folk form through the early twentieth century. Two principal forms dominate, influenced by the location of the home, with many urban examples including a narrow two-story footprint with steeply pitched roofs. A related inspiration, and one more common to rural areas, came with the Craftsman movement (particularly c. 1910–c. 1930), which commonly employed this form for the style. Elements of Craftsman-inspired National houses include a double-width, single-story form and low-pitched roofs, narrow columns on a covered porch, sometimes reaching across the full building width. National-styled homes often omitted some of the tell-tale signs of high-style Craftsman homes, lacking decorative false brackets under the gable and wide square columns or piers with an unbroken line into the ground (McAlester 2013:474–476, 483).

5.2 Property Types in the Study Area

The study area contains historic-period buildings and structures related to transportation, irrigation and agriculture, United States detention facilities, auto-oriented commercial development, municipal development, and residential development. These resources highlight the importance of the railroad and water irrigation, which resulted in agricultural development and population growth. Railroad-related properties throughout the study area include segments of the SPRR's San Joaquin Valley Railroad mainline.

Historic period properties encountered in Stanislaus and Merced Counties included historic-period irrigation canals, railroads, and bridges. Other property types encountered in the study area include a World War II-era temporary detention camp for Japanese Americans, commercial buildings (including theaters, gas and service stations, light industrial buildings, warehouses), agricultural facilities, and rural residential properties.

Chapter 6
Identification and Evaluation Efforts

6.1 Identification and Evaluation Methods

Individuals who meet the professional qualifications under the Secretary of the Interior's professional qualifications standards for Architectural History and History completed the research, survey, and evaluation for built-environment resources. The field survey was conducted on June 12, 2020 and January 19, 2021. The evaluations of NRHP and CRHR eligibility were conducted from September 2020 through February 2021.

6.1.1 Desktop Review and Field Survey

Prior to the field survey, architectural historians completed a desktop review of the study area to identify buildings and resources older than 45 years old using Google Earth, county tax assessor records, historic aerial photographs, historic maps, and ParcelQuest. This information was cross referenced with the records search results as KMZ files in Google Earth to identify all properties older than 45 years within the study area.

The field survey was completed from the public ROW. For resources that were inaccessible or not visible from the public ROW, available desktop information (aerial imagery, Google street views, county assessor's records, building permits, etc.) was used to complete the survey. During the field survey, ArcGIS's Collector application was used to document photograph and survey locations and take notes regarding architectural style, integrity, and alterations. During the field survey, previously identified or previously evaluated built-environment resources were documented to determine if the previous NRHP and CRHR evaluations meet present-day technical standards and to document any changes in integrity that may have occurred since the most recent recordation. All previously identified resources required updated analysis.

In the areas where all Project activities remain within the existing railroad ROW and those components do not add any new features to the adjacent setting, no field survey was conducted because the study area does not extend beyond the railroad ROW. In those areas of the alignment, a desktop review in Google Earth was completed to ensure that no potential built-environment resources crossed study area. Similarly, in areas where roadway improvements are planned, if those roadway improvements replace in-kind features and stay within the existing ROW, a desktop review in Google Earth was completed to ensure that no potential built-environment resources crossed the study area.

6.1.2 Evaluation Methods

The resources over 45 years old in the study area that were identified during the desktop review and field survey were documented on DPR 523 form sets (Attachment F, *State of California Department of Parks and Recreation [DPR] 523 Form Sets*). Previously recorded or evaluated resources were recorded on DPR 523 L Update forms to document the current conditions of the property and any changes since the last documentation. DPR 523 L Update forms were also used to document previously recorded properties that are now demolished. Resources identified as a result

of this study were documented on DPR 523 A and B form sets. These results are summarized in Attachment D, *Built Environment Summary Table*, Table D-1.

For properties that have been adequately documented within the past 5 years and the condition remains the same since the last update, no additional documentation was prepared as part of this report. These properties are primarily bridges that were evaluated as part of the California Department of Transportation's bridge inventory data for state and local bridges (California Department of Transportation 2018, 2020).

The authors for the 2018 AECOM report completed several desktop reviews for resources included in this study area. Because Phase II was analyzed programmatically, the previous report included determinations of ineligibility without field survey and without a complete evaluation. As part of this report, those properties that received only a desktop review were evaluated for NRHP and CRHR eligibility on DPR 523 form sets.

In one instance (24-001909, the Merced Irrigation District) the 2018 AECOM report indicated that the existing documentation of NRHP and CRHR eligibility was sufficient with only a desktop review. However, it was determined necessary to re-evaluate this resource where it intersected the study area because not all segments in the study area had been evaluated.

6.1.3 Methods for Evaluating Linear Resources

Based on evolving guidance from California's Office of Historic Preservation, the approach to evaluating linear resources has changed since the 2018 report (AECOM 2018). Where resources have significance, the approach to evaluating integrity has evolved. for example, the following resources were found significant in past evaluations, but were not eligible based on integrity:

- SPRR line that follows the current alignment (24-000097).
- Turlock Irrigation District and contributors (50-00071, 50-000072, 50-000073, 24-000094, 24-000095, 24-000089, 24-000536).
- Merced Irrigation District and contributors (24-001909, 24-000090, 24-000091, 24-000092, 24-000093, 24-002046, 24-002047).

The current practice employed in this report is to evaluate these resources using a three-tiered approach. If the resource maintains the historic alignment, retains the same use, and has a setting that remains largely uncompromised from its historic period, then it should be determined eligible for listing in the NRHP and CRHR. In this case, the key aspects of integrity for these linear resources are setting, location, feeling, and association. For linear resources, integrity of materials, design, and workmanship are not critical to convey significance because these types of resources must constantly evolve and change to address maintenance and changes in demand (e.g., increased water capacity in a lateral, new tracks to accommodate increased rail traffic). In the 2018 HRIER prepared by AECOM, as was previous standard practice, the linear resources were evaluated treating all seven aspects of integrity as key to conveying the significance of the resource.

One linear resource evaluated in the 2018 HRIER prepared by AECOM, Lateral 2 ½ of TID (50-000071), was found to be ineligible for listing in the NRHP and CRHR based on a lack of historical integrity. It may be the case that this resource would be eligible based on the updated methodology, but due to the limited potential for impacts on historical resources, and because that project has been completed, the eligibility of that resource has not been reinvestigated.

A second linear resource, the Southern Pacific Railroad mainline through the San Joaquin Valley (24-000097), had select segments evaluated in the last phase of the Project (AECOM 2018). The segments were determined ineligible for listing in the NRHP and CRHR due to the lack of integrity of each segment. As a result, the entire length of the railroad was included as a built-environment resource in the study area and evaluated, as a whole, as a potential historical resource.

6.1.4 Map Identification Numbering System

Several of the resources identified in this report were included in the 2018 HRIER (AECOM 2018). As a result, to retain continuity with the past project, two naming systems have been employed in the reporting. To retain continuity with the 2018 document, Map Identification Numbers for those resources included in 2019 are prefaced with "2018-." Resources newly identified as part of this report are identified in this document with a preface of "2021-."

Chapter 7
Findings and Conclusions

A total of 65 historic-period resources were identified in the study area. Table 7-1 summarizes the evaluation efforts for this population of resources.

ICF identified 54 historic-period resources in the study area that required updated documentation or new documentation to evaluate resources for listing in the NRHP or CRHR (Attachment D *Built Environment Summary Tables,* Table D-1). The goal of this analysis was to identify which resources qualify as built-environment historical resources for the purposes of CEQA. In order to perform impacts analysis as part of the EIR, ICF identified each historical resources' historical associations, character-defining features, period of significance, and boundary and analyzed the integrity of each resource.

ICF identified 11 historic-period resources that had sufficient documentation to determine ineligibility or were demolished (Attachment D, Table D-2). No further analysis of historical significance or integrity was prepared for these resources.

This section includes a summary of the findings of eligibility for the resources that were identified as CEQA historical resources. The full evaluations of NRHP and CRHR eligibility are provided on DPR 523 form sets in Attachment F.

Table 7-1. Summary of Evaluation Efforts in the Historical Resource Inventory and Evaluation Report

Type of Evaluation	Number of Eligible Properties	Number of Ineligible Properties
Previously identified resources that required re-evaluation (DPR 523L Update Form Sets)	4	18
Evaluated for eligibility as part of this Project (DPR 523 A & B Form Sets)	0	32
Phased identification required	0	0
Demolished Properties in the Study Area	0	2
Properties with Adequate Documentation (No Evaluation Necessary)	0	9
Total number of properties in the study area survey population (including district contributors)	4	61

DPR = California Department of Parks and Recreation.

7.1 Properties Listed in the NRHP and CRHR

SJRRC has determined that the following resource is a historical resource for the purpose of CEQA because it was previously identified as a California Historical Landmark and, therefore, is automatically included in the CRHR.

- **Temporary Detention Camps for Japanese Americans—Turlock Assembly Center; P-50-000527; CHL No. 934**

The Temporary Detention Camps for Japanese Americans-Turlock Assembly Center, located on the present-day Stanislaus Fairgrounds, is registered as California Historical Landmark No 934 and is significant under CRHR Criterion 1 as one of the sites of the first phase of Japanese American internment in California during World War II and the civil rights violations perpetrated by the government against the Japanese American population. Built as temporary, the detention camp was next used as a rehabilitation center for the army before the demolition of the buildings associated with the detention facility. At the time of nomination in 1980, the site looked much as it does today. In 1980, there was little extant historic fabric from the period of significance, since nearly all of the detention camp had been demolished. A memorial is present at the north gate of the site. The resource retains integrity of location, which is the key aspect of integrity for the historical resource to convey its significance. The ephemeral nature of the site means that design, materials, workmanship, feeling, association, and setting are not key aspects of integrity for this resource to convey its significance. The character-defining features include its proximity to railroad transportation, its open spaces embodying desirable locations for establishing temporary detention centers, and its relative isolation from other large population centers within California. The Period of Significance for the property is April 1942 through August 1942.

7.2 Properties Eligible for Listing in the NRHP and CRHR

SJRRC has determined that the following resources are historical resources for the purpose of CEQA because they meet the criteria for listing in the NRHP and CRHR.

- **Central Pacific Railroad (San Joaquin Valley Main Line or Eastern Line)/Southern Pacific Railroad San Joaquin Valley Main Line; P-24-000097**

  The previous studies of the San Joaquin Valley Main Line have noted the important role the line played not just in the commerce of the region but the broad role the railroad played in the pioneering era of settlement, with the Southern Pacific creating towns wholesale that today serve as major population centers in the San Joaquin Valley, such as Merced. The San Joaquin Valley Main Line served as the first all-weather transportation system within the valley, and eventually connected Southern California with both the San Joaquin Valley and Sacramento, as well as points east. The importance of this first line in the area is therefore of premier importance to the agricultural, commercial, and community development of this region. Without it, many towns, other rail lines, industries, and agriculture within the valley would not have developed in the same way.

  The Southern Pacific San Joaquin Valley Main Line is eligible for listing in the NRHP and CRHR as an individual resource under Criterion A/1, at the local level of significance, as the premier pioneer railroad throughout the eastern San Joaquin Valley. Character-defining features for the resource include the railroad's alignment through the San Joaquin Valley, its continued function as a railroad, its heavy-gauge track, and its setting within the rural and urban areas of the eastern San Joaquin Valley. The resource retains sufficient integrity to its period of significance. The resource retains its key aspects of integrity; its alignment (location), use (association), and setting are intact. The rail line remains a single track through the project area and extending into studied portions of the line. The period of significance dates to the construction of the line throughout the San Joaquin Valley, 1868 to 1874, when the line's current alignment was built.

- **Turlock Irrigation District; Lateral No. 5 as a district contributor; P-50-000073**

  The TID system is significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 that was pivotal for Stanislaus County's water development, agricultural development, and water conveyance development. As a contributor to the multi-component system, Lateral No. 5 is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The period of significance is 1887 to 1925. The character-defining features of the Lateral No. 5 segment in the study area are the lateral's consistent alignment relative to its earliest construction; its setting within a rural, agricultural environment; and its function as a working water conveyance system within the wider TID system. The boundary for the canal segment follows the footprint of the canal and its banks.

- **Merced Irrigation District System; Martin Lateral segment as a district contributor; P-24-001909**

  The MID system is significant under NRHP Criterion A or CRHR Criterion 1, at the local level of significance, as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's water development, agricultural development, and water conveyance development. The MID system is significant under NRHP Criterion A and CRHR Criterion 1. The evaluation of the whole system to determine which components are contributors to the district is outside the scope of this project. However, of the 12 potential contributors that intersect the study area, the Martin Lateral was identified as a contributor.

  The Martin Lateral is a contributor to the MID system, which is significant at the local level under NRHP Criterion A and CRHR Criterion 1, with a period of significance of 1876 to 1957. The character-defining features of the Martin Lateral segment are the lateral's consistent alignment relative to with its earliest construction; its setting within a rural, agricultural environment; and its function as a working water conveyance system within the wider MID system. The boundary for the canal segment follows the footprint of the canal and its banks.

7.3 CEQA-Only Historical Resources

One property was identified as listed only in the CRHR and not the NRHP.

- **Temporary Detention Camps for Japanese Americans—Turlock Assembly Center; P-50-000527; CHL No. 934**

  Because this is identified as a California Historical Landmark, it is automatically included in the CRHR. Based on the integrity of the site, it would not likely meet the NRHP eligibility criteria.

7.4 Properties Ineligible for the NRHP and CRHR

SJRRC has determined that the resources listed in Table 7-2 are not considered historical resources for the purpose of CEQA because they do not meet the criteria for listing in the NRHP and CRHR.

Table 7-2. Properties Ineligible for the National Register of Historic Places and California Register of Historic Resources

MAP ID#	Count	Attachment A, Figure	Property Name	CHRS Code
2018-39	1	1	Intersection of UPRR and Pine St/Bridge No. 38 0074 (Pine Street Overpass)	6Z
2018-40	2	2	Intersection of UPRR and E Service Rd/Bridge No. 38 0094 (Service Rd Overcrossing)	6Z
2018-43	3	3, 14	Turlock Irrigation District - Ceres Main Canal	6Z
2018-43	4	3, 14	Turlock Irrigation District - Upper Lateral No. 2	6Z
2018-44	5	3	Mojave North Mainline, Milepot169.5	Demolished
2018-45	6	3	TID Upper Lateral No. 2 ½	6Z
2018-46	7	6	Turlock Irrigation District - Upper Lateral No. 3	6Z
2018-48	8	12	Golden State Blvd crossing of UPRR/Bridge No. 38C0141	6Z
2018-50	9	27	Merced Irrigation District - Bloss Lateral	6Z
2018-50	10	22	Merced Irrigation District - Hammatt Lateral	6Z
2018-50	11	29	Merced Irrigation District - West Buhach Lateral	6Z
2018-51	12	19	Turlock Irrigation District - Highline Canal	6Z
2018-52	13	22	Bridge No. 39C0363	6Z
2018-53	14	22	1334 Court St/A.V. Thomas Produce Company	6Z
2018-54	15	24	Merced Irrigation District - Arena Canal	6Z
2018-55	16	27	Merced Irrigation District - Atwater Canal at the UPRR	6Z
2018-55	17	27	Merced Irrigation District - Unnamed Canal LG_19	6Z
2018-56	18	27	Intersection of SR 99 and UPRR/Bridge No. 39 0128 (West Atwater Overpass)	6Z
2018-57	19	28	Atwater Feed	6Z
2018-58	20	28	998 Atwater Boulevard	6Z
2018-59	21	29	Intersection of SR 99 and UPRR/Bridge No. 39 0126 (East Atwater Overpass)	6Z
2018-60	22	30	Merced Irrigation District - Buhach Lateral	6Z
2018-61	23	30	Intersection of UPRR and N Buhach Rd/Bridge No. 39 0073 (Buhach Rd Overcrossing)	6Z
2018-62	24	30, 31	Merced Irrigation District - Canal Creek	6Z
2018-63	25	31	Merced Irrigation District - Main Ashe Lateral Inverted Siphon	6Z
2018-64	26	32	Intersection of UPRR and Franklin Rd /Bridge No. 39 0084 (Franklin Rd Overcrossing)	6Z
2018-65	27	32	Merced Irrigation District - Black Rascal Creek and Canal	6Z
2018-69	28	32	Merced Irrigation District - Bear Creek	6Z
2021-01	29	10	1337 N Golden State Blvd	6Z
2021-02	30	10	1253 N Golden State Blvd	6Z
2021-03	31	10	510 Almond Avenue	6Z
2021-04	32	10	1000 N Front St	6Z
2021-05	33	10	851-875 N Front St	6Z
2021-06	34	10	351 W Canal Dr	6Z
2021-07	35	10	323-327 W Canal Dr	6Z
2021-08	36	14	Bridge 39-118	6Z
2021-09	37	16	Turlock Irrigation District - Lateral No. 6	6Z

MAP ID#	Count	Attachment A, Figure	Property Name	CHRS Code
2021-10	38	22	321 Second Street	6Z
2021-11	39	22	334-344 Main Street	6Z
2021-12	40	22	1312 Court Street	6Z
2021-13	41	22	1647 Front Street	6Z
2021-14	42	24	6009 Sultana Drive	Demolished
2021-15	43	28	1101 Atwater Boulevard	6Z
2021-16	44	28	1150 Broadway Ave	6Z
2021-17	45	28	1060 Broadway Avenue	6Z
2021-18	46	28	1040 Broadway Avenue	6Z
2021-19	47	28	972 Broadway Avenue	6Z
2021-20	48	28	955-971 Atwater Blvd/Castle Motel	6Z
2021-21	49	28	Ragu Tomato Processing Plant	6Z
2021-22	50	31	925 Atwater Boulevard	6Z
2021-23	51	33	39 0018L	6Z
2021-24	52	33	2777 North Highway 59	6Z
2021-25	53	33	1743 Ashby Road	6Z
2021-26	54	33	1725-1731 West 16th Street	6Z
2021-27	55	34	Highway 59	6Z
2021-28	56	34	933 West 15th Street	6Z
2021-29	57	34	948 West 15th Street	6Z
2021-30	58	34	912 W 15th Street	6Z
2021-31	59	34	904 W 15th Street	6Z
2021-32	60	34	863 West 15th Street	6Z
2021-33	61	34	855 West 15th Street	6Z

CHRS = California Historical Resources Status.
SR = State Route.
UPRR = Union Pacific Railroad.

7.5 Summary

As shown in Table 7-3, a total of four resources were identified as historical resources for the purposes of CEQA.

Table 7-3. Summary of Evaluation Findings

Map ID#	Property/ Resource Identifier	Address/Property Name or Description	Location	Period of Significance	NRHP/CRHR Eligibility Criteria
2018-47	P-50-000527	Temporary Detention Camps for Japanese Americans-Turlock Assembly Center	Turlock, Stanislaus County	April 1942–Aug. 1942	A/1
2018-43	P-50-000073	Turlock Irrigation District (TID) - Lateral No. 5	Merced County, southeast of Turlock	1887–1925	A/1
2018-50	P-24-001909	Merced Irrigation District (MID) - Martin Lateral, a contributor to the district	Atwater, Merced County	1876–1957	A/1
2018-67	P-24-000097	SPRR Mainline	San Joaquin Valley	1868–1874	A/1

Sources: Survey results quantifications generated from historic resources surveys and evaluation conducted from 2008–2012 and 2016–2018.

NRHP = National Register of Historic Places

CRHR = California Register of Historical Resources

Chapter 8
References

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Chapter 9
Preparer Qualifications

9.1 Document Preparation and Field Survey

Project Role	Name, Credential	Qualifications
Primary Author and QA/QC, Senior Architectural Historian	Christine Cruiess	19 years of experience MS, Historic Preservation University of Pennsylvania BA, Classical Archaeology and Anthropology, University of Michigan
Architectural Historian	Amanda Reese	8 years of experience MA, Public History, California State University, Sacramento BA, European History, Mills College, Oakland, California
Architectural Historian	Josh Severn	5 years of experience MA, History, California Polytechnic State University, San Luis Obispo BA, History, California Polytechnic State University, San Luis Obispo
Historic Preservation Specialist	Alex Ryder	5 years of experience MS, Urban Studies, University of Wisconsin-Milwaukee BS, Public History, University of Wisconsin-Eau Claire
Senior GIS Manager	Teal Zeisler	16 years of experience BA, Environmental Studies, Bucknell University
Environmental Regulatory Compliance Specialist	Hunter Watkins	8 years of experience BS, Environmental Studies (minor in Geography), California State University, Sacramento
QA/QC, Senior Architectural Historian	David Lemon	Studies toward PhD, Public History, University of California, Santa Barbara MA, Public History, California State University, Sacramento BA, U.S. History, University of California, Santa Barbara
QA/QC, Senior Architectural Historian	Daniel Paul	17 years of experience MA, Art History, California State University, Northridge BA, Art History, California State University, Fullerton
QA/QC, Senior Architectural Historian	Tim Yates	14 years of experience PhD, U.S. History, University of California, Davis MA, American Studies, California State University, Fullerton BA, American Studies, University of California, Santa Cruz
QA/QC, Cultural Resources Manager	Susan Lassell	26 years of experience MA, Historic Preservation Planning, Cornell University BA, Environmental Design, University of California, Davis

Attachment A
Project Mapping

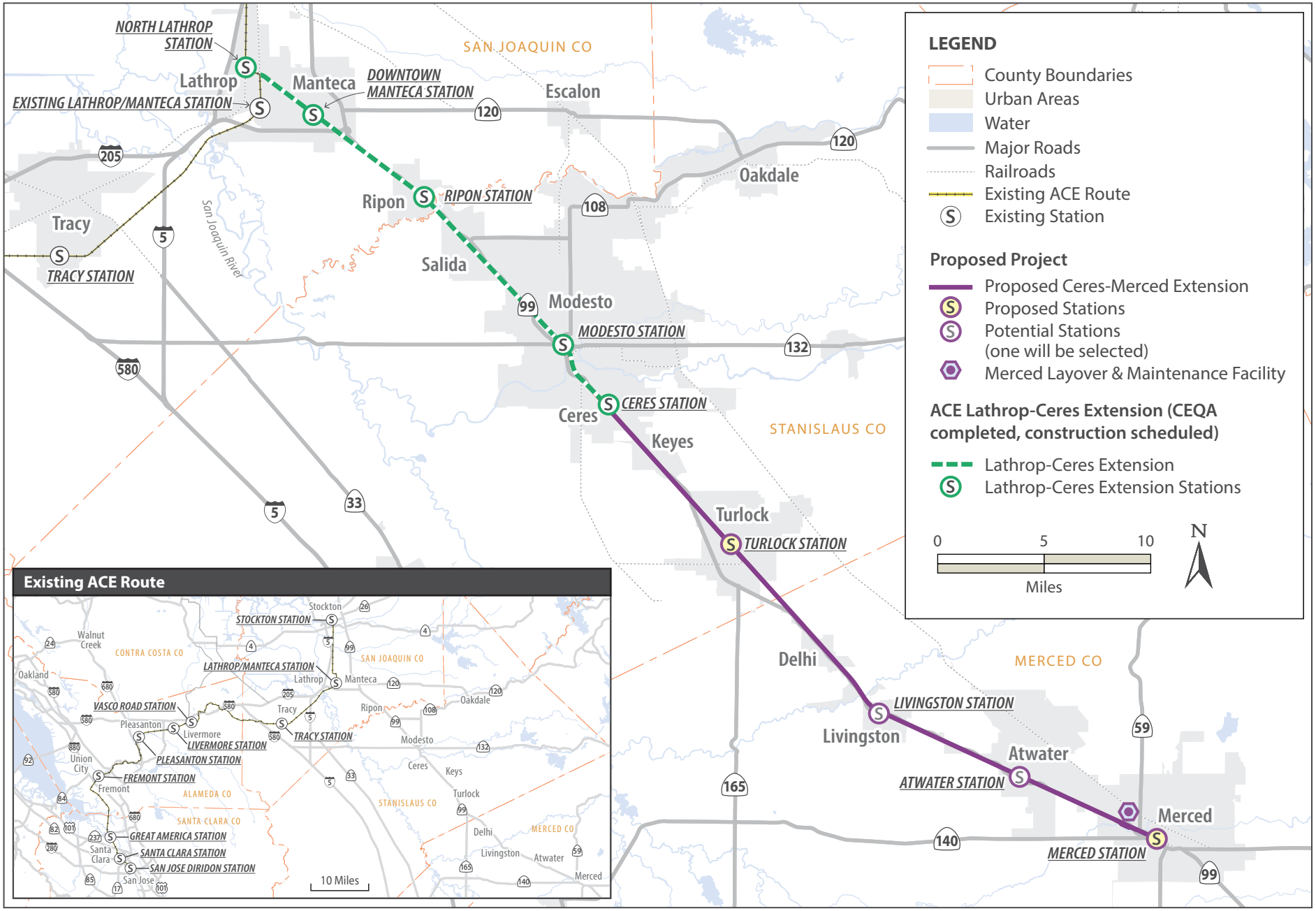
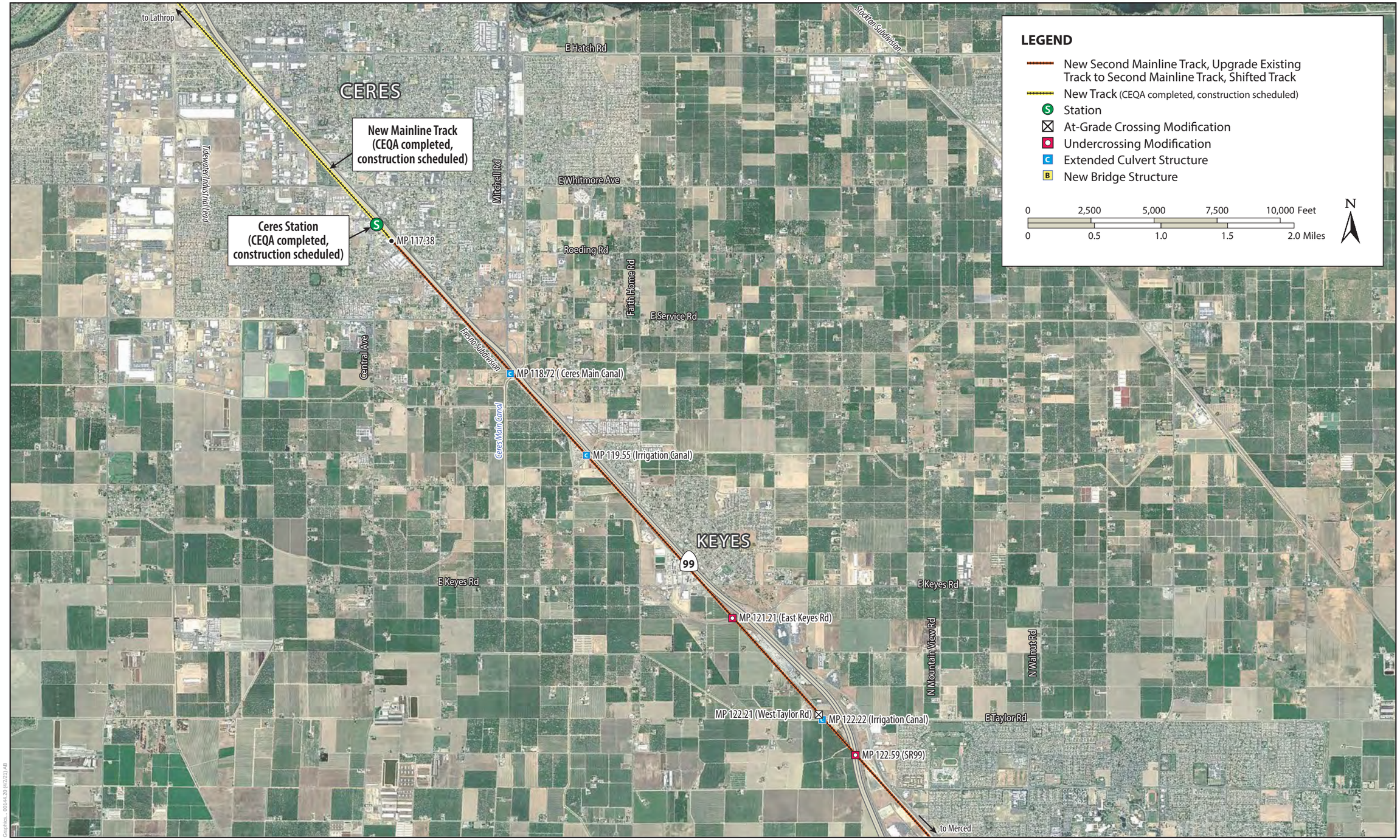
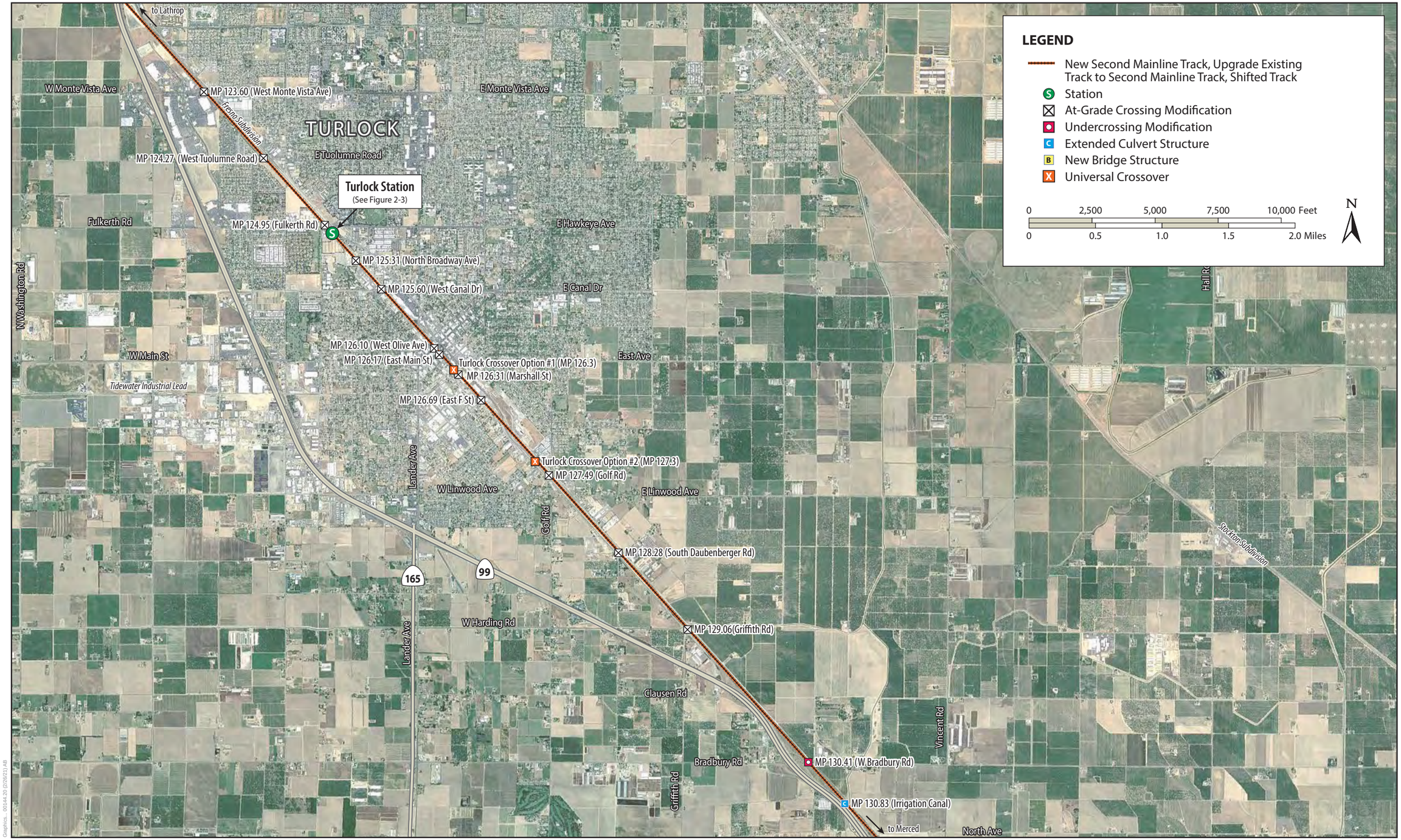


Figure 1
Project Location
ACE Ceres-Merced Extension Project



ACE
ALTAMONT CORRIDOR EXPRESS

Figure 2-1a
Ceres to Merced Extension Alignment
ACE Ceres-Merced Extension Project



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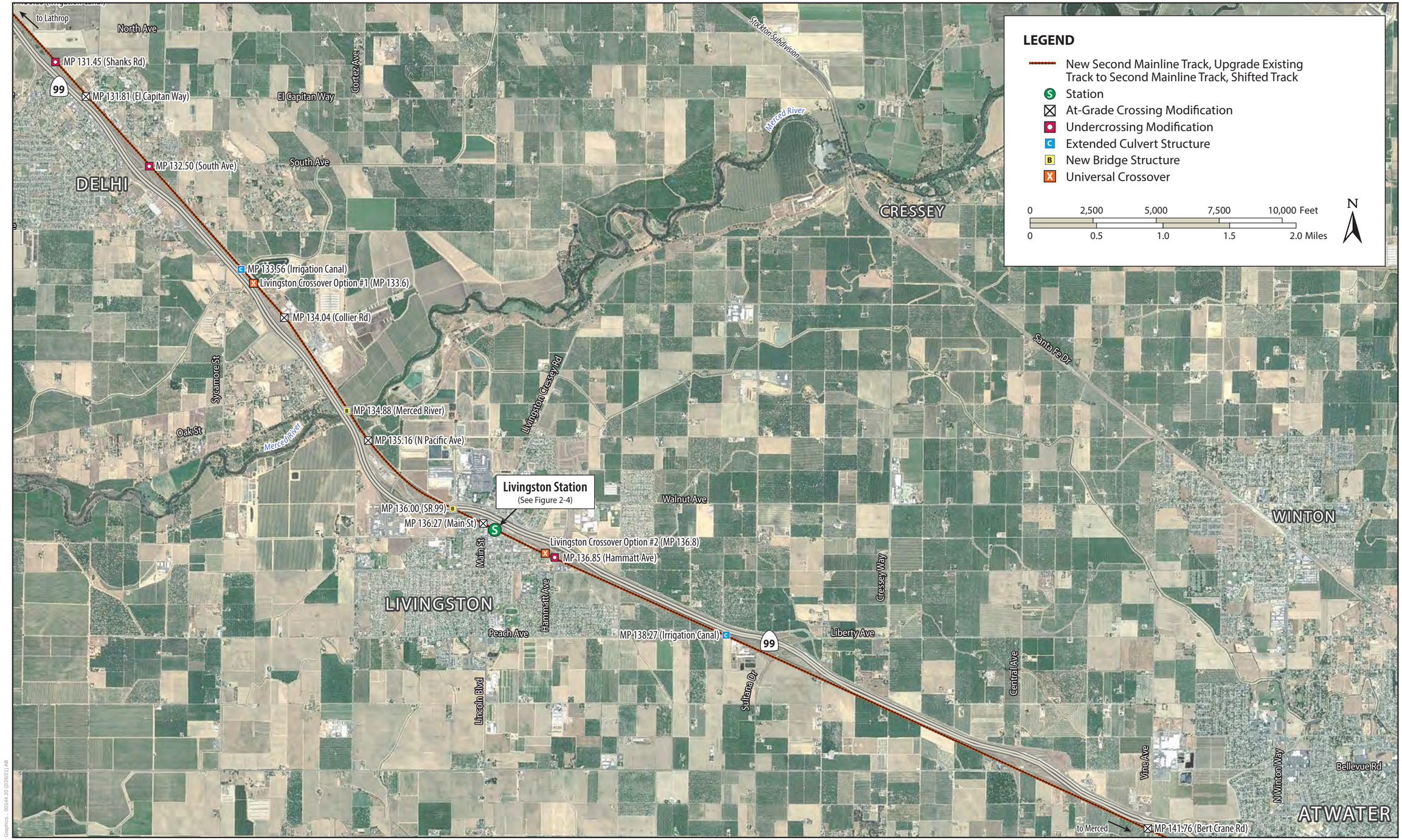
ACE
ALTAMONT CORRIDOR EXPRESS

Figure 2-1b
Ceres to Merced Extension Alignment
ACE Ceres-Merced Extension Project



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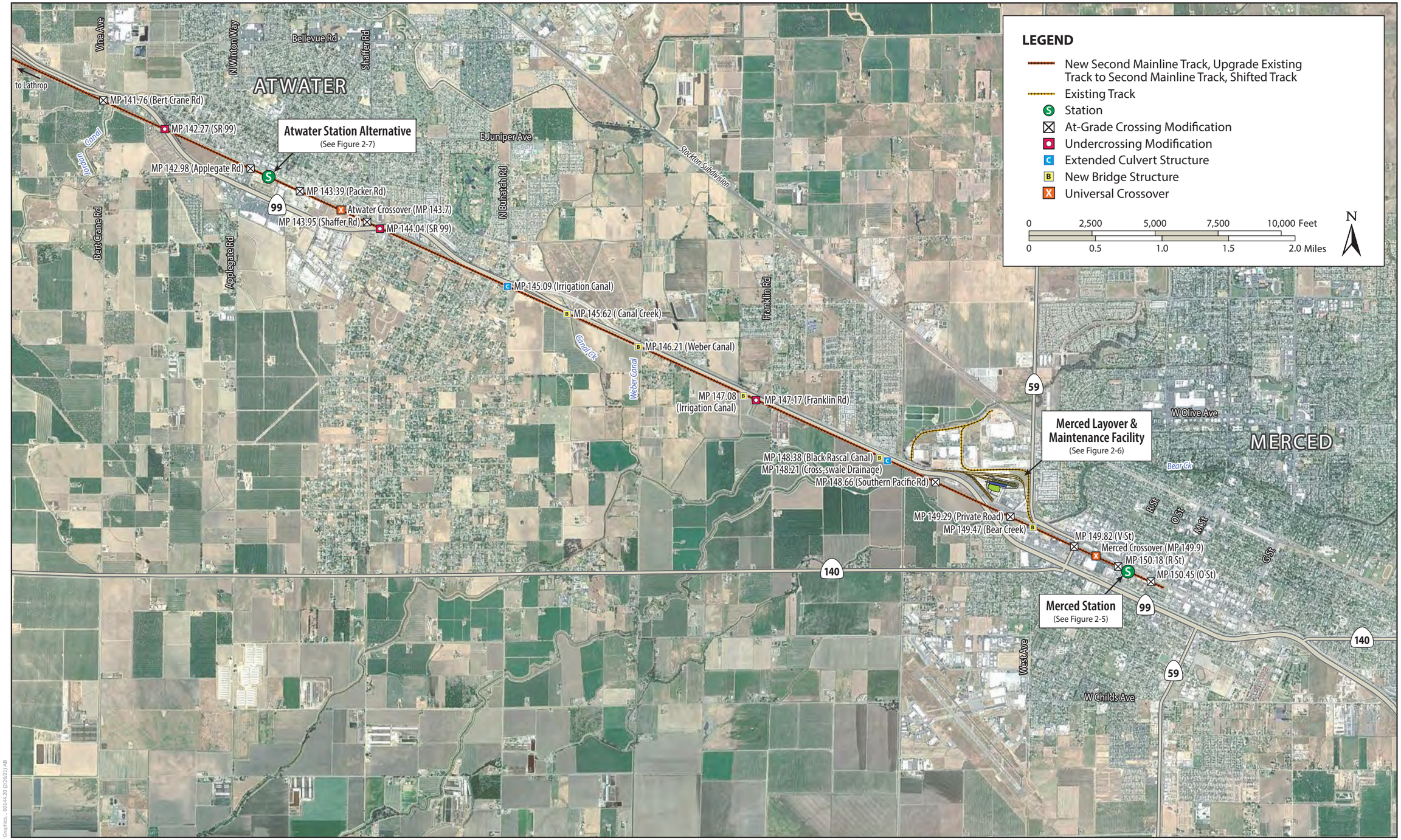
ACE
ALTAMONT CORRIDOR EXPRESS

Figure 2-1c
Ceres to Merced Extension Alignment
ACE Ceres-Merced Extension Project



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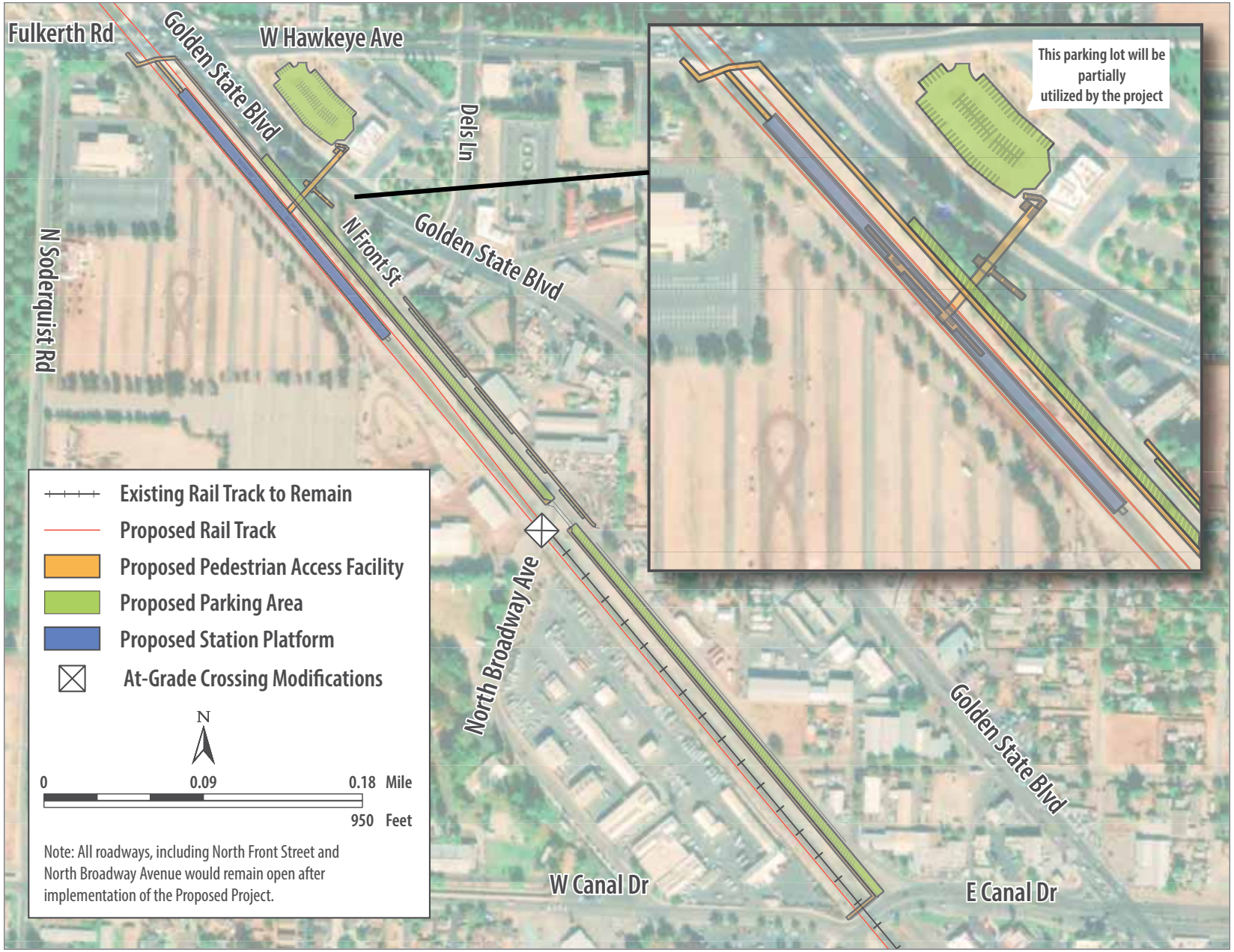
ACE
ALTAMONT CORRIDOR EXPRESS

Figure 2-1d
Ceres to Merced Extension Alignment
ACE Ceres-Merced Extension Project



Graphics 00144.20 (2-26-2021) JC

Figure 2-2
Turlock Station
ACE Ceres-Merced Extension Project

Graphics 00144.20 (2-26-2021) JC

Figure 2-3
Livingston Station
ACE Ceres-Merced Extension Project

Graphics 00144.20 (2-26-2021) JC

Figure 2-4
Merced Station
ACE Ceres-Merced Extension Project

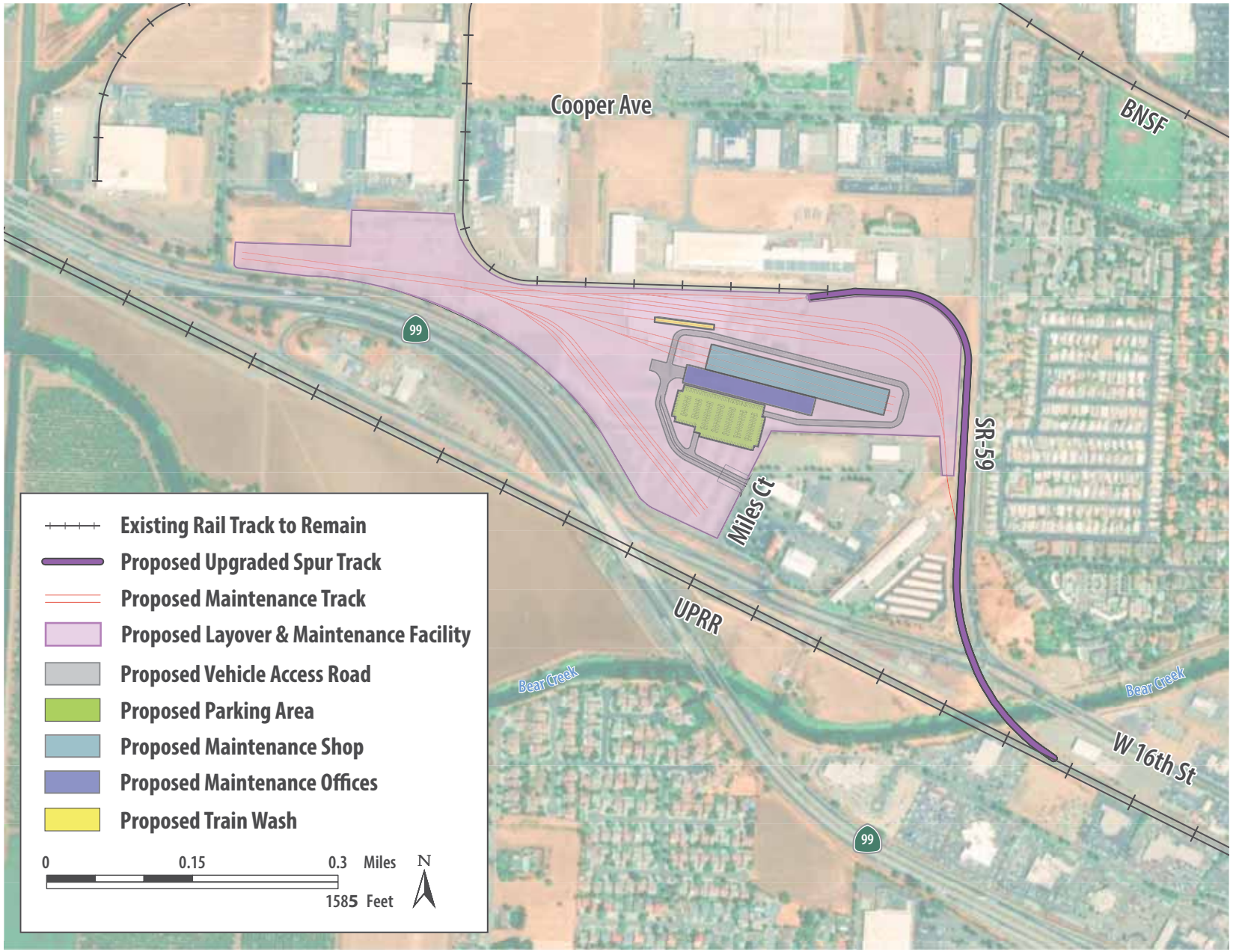


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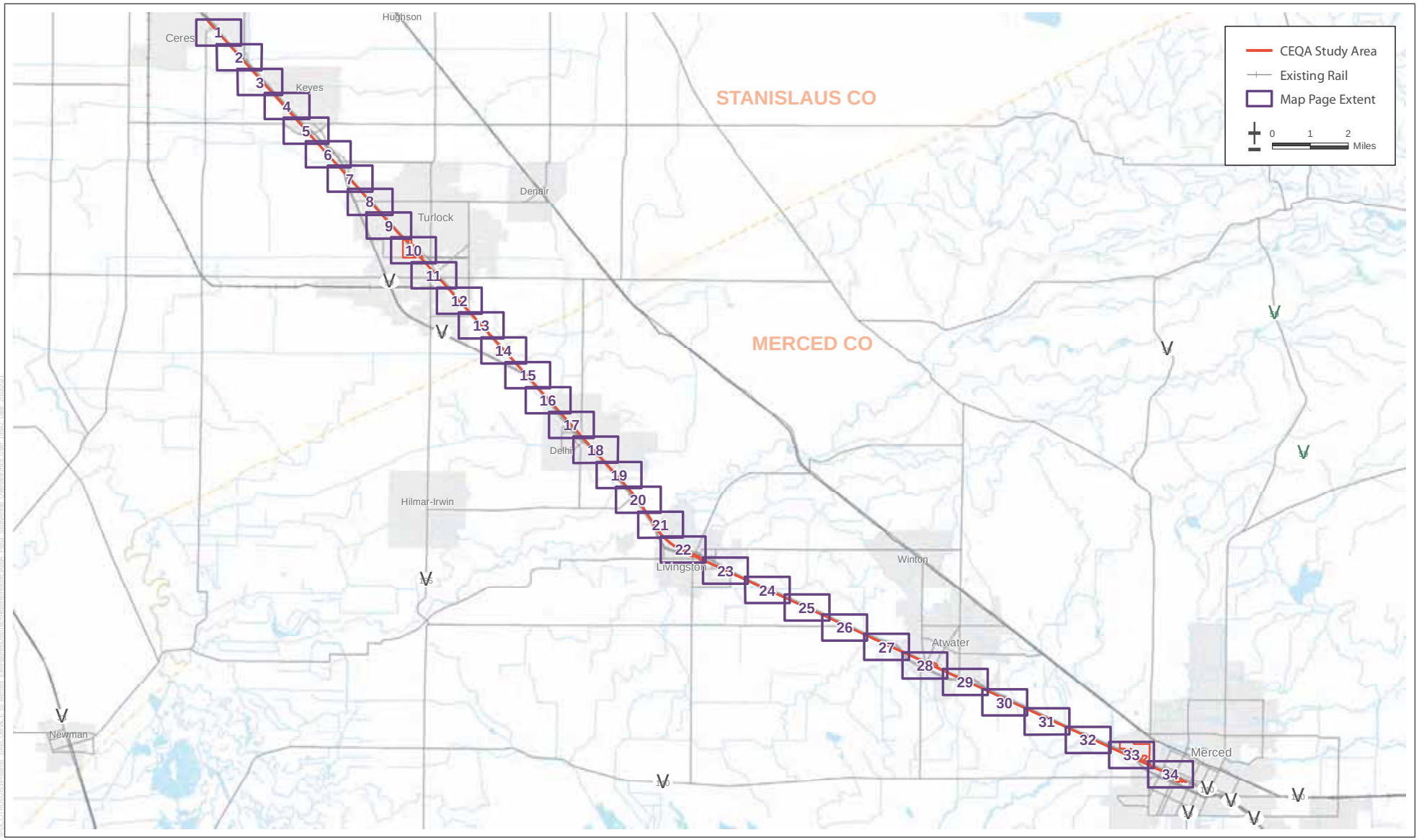
Figure 2-5
Merced Layover & Maintenance Facility
ACE Ceres-Merced Extension Project

Graphics 00144.20 (2-26-2021) JC

Figure 2-6
Atwater Station Alternative
ACE Ceres-Merced Extension Project



Attachment A Overview

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 1

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Note: Map ID 2018-43 is a historic resource.

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 2

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Note: Map ID 2018-43 is a historic resource.

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 3

CEQA Study Area Maps with Map Identification (Map ID) Locations

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 4

CEQA Study Area Maps with Map Identification (Map ID) Locations

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 5

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

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CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 6

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

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CEQA Study Area

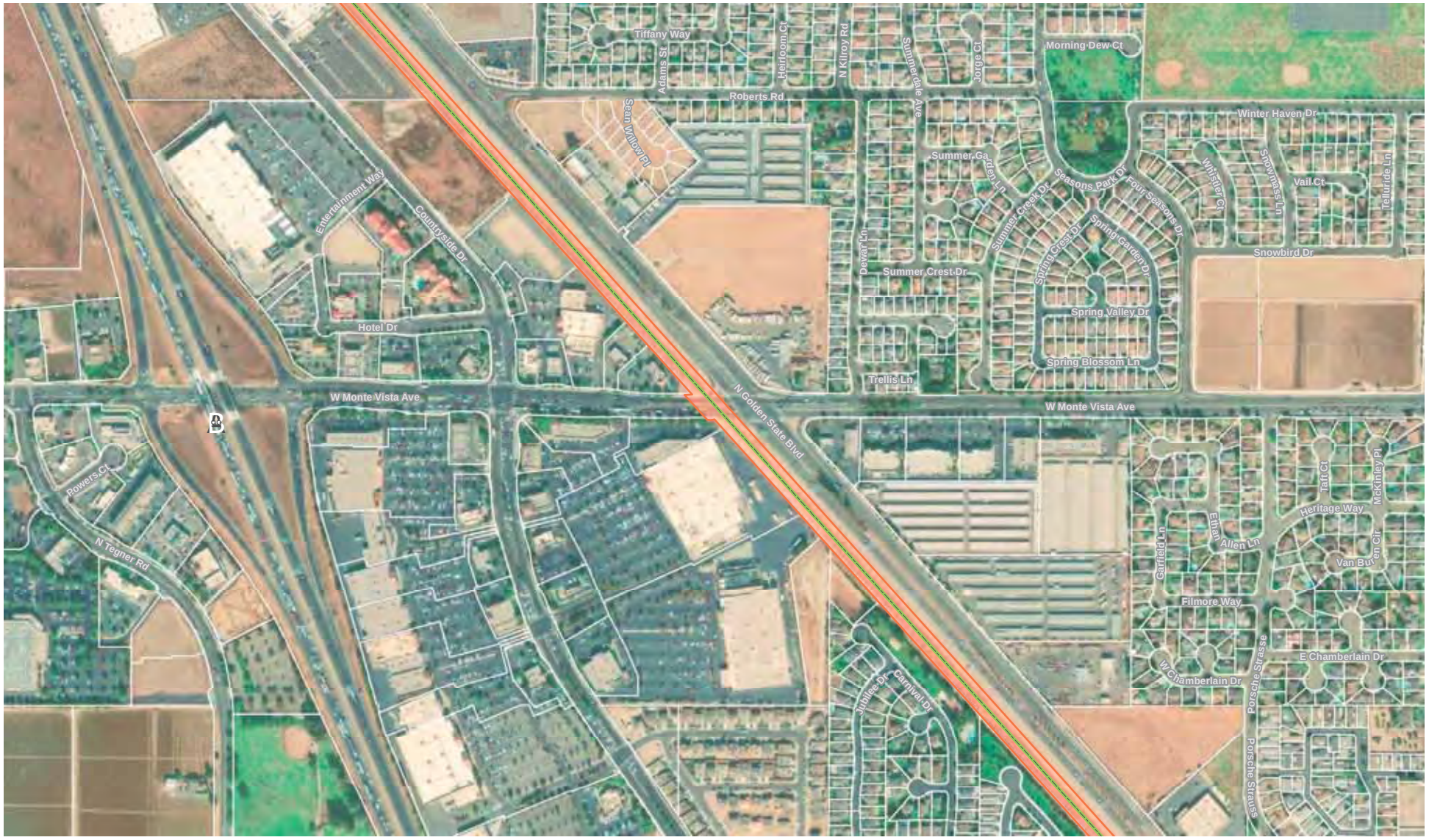
Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 7

CEQA Study Area Maps with Map Identification (Map ID) Locations



ACE

0 200 400 Feet

CEQA Study Area

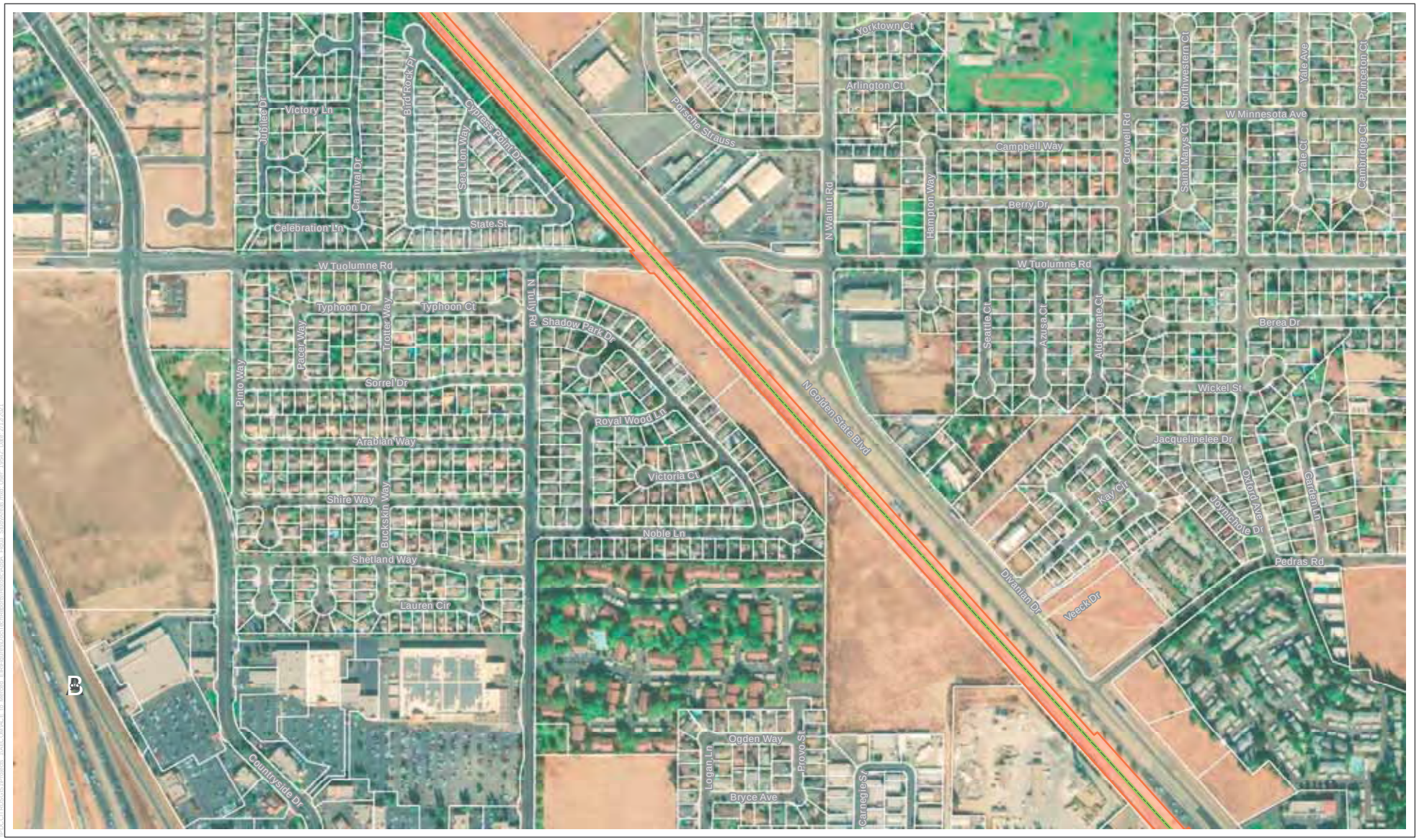
Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 8

CEQA Study Area Maps with Map Identification (Map ID) Locations



ACE

0 200 400 Feet

CEQA Study Area

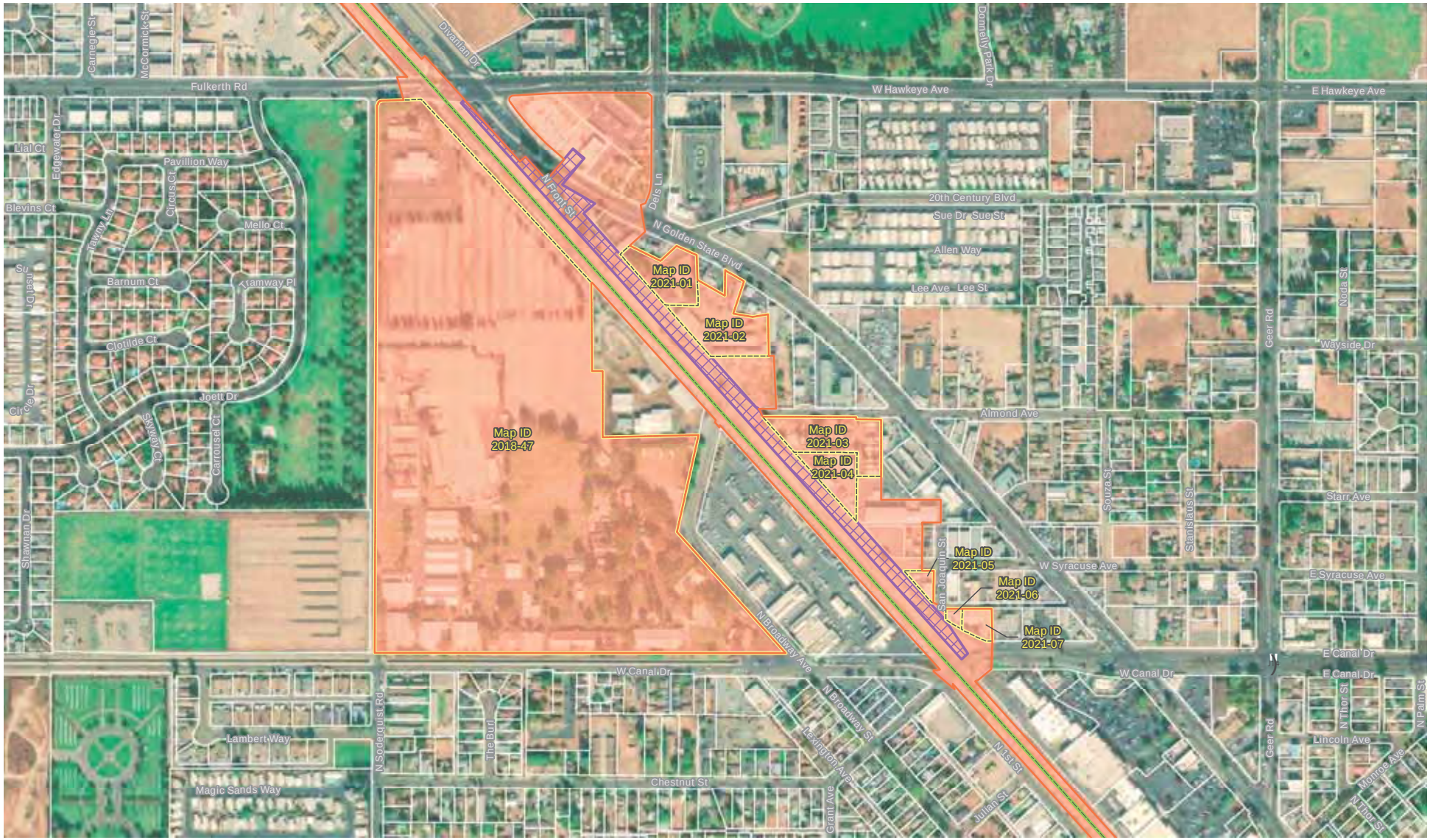
Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 9

CEQA Study Area Maps with Map Identification (Map ID) Locations



CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Turlock Station

0 200 400 Feet

Note: Map ID 2018-47 is a historic resource.

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 10

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 11

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 12

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 13

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Note: Map ID 2018-43 is a historic resource.

Attachment A, Figure 14

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 15

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 16

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 17

CEQA Study Area Maps with Map Identification (Map ID) Locations

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

0 200 400 Feet

Attachment A, Figure 18

CEQA Study Area Maps with Map Identification (Map ID) Locations

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 19

CEQA Study Area Maps with Map Identification (Map ID) Locations

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 20

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 21

CEQA Study Area Maps with Map Identification (Map ID) Locations

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Livingston Station

0 200 400 Feet

Note: Map ID 2018-43, 2018-50, 2018-67 are historic resources.

Attachment A, Figure 22

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 23

CEQA Study Area Maps with Map Identification (Map ID) Locations

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

0 200 400 Feet

Attachment A, Figure 24

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 25

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 26

CEQA Study Area Maps with Map Identification (Map ID) Locations

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

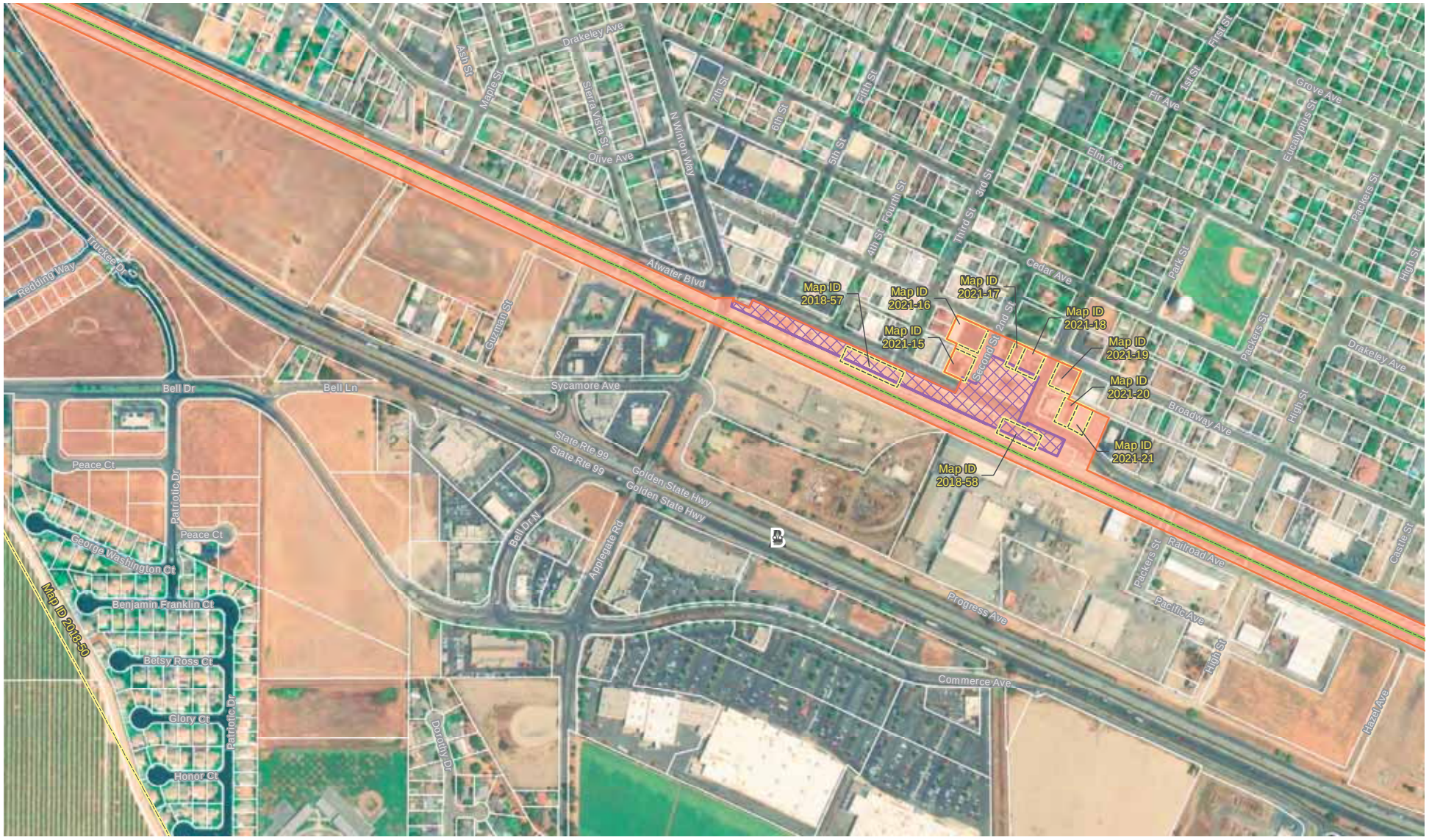
Note: Map ID 2018-50 is a historic resource.

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 27

CEQA Study Area Maps with Map Identification (Map ID) Locations



ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Atwater Station Alternative

Note: Map ID 2018-50 and 2018-67 are historic resources.

Attachment A, Figure 28

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-50 and 2018-67 are historic resources.

Attachment A, Figure 29

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-50 and 2018-67 are historic resources.

Attachment A, Figure 30

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 31

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

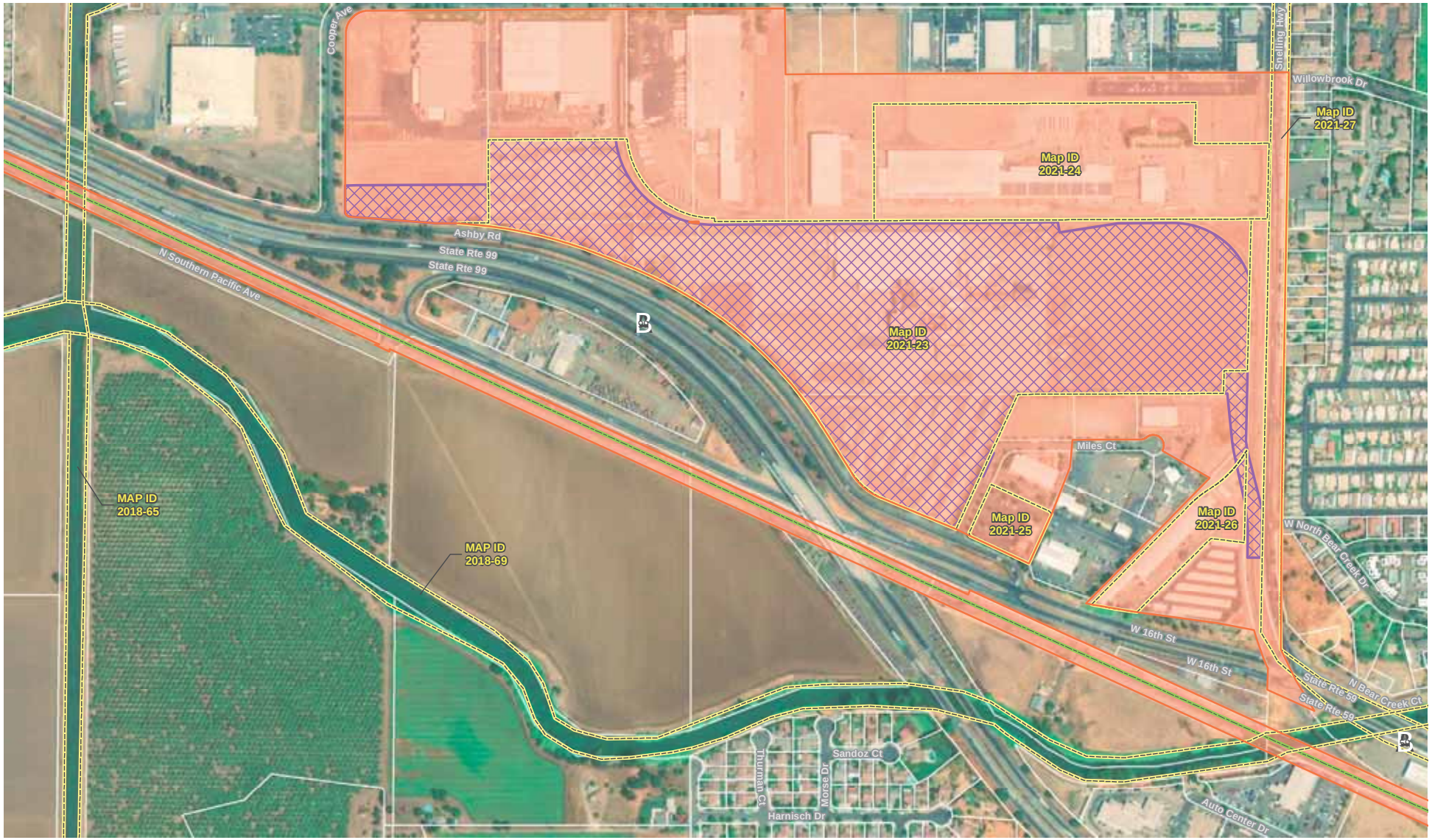
Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 32

CEQA Study Area Maps with Map Identification (Map ID) Locations



ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Merced Layover & Maintenance Facility

Note: Map ID 2018-67 is a historic resource

Attachment A, Figure 33

CEQA Study Area Maps with Map Identification (Map ID) Locations

ACE

0 200 400 Feet

CEQA Study Area

Historic-Period Built Environment Resource

Existing Railroad and Map ID 2018-67

Merced Station

Note: Map ID 2018-67 is a historic resource.

Attachment A, Figure 34

CEQA Study Area Maps with Map Identification (Map ID) Locations

Attachment B
Project Description Summary Tables

1093 **Table B-1. Undercrossing Modifications**

Existing Overhead Structure (west to east)	Modifications
Keyes	
MP 121.21 East Keyes Road overhead structure Bridge No. 38 0156Y	• Install pier protection along two of East Keyes Road overhead structure's west piers
Turlock	
MP 122.59, SR 99 overhead structure in Turlock Bridge No. 38 0144R Bridge No. 38 0144L	• Install pier protection along two of northbound SR 99 overhead structure's east piers and two of the west piers • Install pier protection along two of southbound SR 99 overhead structure's east piers and two of the west piers
MP 130.41, West Bradbury Road overhead structure Bridge No. 39C0043	• Install pier protection along two of West Bradbury Road overhead structure's east piers
Delhi	
MP 131.45, Shanks Road overhead structure Bridge No. 39C0053	• Install pier protection along two of Shanks Road overhead structure's east piers
MP 132.50, South Avenue overhead structure Bridge No. 39C0042	• Install pier protection along two of South Avenue overhead structure's east piers
Livingston	
MP 136.85, Hammatt Avenue overhead structure Bridge No. 39C0356	• Install pier protection along two of Hammatt Avenue overhead structure's west piers
Atwater	
MPs 142.27, SR 99 overhead structure in west Atwater Bridge No. 39 0128R Bridge No. 39 0128L	• Install pier protection along four of northbound SR 99 overhead structure's center piers • Install pier protection along four of southbound SR 99 overhead structure's center piers
MPs 144.04, SR 99 overhead structure in east Atwater Bridge No. 39 0126R Bridge No. 39 0126L	• Install pier protection along four of northbound SR 99 overhead structure's center piers • Install pier protection along four of southbound SR 99 overhead structure's center piers

Existing Overhead Structure (west to east)	Modifications
MP 147.17, Franklin Road overhead structure Bridge No. 39 0084	• Install pier protection along two of Franklin Road overhead structure's west piers

MP = milepost.
SR = State Route.

Table B-2. Ceres to Merced Extension Alignment—At-Grade Crossing Modifications

Existing Roadway (west to east)	Modifications
Turlock	
MP 122.21, West Taylor Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach • Relocate signal house
MP 123.60, West Monte Vista Avenue	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Relocate signal house
MP 124.27, West Tuolumne Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach
MP 124.95, Fulkerth Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Install concrete crossing panels where the shifted mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the westbound and eastbound approaches • Install stop bars at the westbound and eastbound approaches • Relocate signal house
MP 125.31, North Broadway Avenue	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach

Existing Roadway (west to east)	Modifications
MP 125.60, West Canal Drive	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach • Relocate signal house
MP 126.10, West Olive Avenue	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach
MP 126.17, East Main Street	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach
MP 126.31, Marshall Street	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach • Relocate signal house
MP 126.69, East F Street	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach • Relocate signal house
MP 127.49, Golf Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach • Replace signal house
MP 128.28, South Daubenberger Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach • Replace signal house
MP 129.06, Griffith Road	• Shift concrete crossing panels where the existing track crosses the roadway

Existing Roadway (west to east)	Modifications
Delhi	
MP 131.81, El Capitan Way	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the westbound approach • Install stop bar at the westbound approach • Replace signal house
MP 134.04, Collier Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the westbound approach • Install stop bar at the westbound approach • Relocate signal house
Livingston	
MP 135.16, North Pacific Avenue	• Install concrete crossing panels where the new mainline track crosses the roadway
MP 136.27, Main Street	• Install concrete crossing panels where the new mainline track crosses the roadway • Install concrete crossing panels where the shifted main track crosses the roadway • Relocate railroad crossing signals and guard/gates at the westbound and eastbound approach • Install stop bar at the westbound and eastbound approach • Relocate signal house
Atwater	
MP 141.76, Bert Crane Road North	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach
MP 142.98, Applegate Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the westbound approach • Install standard stop marking at the southbound Atwater Boulevard approach • Install stop bar at the westbound approach
MP 143.39, Packer Street	• Shift concrete panels where the existing tracks cross the roadway • Relocate railroad crossing signals and guard/gates at the westbound approach • Install stop bar at the westbound approach
MP 143.95, Shaffer Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Shift concrete panels where the existing tracks cross the roadway • Relocate railroad crossing signals and guard/gates at the eastbound and westbound approach • Install stop bars at the eastbound and westbound approaches

Existing Roadway (west to east)	Modifications
Merced	
MP 148.66, Southern Pacific Avenue	• Install concrete crossing panels where the new mainline track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach
MP 149.29, Private Road	• Install concrete crossing panels where the new mainline track crosses the roadway • Shift concrete panels where the existing tracks cross the roadway
MP 149.82, V Street	• Shift concrete crossing panels where the existing track crosses the roadway • Relocate railroad crossing signals and guard/gates at the westbound approach • Install stop bar at the westbound approach
MP 150.18, R Street	• Install concrete crossing panels where the new mainline track and siding track cross the roadway • Relocate railroad crossing signals and guard/gates at the eastbound and westbound approach • Install stop bars at the eastbound and westbound approaches
MP 150.45, O Street	• Install concrete crossing panels where the new siding track crosses the roadway • Relocate railroad crossing signals and guard/gates at the eastbound approach • Install stop bar at the eastbound approach

MP = milepost.

Table B-3. Extended Culvert Structures

Location (west to east)	Culvert Structure
MP 118.72, Ceres Main Canal	• Install a 10-foot-long section of double-cell concrete box culvert, extending from the existing culvert located to the east for the existing tracks
MP 119.55, Irrigation canal	• Install a 15-foot-long section of double-cell concrete box culvert, connecting to existing culvert located to the east for the existing tracks • Remove existing headwalls and wingwalls
MP 122.22, Irrigation canal	• Install a 25-foot-long section of single-cell concrete box culvert, extending from the existing culvert located to the east for the existing track
MP 130.83, Irrigation canal	• Install a 20-foot-long section of metal pipe culvert, extending from the existing culvert located to the west for the existing track
MP 133.56, Irrigation canal	• Install a 20-foot-long section of triple-cell concrete box culvert, extending from the existing culvert located to the west for the existing track • Remove portion of existing canal wall
MP 138.27, Irrigation canal	• Install a 30-foot-long section of double-cell concrete box culvert, extending from the existing culvert located to the east for the existing track
MP 145.09, Irrigation canal	• Install a 25-foot-long section of concrete pipe culvert, extending from the existing culvert located to the west for the existing track • Install a 5-foot-long section of concrete pipe culvert, extending from the existing culvert located to the east for the existing track
MP 148.21, Cross-swale drainage	• Install a 20-foot-long section of triple metal pipe culvert, extending from the existing culvert located to the east for the existing track

MP = milepost.

Table B-4. New Bridge Structures

Location (west to east)	Bridge Structure
MP 134.88, Merced River	• Install a single-track concrete bridge with portions of steel bracing, west of the existing single-track bridge • Width of bridge: 17 feet • Length of bridge: 390 feet, seven-span structure consisting of four 30-foot spans on the northern end approaching the Merced River and three 90-foot spans crossing the Merced River • Supporting structures: two abutments at each end of bridge and six piers located between the span sections
MP 136.00, SR 99 underpass in Livingston	• Install a single-track steel bridge, northeast of the existing single-track bridge • Width of bridge: 22 feet • Length of bridge: 940 feet, five-span structure consisting of three 210-foot truss spans at the northern end, one 168-foot truss span, and one 126-foot truss span at the southern end • Supporting structures: two abutments at each end of bridge and four piers located between the span sections
MP 145.62, Canal Creek	• Install a single-track concrete bridge with steel bracing, west of the existing single-track bridge • Width of bridge: 17 feet • Length of bridge: 150 feet, ten-span structure consisting of 15-foot spans for the length of the bridge • Supporting structures: two abutments at each end of bridge and nine piers located between the span sections; nine supporting piers would be placed in the canal
MP 146.21, Weber Canal	• Install a single-track concrete bridge with steel bracing, west of the existing single-track bridge • Width of bridge: 17 feet • Length of bridge: 60 feet, four-span structure consisting of 15-foot spans for the length of the bridge • Supporting structures: two abutments at each end of bridge and three piers located between the span sections; three supporting piers would be placed in the canal
MP 147.08, Irrigation canal	• Widen existing double-track bridge to the west • Width of bridge widening: 5 feet • Length of bridge: 60 feet, four-span structure consisting of 15-foot spans for the length of the bridge • Supporting structures: two abutments at each end of bridge and three piers located between the span sections; three supporting piers would be placed in the canal
MP 148.38, Black Rascal Canal	• Install a single-track concrete bridge with steel bracing, west of the existing single-track bridge • Width of bridge: 17 feet • Length of bridge: 90 feet, six-span structure consisting of 15-foot spans for the length of the bridge • Supporting structures: two abutments at each end of bridge and five piers located between the span sections; five supporting piers would be placed in the canal

Location (west to east)	Bridge Structure
MP 149.47, Bear Creek	• Install a single-track concrete bridge with steel bracing, east of the existing single-track bridge • Width of bridge: 17 feet • Length of bridge: 225 feet, fourteen-span structure consisting of thirteen 15-foot spans, and one 30-foot span at the center of the bridge structure • Supporting structures: two abutments at each end of bridge and 13 piers located between the span sections; 13 supporting piers would be placed in Bear Creek

MP = milepost.
SR = State Route.

Attachment C
Visual Simulations

KOP 1 – Merced Layover Facility

KOP 1 - Before Project

Assumptions for Key Observation Point (KOP)

- View from North State Highway 59 looking Southwest toward Maintenance Facility.

KOP 1 - After Project

Existing View and Merced Layover & Maintenance Facility Simulated Conditions

ACE Ceres-Merced Extension Project

KOP 2 – Merced Station

KOP 2 - Before Project

KOP 2 - After Project

Assumptions for Key Observation Point (KOP)

- View from R Street looking Southeast toward station.

Existing View and Merced Station Simulated Conditions

ACE Ceres-Merced Extension Project

KOP 3 – Turlock Station

KOP 3 - Before Project

Assumptions for Key Observation Point (KOP)

- View from North Golden State Boulevard looking Southeast toward pedestrian bridge connection to station.

KOP 3 - After Project

Visual Impact Assessment

Existing View and Turlock Station Simulated Conditions

ACE Ceres-Merced Extension Project

KOP 4 – Livingston Station

KOP 4 - Before Project

KOP 4 - After Project

Assumptions for Key Observation Point (KOP)

- View from North Main Street looking South toward station.

Visual Impact Assessment

Graphics 00144.20 (2/5/2013)AR

ACE

Existing View and Livingston Station Simulated Conditions

ACE Ceres-Merced Extension Project

KOP 5 – Atwater Station

KOP 5 - Before Project

KOP 5 - After Project

Assumptions for Key Observation Point (KOP)

- View from Atwater Boulevard looking Southeast toward station.

Existing View and Atwater Station Simulated Conditions

ACE Ceres-Merced Extension Project

Attachment D
Built Environment Summary Tables

1111 **Table D-1. All Properties Evaluated for National Register of Historic Places and California Register of Historic Resources Eligibility**

MAP ID#	Count	Attachment A, Figure	Property Name	APN or OTHER ID NO.	Feature Near	2021 CHRS Code	Previous CHRS Code	2018 CHRS Code	Documentation Status in 2018	Documentation Status 2021
2018-43	1	2	Turlock Irrigation District (TID) - Lateral No. 5	P-50-000073	Merced Extension Alignment	3D, 3CD	3S (1993, 2009)	3S, 3CS	Desktop Evaluation	DPR Update Form
2018-43	2	2, 14	Turlock Irrigation District (TID) - Ceres Main Canal	P-50-000073	Merced Extension Alignment	6Z	3S (1993, 2009)	3S, 3CS	Desktop Evaluation	DPR Update Form
2018-43	3	2, 14	Turlock Irrigation District (TID) - Upper Lateral No. 2	P-50-000073	Merced Extension Alignment	6Z	6Z	6Z	Desktop Evaluation	DPR Update Form
2018-46	4	6	Turlock Irrigation District (TID) - Upper Lateral No. 3	P-50-000072	Merced Extension Alignment	6Z	6 (1993, 2009)	6Z	Desktop Evaluation	DPR Update Form
2018-47	5	10	Temporary Detention Camps for Japanese Americans-Turlock Assembly Center; P-50-000527	042-002-002 910-003-224-000	Turlock Station	1CL	1CL (1980) CHL No. 934	1CL	Desktop Evaluation	DPR Update Form
2018-50	N/A	27	Merced Irrigation District (MID) - Martin Lateral	P-24-001909	Merced Extension Alignment	3D, 3CD	6	6Z	Desktop Evaluation	DPR Update Form
2018-50	6	22, 27,30	Merced Irrigation District (MID) System	P-24-001909	Merced Extension Alignment	3S, 3CS	3 (2007, 2010, 2011)	3S, 3CS	Adequate Existing Documentation	DPR Update Form
2018-50	7	27	Merced Irrigation District (MID) - Bloss Lateral	P-24-001909	Merced Extension Alignment	6Z	N/A	N/A	N/A	DPR Update Form
2018-50	8	22	Merced Irrigation District (MID) - Hammatt Lateral	P-24-001909	Merced Extension Alignment	6Z	6Y (2004)	N/A	N/A	DPR Update Form
2018-50	9	29	Merced Irrigation District (MID) - West Buhach Lateral	P-24-001909	Merced Extension Alignment	6Z	N/A	N/A	N/A	DPR Update Form
2018-51	10	19	Turlock Irrigation District (TID) - Highline Canal	P-24-000094	Merced Extension Alignment	6Z	6 (1993)	6Z	Desktop Evaluation	DPR Update Form
2018-52	11	22	Bridge No. 39C0363	Bridge No. 39C0363	Merced Extension Alignment	6Z	7R; "4. Historical Significance not determined "	6Z	Desktop Evaluation	DPR Update Form
2018-53	12	22	1334 Court St / A.V. Thomas Produce Company	024-083-004-000 P-24-000506.	Livingston Station Alternative	6Z	6 (1984)	6z	Desktop Evaluation	DPR Update Form

MAP ID#	Count	Attachment A, Figure	Property Name	APN or OTHER ID NO.	Feature Near	2021 CHRS Code	Previous CHRS Code	2018 CHRS Code	Documentation Status in 2018	Documentation Status 2021
2018-54	13	24	Merced Irrigation District (MID) - Arena Canal	P-24-000093	Merced Extension Alignment	6Z	6Z (1993, 2000)	6Z	Desktop Evaluation	DPR A&B Forms
2018-55	14	27	Merced Irrigation District (MID) - Atwater Canal at the UPRR	P-24-000092	Merced Extension Alignment	6Z	6Y (1993, 2000)	6Y	Desktop Evaluation	DPR Update Form
2018-55	15	27	Merced Irrigation District (MID) - Unnamed Canal LG_19	P-24-000092	Merced Extension Alignment	6Z	N/A	N/A	N/A	DPR Update Form
2018-57	16	28	Atwater Feed	003-170-030	Atwater Station Alternative	6Z	6Z	6Z	Desktop Evaluation	DPR Update Form
2018-58	17	28	998 Atwater Boulevard	3170033000	Atwater Station Alternative	6Z	6Z	6Z	Desktop Evaluation	DPR A&B Forms
2018-60	18	28	Merced Irrigation District (MID) - Buhach Lateral	P-24-000091	Merced Extension Alignment	6Z	6Z (1993)	6Z	Desktop Evaluation	DPR A&B Forms
2018-62	19	30, 31	Merced Irrigation District (MID) - Canal Creek	P-24-000090	Merced Extension Alignment	6Z	6Z (1993, 2006, 2008)	6Z	Desktop Evaluation	DPR Update Form
2018-63	20	31	Merced Irrigation District (MID) - Main Ashe Lateral Inverted Siphon	P-24-000088	Merced Extension Alignment	6Z	6 (1993, 2006, 2007)	6Z	Desktop Evaluation	DPR Update Form
2018-65	21	32	Merced Irrigation District (MID) - Black Rascal Creek and Canal	P-24-002047	Merced Extension Alignment	6Z	6Z (2002), 6Y (2005)	6Z	Desktop Evaluation	DPR Update Form
2018-67	22	all	SPRR Mainline	P-24-000097	Merced Extension Alignment	3S, 3CS	6Z (1994, 1996, 2005)	6Z	Desktop Evaluation	DPR Update Form
2018-69	23	32	Merced Irrigation District (MID) - Bear Creek	P-24-002046	Merced Extension Alignment	6Z	6Z (2006)	6Z	Desktop Evaluation	DPR Update Form
2021-01	24	10	1337 N Golden State Blvd	042-007-004-000	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-02	25	10	1253 N Golden State Blvd	042-007-010-000	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-03	26	10	510 Almond Avenue	042-006-007	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-04	27	10	1000 N Front St	042-006-008	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-05	28	10	851-875 N Front St	042-008-001	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms

MAP ID#	Count	Attachment A, Figure	Property Name	APN or OTHER ID NO.	Feature Near	2021 CHRS Code	Previous CHRS Code	2018 CHRS Code	Documentation Status in 2018	Documentation Status 2021
2021-06	29	10	351 W Canal Dr	042-008-020	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-07	30	10	323-327 W Canal Dr	042-008-019	Turlock Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-08	31	14	Bridge 39-118	24-000688	Merced Extension Alignment	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-09	32	16	Turlock Irrigation District (TID) - Lateral No. 6	24-000095 24-000536	Merced Extension Alignment	6Z	6 (1995)	6Z	Desktop Evaluation	DPR Update Form
2021-10	33	22	321 Second Street	024-114-018-000	Livingston Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-11	34	22	334-344 Main Street	024-114-015-000	Livingston Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-12	35	22	1312 Court Street	024-072-005-000	Livingston Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-13	36	22	1647 Front Street	024-151-005-000	Livingston Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-15	37	28	1101 Atwater Boulevard	002-216-005-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-16	38	28	1150 Broadway Ave	002-216-009-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-17	39	28	1060 Broadway Avenue	002-219-002-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-18	40	28	1040 Broadway Avenue	002-219-012-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-19	41	28	972 Broadway Avenue	003-074-029-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-20	42	28	955-971 Atwater Blvd / Castle Motel	003-074-020-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-21	43	28	Ragu Tomato Processing Plant	059-450-046, 059-051-002, 059-051-029, 059-051-010	Merced Layover & Maintenance Facility	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-22	44	31	925 Atwater Boulevard	003-074-019-000	Atwater Station Alternative	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-24	45	33	2777 North Highway 59	059-450-069-000 59450056	Merced Layover & Maintenance Facility	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-25	46	33	1743 Ashby Road	59051040	Merced Layover & Maintenance Facility	6Z	N/A	N/A	N/A	DPR A&B Forms

MAP ID#	Count	Attachment A, Figure	Property Name	APN or OTHER ID NO.	Feature Near	2021 CHRS Code	Previous CHRS Code	2018 CHRS Code	Documentation Status in 2018	Documentation Status 2021
2021-26	47	**33**	1725-1731 West 16th Street	59051030	Merced Layover & Maintenance Facility	**6Z**	N/A	N/A	N/A	DPR A&B Forms
2021-27	48	34	Highway 59	24-002106	Merced Layover & Maintenance Facility	6Z	6Z	6Z	N/A	DPR Update Form
2021-28	49	34	933 West 15th Street	31173015000	Merced Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-29	50	**34**	948 West 15th Street	31211019	Merced Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-30	51	34	912 W 15th Street	31211007	Merced Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-31	52	34	904 W 15th Street	31211008	Merced Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-32	53	34	863 West 15th Street	31173012	Merced Station	6Z	N/A	N/A	N/A	DPR A&B Forms
2021-33	54	34	855 West 15th Street	31173011 31173009	Merced Station	6Z	N/A	N/A	N/A	DPR A&B Forms

APN = Assessor's Parcel Number.
CHRS =California Historical Resources Status.
DPR = California Department of Parks and Recreation.
N/A = Not applicable.

Table D-2. Properties Not Evaluated Because Existing Documentation was Sufficient Documentation

MAP ID#	Count	Attachment A, Figure	Resource Name	APN, P Number, or Bridge Number	Feature Near	2021 CHRS Code	Previous CHRS Code	2018 CHRS Code	Documentation Status in 2018
2021-23	1	33	39 0018L	24-000658 39 0018L	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5
2018-44	2	3	MOJAVE NORTH MAINLINE, MILEPOST 169.5	50-000070	Merced Extension Alignment	Demolished	6Z	Demolished	None
2018-45	3	3	TID Upper Lateral No. 2 ½	50-000071	Merced Extension Alignment	N/A	N/A	6Z	DPR Update
2021-14	4	24	6009 Sultana Drive	24-000494	Merced Extension Alignment	Demolished	6Z	Demolished circa 2005	None
2018-39	5	1	Intersection of UPRR and Pine St/Bridge # 38 0074 (Pine Street Overpass)	38 0074	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5
2018-40	6	2	Intersection of UPRR and E Service Rd/Bridge # 38 0094 (Service Rd Overcrossing)	38 0094	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5
2018-48	7	12	Golden State Blvd crossing of UPRR/Bridge # 38C0141	38C0141	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5

MAP ID#	Count	Attachment A, Figure	Resource Name	APN, P Number, or Bridge Number	Feature Near	2021 CHRS Code	Previous CHRS Code	2018 CHRS Code	Documentation Status in 2018
2018-56	8	27	Intersection of SR 99 and UPRR/Bridge # 39 0128 (West Atwater Overpass)	39 0128L 39 0128R	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5
2018-59	9	29	Intersection of SR 99 and UPRR/Bridge # 39 0126 (East Atwater Overpass)	39 0126L 39 0126R	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5
2018-61	10	30	Intersection of UPRR and N Buhach Rd/Bridge # 39 0073 (Buhach Rd Overcrossing)	39 0073	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5
2018-64	11	32	Intersection of UPRR and Franklin Rd/Bridge # 39 0084 (Franklin Rd Overcrossing)	39 0084	Merced Extension Alignment	6Z	6Z	N/A	Sufficient Documentation; Caltrans Bridge Inventory Category 5

APN = Assessor's Parcel Number.
CHRS =California Historical Resource Status.
DPR = California Department of Parks and Recreation.
N/A = Not applicable.
UPRR = Union Pacific Railroad.

Attachment E
Interested Party Correspondence

SAMPLE CORRESPONDENCE

26 February 2021

RE: Cultural Resources for the Altamont Corridor Express (ACE) Ceres-Merced Extension Project

Dear SAMPLE CORRESPONDENCE:

The San Joaquin Regional Rail Commission (SJRRC) is currently undertaking the planning, design, and environmental review process of the Altamont Corridor Express (ACE) Ceres-Merced Extension Project (Project). The Project would expand ACE service to Merced with new potential station options at Turlock, either Livingston or Atwater, and at Merced. As part of this effort, SJRRC is preparing an Environmental Impact Report (EIR) for the Project. To learn more about the Project and for figures depicting the project and program location, please visit https://acerail.com/merced-extension-eir/.

The consultants working on behalf of the SJRRC include archaeologists, historians, and architectural historians who are conducting a survey of known and potential cultural and historical resources in the project and program study area. These cultural and historical resources include prehistoric archaeological sites, historic archaeological sites, historic architectural resources (buildings, structures, objects, and districts), and Traditional Cultural Properties (properties associated with cultural practices or beliefs of a living community that are rooted in that community's history and are important in maintaining the continuing cultural identity of the community, such as buildings, structures, and sites; groups of buildings, structures or sites forming historic districts; landscapes; and individual objects). ICF is the consultant preparing the cultural and historical resources technical studies for the EIR. This letter is being sent to your organization because you may have pertinent information regarding cultural or historical resources within or near the project area. If you have any information regarding cultural or historic resources within or near the project area, please provide it to the contact information included below.

Your valuable input is very much appreciated. Please call me at 916.231.9554 or email at christine.cruiess@icf.com if you have any questions.

Sincerely,

Christine Cruiess
ICF Senior Historic Preservation Specialist

Interested Parties Correspondence Log					
Name of Organization	**Name of Contact**	**Mailing Address**	**Phone and Email**	**Date of Contact and Notes**	**Follow-up Date of Contact and Notes**
Atwater Historical Society, Inc.		PO Box 111 Atwater, CA 95301	209.357.6309 blosshome@gmail.com	Emailed 01/05/2021; Mailed 1/07/2021	
California State Railroad Museum Library		111 I Street Sacramento, CA 95814-2204	916.323.8073 library.csrm@parks.ca.gov	Emailed 01/05/2021; Mailed 1/07/2021	
Ceres Historical Society	Tim Sanders, President	2928 Fifth Street, Ceres, CA 65307	209.538.0239 info@cereshistoricalsociety.org	Emailed 01/05/2021; Mailed 1/07/2021	
Japanese American Citizens League	Patty Wada	Northern California/Western Nevada Pacific Regional Office 1765 Sutter Street San Francisco, CA 94115	415.921.5225 pwada@jacl.org	Emailed 01/05/2021; Mailed 1/07/2021	
Livingston Historical Museum	Babs Ratzlaff	1306 C St Livingston, CA 95334	209.394.2376	Mailed 1/07/2021	Letter returned as undeliverable. Additional research completed to find new address, but none found. ICF called the phone number listed, there was no answer and no ability to leave a voicemail.
McHenry Museum		1402 I Street, Modesto, CA 95354	museum@mchenrymuseum.org 209.577.5366	Emailed 01/05/2021; Mailed 1/07/2021	
Merced County Courthouse Museum and Merced County Historical Society		W 21st & N Street, Merced, CA 95340	209.723.2401 info@mercedmuseum.org	Emailed 01/05/2021; Mailed 1/07/2021	Sarah Lim emailed for additional locational information on 01/13/2021. ICF responded on 01/15/2021 with the requested information.
Turlock Historical Society		Turlock Historical Society PO Box 18 Turock, CA 95381	209.668.7386	Mailed 1/07/2021	

Attachment F-1
State of California Department of Parks and Recreation (DPR) 523 Form Sets Prepared for this Report

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** January 19, 2021 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Turlock Irrigation District (TID), Lateral No. 5

Map ID #: 2018-43
☐ Continuation ☒ Update

NRHP Status Code: 3CD

P1. Other Identifier: 2018-43

*** P2e. Other Locational Data:** Near West Harding Road's intersection with Griffith Road at South Golden State Boulevard southeast of Turlock.

*** P3a. Description:**

This form addresses a 100-foot segment of the Turlock Irrigation District's Lateral No. 5. Lateral No. 5 runs from the Turlock Main Canal at the eastern border to just west of the Ceres Main Canal to the west. Approaching the study area from the east the concrete-lined lateral enters flow-control infrastructure before passing into the study area below grade. The lateral passes below Paulson Road, the Fresno Subdivision rail line, and the north and southbound lanes of Golden State Boulevard (crossing under Bridge #39-118, P# 24-000688) before existing through box culverts just west of southbound Golden State Boulevard and flowing away from the study area. The lateral proceeds due west towards SR 99. The lateral spans 20 feet at its crest on either side of the study area, widening to a maximum of 38 feet before entering the study area from the east. Its base width cannot be determined. The lateral has a good condition.

*** P3b. Resource Attributes:** HP20- Canal/Aqueduct

P5a. Photograph: Lateral No. 5 from southbound Golden State Boulevard, looking west, 2016. (Google LLC 2021)

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** January 19, 2021 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced.* March.(ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** January 19, 2021 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Turlock Irrigation District (TID), Lateral No. 5

Map ID #: 2018-43
☐ Continuation ☒ Update
NRHP Status Code: 3CD

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The lateral retains its alignment from 1918 to the present, according to USGS topographic maps and modern aerial photographs. Based on the TID's records, the lateral segment was first lined with concrete between 1927-1928. The downstream side of the segment was lined in gunite in 1991 and the upstream side in 1967. The railroad culvert dates to 1953 and replaced a 1944 wood trestle bridge (Troglin 2020).

The Golden State Boulevard was widened from a narrow two-lane road to a divided northbound and southbound roadway between 1946 and 1958 southwest of the immediate study area and does not change the alignment immediately surrounding the Fresno Subdivision rail line. The rerouting of SR 99, west of the study area, dates to between 1958 to 1998 and alters the immediate environment surrounding that part of the lateral, dividing modern East and West Harding Road with the lateral passing beneath the roadway, which then intersects Golden State Boulevard south of the study area. The lateral receives ongoing, utilitarian maintenance and upgrades at the TID's discretion. The surrounding area remains rural and sparsely populated from 1946-2016 (Nationwide Environmental Title Research LLC 1946, 2005, 2016).

***B8. Related Features**: Box culverts; flow-regulating infrastructure

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Turlock, Merced County
Period of Significance	1887-1925	**Property Type**	Canal
Applicable Criteria	A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context
The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

> *Agriculture and Irrigation*
> Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the TID and Merced Irrigation District (MID) in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.
>
> In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato

families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

The TID and its segments were recorded between 1993 and 2019. A summary of the previous findings is stated below.

In 1993, the TID's Ceres Main Canal (CMC), at its intersection with State Route 99, was recorded by JRP Historical Consulting (JRP) (P-50-000073) as part of the Mojave Natural Gas Pipeline, Northern Extension Project. Although the CMC was found significant under Criterion A for its association with Stanislaus County's agricultural growth and as an early canal constructed under the Wright Act of 1887, JRP found that the original earthen canal, which was later lined with concrete, did not retain enough integrity. Furthermore, modern bridge and culvert development surrounding the CMC degraded its integrity and JRP found the CMC ineligible for listing in the NRHP (JRP 1993).

In 1999, Judith Marvin of Foothill Resources evaluated the resource identified as "the TID Main Canal" for the *Historic Resources Survey Report (positive) for the Keyes Road Bridge at Turlock Irrigation District Ceres Main Canal Project.* Similar to JRP, Marvin found it eligible for listing in the NRHP under Criterion A , however she also found the TID Main Canal eligible under NRHP Criterion C for its ability to represent the transition from large ranches to small farms and did not find loss of integrity (Marvin 1999). Ten years later, Marvin reversed her NRHP findings in an update form for the CMC segment between Mitchell and Boothe roads, finding it ineligible for listing in the NRHP based on canal resurfacing in 1927, 1958, and 1958 (Marvin 2009).

In 2009, a segment of TID Lateral No. 2, located between Crow's Landing and Ustick roads, was evaluated by Natalie Lawson and Jessica Feldman of CH2M Hill, as part of the TID Almond Power Plant No. 2. AFC Application. Lawson and Feldman found the segment had associated with regional agricultural development through 1900 and 1920, however, they found it ineligible for NRHP listing due to a loss of integrity (Lawson and Feldman 2009).

In 2009, Pamela Daly of Cultural Resource Associates recorded the following as part of the Hughson Grayson 115v Transmission Line and Substation Project: a segment of the CMC south of Gondering Road; Upper Later No. 2 segments between Burlington Northern Santa Fe Railroad and Griffen Road and between East Service and Redwood roads; a segment of Upper Lateral No. 2 ½ on both sides of U.S. 99; and Lower Lateral No. 2, between Grayson and West Service roads. Daly found the TID resources to be significant as part of a California irrigation district, however, the resources were found ineligible for listing in the NRHP/CRHR due to loss of integrity (Daly 2009).

Judith Marvin of Foothill Resources recorded a segment of the CMC between Whitmore Avenue and Roeding Road in 2015 for the *Historical Resource Evaluation Report for the Mitchell/TID Canal Bike Path Project*. Although Marvin found the segment significant under NRHP Criterion A for its TID associations, the canal was found ineligible for listing in the NRHP due to loss of integrity (Marvin 2015).

In 2016, Judith Marvin of Foothill Resources and Melinda Pacheco Patrick of Patrick GIS Group evaluated the CMC's Segment C, located between Roeding and Service roads, which included the canal segment, "broken concrete foundation," an intake valve, a "metal pipe stand," and historic-era shattered ceramic and glass (Patrick and Marvin2016). The canal and additional features were found ineligible for listing in the NRHP due to loss of integrity, and the ceramic and glass pieces were found ineligible under Criterion D due to lack of information potential (Patrick and Marvin2016).

In 2019, Rincon Consultants, Inc. (Rincon) evaluated a segment of the Ceres Main Canal (P 50-000073) and found it to have significance under NRHP/CRHR Criteria A/1 as an early, publicly-owned canal system built under the Wright Act of 1887, and for its associations with Stanislaus County's agricultural development. However, Rincon concluded that loss of integrity has caused the CMC segment to be ineligible for listing under the NRHP/CRHR.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** January 19, 2021 ☐ Continuation ☒ Update

Evaluation for CRHR and NRHP Eligibility

The TID system was found significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 and for its associations with regional agricultural development at the local level of significance. Many of the previous TID evaluations determined that diminished integrity, mainly in materials, workmanship, and design, resulted in the segments not being eligible for listing under any Criteria. However, due to the complexity of the resource records for the TID and its component systems, this record serves to update the eligibility of a potential contributor.

Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance. This evaluation employs this updated approach to the analysis of integrity. The evaluation of TID Lateral No. 5 follows.

The subject segment of Lateral No. 5 is part of the TID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Stanislaus County's water development, agricultural development, and water conveyance development. The segment of Lateral No. 5 is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The segment of Lateral No. 5 does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The segment of Lateral No. 5 is significant as a contributor to the TID System under NRHP Criterion A and CRHR Criterion 1.

The TID System is not significant under NRHP Criterion B or CRHR Criteria 2. Under NRHP Criterion B or CRHR Criterion 2, the segment of Lateral No. 5 does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the lateral, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals associated with the TID are associated with the lateral. Therefore, the segment of Lateral No. 5 is not significant under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger resource, such as the entire TID system.

The TID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall TID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the TID System, the segment of Lateral No. 5 is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the segment Lateral No. 5does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

Under NRHP Criterion D or CRHR Criterion 4, Lateral No. 5 is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire TID system).

The TID and has been continuously used as an irrigation system that is critical to the agricultural production of the region. As such, the TID has been regularly upgraded and maintained. Lateral No. 5 was first lined with concrete during the period of significance, so the maintenance of those materials does not diminish its integrity. The segment of the Lateral No. 5 retains its location, and the setting remains largely unchanged from the period of significance.

Overall, the segment retains integrity of design, workmanship, location, feeling, setting, and association. The segment of Lateral No. 5 retains sufficient integrity to convey its significance under Criterion A/1.

The character-defining features of the Lateral No. 5 segment are: the lateral's consistent alignment relative to its earliest construction, its setting within a rural, agricultural environment, and the lateral's function as a working water conveyance system within the wider TID System.

The segment of Lateral No. 5 is eligible for the NRHP or CRHR under Criteria A/1 as a contributor to the TID System. The segment of Lateral No. 5 has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

After review of the previous recordation and current field check and research, the present evaluation concludes that the segment of Lateral No. 5 does meet the criteria for listing in the NRHP or the CRHR and is a historical resource for purposes CEQA. No local register criteria were identified. The lateral segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report*. Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission.

Daly, Pamela. 2009. California Department of Parks and Recreation form 523: Turlock Irrigation District Water Conveyance System (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Gloria Scott. 1995. *California Department of Parks and Recreation (DPR) 523 Form (P-24000536)* in *HASR for 10-Mer-99, R32.3/R33.8, R.34.8/R36.4, Delhi Stage II Project*. Sacramento, CA. Prepared by Caltrans Environmental Program, Sacramento, CA.

JRP Historical Consulting, Inc. (JRP). 1993. Canal Feature Inventory Form: Ceres Main Canal, Turlock Irrigation District, Stanislaus County (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Lawson, Natalie, and Jessica Feldman. 2009. California Department of Parks and Recreation form 523: TID Lateral No. 2 (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Marvin, Judith. 1999. California Department of Parks and Recreation form 523: TID System (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

———. 2009. California Department of Parks and Recreation form 523: TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

———. 2015. California Department of Parks and Recreation form 523: Whitmore Avenue to Roeding Road Segment, TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

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UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** January 19, 2021 ☐ Continuation ☒ Update

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Rincon Consultants, Inc. 2019. *Cultural Resources Technical Memorandum for the Keys Road Over Turlock Irrigation District Ceres Main Canal Bridge Replacement Project*, prepared for Stanislaus County Public Works.

Ryder, Alex. 2021. California Department of Parks and Recreation (DPR) form 523: Bridge #39-118 (P-24-000688). Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

Troglin, Todd. 2020. Email from Todd Troglin, Supervising Engineering Technician, Turlock Irrigation District, to Christine Cruiess, Senior Architectural Historian, ICF. September 11.

Turlock Irrigation District. 2018. *TID History*. Available: https://www.tid.org/about-tid/tid-history/. Accessed: July 1, 2020.

Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

***Recorded by**: Andrea Dumovich *****Date 1/19/2021

Resource Name or #:(Assigned by recorder) Turlock Irrigation District – Ceres Main Canal Segment

Map ID #: 2018-43

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: 2018-43

*** P2e. Other Locational Data:** Intersects an onramp for State Route (SR) 9, Union Pacific Railroad, and Lucas Road/Prairie Flower Road, just southeast of the intersection of Michell and Lucas Roads

*** P3a. Description:**
This update form was completed for an approximate 0.04-mile-long segment of the Turlock Irrigation District (TID) – Ceres Main Canal (CMC), which is within and immediately adjacent to the ACE Extension California Environmental Quality Act (CEQA) Study Area in an area composed of agricultural, industrial, and residential use. The segment spans northeast to southwest and is an open canal that is lined with concrete. The subject segment of the CMC passes under three overpasses: 1) an onramp for Highway 99, which intersects and crosses over the northeast end of the segment; 2) two tracks of the Union Pacific Railroad, which intersects and crosses over the middle section of the segment, and 3) Lucas Road/Prairie Flower Road, which intersects and crosses over the southwest end of the segment by way of a concrete overpass. Each of the three overpasses is approximately 30 feet wide. The lateral has widths ranging from approximately 20 feet wide at the northeast end and 31 feet wide at the southwest end.

*** P3b. Resource Attributes:** HP20. Canal/Aqueduct
P5a. Photograph: Segment of CMC, facing northeast. Source: ICF.

*** P8. Recorded by:** (Name, affiliation, address) Andrea Dumovich, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B6. Construction History:** (Construction date, alteration, and date of alterations)
According to the 2009 Department of Parks and Recreation (DPR) 523A and 523B forms that evaluated the CMC, (P 50-000073), which is part of the TID, the overall TID has a build date as follows: 1898-1900 (original construction of dirt-lined canals and laterals); 1917-1920 (canals and laterals lined with concrete or granite); 1917-1920 (water diversion features added such as regulator gates) (Daly 2009). In an email from the TID, based on the in-house

records there, this segment of the CMC was first lined with concrete in 1938, with gunite added on the downstream and upstream side in 1973. In addition, the railroad culvert in this location was modified in 1962 (Troglin 2020).

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Ceres, San Joaquin Valley
Period of Significance	1887-1925	**Property Type**	Irrigation Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the TID and Merced Irrigation District (MID) in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the “Tulloch system,” spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts’ formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region’s agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source.

Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

The TID and its segments were recorded between 1993 and 2019. A summary of the previous findings is stated below.

In 1993, the TID's CMC, at its intersection with State Route 99, was recorded by JRP Historical Consulting (JRP) (P-50-000073) as part of the Mojave Natural Gas Pipeline, Northern Extension Project. Although the CMC was found significant under Criterion A for its association with Stanislaus County's agricultural growth and as an early canal constructed under the Wright Act of 1887, JRP found that the original earthen canal, which was later lined with concrete, did not retain enough integrity. Furthermore, modern bridge and culvert development surrounding the CMC degraded its integrity and JRP found the CMC ineligible for listing in the NRHP (JRP 1993).

In 1999, Judith Marvin of Foothill Resources evaluated the resource identified as "the TID Main Canal" for the *Historic Resources Survey Report (positive) for the Keyes Road Bridge at Turlock Irrigation District Ceres Main Canal Project.* Similar to JRP, Marvin found it eligible for listing in the NRHP under Criterion A, however she also found the TID Main Canal eligible under NRHP Criterion C for its ability to represent the transition from large ranches to small farms and did not find loss of integrity (Marvin 1999). Ten years later, Marvin reversed her NRHP findings in an update form for the CMC segment between Mitchell and Boothe roads, finding it ineligible for listing in the NRHP based on canal resurfacing in 1927, 1958, and 1958 (Marvin 2009).

In 2009, a segment of TID Lateral No. 2, located between Crow's Landing and Ustick roads, was evaluated by Natalie Lawson and Jessica Feldman of CH2M Hill, as part of the TID Almond Power Plant No. 2. AFC Application. Lawson

and Feldman found the segment had associated with regional agricultural development through 1900 and 1920, however, they found it ineligible for NRHP listing due to a loss of integrity (Lawson and Feldman 2009).

In 2009, Pamela Daly of Cultural Resource Associates recorded the following as part of the Hughson Grayson 115v Transmission Line and Substation Project: a segment of the CMC south of Gondering Road; Upper Later No. 2 segments between Burlington Northern Santa Fe Railroad and Griffen Road and between East Service and Redwood roads; a segment of Upper Lateral No. 2 ½ on both sides of U.S. 99; and Lower Lateral No. 2, between Grayson and West Service roads. Daly found the TID resources to be significant as part of a California irrigation district, however, the resources were found ineligible for listing in the NRHP/CRHR due to loss of integrity (Daly 2009).

Judith Marvin of Foothill Resources recorded a segment of the CMC between Whitmore Avenue and Roeding Road in 2015 for the *Historical Resource Evaluation Report for the Mitchell/TID Canal Bike Path Project*. Although Marvin found the segment significant under NRHP Criterion A for its TID associations, the canal was found ineligible for listing in the NRHP due to loss of integrity (Marvin 2015). (Continued on page 3.)

In 2016, Judith Marvin of Foothill Resources and Melinda Pacheco Patrick of Patrick GIS Group evaluated the CMC's Segment C, located between Roeding and Service roads, which included the canal segment, "broken concrete foundation," an intake valve, a "metal pipe stand," and historic-era shattered ceramic and glass (Pacheco and Marvin 2016). The canal and additional features were found ineligible for listing in the NRHP due to loss of integrity, and the ceramic and glass pieces were found ineligible under Criterion D due to lack of information potential (Pacheco and Marvin 2016).

In 2019, Rincon Consultants, Inc. (Rincon) evaluated a segment of the Ceres Main Canal (P 50-000073) and found it to have significance under NRHP/CRHR Criteria A/1 as an early, publicly-owned canal system built under the Wright Act of 1887, and for its associations with Stanislaus County's agricultural development. However, Rincon concluded that loss of integrity has caused the CMC segment to be ineligible for listing under the NRHP/CRHR.

Evaluation of NRHP and CRHR Eligibility

The TID system was found significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 and for its associations with regional agricultural development at the national and state levels of significance. Many of the previous TID evaluations determined that diminished integrity, mainly in materials, workmanship, and design, resulted in the segments not being eligible for listing under any Criteria. However, due to the complexity of the resource records for the TID and its component systems, this record serves to update the eligibility of a potential contributor.

Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance. This evaluation employs this updated approach to the analysis of integrity.

The CMC is part of the TID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Stanislaus County's water development, agricultural development, and water conveyance development. The CMC is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The CMC does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1. The CMC is significant as a contributor to the TID System under NRHP Criterion A and CRHR Criterion 1.

The TID System is not significant under NRHP Criterion B or CRHR Criteria 2. Under NRHP Criterion B or CRHR Criterion 2, the CMC does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the lateral, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals

associated with the TID are associated with the lateral. Therefore, the CMC is not eligible under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger resource, such as the entire TID system.

The TID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall TID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the TID System, the CMC is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the CMC does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The TID System is not a source, or likely source, of important information not already captured in the historic record. Under NRHP Criterion D or CRHR Criterion 4, The CMC is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire TID system).

The canal is part of the original TID system and the concrete lining for the segment began in 1938, closing the period of significance. The segment of the CMC was relined in gunite in 1974. The materials used for lining this segment of the canal post-date the period of significance, so the segment lacks integrity of materials and design tied to the canal's original earthen construction and its early lining in concrete. The railroad culvert was modified in 1962, outside the period of significance, and a Highway 99 interchange was added in the vicinity of the segment which has altered the setting, feeling, and association of the segment as a rural water conveyance feature (Nationwide Environmental Title Research, LLC 1953 and 1976). The alignment of the segment remains unchanged, so it retains integrity of location. Overall, the segment of the CMC retains integrity of location. The segment of the CMC does not retain integrity of original materials, workmanship, design, setting, feeling, and association. Overall, the segment of the CMC does not retain sufficient integrity to convey its significance.

After review of the previous recordation and current field check and research, the present evaluation concludes that the segment of the CMC does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. No local register criteria were identified. The segment of the CMC has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Daly, Pamela. 2009. California Department of Parks and Recreation form 523: Turlock Irrigation District Water Conveyance System (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

JRP Historical Consulting, Inc. (JRP). 1993. Canal Feature Inventory Form: Ceres Main Canal, Turlock Irrigation District, Stanislaus County (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Lawson, Natalie, and Jessica Feldman. 2009. California Department of Parks and Recreation form 523: TID Lateral No. 2 (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Marvin, Judith. 1999. California Department of Parks and Recreation form 523: TID System (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

———. 2009. California Department of Parks and Recreation form 523: TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

———. 2015. California Department of Parks and Recreation form 523: Whitmore Avenue to Roeding Road Segment, TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Nationwide Environmental Title Research, LLC (NETR). 1946, 1953, 1976, 1998, 2005, 2016. Delhi, CA. Available: http://www.historicaerials.com. Accessed: January 1, 2021.

Pacheco Patrick, Melinda, and Judith Marvin. 2015. California Department of Parks and Recreation form 523: TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Rincon Consultants, Inc. 2019. *Cultural Resources Technical Memorandum for the Keys Road Over Turlock Irrigation District Ceres Main Canal Bridge Replacement Project*, prepared for Stanislaus County Public Works.

Troglin, Todd. 2020. *Email from Todd Troglin, Supervising Engineering Technician, Turlock Irrigation District, to Christine Cruiess, Senior Architectural Historian, ICF*. September 11.

Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 1/19/2021 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Upper Lateral No. 2, Turlock Irrigation District

Map ID #: 2018-43
☐ Continuation ☒ Update
Status Code: 6Z

P1. Other Identifier: 2018-43

*** P2e. Other Locational Data:** Near Highway 99 and the UPRR at Rohde Road, Lucas Road/Prairie Flower Road's intersection with Mitchell Road.

*** P3a. Description:**
This update form addresses a 100-foot segment of the Turlock Irrigation District Upper Lateral No. 2, a concrete-lined, east-west aligned, V-shaped canal measuring between 20 and 33 feet wide within the study area and its vicinity. The segment sits northeast of the intersection of Lucas Road/Prairie Flower Road and Mitchell Road west of Highway 99 in southeast Ceres, CA. This segment runs from the TID Drainage Well from the Lower Lateral No. 2 below Prairie Flower Road west of the study area, then below the north-south aligned railroad tracks within the study area before it passes under ramps and traffic lanes of Highway 99 and Rohde Road east of the study area. The canal heads northeast away from the study area. Below the railroad tracks, the canal has dual-channel box culverts in concrete and narrows to 22 feet before widening as it approaches Highway 99. The Upper Lateral No. 2 is in good condition. (Google LLC 2021; Daly 2009)

*** P3b. Resource Attributes:** HP20-Canal/Aqueduct

P5a. Photograph: Upper Lateral No. 2 from Highway 99/Mitchell Road. Facing northeast towards Prairie Flower Road. 2019. (Google LLC 2021).

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** January 19, 2021 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The TID Upper Lateral No. 2 is a distribution canal emerging from the Ceres Main Canal of the Turlock Irrigation

District (TID). The canal was originally earthen when built in 1890 and, like many canals and laterals of the TID system during the early 20th century, was first lined with concrete between 1917-1920. Historic aerial photographs from 1967 show the canal maintains its alignment into the present, although the adjacent Highway 99 was altered with a new alignment and interchange between 1965 and 1971, adding several lanes of traffic and on/off ramps in the setting. The TID performs ongoing maintenance and utilitarian upgrades on its system network into the present. The setting maintains its rural character and minimal residential and commercial development from 1967 through the present. The canal has a good condition. (Daly 2009; Nationwide Environmental Title Research LLC 1965, 1967, 1971, 1998, 2005, 2016; Google LLC 2021)

***B8. Related Features**: concrete box culverts

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Stanislaus County
Period of Significance	1887-1925	**Property Type**	Canal
Applicable Criteria	A/1		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the TID and Merced Irrigation District (MID) in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

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The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

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projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

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Summary of Prior Recordation

The TID and its segments were recorded between 1993 and 2019. A summary of the previous findings is stated below.

In 1993, the TID's Ceres Main Canal (CMC), at its intersection with State Route 99, was recorded by JRP Historical Consulting (JRP) (P-50-000073) as part of the Mojave Natural Gas Pipeline, Northern Extension Project. Although the CMC was found significant under Criterion A for its association with Stanislaus County's agricultural growth and as an early canal constructed under the Wright Act of 1887, JRP found that the original earthen canal, which was later lined with concrete, did not retain enough integrity. Furthermore, modern bridge and culvert development surrounding the CMC degraded its integrity and JRP found the CMC ineligible for listing in the NRHP (JRP 1993).

In 1995 Gloria Scott of the Caltrans Environmental Program documented the KT-3 segment of the TID Lateral No. 6 (P-24-000095) along Highway 99 near Swanson & Flower Street in Delhi. Scott documented that as of this year the NRHP Status Code was 6, which as of 1993 meant the resource was "determined ineligible for National Register listing." Scott determined that the resource segment was associated with the development of irrigation systems and the expansion of agriculture in the northern part of Merced County however its altered state diminished its integrity of materials, design, workmanship, feeling, and association and that the segment alone lacked significance of construction and association with prominent persons such that it was not eligible for listing on the National Register of California Register. At this time JRP had an evaluation of ineligibility for KT-3 under review by SHPO for the Mojave Pipeline Company's Northward Expansion Project. JRP Associates conducted an evaluation of the KT-3 resource dated to 1993 and concluded that the KT-3 segment had association with TID Lateral No. 6 as a reflection of Wright Act irrigation district construction and for its association with agricultural development with a period of significance dated to 1898-1904 as a dirt-lined lateral. This lateral, however, lost integrity of construction, materials, workmanship, materials, and feeling due to concrete lining dated to the 1980s and ongoing utilitarian maintenance by the TID. As such, KT-3 was determined to have no eligibility for listing in the NRHP or the CRHR. (Scott 1995, JRP 1993).

In 1999, Judith Marvin of Foothill Resources evaluated the resource identified as "the TID Main Canal" for the *Historic Resources Survey Report (positive) for the Keyes Road Bridge at Turlock Irrigation District Ceres Main Canal Project.* Similar to JRP, Marvin found it eligible for listing in the NRHP under Criterion A , however she also found the TID Main Canal eligible under NRHP Criterion C for its ability to represent the transition from large ranches to small farms and did not find loss of integrity (Marvin 1999). Ten years later, Marvin reversed her NRHP findings in an update form for the CMC segment between Mitchell and Boothe roads, finding it ineligible for listing in the NRHP based on canal resurfacing in 1927, 1958, and 1958 (Marvin 2009).

In 2009, a segment of TID Lateral No. 2, located between Crow's Landing and Ustick roads, was evaluated by Natalie Lawson and Jessica Feldman of CH2M Hill, as part of the TID Almond Power Plant No. 2. AFC Application. Lawson and Feldman found the segment had associated with regional agricultural development through 1900 and 1920, however, they found it ineligible for NRHP listing due to a loss of integrity (Lawson and Feldman 2009).

In 2009, Pamela Daly of Cultural Resource Associates recorded the following as part of the Hughson Grayson 115v Transmission Line and Substation Project: a segment of the CMC south of Gondering Road; Upper Lateral No. 2 segments between Burlington Northern Santa Fe Railroad and Griffen Road and between East Service and Redwood roads; a segment of Upper Lateral No. 2 ½ on both sides of U.S. 99; and Lower Lateral No. 2, between Grayson and West Service roads. Daly found the TID resources to be significant as part of a California irrigation district, however, the resources were found ineligible for listing in the NRHP/CRHR due to loss of integrity (Daly 2009).

Judith Marvin of Foothill Resources recorded a segment of the CMC between Whitmore Avenue and Roeding Road in 2015 for the *Historical Resource Evaluation Report for the Mitchell/TID Canal Bike Path Project*. Although Marvin found the segment significant under NRHP Criterion A for its TID associations, the canal was found ineligible for listing in the NRHP due to loss of integrity (Marvin 2015).

In 2016, Judith Marvin of Foothill Resources and Melinda Pacheco Patrick of Patrick GIS Group evaluated the CMC's Segment C, located between Roeding and Service roads, which included the canal segment, "broken concrete foundation," an intake valve, a "metal pipe stand," and historic-era shattered ceramic and glass (Patrick and Marvin2016). The canal and additional features were found ineligible for listing in the NRHP due to loss of integrity,

and the ceramic and glass pieces were found ineligible under Criterion D due to lack of information potential (Patrick and Marvin 2016).

In 2019, Rincon Consultants, Inc. (Rincon) evaluated a segment of the Ceres Main Canal (P 50-000073) and found it to have significance under NRHP/CRHR Criteria A/1 as an early, publicly-owned canal system built under the Wright Act of 1887, and for its associations with Stanislaus County's agricultural development. However, Rincon concluded that loss of integrity has caused the CMC segment to be ineligible for listing under the NRHP/CRHR.

Evaluation of NRHP and CRHR Eligibility

The TID system was found significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 and for its associations with regional agricultural development at the national and state levels of significance. Many of the previous TID evaluations determined that diminished integrity, mainly in materials, workmanship, and design, resulted in the segments not being eligible for listing under any Criteria. However, due to the complexity of the resource records for the TID and its component systems, this record serves to update the eligibility of a potential contributor.

Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance. This evaluation employs this updated approach to the analysis of integrity. The evaluation of TID Upper Lateral No. 2 follows.

Under NRHP Criterion A or CRHR Criterion 1, Upper Lateral No. 2 is associated with the wider TID system, which was the first irrigation district organized under the 1887 Wright Act and was instrumental to the agricultural development of northern Merced County and the larger service area. Upper Lateral No. 2 is a functioning component of the TID dating to 1890. Upper Lateral No. 2 acts as a distribution canal bringing water to the area from the Ceres Main Canal. The segment of Upper Lateral 2 is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The segment of Upper Lateral No. 2 does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The segment of Upper Lateral No. 2 is significant as a contributor to the TID System under NRHP Criterion A and CRHR Criterion 1.

The TID System is not significant under NRHP Criterion B or CRHR Criteria 2. Under NRHP Criterion B or CRHR Criterion 2, the segment of Upper Lateral No. 2 does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the lateral, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals associated with the TID are associated with the lateral. Therefore, the segment of Upper Lateral No. 2 is not significant under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger resource, such as the entire TID system.

The TID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall TID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the TID System, the segment of Upper Lateral No. 2 is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the segment Upper Lateral 3does not appear to be individually

significant under NRHP Criterion C or CRHR Criterion 3.

Under NRHP Criterion D or CRHR Criterion 4, Upper Lateral No. 2 is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire TID system).

Upper Lateral No. 2 dates to 1890, its concrete lining dates to 1917, and it receives ongoing maintenance and upgrades as part of the TID system, which has diminished its integrity of materials. The segment of the Upper Lateral No. 2 retains its location. The setting has been compromised with the realignment of Highway 99, adding several additional lanes of traffic, and requiring Upper Lateral No. 2 to convey water by an underground pipeline just east of the study area. These changes collectively have diminished the segment's integrity of design, workmanship, and feeling. Overall, this segment of Upper Lateral No. 2 does not retain integrity of materials, design, workmanship, setting, and feeling. The segment of Upper Lateral No. 2 retains only integrity of location and association, which are not sufficient to convey their significance under Criterion A/1.

The segment of Upper Lateral No. 2 is not eligible for the NRHP or CRHR under any criteria as an individual resource or as a contributor to the TID System. The segment of Upper Lateral 3 has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

After review of the previous recordation and current field check and research, the present evaluation concludes that the segment of Upper Lateral No. 2 does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. No local register criteria were identified. The lateral segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

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Daly, Pamela. 2009. California Department of Parks and Recreation form 523: Turlock Irrigation District Water Conveyance System (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

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Rincon Consultants, Inc. 2019. *Cultural Resources Technical Memorandum for the Keys Road Over Turlock Irrigation District Ceres Main Canal Bridge Replacement Project*, prepared for Stanislaus County Public Works.

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Turlock Irrigation District. 2018. *TID History*. Available: https://www.tid.org/about-tid/tid-history/. Accessed: January 29, 2021.

Primary # P-50-000073
HRI#
Trinomial

*Resource Name or #: Upper Lateral No. 2, Turlock Irrigation District

Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

Resource Name or #:(Assigned by recorder) **Upper Lateral 3, Turlock Irrigation District Water Conveyance System**

Map ID #: 2018-46

☐ Continuation ☒ Update

NRHP Status Code: 6Z

P1. Other Identifier: Turlock Irrigation District – Upper Lateral 3; P 50-000072

*** P2e. Other Locational Data:** Just east of the intersection of West Taylor Road and Baxter Road

*** P3a. Description:**
This update form was completed for an approximate 0.04-mile-long segment of the Turlock Irrigation District (TID)–Upper Lateral 3, which is within and immediately adjacent to the ACE Extension California Environmental Quality Act (CEQA) Study Area in an area composed of agricultural, industrial, and residential use. The segment spans east to west and is an open canal that is lined with concrete. The subject segment of Upper Lateral 3 passes under an overpass that contains one track of the Union Pacific Railroad, which is approximately 50 feet wide and intersects and crosses over the middle section of the segment, as well as partially under two overpasses: a southeast extension of Taylor Court (road), which is approximately 40 feet wide and intersects and crosses over the east end of the segment; and Baxter Road, which is approximately 20 feet wide and intersects and crosses over the west end of the segment by way of a concrete overpass. The lateral has widths ranging from approximately 13-15 feet.

*** P3b. Resource Attributes:** HP20. Canal/Aqueduct
P5a. Photograph: Segment of Upper Lateral 3, facing southeast. Source: Google Earth, 2021.

*** P8. Recorded by:** (Name, affiliation, address) Andrea Dumovich, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

UPDATE SHEET

Resource Name or #:(Assigned by recorder) **Upper Lateral 3, Turlock Irrigation District Water Conveyance System**

Map ID #: 2018-46

☐ Continuation ☒ Update

NRHP Status Code: 6Z

***B6. Construction History:** (Construction date, alteration, and date of alterations)
According to the 2009 Department of Parks and Recreation (DPR) 523A and 523B forms that evaluated the Ceres Main Canal, (P 50-000073), which is part of the TID, the overall TID has a build date as follows: 1898-1900 (original construction of dirt-lined canals and laterals); 1917-1920 (some canals and laterals lined with concrete or granite); 1917-1920 (water diversion features added such as regulator gates) (Daly 2009). Upper Lateral 3 (P 50-000072) segment of the TID has a construction completion date of 1908 (Paterson 1987: 162). The segment of Upper Lateral 3 was first lined with concrete in 1954, with gunite added to the downstream side in 2007. The railroad culvert in the area was built in 1953. Between 1971 and 1978, Highway 99 was realigned in the vicinity and an interchange added adjacent to the segment of Upper Lateral 3. Further, Lateral 3, just east of the study area is now conveyed by an underground pipeline (Troglin 2020, NETR 1971 and 1978).

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Turlock, San Joaquin Valley
Period of Significance	1887-1925	**Property Type**	Irrigation Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context
The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation
Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the TID and Merced Irrigation District (MID) in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were

grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

The TID and its segments were recorded between 1993 and 2019. A summary of the previous findings is stated below.

In 1993, the TID's Ceres Main Canal (CMC), at its intersection with State Route 99, was recorded by JRP Historical Consulting (JRP) (P-50-000073) as part of the Mojave Natural Gas Pipeline, Northern Extension Project. Although the CMC was found significant under Criterion A for its association with Stanislaus County's agricultural growth and as an early canal constructed under the Wright Act of 1887, JRP found that the original earthen canal, which was later lined with concrete, did not retain enough integrity. Furthermore, modern bridge and culvert development surrounding the CMC degraded its integrity and JRP found the CMC ineligible for listing in the NRHP (JRP 1993).

In 1999, Judith Marvin of Foothill Resources evaluated the resource identified as "the TID Main Canal" for the *Historic Resources Survey Report (positive) for the Keyes Road Bridge at Turlock Irrigation District Ceres Main Canal Project.* Similar to JRP, Marvin found it eligible for listing in the NRHP under Criterion A , however she also found the TID

Main Canal eligible under NRHP Criterion C for its ability to represent the transition from large ranches to small farms and did not find loss of integrity (Marvin 1999). Ten years later, Marvin reversed her NRHP findings in an update form for the CMC segment between Mitchell and Boothe roads, finding it ineligible for listing in the NRHP based on canal resurfacing in 1927, 1958, and 1958 (Marvin 2009).

In 2009, a segment of TID Lateral No. 2, located between Crow's Landing and Ustick roads, was evaluated by Natalie Lawson and Jessica Feldman of CH2M Hill, as part of the TID Almond Power Plant No. 2. AFC Application. Lawson and Feldman found the segment had associated with regional agricultural development through 1900 and 1920, however, they found it ineligible for NRHP listing due to a loss of integrity (Lawson and Feldman 2009).

In 2009, Pamela Daly of Cultural Resource Associates recorded the following as part of the Hughson Grayson 115v Transmission Line and Substation Project: a segment of the CMC south of Gondering Road; Upper Later No. 2 segments between Burlington Northern Santa Fe Railroad and Griffen Road and between East Service and Redwood roads; a segment of Upper Lateral No. 2 ½ on both sides of U.S. 99; and Lower Lateral No. 2, between Grayson and West Service roads. Daly found the TID resources to be significant as part of a California irrigation district, however, the resources were found ineligible for listing in the NRHP/CRHR due to loss of integrity (Daly 2009).

Judith Marvin of Foothill Resources recorded a segment of the CMC between Whitmore Avenue and Roeding Road in 2015 for the *Historical Resource Evaluation Report for the Mitchell/TID Canal Bike Path Project*. Although Marvin found the segment significant under NRHP Criterion A for its TID associations, the canal was found ineligible for listing in the NRHP due to loss of integrity (Marvin 2015). (Continued on page 3.)

In 2016, Judith Marvin of Foothill Resources and Melinda Pacheco Patrick of Patrick GIS Group evaluated the CMC's Segment C, located between Roeding and Service roads, which included the canal segment, "broken concrete foundation," an intake valve, a "metal pipe stand," and historic-era shattered ceramic and glass (Pacheco and Marvin 2016). The canal and additional features were found ineligible for listing in the NRHP due to loss of integrity, and the ceramic and glass pieces were found ineligible under Criterion D due to lack of information potential (Pacheco and Marvin 2016).

In 2019, Rincon Consultants, Inc. (Rincon) evaluated a segment of the Ceres Main Canal (P 50-000073) and found it to have significance under NRHP/CRHR Criteria A/1 as an early, publicly-owned canal system built under the Wright Act of 1887, and for its associations with Stanislaus County's agricultural development. However, Rincon concluded that loss of integrity has caused the CMC segment to be ineligible for listing under the NRHP/CRHR.

Evaluation for CRHR and NRHP Eligibility

The TID system was found significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 and for its associations with regional agricultural development at the national and state levels of significance. Many of the previous TID evaluations determined that diminished integrity, mainly in materials, workmanship, and design, resulted in the segments not being eligible for listing under any Criteria. However, due to the complexity of the resource records for the TID and its component systems, this record serves to update the eligibility of a potential contributor.

Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance. This evaluation employs this updated approach to the analysis of integrity. The evaluation of segment of Upper Lateral 3 follows.

The subject segment of Upper Lateral 3 is part of the TID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Stanislaus County's water development, agricultural development, and water conveyance development. The segment of Upper Lateral 3 is significant at the local level under NRHP Criterion A

and CRHR Criterion 1. The segment of Upper Lateral 3 does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The segment of Upper Lateral 3 is significant as a contributor to the TID System under NRHP Criterion A and CRHR Criterion 1.

The TID System is not significant under NRHP Criterion B or CRHR Criteria 2. Under NRHP Criterion B or CRHR Criterion 2, the segment of Upper Lateral 3 does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the lateral, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals associated with the TID are associated with the lateral. Therefore, the segment of Upper Lateral 3 is not significant under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger resource, such as the entire TID system.

The TID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall TID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the TID System, the segment of Upper Lateral 3 is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the segment Upper Lateral 3 does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

Under NRHP Criterion D or CRHR Criterion 4, Upper Lateral 3 is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire TID system).

The TID and has been continuously used as an irrigation system that is critical to the agricultural production of the region. As such, the TID has been regularly upgraded and maintained. Upper Lateral 3 was first lined with concrete outside the period of significance, which has diminished its integrity of materials. The segment of the Upper Lateral 3 retains its location. The setting has been compromised with the realignment of Highway 99, adding several additional lanes of traffic, and requiring Upper Lateral 3 to convey water by an underground pipeline just east of the study area. These changes collectively have diminished the segment's integrity of design, workmanship, and feeling. Overall, this segment of Upper Lateral 3 does not retain integrity of materials, design, workmanship, setting, and feeling. The segment of Upper Lateral 3 retains only integrity of location and association, which are not sufficient to convey their significance under Criterion A/1.

The segment of Upper Lateral 3 is not eligible for the NRHP or CRHR under any criteria as an individual resource or as a contributor to the TID System. The segment of Upper Lateral 3 has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

After review of the previous recordation and current field check and research, the present evaluation concludes that the segment of Upper Lateral 3 does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. No local register criteria were identified. The lateral segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

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Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

 ***Resource Name or #** (Assigned by recorder) Temporary Detention Camps for Japanese Americans-Turlock Assembly Center (Detention Camp)

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

***NRHP Status Code:** 1CL

P1. Other Identifier: 2018-47; Stanislaus Fairground; CHL No. 934
*** P2e. Other Locational Data:** 900 North Broadway, Turlock, CA
*** P3a. Description:**
The Temporary Detention Camps for Japanese Americans-Turlock Assembly Center (Detention Camp) at 900 North Broadway in Turlock, CA is the Stanislaus County fairground facility. It occupies a 56.6-acre triangular lot. The northern part has a grass-covered parking area and a paved parking lot while the southern part displays the bulk of the Stanislaus County Fairground buildings, including commercial and exhibition buildings. A dirt stadium and bleacher-style seating occupy the middle area of the parcel with a variety of outbuildings to its west. Wide expanses of lawn occupy the center and east of the parcel with a variety of buildings clustered around the south and southwest borders along West Canal Drive and North Soderquist Road.

*** P3b. Resource Attributes:** HP25: Amusement Park; HP36: Ethnic Minority Property (JA)

P5a. Photograph:

Figure 1 Stanislaus Fairgrounds in the study area, looking SE. ICF. June 2020.

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814
*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive
*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations) The Detention Camp dates to April 1942 and closed as a processing facility in August 1942 as Japanese American detainees moved to more permanent concentration camp facilities. The site served as the first, and largest, of Army Rehabilitation Centers. The

UPDATE SHEET

 ***Resource Name or #** (Assigned by recorder) Temporary Detention Camps for Japanese Americans-Turlock Assembly Center (Detention Camp)

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

***NRHP Status Code:** 1CL

Turlock site was repurposed for the Ninth Service Command (West Coast) after September 1942. Army Rehabilitation Centers served as facilities where problematic servicemembers ("general prisoners" found guilty of insubordination or going AWOL, for example) might receive added training in military discipline as a means of corrective behavioral punishment. The Army Rehabilitation Center closed in 1945 and the fair resumed on the property one year later. Prior to the war, organizers of the Melon Carnival bought the core 7-acre property in 1927. Growth of the parcel occurred in 1937 and again in the 1940s, encompassing a total of 37 acres. Aerial images from 1946 show the Fairgrounds bounded along present borders: on the south by West Canal Drive, on the west by North Soderquist Road, and on the east by the railroad. In 1946 six rows of ten barrack buildings occupy the northwest part of the triangular parcel, with similarly shaped buildings occupying the southeast part of the property. By 1958 the barracks and many of the temporary facilities disappear, replaced with open grounds. Much of the groundcover visible along the northern parking area of the parcel in 1958 disappears by 1967, with ongoing maintenance and upgrading to buildings along the southern boundary of the property, reflecting active use as fairgrounds. Landscaping expands along the property's northern border near North Golden State Boulevard, however much of the parcel stays consistent on the southern half of the fairgrounds with the northern area continuing use as a parking lot. Trees border the parking lot area on the northern border of the property after 2002. Between 2010 and 2012 the small part of the parcel across the railroad developed into a small parking lot, which stays consistent through 2020. (Santos 1997:1049-1050; Canelo 2020; NETR 1946, 1958, 1967, 1998, 2002, 2005, 2009, 2010, 2012, 2014, 2016)

***B8. Related Features**: N/A

B9. Architect: Unknown **Builder:** Wartime Civil Control Administration/Unknown

B10. Significance:

Theme	World War II Era Industry and Postwar Era Development	**Area**	Turlock, Stanislaus County
Period of Significance	April 1942-August 1942	**Property Type**	Fairground
Applicable Criteria	NRHP A/CRHR 1		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

PRIOR RECORDATION

Raymond Okamura, representing the Ethnic Minority Cultural Resources Survey-Japanese Americans, submitted an application for Registration of Historical Landmarks to the State Historical Resources Commission concerning twelve temporary Wartime Civil Control Administration (WCCA) Assembly Centers for Japanese American detainees routed to concentration camps during WWII, including locations in Fresno, Inyo, Los Angeles, Merced, Monterey, Sacramento, San Joaquin, San Mateo, Stanislaus, Tulare, and Yuba Counties. On May 2, 1980, under the oversight of Dr. Knox Mellon, then the State Historic Preservation Officer, the application was approved and all twelve sites, including the subject property, were recommended for landmark status with a CRHR Status Code of 1CL, meaning the property shall be "automatically listed in the California Register—Includes State Historical Landmarks 770 and above and Points of Historical Interest nominated after December 1997 and recommended for listing by the SHRC" (AECOM 2018:26-27; Okamura 1980; National Park Service 2012:61). The Detention Camp is listed as California Historical Landmark (CHL) No. 934.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

***NRHP Status Code:** 1CL

The *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* prepared by AECOM in 2018, reported that the property had received a CHR Status Code of 1CL, which affirms the property's status as a California Historical Landmark and its listing on the California Register of Historic Resources (CRHR) as California Historical Landmark No. 934. The property is significant under CRHR Criterion 1 as one of the sites of the first phase of Japanese American internment in California during World War II and the civil rights violations perpetrated by the government against the Japanese American population. At the time of nomination in 1980, the site looked much as it does today, with little extant historic fabric from the detention camp as much of the site had already been demolished. A memorial is present at the north gate of the site. The report states that the site maintains its integrity of location however, as a working county fairground, lacks integrity of design, setting, workmanship, feeling, and association due to the demolition of most if not all the period buildings. The report concluded that the property "should maintain its status as a CHL and CRHR-listed property. No local register criteria were identified. The resource is considered a historical resource for purposes of CEQA." (AECOM 2018:26-27; Okamura 1980)

AECOM did not include a formal re-evaluation of the Detention Camp's eligibility for listing in the NRHP, CRHR, local listing, or as a CEQA historical resource. Following examination of the earlier evaluations, the present DPR update evaluation affirms the Detention Camp's significance listing on the CRHR, and that the Detention Camp is an historical resource for the purposes of CEQA. The Detention Camp has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

EVALUATION

While already identified as a California Historical Landmark, ICF completed additional analysis to develop framework for understanding the significance of the Detention Camp, its character-defining features, boundary, and key aspects of integrity.

The Detention Camp is significant under NRHP Criteria A/CRHR Criteria 1. The Detention Camp marks the location of one of twelve "Assembly Centers" holding strong association with early efforts by the United States Federal Government to process and incarcerate Japanese and Japanese Americans under Executive Order 9066, issued February 1942. The location, construction, and operation of the property as a temporary detention camp dates from April 1942 to August 1942. The temporary Detention Camp, located at the present Fairgrounds property, served as a large-scale open space to organize, house, and process Japanese Americans displaced from the Los Angeles and Sacramento Delta areas during the construction of more permanent camps in remote areas of the American West, such as the facilities at Manzanar and Tule Lake. As the location of this theme with importance to regional, state, and national history and for its association with this event, the Detention Camp is significant under NRHP Criteria A/CRHR Criteria 1 (AECOM 2018:27).

The Detention Camp is not significant under NRHP Criteria B/CRHR Criteria 2. For the property to qualify under NRHP Criteria B/CRHR Criteria 2 it would need to have an important association with one or more prominent individuals important to history at the local, state, or national level. Further, the property would need to best embody that individual's contributions from a productive life. Research did not reveal specific individuals significant to local, regional, or national history whose productive life occurred at the Detention Camp. While it is likely that individuals important to Japanese American communities across the Sacramento Delta and California may have been temporarily housed at the Detention Camp as they awaited relocation to more permanent facilities, insufficient

evidence arose showing strong association between any individuals, their contributions to history, and the Detention Camp is not significant under NRHP Criteria B/CRHR Criteria 2.

The Detention Camp is not significant under NRHP Criteria C/CRHR Criteria 3. As an active fairground facility, the property experiences regular maintenance and upgrades at the discretion of the fair operators to serve the utilitarian needs of the business. Few extant buildings from the period of significance remain, lack a distinctive, unified architectural style, or lack strong integrity. The property has expanded along its southern border and, over time, removed temporary structures and buildings along the northern border that would sufficiently reflect any methods or modes of construction from the period of significance. The transient, utilitarian nature of the original barracks for the Detention Camp, coupled with the decommissioning of the facility as a temporary Detention Camp in 1942 and its transition to an Army Rehabilitation Center means that in its current state no extant buildings embody a specific region, method, type, or period of construction. No evidence suggested that a master builder or designer worked on the original layout or construction of the Detention Camp. Ongoing upgrades, demolition and new construction over time diminishes all integrity of the property save location such that it no longer holds a sufficient degree of workmanship, materials, feeling or association with the period of significance. For these reasons, the Detention Camp is not significant under NRHP Criteria C/CRHR Criteria 3.

Significance under NRHP/CRHR Criteria D/4 was not evaluated as part of this study.

The Temporary Detention Camps for Japanese Americans-Turlock Assembly Center (Detention Camp) retains integrity of location, which is the key aspect of integrity for the historical resource to convey its significance. The ephemeral nature of the site means that design, materials, workmanship, feeling, association, and setting are not key aspects of integrity for this resource to convey its significance. (National Park Service 2012: 97-98)

The Period of Significance for the Detention Camp is April 1942-August 1942.

The Character-Defining Features include its proximity to railroad transportation, its open spaces embodying desirable locations for establishing temporary detention centers, and its relative isolation from other large population centers within California.

The boundary of the Detention Camp follows the modern 2021 parcel boundary, bordered on the south by W. Canal Drive, on the west by N. Soderquist Road, and on the east by N. Broadway and N Front Street.

In conclusion, the Temporary Detention Camps for Japanese Americans-Turlock Assembly Center (Detention Camp) at 900 North Broadway is significant under NRHP Criteria A/CRHR Criteria 1 and is a historical resource for the purposes of CEQA.

*** B12. References:**

AECOM. *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. “Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites.” In *Publications in Anthropology 74* (Revised).

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LOCATION MAP

 ***Resource Name or #** (Assigned by recorder) Temporary Detention Camps for Japanese Americans-Turlock Assembly Center (Detention Camp)

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

P1. Other Identifier: 2018-50
*** P2e. Other Locational Data:** Merced County; Merced Irrigation District (ditches, canals, laterals, wells, pumping plants, dams, reservoirs, and hydroelectric facilities throughout Merced County).
*** P3a. Description:** The Merced Irrigation District (MID) System consists of over 800 miles of ditches, canals, laterals, wells, pumping stations, reservoirs, hydroelectric facilities, two main dams (New Exchequer and McSwain) and ancillary structures associated with these facilities located throughout the northeast portion of Merced County. The MID System irrigates some 110,000 acres across California. The two dams are water storage facilities at the foothills of the Western Sierra Nevada mountains. The MID System routes water from the Merced River through the Northside Canal and the Main Canal with numerous laterals emerging from these two canals. (JRP 2007; Dice 2010; Merced Irrigation District 2020; NETR 2016; Google Earth Pro 2020). Four previously unidentified segments of the MID System were documented as part of this documentation, the Bloss Lateral, the Hammatt Lateral, the Martin Lateral, and the West Buhach Lateral.

Bloss Lateral
The 1,345-foot segment of the Bloss Lateral in the study area, is south of Atwater Boulevard and east of Bert Crane Road, where the lateral intersects the Atwater Canal south of Highway 99 on its west border to its entry to underground pipes west of the Shasta Drive residential cul-de-sac. The Bloss Lateral moves in a northwest-southeast orientation from its intersection with the Atwater Canal towards the lateral's intersection with Parriera Drain just southwest of Tom Dash Memorial Speedway. The Bloss Lateral in the vicinity of the study area is a concrete-lined V-shaped canal ten feet wide at its crest and an undetermined width at its base. The lateral segment runs south of and parallels the railroad tracks before moving southeast away from the study area. Except for one box culvert and flow regulating structure visible at the lateral's intersection with Atwater Canal, there are no other visible auxiliary structures along the lateral segment. The segment's eastern border enters two box culverts west of the residential cul-de-sac.

Hammatt Lateral
This resource is a segment of the Hammatt Lateral, part of the MID System. The resource is a V-shaped lined channel conveying water below the UPRR tracks, Campbell Boulevard, Highway 99, and Davis Street. This segment of Hammatt Lateral is a 200-foot section consisting of subterranean piping. Concrete-lined channels emerge to the north and south of the study area with a width of 15' at the highpoint of the embankment and varying widths outside the study area. The Hammatt Lateral travels along a north-south and northeast to southwest alignment, continuing south towards B Street, away from the project area.

Martin Lateral
The 1,046-foot segment of the Martin Lateral in the vicinity of Bert Crane Road and Longview Road intersects the Atwater Canal south of Highway 99 on its eastern border and crossing below Longview Road on its western border. The Martin Lateral moves in a southwest-northeast orientation from its intersection with the Atwater Canal southwest towards the intersection of Steinberg Road and Sunset Drive, where it enters subterranean pipes. Martin Lateral in the vicinity of the study area is a concrete-lined V-shaped canal ten feet wide at its crest and an undetermined width at its base. The side slopes become shallower at the lateral's intersection with Bert Crane Rod while maintaining its 10-foot width. The lateral parallels the roadway upon crossing underneath Longview Road at the segment's southern border before moving southwest away from the study area. Except for one flow control engineering structure at the lateral's intersection with Atwater Canal, there are no visible auxiliary structures along the lateral segment.

West Buhach Lateral
The West Buhach Lateral is part of the Merced Irrigation District (MID) System and is an irrigation canal feeding into the north-south aligned Buhach Lateral in Buhach. Near the study area, the West Buhach Lateral is a trapezoidal canal-lined in concrete. The resource has variable dimensions depending on location. Near the study area the lateral spans about 10 feet at the crest along an east-west alignment south of Southern Pacific Avenue before turning south at Giannini Road away from the study area. The canal runs below several concrete box culverts below surface streets south of Southern Pacific Avenue. No other features appear along the lateral segment.

*** P3b. Resource Attributes:** HP20 Canal

UPDATE SHEET

Resource Name or #:(Assigned by recorder) Merced Irrigation District (MID) System
Map ID #: 2018-50
☒ Continuation ☒ Update
NHRP Status Code: 3S, 3CS

P5a. Photograph:

Unnamed Canal LG-19, unlined canal segment within the Merced Irrigation District System, west of Gurr Road, view looking south. January 2021. ICF.

Bloss Lateral from Bert Crane Road at Longview Avenue, view looking east. 2016. Google LLC.

Hammatt Lateral looking northeast from B Street, south of its crossing into the study area (top of image), view looking northeast. April 2019. Google LLC.

Martin Lateral intersection with Atwater Canal, view looking south, June 2020. ICF.

West Buhach Lateral, west of Buhach Road, view looking west from Southern Pacific Avenue. May 2019. Google LLC.

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** January 19, 2021 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres-Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alteration, and date of alterations)

Merced Irrigation District (MID) System

The Merced Irrigation District System was incorporated in 1919, however many of the laterals and canals predate the 20th century as privately owned earthen ditches were used to irrigate private properties as early as the 1850s. Formal exploitation of wider tracts of land date to 1870 with the Robla Canal Company (RCC) who built one of the earliest major diversions from the Merced River to territory now covered by the MID System. Farmers' Canal Company (FCC) purchased RCC's assets in 1873, beginning work on the unlined Main Canal in that year. The Main Canal reached Canal Creek by 1876. The Livingston Canal, a second conduit, dates to 1879. FCC sold their assets to Charles Crocker and C.H. Huffman who founded the Merced Canal & Irrigation Company (MC&IC) in 1882. Work under the MC&IC included expanding and widening the Main Canal. The Crocker-Huffman Land & Water Company (Crocker-Huffman) purchased the MC&IC in 1888 to better provide water resources for many colonies founded by this company. Crocker-Huffman expanded the canal system and built the Bradley, Merced, Hartley, and Robinson Laterals and in the early 20th century the Henderson Lateral. By 1914 Crocker-Huffman looked to sell its assets because, while the system was successful, it was not the most profitable. The MID was founded in 1919 and secured the assets of Crocker-Huffman's irrigation holdings in that year. The MID expanded in the early decades of the 20th century, totaling some $5 million in construction investments. At the close of the 1920s, the MID oversaw some 1,020 miles of canals, only about 10 of which were concrete-lined by 1927. The Exchequer Dam dates to 1926 and stored some 289,000-acre-feet of water with its formation of Lake McClure. As of 1929 less than 1% of the MID System's canals were concrete-lined. The MID began numerous improvement projects across its entire system from the 1930s-1950s. A widespread campaign to concrete-line much of their canal infrastructure dates to the postwar period, including the Buhach, Atwater, Lingard, Hartley, and Arena Laterals being lined in the remaining years of the 1940s. Construction of the New Exchequer Dam and the McSwain Dam date to the 1960s. The entire MID System receives ongoing maintenance and upgrades to serve business operations (JRP 2007).

Four previously unidentified segments of the MID System were documented as part of this record, the Bloss Lateral, the Hammatt Lateral, Martin Lateral, and the West Buhach Lateral.

Bloss Lateral

The Bloss Lateral appears on topographic maps as early as 1918, with a similar alignment as shown in aerial photographs from 1960 and 2021. The materials of this lateral in 1918 is undetermined, but it was likely an earthen canal as only a small fraction of the MID system had concrete lining in this year. This predates the legal establishment of the Merced Irrigation District (MID)was formed in 1919. The segment in the vicinity of the study area did not change alignment from 1918 through the present, based on aerial photographs. The area surrounding the segment remained agricultural along this lateral segment until 1998, after which its setting changes from virtually all agricultural to residential, particularly in the vicinity of Highway 99 and Bell Drive. Highway 99 was constructed ca. 1958 and did not change the segment's alignment but did alter the segment's broader setting along its northern border (United States Geological Survey (USGS) 1918, 1960; Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2016; Google LLC 2021).

Hammatt Lateral

As shown on a 1916 USGS topographic map, Hammatt Lateral has maintained a similar alignment through 2021. Hammatt Lateral runs perpendicular to the then Southern Pacific Railroad and the State Highway, west of Livingston and was likely an unlined earth canal when it was built. By 1948 Highway 99 is located south of the canal and curves north of downtown Livingston. No alterations in the lateral's alignment seem to have resulted from the construction of Highway 99 based on topographic maps from that year. The lateral's alignment and subsurface features appear

consistent from 1958 and 1998, although maintenance and alterations to Highway 99 change the lateral segment south of Campbell Road from a visible lateral to a subsurface. The area surrounding the lateral segment remains agricultural until 1998, after which its setting changes from virtually all agricultural to a mixture of agricultural to the west and residential neighborhoods to the east and south between 1958 and 1998 (USGS 1916, 1948; Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2010, 2012, 2016; Google LLC 2021).

Martin Lateral
The Martin Lateral appears on topographic maps as early as 1918, with a similar alignment as shown in aerial photographs from 1960 and 2021. The material construction of this lateral in this year remains undetermined but was likely earthen as only a small fraction of the MID system had concrete lining in this year. This predates the legal establishment of the MID, which formed in 1919. One segment just west of Longview Road's intersection with Bert Crane Road appears as parallel to Longview Road. Between 1946 and 1958 this segment's alignment moves north to parallel Longview Road whereas aerial photographs in 1946 show a triangular route farther south of present Longview Road. No other notable changes in alignment appear. The environment remains agricultural and rural with development centered to the lateral's east in western Atwater. (United States Geological Survey (USGS) 1918, 1960; Google LLC 2021)

West Buhach Lateral
The original earthen form of the nearby Buhach Lateral dates to the 1890s to serve the new Buhach Colony, established by the Crocker-Huffman Company. As of 1929 less than 1% of the MID System's canals were concrete-lined, so it was likely originally an unlined, earthen canal. The MID began numerous improvement projects from the 1930s-1950s, including concrete lining several earthen canals like the Buhach Lateral. Nearby canal segments' concrete linings date to the 1930s and 1940s. The West Buhach Lateral's alignment along Southern Pacific Avenue remains consistent through 1946. The lateral's alignment at Giannini Road changed between 1946 and 1958 with the development of Highway 99, which resulted in the lateral's path shifting south. West Buhach Lateral segment near the study area appears to maintain a consistent, straight alignment from 1958 through the present. The establishment of residential neighborhoods along this lateral segment, particularly along Monarch Ave and Herrod Ave south, date to between 1958 and 1998, which transforms the environmental setting of the lateral from agriculture to suburban residential cul-de-sacs serving the nearby communities of Atwater and Buhach (JRP 1993; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google LLC 2021).

***B8. Related Features**: ditches, canals, laterals, wells, pumping plants, dams, reservoirs.
B9. Architect: N/A **Builder:** Unknown
B10. Significance:
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

After review of the previous recordation and current field check and research, this Update evaluation for the MID System concludes that the overall MID System appears to be significant under criteria for listing in the National Register of Historic Place (NRHP) and the California Register of Historical Resources (CRHR). However, the integrity of the MID System as a whole has not been evaluated. Each segment identified as part of this form are evaluated as potential contributors to the overall district.

Historic Context
The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

> *Agriculture and Irrigation*
> Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the

South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced

County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling (JRP 1993, Heck 2000, Hope 2001).

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The canal lacked integrity of design, materials, workmanship, feeling, and association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special consideration where a resource would be eligible for CRHR but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and 20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus lost integrity from the period of significance (JRP 1993; LSA 2006; JRP 2007).

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of agriculture and irrigation in the region, the integrity issues (loss of integrity of design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria due to a lack of integrity

of design, materials, workmanship, feeling, and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is "7R," where a resource was "Identified in Reconnaissance Level Survey; Not evaluated." Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals (JRP 1993, Nettles 2006, JRP 2007).

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and that it lacked integrity of its original construction (Lortie 2002, JRP 2006).

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks (JRP 2006).

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the CEQA and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice found the MID System significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice recorded NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation." Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposed a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation" (JRP 2007, Dice 2010, Loftus 2011).

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities, and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation of CRHR and NRHP Eligibility

Merced Irrigation District System

B10. Significance:

UPDATE SHEET

Resource Name or #:(Assigned by recorder) Merced Irrigation District (MID) System
Map ID #: 2018-50
☒ Continuation ☒ Update
NHRP Status Code: 3S, 3CS

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	A		

Due to the complexity of the resource records for the MID and its component systems, this record serves to update the significance of the MID System as a whole and four individual potential contributors. Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance.

In several previous evaluations, the MID System was found significant under NRHP Criterion A or CRHR Criterion 1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's water development, agricultural development, and water conveyance development at the local level of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1.

Previous evaluations concluded that many segments of the MID System did not have any significant associations with the lives of persons important to history and thus were not significant under NRHP Criterion B or CRHR Criteria 2. The wider MID System appears significant for its association with prominent individuals important to California history, particularly MID joint-owner/founder Charles F. Crocker, one of the "Big Four" founders of the Central Pacific Railroad and joint owner of the Southern Pacific Railroad. C.F. Huffman and Crocker, through the Merced Canal and Irrigation Company, acquired Farmers Canal Company and presided over dozens of early miles of canal infrastructure from the 1870s through 1914, when the canal system's rights were sold to the early iteration of the Merced Irrigation District, itself legally established in 1919. Even with this association, the modern MID System does not best embody the productive life of Charles F. Crocker who, as a prolific businessman and entrepreneur with a wide variety of business interests, had productive investments in a variety of industries. Beyond being owned by Crocker, the modern MID System has no other strong associations with the productive life of an individual prominent to history. The MID System is not significant under NRHP Criterion B or CRHR Criterion 2.

Previous evaluations found that segments of the MID System was not significant under NRHP Criterion C or CRHR Criterion 3. The overall MID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction. The lined irrigation laterals, canals and other ancillary structures are often expressions of a common property type in the San Joaquin Valley and rarely represent a significant engineering design or introduce a design innovation into the overall irrigation system. The System lacks artistic value that would merit listing in the NRHP or CRHR. There are no master architects or builders associated with the broad design of the MID System which, itself, was formed by merging new construction with an amalgamation of extant earthen canals and structures. The MID System is not eligible under NRHP Criterion C or CRHR Criterion 3.

Previous evaluations found that segments of the MID System do not appear to be a source, or likely source, of important information not already captured in the historic record. The MID System is not significant under NRHP/CRHR Criterion D/4.

A challenge with establishing eligibility of the overall MID System hinges on integrity. The overall MID System maintains integrity of location and association with themes of importance to California history, namely water conveyance and irrigation development in the San Joaquin Valley. The MID System is also an active water storage and conveyance network experiencing continuous upgrades and maintenance at the MID's discretion. Of note are the MID's expansive concrete-lining campaigns immediately following WWII and the construction of the dams and reservoirs in the mid-20th century that altered the water capacity and material nature of the canals and laterals from their original earthen materials in the early 20th century. Prior evaluations for individual segments of the MID System have inconsistently determined that such alterations made these segments ineligible as individual resources or contributors to the significance of the overall MID System under any NRHP/CRHR Criteria based on diminished integrity. However, not all aspects of integrity are necessary for linear resources in general, and the MID System

specifically, to convey significance. Where contributors or features to a district retain the historic use, follow the historic alignment, and retain the historic setting, the contributor or feature would retain sufficient integrity to convey its significance. While a complete survey of the system is outside the scope of this document, if features of the district, like canals, laterals, dams, pumping equipment, etc., retain integrity of location, setting, feeling, and association, they would contribute to the overall district. Integrity of design, materials, and workmanship are not necessary for the MID System's contributors to convey significance.

While an eligibility conclusion for the MID System is outside the scope of this document, the MID System is significant under NRHP Criterion A and CRHR Criterion 1. The integrity of individual features must be evaluated to determine NRHP and CRHR eligibility.

Bloss Lateral

B10. Significance:

Theme	Water Conveyance, Agriculture, Irrigation	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

With a construction date that pre-dates 1918, the Bloss Lateral is part of the MID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Merced County's water development, agricultural development, and water conveyance development. The Bloss Lateral is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The Bloss Lateral does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The Bloss Lateral is significant as a contributor to the MID System under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. The MID System was founded by prominent individuals important to California history, but that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Bloss Lateral is therefore not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Bloss Lateral does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

The MID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall MID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the MID System, the Bloss Lateral is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the Bloss Lateral does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The MID System is not a source, or likely source, of important information not already captured in the historic record. Therefore, the MID System and Bloss Lateral do not appear significant under NRHP/CRHR Criterion D/4.

Based on the approach outlined for evaluating the integrity of significant linear resources, the Bloss Lateral maintains its original use and follows the same alignment. However, the setting of the lateral is no longer rural and agricultural; instead, it is a suburban residential setting. Therefore, the Bloss Lateral segment does not retain integrity of setting and feeling. The Bloss Canal segment has been altered with new materials, including concrete lining, therefore the segment does not retain integrity of materials, design, or workmanship. The Bloss Lateral retains integrity of location (NETR 1946,1958, 2016; Google LLC 2021).

Therefore, the Bloss Lateral is not eligible as a contributor to the MID System, nor as an individual resource. The Bloss Lateral is therefore not a historical resource under CEQA. The Bloss Lateral has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Hammatt Lateral

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Livingston, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

With a construction date that pre-dates 1916, the Hammatt Lateral is part of the MID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Merced County's water development, agricultural development, and water conveyance development. The Hammatt Lateral is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The Hammatt Lateral does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The Hammatt Lateral is significant as a contributor to the MID System under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. The MID System was founded by prominent individuals important to California history, but that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Hammatt Lateral is therefore not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Hammatt Lateral does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

The MID System is not significant under NRHP Criterion C or CRHR Criterion 3. The MID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the MID System, the Hammatt Lateral is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the Hammatt Lateral does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The MID System is not a source, or likely source, of important information not already captured in the historic record. Therefore, the MID System and Hammatt Lateral do not appear significant under NRHP/CRHR Criterion D/4.

Based on the approach outlined for evaluating the integrity of significant linear resources, the Hammatt Lateral maintains its original use and broad alignment. The Hammatt Lateral maintains its integrity of location. However, the setting of the lateral is no longer rural and agricultural; instead, it is a suburban residential and industrial setting. Therefore, the Hammatt Lateral segment does not retain integrity of setting and feeling. The Hammatt Canal segment has been altered with new materials, including concrete lining, therefore the segment does not retain integrity of materials, design, or workmanship. (NETR 1946,1958, 2016; Google LLC 2021).

Therefore, the Hammatt Lateral is not eligible as a contributor to the MID System, nor as an individual resource. The Bloss Lateral is therefore not a historical resource under CEQA. The Hammatt Lateral has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Martin Lateral

B10. Significance:

Theme	Water Conveyance, Agriculture, Irrigation	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	A/1		

With a construction date that pre-dates 1918, the Martin Lateral is part of the MID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Merced County's water development, agricultural development, and water conveyance development. The Martin Lateral is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The Martin Lateral does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The Martin Lateral is significant as a contributor to the MID System under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. The MID System was founded by prominent individuals important to California history, but that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Martin Lateral is therefore not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Martin Lateral does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

The MID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall MID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the MID System, the Martin Lateral is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the Martin Lateral does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The MID System is not a source, or likely source, of important information not already captured in the historic record. Therefore, the MID System and the Martin Lateral do not appear significant under NRHP/CRHR Criterion D/4.

Based on the approach outlined for evaluating the integrity of significant linear resources, the Martin Lateral maintains its original use and follows an alignment consistent with its early construction within the study area. The setting of the lateral maintains a rural, agricultural use consistent with its original setting. The Martin Lateral maintains its association with the wider MID System. Therefore, the Martin Lateral segment maintains integrity of location, setting, feeling, and association. The Bloss Canal segment has been altered with new materials, including concrete lining, therefore the segment does not retain integrity of materials, design, or workmanship. (NETR 1946,1958, 2016; Google LLC 2021).

Therefore, the Martin Lateral is a contributor to the MID System, which is significant at the local level under NRHP Criterion A and CRHR Criterion 1, with a period of significance of c. 1919-c. 1957. The character-defining features of the Martin Lateral segment are: the lateral's consistent alignment relative to its earliest construction; its setting within a rural, agricultural environment; and the lateral's function as a working water conveyance system within the wider MID System. The Martin Lateral is eligible for the NRHP or CRHR under Criteria A/1 for its association with important themes of significance to history.

The Martin Lateral is a historical resource for purposes of the California Environmental Quality Act (CEQA). The Martin Lateral has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

West Buhach Lateral

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Atwater, Merced County
Period of Significance	c. 1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

With a construction date that pre-dates 1916, the West Buhach Lateral was part of the MID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Merced County's water development, agricultural

development, and water conveyance development. The West Buhach Lateral is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The West Buhach Lateral does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The West Buhach Lateral is significant as a contributor to the MID System under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. The MID System was founded by prominent individuals important to California history, but that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the West Buhach Lateral is therefore not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the West Buhach Lateral does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

The MID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall MID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the MID System, the West Buhach Lateral is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the West Buhach Lateral does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The MID System is not a source, or likely source, of important information not already captured in the historic record. Therefore, the MID System and the West Buhach Lateral do not appear significant under NRHP/CRHR Criterion D/4.

Based on the approach outlined for evaluating the integrity of significant linear resources, the West Buhach Lateral maintains its original use and thus maintains its integrity of association with the MID System. The lateral deviates from its original alignment at SR99's intersection with Giannini Road with the c. 1958 realignment of SR99 and therefore does not maintain its integrity of location. However, the setting of the lateral is no longer rural and agricultural; instead, it is a suburban residential setting. Therefore, the West Buhach Lateral segment does not retain integrity of setting and feeling. The West Buhach Latera segment has been altered with new materials, including concrete lining, therefore the segment does not retain integrity of materials, design, or workmanship. (NETR 1946,1958, 2016; Google LLC 2021).

Therefore, the West Buhach Lateral is not eligible as a contributor to the MID System, nor as an individual resource. The Bloss Lateral is therefore not a historical resource under CEQA. The West Buhach Lateral has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

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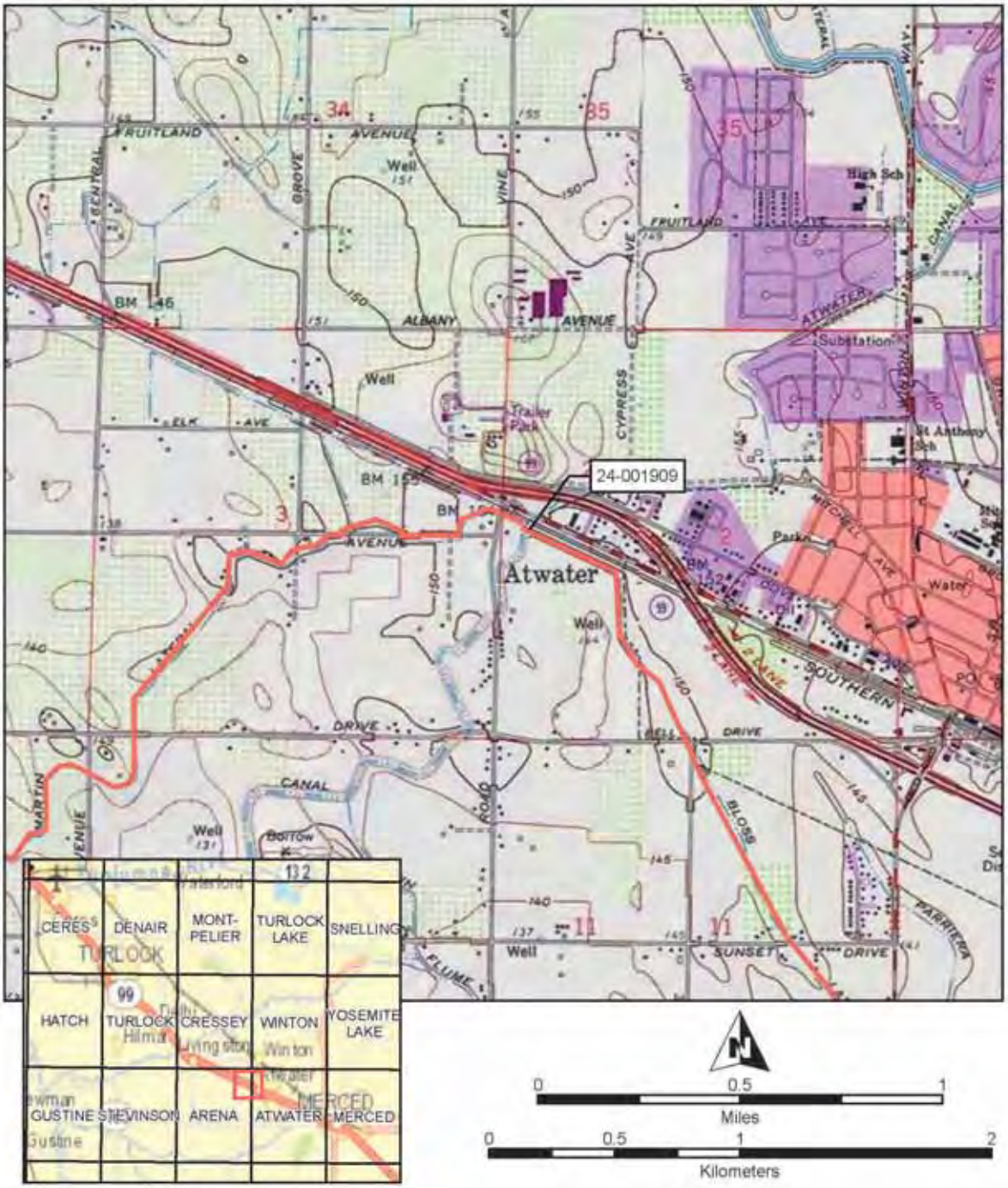
UPDATE SHEET

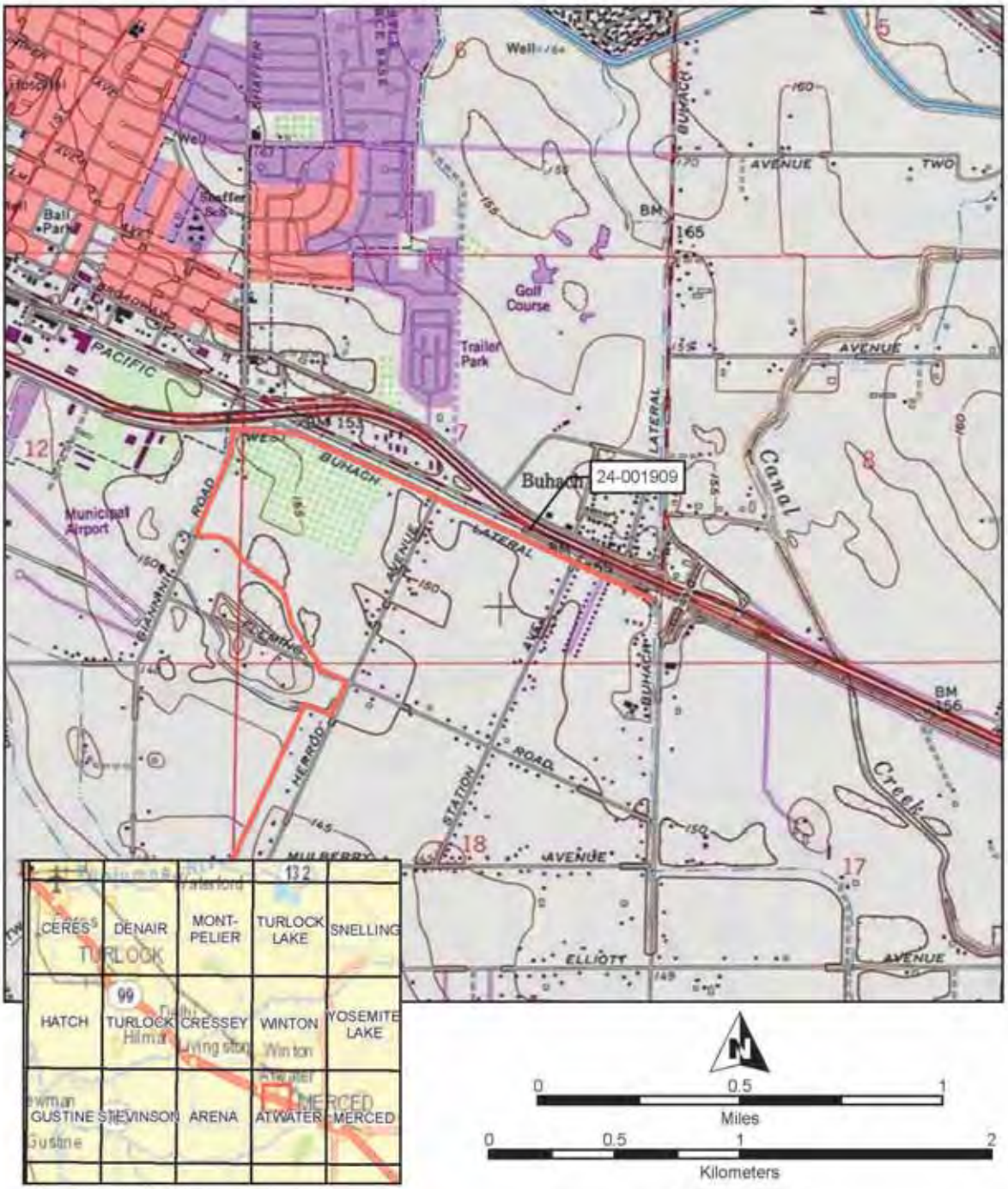
Resource Name or #:(Assigned by recorder) Merced Irrigation District (MID) System
Map ID #: 2018-50
☒ Continuation ☒ Update
NHRP Status Code: 3S, 3CS



Key to USGS 7.5' quads depicted

Key to USGS 7.5' quads depicted

SCALE 1:24,000



Key to USGS 7.5' quads depicted

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 24-001909
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

*NRHP Status Code 3D; 3CD
*Resource Name or # (Assigned by recorder) Martin Lateral

P1. Other Identifier: 2018-50
*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)

*b. USGS 7.5' Quad Atwater Date 1960 T_____; R___;__ ¼ of __¼ of Sec:_____; _____B.M.

c. Address: City: Zip: 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) In the vicinity of Longview Road and Bert Crane Road, west of the lateral's intersection with the Atwater Canal and south of Highway 99.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This form addresses a 1,046-foot segment of the Martin Lateral in the vicinity of Bert Crane Road and Longview Road, intersecting the Atwater Canal south of Highway 99 on its eastern border and crossing below Longview Road on its western border. The Martin Lateral moves in a southwest-northeast orientation from its intersection with the Atwater Canal southwest towards the intersection of Steinberg Road and Sunset Drive, where it enters subterranean pipes. The Martin Lateral segment is a concrete-lined V-shaped canal 10 feet wide at its crest and an undetermined width at its base. The side slopes become shallower at the lateral's intersection with Bert Crane Rod while maintaining its 10-foot width. The lateral parallels the roadway upon crossing underneath Longview Road at the segment's southern border before moving southwest away from the study area. Except for one flow control engineering structure at the lateral's intersection with Atwater Canal, there are no visible auxiliary structures along the lateral segment. The lateral is in good condition.

*P3b. Resource Attributes: (List attributes and codes) HP20- canal/aqueduct
*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☒ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Martin Lateral from Bert Crane Road towards Atwater Canal, view looking east, 2016. (Google LLC 2021).

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1918 (historic aerial photographs)

*P7. Owner and Address:
Merced Irrigation District
744 W. 20th Street
Merced, CA. 95340

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: January 19, 2021
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

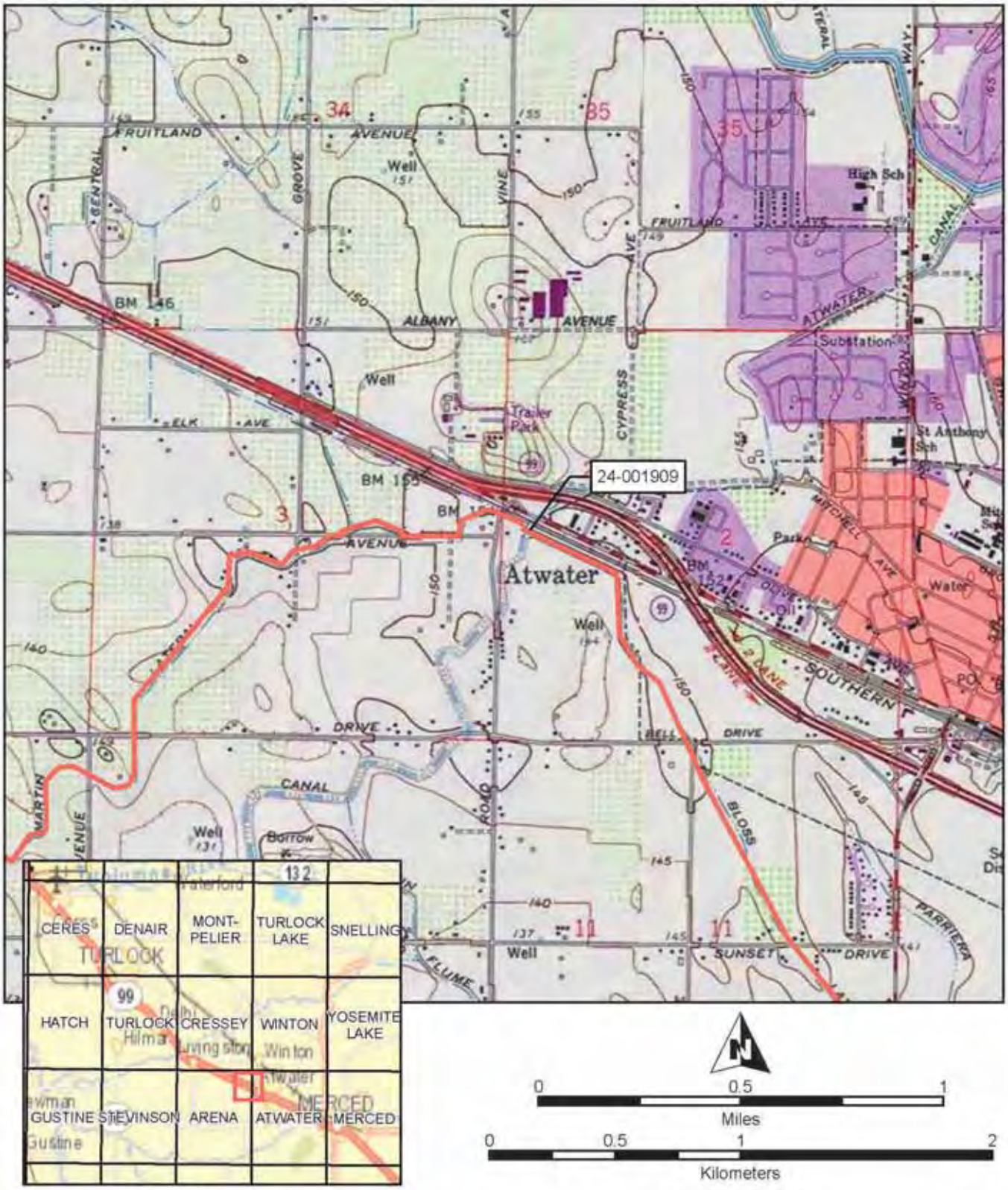
*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 24-001909
HRI#
Trinomial

***Resource Name or #:** Martin Lateral



Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 24-001909
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Bloss Lateral

P1. Other Identifier: 2018-50
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)
*b. USGS 7.5' Quad Atwater Date 1960 T_____; R___;__ ¼ of __¼ of Sec:_____; _____B.M.
c. Address: City: Zip: 95301
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) In the vicinity of Longview Road and Bert Crane Road, west of the lateral's intersection with the Atwater Canal and south of Highway 99.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This form addresses a 1,345-foot segment of the Bloss Lateral south of Atwater Boulevard and east of Bert Crane Road, where the lateral intersects the Atwater Canal south of Highway 99 on its western border to its entry to underground pipes west of the Shasta Drive residential cul-de-sac. The Bloss Lateral moves in a northwest-southeast orientation from its intersection with the Atwater Canal towards the lateral's intersection with Parriera Drain just southwest of Tom Dash Memorial Speedway. This segment of the Bloss Lateral is a concrete-lined V-shaped canal ten feet wide at its crest and an undetermined width at its base. The lateral segment runs south of and parallels the railroad tracks before moving southeast away from the study area. Except for one box culvert and flow regulating structure visible at the lateral's intersection with Atwater Canal, there are no other visible auxiliary structures along the lateral segment. The segment's eastern border enters two box culverts west of the residential cul-de-sac.

*P3b. Resource Attributes: (List attributes and codes) HP20- canal/aqueduct
*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☒ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Towards Bloss Lateral from Bert Crane Road at Longview Avenue, view facing east. 2016 (Google LLC 2021)

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1918 (historic aerial photographs)

*P7. Owner and Address:
Merced Irrigation District
744 W. 20th Street
Merced, CA. 95340

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: January 19, 2021

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 24-001909
HRI#
Trinomial

***Resource Name or #:** Bloss Lateral

Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 24-001909
HRI #
Trinomial
NRHP Status Code
Other Listings
Review Code Reviewer Date

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Hammatt Lateral

P1. Other Identifier: 2018-50
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)
*b. USGS 7.5' Quad Cressey Date 1948 T_____; R____;__ ¼ of __¼ of Sec:_____; _____B.M.
c. Address: City: Livingston Zip: 95334
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Near Campbell Boulevard's intersection with Highway 99 and the UPRR in Livingston, CA.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This resource is a segment of the Hammatt Lateral, part of the Merced Irrigation District (MID) System. The resource is a V-shaped lined channel conveying water below the UPRR tracks, Campbell Boulevard, Highway 99, and Davis Street. This segment of Hammatt Lateral is a 200-foot section consisting of subterranean piping. Concrete-lined channels emerge to the north and south of the APE with a width of 15 feet at the highpoint of the embankment and varying widths outside the segment. The Hammatt Lateral travels along a north-south and northeast to southwest alignment, continuing south towards B Street, away from the project area.

*P3b. Resource Attributes: (List attributes and codes) HP20- canal/aqueduct
*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☒ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Hammatt Lateral looking northeast from B Street. 2019 (Google LLC 2021)

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1916 (USGS topographic maps)

*P7. Owner and Address:
Merced Irrigation District
744 W. 20th Street
Merced, CA. 95340

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: January 19, 2021

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres-Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 24-001909
HRI#
Trinomial

***Resource Name or #:** Hammatt Lateral

Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # 24-001909
HRI #
Trinomial
NRHP Status Code

Other Listings
Review Code Reviewer Date

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) West Buhach Lateral

P1. Other Identifier: 2018-50
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Atwater **Date** 1918 T_____; R____;__ ¼ of __¼ of **Sec:**_____; _____B.M.

c. Address: **City**: Buhach, CA **Zip:** 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The West Buhach Lateral is part of the Merced Irrigation District (MID) System and is an irrigation canal feeding into the north-south aligned Buhach Lateral in Buhach. This segment of the West Buhach Lateral is a shallow-sloped trapezoidal canal lined in concrete. The resource has variable dimensions depending on location. The segment spans about 10 feet at the crest along an east-west alignment south of Southern Pacific Avenue before turning south at Giannini Road away from the study area. The canal runs below several concrete box culverts south of Southern Pacific Avenue. No other associated features appear along the lateral segment.

***P3b. Resource Attributes:** (List attributes and codes) HP20 Canal/aqueduct
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☒ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) West Buhach Lateral, looking west from Southern Pacific Avenue. 2019. (Google LLC 2021)

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1918

***P7. Owner and Address:**
Merced Irrigation District
744 W. 20th Street
Merced, CA. 95340

***P8. Recorded by:** (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** January 19, 2021

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☐ Continuation Sheet ☐ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # 24-001909
HRI#
Trinomial

***Resource Name or #:** West Buhach Lateral

Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** July 17, 2020

Resource Name or #:(Assigned by recorder) P-24-000094 Highline Canal
Map ID #: 2018-51
☐ Continuation ☒ Update
NRHP Status Code 6Z

P1. Other Identifier: 2018-51

*** P2e. Other Locational Data:** T6S, R11E, Section 15 / Highline Canal

*** P3a. Description:**
This update form addresses a 100-foot long segment of the Turlock Irrigation District (TID) System's Highline Canal, a mixed material concrete-lined and earthen canal beginning at the Ceres Main Canal west of Turlock Lake around Hickman, moving south along a north-south alignment until reaching a point east of Delhi where it turns west, neighbors the Merced River west before intersecting and spilling into the Merced River. The Highline Canal has several offshoots that feed agricultural fields along its route. Within the project area the Highline Canal orients northeast to southwest and enters the study area just southwest of the Delhi County Water District Wastewater Treatment Facility before it passes beneath a bridge on Pinewood Street and through three box culverts under the UPRR tracks and Highway 99 before emerging from the culverts west of the highway and turning southeast then west towards Sycamore Street (Paterson 1987:153; Holland 2004; Google Maps 2020; NETR 1946, 1958, 2016).

*** P3b. Resource Attributes:** HP20- Canal/Aqueduct

P5a. Photograph: Highline Canal. Facing Northeast. Source: Google Earth, 2021.

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814
*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive
*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The Highline Canal dates to 1911 with builders T.K. Beard and Albert Chatom. Historic aerial photographs between 1946 and 2016 show the alignment at and surrounding the study area stays consistent between those years. Based on historic aerial photographs dated 1946 and 1958 Highway 99 expanded south of the project area. The bridges along Pinewood Street (north of the study area) and the UPRR tracks (within the study area) appear to maintain their

alignment in aerial photographs from 1946 through 1983, the year Caltrans completed a small realignment of Highway 99 through Delhi. No alignment changes or major additions appear on the resource within the study area from its earliest aerial photographs from 1946. Highline Canal was lined upstream in 1961 and downstream in 1960. The culvert had modifications done in 1962, with an enclosed open canal flume between Highway 99 and the railroad culverts. The surrounding area is still sparsely populated with agricultural lands dominating the landscape from 1946-2020. (Paterson 1987:153; NETR 1946, 1958, 2016; Google LLC 2020; Troglin 2020)

***B8. Related Features**: Box culverts, bridges

B9. Architect: N/A **Builder:** T.K. Beard (two sections of five); Albert Chatom (three sections of five)

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Delhi, Merced County
Period of Significance	1887-1925	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the TID and Merced Irrigation District (MID) in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the “Tulloch system,” spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts’ formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in

1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

The TID and its segments were recorded between 1993 and 2019. A summary of the previous findings is stated below.

In 1993, the TID's Ceres Main Canal (CMC), at its intersection with State Route 99, was recorded by JRP Historical Consulting (JRP) (P-50-000073) as part of the Mojave Natural Gas Pipeline, Northern Extension Project. Although the CMC was found significant under Criterion A for its association with Stanislaus County's agricultural growth and as an early canal constructed under the Wright Act of 1887, JRP found that the original earthen canal, which was

later lined with concrete, did not retain enough integrity. Furthermore, modern bridge and culvert development surrounding the CMC degraded its integrity and JRP found the CMC ineligible for listing in the NRHP (JRP 1993).

In 1999, Judith Marvin of Foothill Resources evaluated the resource identified as "the TID Main Canal" for the *Historic Resources Survey Report (positive) for the Keyes Road Bridge at Turlock Irrigation District Ceres Main Canal Project.* Similar to JRP, Marvin found it eligible for listing in the NRHP under Criterion A , however she also found the TID Main Canal eligible under NRHP Criterion C for its ability to represent the transition from large ranches to small farms and did not find loss of integrity (Marvin 1999). Ten years later, Marvin reversed her NRHP findings in an update form for the CMC segment between Mitchell and Boothe roads, finding it ineligible for listing in the NRHP based on canal resurfacing in 1927, 1958, and 1958 (Marvin 2009).

In 2009, a segment of TID Lateral No. 2, located between Crow's Landing and Ustick roads, was evaluated by Natalie Lawson and Jessica Feldman of CH2M Hill, as part of the TID Almond Power Plant No. 2. AFC Application. Lawson and Feldman found the segment had associated with regional agricultural development through 1900 and 1920, however, they found it ineligible for NRHP listing due to a loss of integrity (Lawson and Feldman 2009).

In 2009, Pamela Daly of Cultural Resource Associates recorded the following as part of the Hughson Grayson 115v Transmission Line and Substation Project: a segment of the CMC south of Gondering Road; Upper Later No. 2 segments between Burlington Northern Santa Fe Railroad and Griffen Road and between East Service and Redwood roads; a segment of Upper Lateral No. 2 ½ on both sides of U.S. 99; and Lower Lateral No. 2, between Grayson and West Service roads. Daly found the TID resources to be significant as part of a California irrigation district, however, the resources were found ineligible for listing in the NRHP/CRHR due to loss of integrity (Daly 2009).

Judith Marvin of Foothill Resources recorded a segment of the CMC between Whitmore Avenue and Roeding Road in 2015 for the *Historical Resource Evaluation Report for the Mitchell/TID Canal Bike Path Project*. Although Marvin found the segment significant under NRHP Criterion A for its TID associations, the canal was found ineligible for listing in the NRHP due to loss of integrity (Marvin 2015).

In 2016, Judith Marvin of Foothill Resources and Melinda Pacheco Patrick of Patrick GIS Group evaluated the CMC's Segment C, located between Roeding and Service roads, which included the canal segment, "broken concrete foundation," an intake valve, a "metal pipe stand," and historic-era shattered ceramic and glass (Patrick and Marvin2016). The canal and additional features were found ineligible for listing in the NRHP due to loss of integrity, and the ceramic and glass pieces were found ineligible under Criterion D due to lack of information potential (Patrick and Marvin2016).

In 2018, AECOM recorded the Highline Canal (P-24-000094) had a CHR Status Code of "6Z," which means that it was "found ineligible for NR, CR or Local designation through survey evaluation" and a 1993 Status Code of "6," which currently means the resource was found "Not Eligible for Listing or Designation" and at the time meant "Determined ineligible for National Register listing." (AECOM 2018: E-9)

In 2019, Rincon Consultants, Inc. (Rincon) evaluated a segment of the Ceres Main Canal (P 50-000073) and found it to have significance under NRHP/CRHR Criteria A/1 as an early, publicly-owned canal system built under the Wright Act of 1887, and for its associations with Stanislaus County's agricultural development. However, Rincon concluded that loss of integrity has caused the CMC segment to be ineligible for listing under the NRHP/CRHR.

Evaluation of NRHP and CRHR Eligibility

The TID system was found significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 and for its associations with regional agricultural development at the national and state levels of significance. Many of the previous TID evaluations determined that diminished integrity, mainly in materials, workmanship, and design, resulted in the segments not being eligible for listing under any Criteria. However, due to the complexity of the

resource records for the TID and its component systems, this record serves to update the eligibility of a potential contributor.

Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance. This evaluation employs this updated approach to the analysis of integrity.

The evaluation of Highline Canal follows.

The Highline Canal is part of the TID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Stanislaus County's water development, agricultural development, and water conveyance development. The Highline Canal is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The Highline Canal does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1. The Highline Canal is significant as a contributor to the TID System under NRHP Criterion A and CRHR Criterion 1.

The TID System is not significant under NRHP Criterion B or CRHR Criteria 2. Under NRHP Criterion B or CRHR Criterion 2, the Highline Canal does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the lateral, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals associated with the TID are associated with the lateral. Therefore, the Highline Canal is not eligible under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger resource, such as the entire TID system.

The TID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall TID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the TID System, the Highline Canal is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the Highline Canal does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The TID System is not a source, or likely source, of important information not already captured in the historic record. Under NRHP Criterion D or CRHR Criterion 4, The Highline Canal is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire TID system).

Although parts of the Highline Canal date to as early as the 1890s, its formal construction dates to 1911. The TID lined the canals in concrete in 1960 and 1961 and culvert modifications dating to 1962 thus the integrity of its original (earthen) workmanship, design, and materials has been compromised over time. With the expansion of Highway 99 in 1983 the canal's original alignment south of the study area shifts from a gentle southern curve away from Highway 99 to a parallel alignment that is sustained into the present. Additionally, the immediate setting in the vicinity of the study area changed with this realignment, expanding the main thoroughfare into a four-lane limited access expressway after 1983. Finally, adjacent parcels east of the study area experienced a shift from agricultural field use to industrial agricultural production and processing after the period of significance. Taken together, these alterations diminish the resource's integrity of setting and feeling from its original earthen construction. The canal maintains its association as a working water conveyance canal owned and operated by the TID. As such the canal has lost integrity of workmanship, design, materials, setting, and feeling and maintains its integrity of location, despite

alignment changes, and association. Overall, the canal does not retain sufficient integrity to convey its significance. (Holland 2004; Holland 2015)

The segment of the Highline Canal is not eligible for the NRHP or CRHR under any criteria as an individual resource or as a contributor to the TID System. The segment of Highline Canal has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

After review of the previous recordation and current field check and research, the present evaluation concludes that the segment of Highline Canal does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. No local register criteria were identified. The lateral segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report*. Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission.

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Lawson, Natalie, and Jessica Feldman. 2009. California Department of Parks and Recreation form 523: TID Lateral No. 2 (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

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———. 2015. California Department of Parks and Recreation form 523: Whitmore Avenue to Roeding Road Segment, TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

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UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** July 17, 2020

Resource Name or #:(Assigned by recorder) P-24-000094 Highline Canal
Map ID #: 2018-51
☐ Continuation ☒ Update
NRHP Status Code 6Z

Nationwide Environmental Title Research, LLC (NETR). 1946, 2005, 2016. Delhi, CA. Available: http://www.historicaerials.com. Accessed: July 1, 2020.

Office of the Federal Registrar. *1970 Code of Federal Regulations: Title 33, Part 200 to End Title 34.* Washington, D.C.: Office of the Federal Registrar.

Paterson, Alan M. 1987. *Land, Water and Power: A History of the Turlock Irrigation District 1887-1987*. Arthur H. Clark Company. Glendale, CA.

Pacheco Patrick, Melinda, and Judith Marvin. 2015. California Department of Parks and Recreation form 523: TID System/Ceres Main Canal (P-50-000073). Record on file at the Central California Information Center, Turlock, CA.

Rincon Consultants, Inc. 2019. *Cultural Resources Technical Memorandum for the Keys Road Over Turlock Irrigation District Ceres Main Canal Bridge Replacement Project*, prepared for Stanislaus County Public Works.

Turlock Irrigation District. 2018. *TID History*. Available: https://www.tid.org/about-tid/tid-history/. Accessed: July 1, 2020.

Troglin, Todd. 2020. Email from Todd Troglin, Supervising Engineering Technician, Turlock Irrigation District, to Christine Cruiess, Senior Architectural Historian, ICF. September 11.


24-000094
Siphon
Well
Trailer Park
BM 118
1ST AVE SOUTH
20 AVE
PACIFIC
HILLSIDE DRIVE
ROAD
AVENUE
HINTON
PALM ST
SOUTH
SYCAMORE ST
CANAL
DRIVE
COLLIER ROAD
Mile 21
CERES
DENAIR
MONT-PELIER
TURLOCK LAKE
SNELLING
HATCH
TURLOCK
CRESSEY
WINTON
YOSEMITE LAKE
GUSTINE
STEVINSON
ARENA
ATWATER
MERCED
Key to USGS 7.5' quads depicted
Miles
Kilometers
SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2018-52

P1. Other Identifier: Bridge No. 39C0363
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Cressy **Date** 1961 (photo revised 1978) T 6S; R 11E; __ ¼ of __¼ of **Sec:** 23; M.D.B.M.

c. Address: N/A **City**: Livingston **Zip:** 95334

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) UTM for center point of bridge: 10S 701046 mE/4140488 mN

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property is a 58.1-foot-long Girder and floor beam bridge. The bridge serves as an overcrossing for the Union Pacific Railroad over Campbell Boulevard in Livingston. The bridge has concrete piers at both ends and a concrete support at the center of the bridge, anchored to Campbell Road, and appears to have independent wooden and steels girders (sometimes known as beams) approximately one foot across at regular intervals supporting the bridge deck. The girders rest on the lipped ends of the main girders (sides) of the bridge which are composed of steel bonded with steel rivets. A PVC pipe runs along the steel girder on the north side of the bridge for an unknown purpose.

***P3b. Resource Attributes:** (List attributes and codes) HP19. Bridge
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) January 18 2021, view facing east

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1938, Caltrans Statewide Historic Bridge Inventory Update

***P7. Owner and Address:**
Union Pacific Railroad
1400 Douglas Street
Omaha, NE 68179

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess and Eleanor Cox
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** January 18, 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2020. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March.(ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2018-52

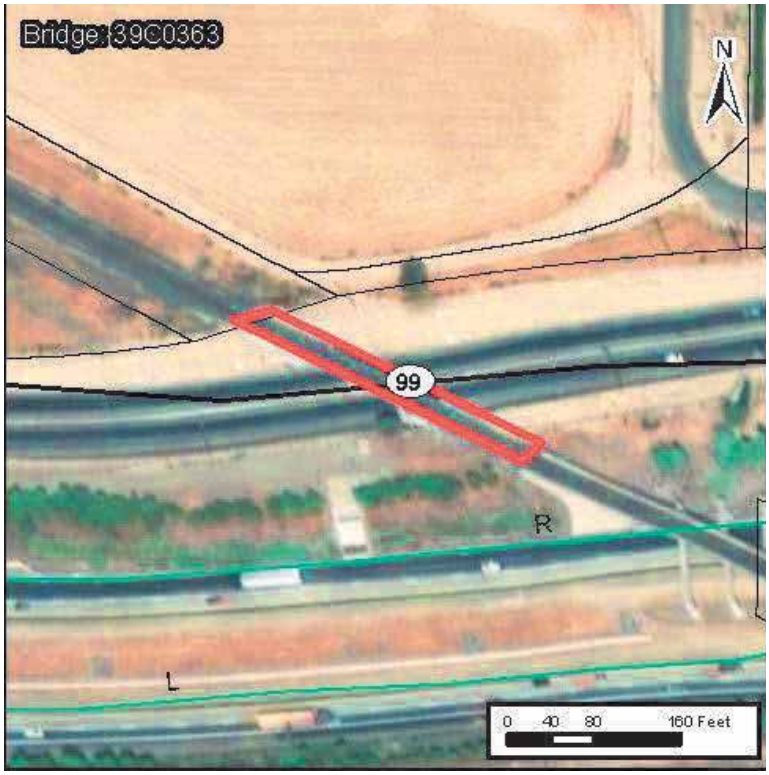
B1. Historic Name: Southern Pacific Overcrossing
B2. Common Name: Union Pacific Railroad Bridge over Campbell Boulevard; Bridge no. 39C0363
B3. Original Use: Bridge **B4. Present Use:** Bridge
***B5. Architectural Style:** Girder and floor beam
***B6. Construction History:** (Construction date, alteration, and date of alterations) Constructed 1938. Changes made to bridge are likely related to routine maintenance of bridge components such as sporadic reinforcement of bolts or girders, and could not be determined via historic topographic maps or aerials.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:** Union Pacific Railroad
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Bridge no. 39C0363 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)



***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Amanda Reese
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
December 4, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the this property include the history of railroads within Merced County as well as the development of Highway 99, which is located south of the bridge.

Railroads

At the start of the American Period, development and settlement in California were concentrated north of the San Joaquin Valley as a result of the Gold Rush, which began in 1848. Settlement increased in the San Joaquin Valley when the Transcontinental Railroad was constructed through the area in 1869. The railroad provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. In San Joaquin County, Lathrop and Manteca were major railroad stops by 1871 and 1873, respectively. Tracy, located west of the ACE Extension study area, was established in 1882 around the junction of three rail lines— the San Francisco Bay Area to San Joaquin County line, the northern line to Martinez County, and the southern line to Los Angeles. In Stanislaus County, several communities developed along the transcontinental railroad including Salida (1869), Modesto (1870), Turlock (1871), and Ceres (1874).

Construction of the San Joaquin Valley mainline of the Southern Pacific Railroad (SPRR), which was originally known as the San Joaquin Valley Railroad, began in 1869. The railroad branched off the transcontinental line at the newly established town of Lathrop in San Joaquin County. From 1870 to 1880, the population of the San Joaquin Valley increased by 40 percent (U.S. Census Bureau 1900), and the SPRR established 50 stations in the San Joaquin Valley, 24 of which became town sites. Eight of those sites became major towns, including Modesto, Turlock, and Merced (Carothers 1934; Angermeier 1968; Smith 1976).

Highways and Roads

Automobiles and the construction of highways were contributing factors to the growth and development of the San Joaquin Valley during the twentieth century. Perhaps the most important is SR 99, a major roadway that connected San Joaquin Valley agricultural towns to larger urban markets. During the early twentieth century, plans were made to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley (U.S. Department of Transportation 2016). Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, an old Native American trail, while other portions of the roadway along Route 4 followed main lines of the SPRR. While portions of this route were still being paved in 1926, it was designated SR 99 (U.S. Department of Transportation 2016). The adoption of the interstate system and construction of Interstate (I-) 5 and other interstate routes during the 1960s truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County (California Highways 2016a).

Bridge no. 39C0363 has been owned by its associated railroad since its construction date in 1938; first by the Southern Pacific, and since that companies buyout in the 1990s, the Union Pacific Railroad is the current owner.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, Bridge no. 39C0363 has association with the development of railroad infrastructure in Livingston and the San Joaquin Valley. However, the 1938 build date of the bridge indicates it was not part of the pioneering wave of railroad building in the area, which happened in the nineteenth century. Instead, the bridge is likely part of a trend to raise railroad crossings above street grades for both safety and convenience, a trend that was widespread in the first half of the twentieth century as bridge technology became cheaper and easier to implement. As the bridge does not represent a significant trend or event within the railroading industry or the city of Livingston, it does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural or engineering significance. Girder and floor beam bridges became popular in the nineteenth century, particularly among railroad companies that had heavy equipment suitable for moving large heavy steel girders and trusses. The 1938 build date indicates this bride was not therefore part of the pioneering engineering which created girder and floor beam bridges within California or the United States, instead being a somewhat

late example of a bridge type that is ubiquitous among railroad over crossings by its build date. Thus, Bridge no. 39C0363 does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, Bridge no. 39C0363 does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, Bridge no. 39C0363 is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Angermeier, Robert. 1968 Towns of San Joaquin County 1832-1968. San Joaquin Historian, Volume IV, Number 1, January 1968. Lodi, CA: San Joaquin County Historical Society.

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available at http://www.geocommunicator.gov/Geocomm/lsis_home/home/index.htm. Accessed February 2016.

California Highways. 2016a. Interstate 5. Available at http://www.cahighways.org/001-008.html#005. Accessed February 2016.

Carothers, Alice. 1934. A History of the Southern Pacific Railroad in the San Joaquin Valley. Unpublished Master's thesis. Los Angeles, CA: University of Southern California.

Perez, C. N. 1996. Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi.1988. The Elusive Eden: A New History of California. New York, NY: McGraw-Hill, Inc.

Smith, Richard.1976. Towns along the Tracks: Railroad Strategy and Town Promotion in the San Joaquin Valley, California. Ph.D. Dissertation. Los Angeles, CA: University of California.

U.S. Department of Transportation. 2016. Economic Development History of State Route 99 in California. Available at http://www.fhwa.dot.gov/planning/economic_development/studies/sr99ca.cfm. Accessed February 2016.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2018-52

Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

UPDATE SHEET

***Recorded by:** Andrea Dumovich ***Date** June 12, 2020

Resource Name or #:(Assigned by recorder) **A.V. Thomas Produce**

Map ID #: 2018-53

☐ Continuation ☒ Update

P1. Other Identifier: 1334 Court Street

*** P2e. Other Locational Data:** APN 024-083-004-000

*** P3a. Description:**
The property at 1334 Court Street in Livingston, Merced County is an industrial/commercial agricultural property that includes one building. The building has a rectangular-shaped footprint, is one-story, and is overall utilitarian in nature and lacks a specific architectural style. The industrial building is composed of two joined volumes, each with long, rectangular gabled roofs that are clad in metal and lack eaves. The north volume is slightly taller and wider than the south volume. The exterior walls are clad in corrugated metal siding throughout. The building contains one raised, partially-glazed pedestrian door at its east façade with a metal security door added, which is accessible by an exterior metal staircase. Two small, rectangular windows south-adjacent to the raised door. One pedestrian metal door, along with two vehicular metal roll-down doors are located on its north façade; and there appears to be a single, raised sliding corrugated-metal door on the south façade facing the adjacent train tracks, which likely provides building access to passing trains. The east façade lacks fenestration. Two signs are fixed to the building's west façade, one which reads, "A.V. Thomas Produce," and "Yams & Sweet Potatoes," and "Growers Packers & Shippers," and another sign immediately below that reads, "We have moved," and "Please call (209) 394-7514." A third sign is fixed to the north façade which reads, "A.V. Thomas Produce," and "Yams & Sweet Potatoes," and "Retail & Wholesale Distributing." Several HVAC units are fixed to the roof.

*** P3b. Resource Attributes:** HP6. 1-3 story commercial building; HP8. Industrial Building

P5a. Photograph: West and south façades, facing northeast. June 12, 2020. ICF.

*** P8. Recorded by:** (Name, affiliation, address) Andrea Dumovich, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** None
***B6. Construction History:** (Construction date, alteration, and date of alterations)
According to the 1984 Caltrans Architectural Inventory/Evaluation Form (P-24-000506), the property has an estimated build date of 1925. Historic aerials in 1946 show the subject industrial building was half of its current footprint, which appears to be the existing south rectangular volume. By 1998, the subject building had expanded to slightly more than half its original size with the addition of the north rectangular volume. The building's footprint appears to remain unchanged since 1998. Visual inspection reveals that parts of the corrugated metal cladding throughout the building's exterior have been patch repaired; the metal pedestrian door and two vehicular doors on the north façade appear to be replacements; the exterior staircase at the west façade appears to be a later addition; the two signs on the west façade, and the single sign on the north facade appear to be unoriginal or replacements (O'Connor 1984; NETR 1946; NETR 1998).

***B8. Related Features**: N/A

B9. Architect: Unknown **Builder:** Unknown

B10. Significance:

Theme	N/A	**Area**	N/A
Period of Significance	N/A	**Property Type**	N/A
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Denise O'Connor of Caltrans inventoried and evaluated 1334 Court Street in 1984. The California Department of Transportation Architectural Inventory/Evaluation Forms are attached. The evaluation concluded that the property appears ineligible for listing as a historic resource. The *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM in 2018 reported that the property had given a newly assigned CHR Status Code of 6Z, which means the property was determined ineligible through survey evaluation for the National Register of Historic Places (NRHP), California Register of Historic Resources (CRHR), or local designation.

AECOM did not include a formal evaluation of the property's eligibility for listing in the NRHP, CRHR, local listing, or as a CEQA historical resource. Following examination of the previous evaluations, the present DPR update evaluation concludes that the property does not appear to meet the criteria for listing in the NRHP or CRHR, nor does it appear to be an historical resource for the purposes of CEQA. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation
The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres (Merced Irrigation District 2016). In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system (Merced Irrigation District 2016; Office of the Federal Registrar 1970). During

the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967 (Merced Irrigation District 2016). Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops (Noda 1981). During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

AV Thomas Produce

Portuguese immigrant Antonio Vieira Tomas moved to the United States in 1920. By 1960, he founded sweet potato agricultural producer, AV Thomas Produce, on ten acres with a small agricultural shed building in downtown Livingston, California at 1334 Court Street. In 1977, Tomas' nephew, Manuel Eduardo Vieira purchased the business. Today, AV Thomas Produce is "one of America's leading suppliers of fresh conventional and certified organic sweet potatoes and yams in the United States," and is presently located at 3900 Sultana Drive, Atwater, California (A.V. Thomas Produce 2020a; A.V. Thomas Produce 2020b).

Evaluation

The property at 1334 Court Street is not significant under NRHP/CRHR Criterion A/1. Although the subject property was likely built adjacent to the existing Yamato Colony, research did not indicate that the subject building, which housed sweet potato and yam producer AV Thomas, developed as part of the early twentieth-century Japanese immigrant farmer colony. AV Thomas Produce was founded in 1960 by Portuguese immigrant Antonio Vieira Tomas, decades following the establishment of the Yamato Colony. Although AV Thomas Produce is now a top sweet potato and yam supplier in the county, research did not reveal a direct link between the company's growth and the subject building. The property lacks significant association with important historical events. 1334 Court Street is associated with post-World War II agricultural industrial expansion in Livingston and is one of several properties similarly constructed in the area during this period and it is not exceptional or significant within the context. Therefore,1334 Court Street is not significant under NRHP/CRHR Criterion A/1.

The property at 1334 Court Street is not significant under NRHP/CRHR Criterion B/2. The property does not appear to have any significant associations with the lives of persons important to local, state, or national history. Although research identified Antonio Vieira Tomas as the founder of AV Thomas Produce, research did not identify any relevant information relating to Tomas' ownership of the subject building. Therefore, 1334 Court Street is not significant under NRHP/CRHR Criterion B/2.

The property at 1334 Court Street is not significant under NRHP/CRHR Criterion C/3. The industrial/commercial agricultural building is utilitarian in design and does not represent a specific architectural style. The property does not embody distinctive characteristics of a type, period, region, or method of construction or represents the work of a master or possesses high artistic values. Therefore, 1334 Court Street is not significant under NRHP/CRHR Criterion C/3.

The property at 1334 Court Street does not appear to be a source, or likely source, of important information not already captured in the historic record. Therefore, 1334 Court Street is not significant under NRHP/CRHR Criterion D/4.

In conclusion, the property at 1334 Court Street is not significant under any NRHP/CRHR criteria and is not a historical resource for the purposes of CEQA.

*** B12. References:**

A.V. Thomas Produce. 2020a. "Our Roots." Available: http://www.avthomasproduce.com/our-roots/. Accessed: June 29, 2020.

A.V. Thomas Produce. 2020b. "Contact Us." Available: http://www.avthomasproduce.com/contact-us/. Accessed: June 29, 2020.

Merced Irrigation District. 2016. *History of the District. Merced, CA: Merced Irrigation District*. Available at http://www.mercedid.com/index.cfm/about/history-of-the-district/. Accessed May 6, 2016.

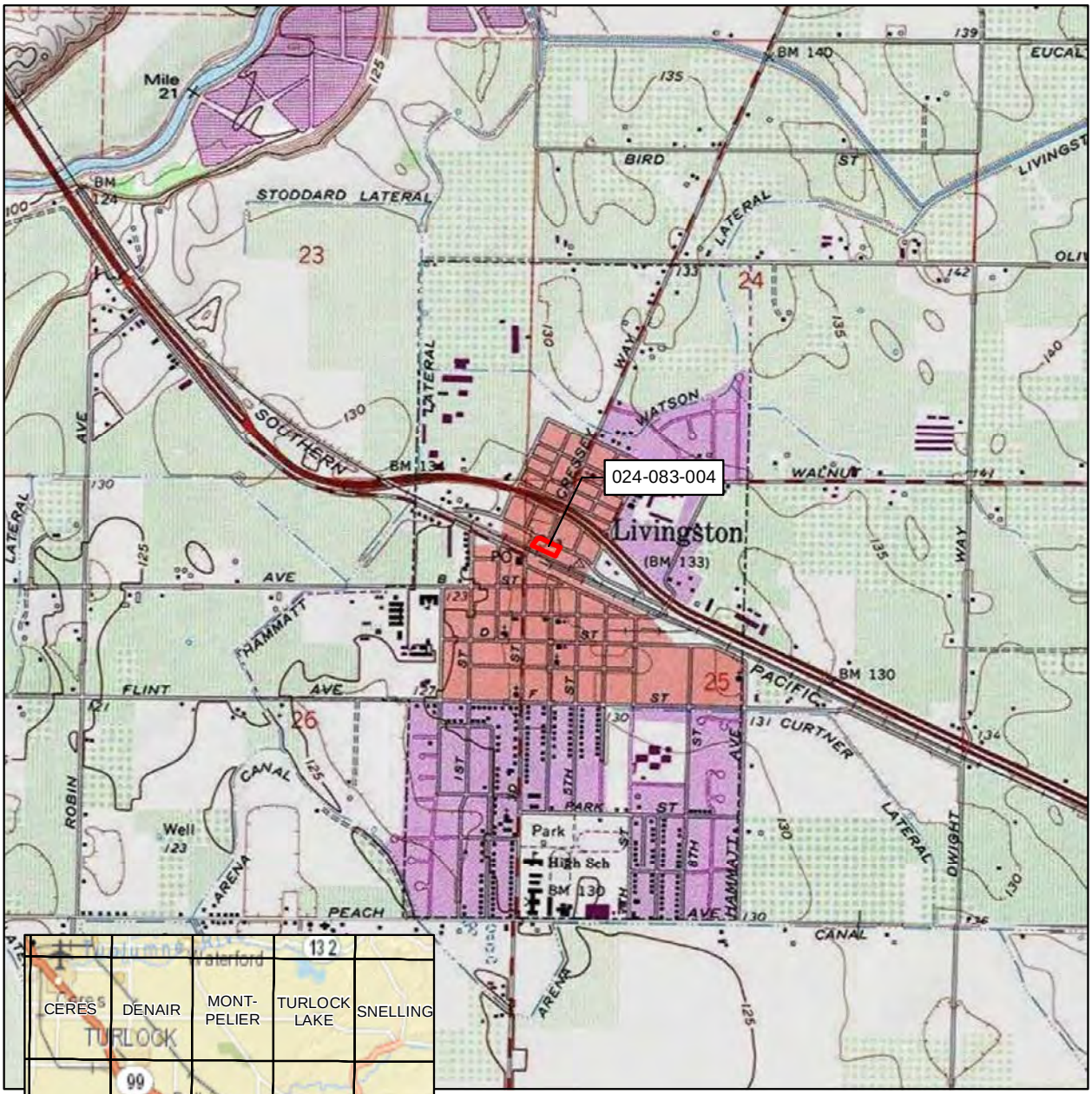
Nationwide Environmental Title Research, LLC (NETR). 1946. 1334 Court Street, Livingston, CA. Available: http://www.historicaerials.com. Accessed: June 29, 2020.

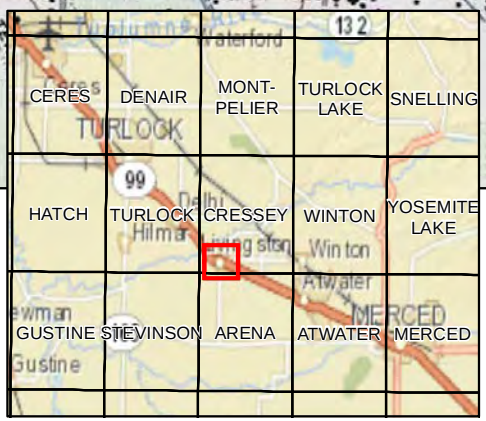
———. NETR 1998. 1334 Court Street, Livingston, CA. Available: http://www.historicaerials.com. Accessed: June 29, 2020.

Noda, Kesa. 1981. *Yamato Colony: 1906-1960, Livingston, California*. Livingston, CA: Livingston-Merced Japanese American Citizens League Chapter.

O'Connor, Denise. 1984. *California Department of Transportation Architectural Inventory/ Evaluation Form, P-24-000506.*

Office of the Federal Registrar. *1970 Code of Federal Regulations: Title 33, Part 200 to End Title 34.* Washington, D.C.: Office of the Federal Registrar.





Key to USGS 7.5' quads depicted

0 0.5 1
Miles

0 0.5 1 2
Kilometers

SCALE 1:24,000

UPDATE SHEET

Resource Name or #:(Assigned by recorder) Arena Canal – Merced Irrigation District System
Map ID #: 2018-54
NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: Merced Irrigation District – Arena Canal; P 24-000093

*** P2e. Other Locational Data:** Intersection of Peach Avenue and Sheesley Road, to the north

*** P3a. Description:**
This update form was completed for an approximate 0.04-mile-long segment of the Merced Irrigation District's (MID) Arena Canal, which is within and immediately adjacent to the ACE Extension California Environmental Quality Act (CEQA) Study Area in an area composed of agricultural, industrial, and residential use. The segment portion that is west of the railroad tracks spans east to west, and the segment portion that is east of the railroad spans northeast to southwest. The segment is primarily an open canal that is lined with concrete. The subject segment of Arena Canal passes under an overpass that contains one track of the Union Pacific Railroad, which is approximately 30 feet wide and intersects and crosses over the east section of the segment. The canal has widths ranging from approximately 17-20 feet.

*** P3b. Resource Attributes:** HP20. Canal/Aqueduct
P5a. Photograph: Segment of Arena Canal, facing northwest. June 12, 2020. ICF.

*** P8. Recorded by:** (Name, affiliation, address) Andrea Dumovich, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814
*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive
*** P11. Report Citation** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B6. Construction History:** (Construction date, alteration, and date of alterations)
According to the 2000 Department of Parks and Recreation (DPR) 523A and 523B forms that evaluated the Arena Canal, the canal was built as part of the MID system that originated with the Livingston Canal built in the 1870s. Arena Canal (P 24-000093) segment of the MID was built as a later addition to the Livingston Canal and was complete in circa 1920. Arena Canal was later lined with concrete in the 1940s. In circa 1949, a small segment of Arena Canal was moved due to the widening of Highway 99, which includes part of the subject segment's northeast portion that is addressed in this DPR update (Hope 2000).

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Livingston, San Joaquin Valley
Period of Significance	N/A	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context
The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation
Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were

grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship,

feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling (JRP 1993, Heck 2000, Hope 2001).

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The canal lacked integrity of design, materials, workmanship, feeling, and association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special consideration where a resource would be eligible for CRHR but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and 20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus lost integrity from the period of significance (JRP 1993; LSA 2006; JRP 2007).

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of agriculture and irrigation in the region, the integrity issues (loss of integrity of design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria due to a lack of integrity of design, materials, workmanship, feeling, and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is "7R," where a resource was "Identified in Reconnaissance Level Survey; Not evaluated." Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals (JRP 1993, Nettles 2006, JRP 2007).

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no

significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and that it lacked integrity of its original construction (Lortie 2002, JRP 2006).

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks (JRP 2006).

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the CEQA and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice found the MID System significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice recorded NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation." Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposed a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation" (JRP 2007, Dice 2010, Loftus 2011).

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities, and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

A challenge with establishing eligibility of the overall MID System hinges on integrity. The overall MID System maintains integrity of location and association with themes of importance to California history, namely water conveyance and irrigation development in the San Joaquin Valley. The MID System is also an active water storage and conveyance network experiencing continuous upgrades and maintenance at the MID's discretion. Of note are the MID's expansive concrete-lining campaigns immediately following WWII and the construction of the dams and reservoirs in the mid-20th century that altered the water capacity and material nature of the canals and laterals from their original earthen materials in the early 20th century. Prior evaluations for individual segments of the MID System have inconsistently determined that such alterations made these segments ineligible as individual resources or

contributors to the significance of the overall MID System under any NRHP/CRHR Criteria based on diminished integrity. However, not all aspects of integrity are necessary for linear resources in general, and the MID System specifically, to convey significance. Where contributors or features to a district retain the historic use, follow the historic alignment, and retain the historic setting, the contributor or feature would retain sufficient integrity to convey its significance. While a complete survey of the system is outside the scope of this document, if features of the district, like canals, laterals, dams, pumping equipment, etc., retain integrity of location, setting, feeling, and association, they would contribute to the overall district. Integrity of design, materials, and workmanship are not necessary for the MID System's contributors to convey significance.

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System was (P-24-001909) was found significant under NRHP/CRHR Criteria A/1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Arena Canal segment is most appropriately evaluated as a contributor to the larger MID System. The evaluation for the Arena Canal segment follows.

Under NRHP Criterion A or CRHR Criterion 1, the Arena Canal segment is associated with the entire MID system, which is significant as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. The Arena Canal is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. The Arena Canal does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, Arena Canal does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the canal, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals associated with the MID have an important association with the lateral or the MID System. Therefore, Arena Canal is not significant under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to the larger resource, the MID system.

Under NRHP Criterion C or CRHR Criterion 3, the Arena Canal is not an important example of a type, period, or method of construction. The lined irrigation lateral is an example of a common property type in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. The canal also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with the lateral. Therefore, the Arena Canal is not individually significant under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, the Arena Canal is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Based on the approach outlined for evaluating the integrity of significant linear resources, the Arena Canal maintains its original use and retains the historic rural and agricultural setting. However, the alignment of the Arena Canal has been modified. The Arena Canal segment does not retain integrity of location. Arena Canal was first lined with concrete in the 1940s with subsequent maintenance since then, so the segment does not retain integrity of materials, design, or workmanship. The Arena retains integrity of setting, association, and feeling (NETR 1946,1958, 2016; Google LLC 2021). Overall, the Arena Canal does not retain sufficient integrity to convey its significance.

The Arena Canal is not a historical resource for purposes of the California Environmental Quality Act (CEQA). The Arena Canal has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

Loftus, Shannon L. 2011. *California Department of Parks and Recreation 523 Continuation Sheet: P-24-001909, Merced Irrigation District, Livingston High School Cell Site Candidate Study*. Prepared for ACE Environmental LLC.

Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

Merced Irrigation District. 2016. *History of the District.* Merced Irrigation District. Available: http://www.mercedid.com/index.cfm/about/history-of-the-district/. Accessed July 7, 2020.

Nationwide Environmental Title Research, LLC. (NETR). 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016. Available: https://www.historicaerials.com/viewer. Accessed: July 10, 2020.

Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.

Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Merced Irrigation District, Atwater Canal at Union Pacific Railroad

Map ID #: 2018-55

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: 2018-55
*** P2e. Other Locational Data:** 370 feet east of Bert Crane Road's intersection with Martin Lateral, Atwater, Merced County, CA.
*** P3a. Description:**
The resource is a 101-foot northeast-southwest trending section of Merced Irrigation District's (MID) Atwater Canal (canal), passing under the Union Pacific Railroad (UPRR) tracks. The resource consists of a modern trapezoidal, concrete-lined canal and box culvert owned and operated by the Merced Irrigation District in the vicinity of Atwater, CA, Merced County.

The Atwater Canal is conduit fed by the Livingston Canal. Width and depth of the canal vary across the entire resource, with an approximate width of 24 feet for the segment in the study area. The part passing under the UPRR consists of box culverts with corrugated metal pipes.

*** P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Atwater Canal, looking south from Atwater Boulevard. UPRR in foreground. Martin Lateral to the right. June 09, 2021. ICF.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Merced Irrigation District, Atwater Canal at Union Pacific Railroad

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*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres-Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alteration, and date of alterations)

The Atwater canal was originally built as an earthen ditch by Farmers Canal Company c. 1879. Crocker-Huffman Land and Water Development Company sold the present Atwater Canal to the Merced Irrigation District in 1921. Historic aerial imagery from 1946 depicts the segment following a similar alignment as shown in 2016 aerial images within the vicinity of the canal's crossing under the UPRR tracks. By 1958 the segment appears partially dammed and/or filled in, appearing to coincide with the construction of the Atwater bypass north of the canal's crossing with the UPRR tracks, dating to c. 1957. The branches off the Atwater Canal south of Highway 99 had lowered capacity during this time as a result. The canal appearance and alignment were consistent from 1958 through 2005 with the most notable change occurring east of the region as development moved west from the core of Atwater downtown. A sizeable expansion of Olive Avenue, north of the segment within the study area, occured between 2005 and 2009. A part of the canal was converted to a subterranean pipeline as it paralleled an expanded Olive Avenue, which follows Highway 99. No additions or alterations appear on the segment within the APE between 2009 and 2016 (Heck 2000; Hope 2000; NETR 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016).

***B8. Related Features**: Box culverts, Flow regulating gates, corrugated metal pipes

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

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Agriculture and Irrigation

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Merced Irrigation District, Atwater Canal at Union Pacific Railroad

 Map ID #: 2018-55

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The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

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Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice evaluated the MID System as significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice records a NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation. Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposes a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation" (JRP 2007, Dice 2010, Loftus 2011).

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP Criterion A or CRHR Criterion 1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Atwater Canal is most appropriately evaluated as a contributor to the larger MID System. The evaluation of the Atwater Canal follows.

Under NRHP Criterion A or CRHR Criterion 1, the Atwater Canal is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. The Atwater Canal is significant under NRHP Criterion A

and CRHR Criterion 1 as a contributor to the MID System. The Atwater Canal does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Atwater Canal is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Atwater Canal does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Atwater Canal is not an important example of a type, period, or method of construction. The lined irrigation lateral is an example of a common property type in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. The canal also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with the lateral. Therefore, Atwater Canal is not eligible under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Atwater Canal is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Integrity

In 2018 AECOM, for the *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California* project, noted that the Atwater Canal holds a Status Code of 6Y, meaning that the resource was previously "Determined ineligible for NR by consensus through Section 106 process – Not evaluated for CR or Local Listing." (AECOM 2018)

Like the wider MID System, the Atwater Canal is active and experiences regular maintenance and/or upgrades at the discretion of the MID. While the resource's modern alignment surrounding the study area appears consistent with its historic alignment at least since 1946, its concrete lining as well as its flow-regulating gates and other ancillary components reflect postwar, modern components that no longer embody its original design, materials, or workmanship with its earliest (earthen) 1879 construction. Further, the c. 1958 alterations to SR99, and its resulting changes to features of the Atwater Canal within the study area including routing segments of the canal underground and off its original alignment, as well as changes to the setting (from rural to residential, particularly along the canal's eastern border) diminish the Atwater Canal's integrity of setting and feeling. Although the Atwater Canal forms part of the wider MID System, changes to the setting and feeling of the original earthen canal means that segment lacks sufficient integrity to be a contributor to the MID System.

Therefore, the Atwater Canal is not eligible as a contributor to the MID System, nor as an individual resource. The Atwater Canal is therefore not a historical resource under CEQA. The Atwater Canal has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

Loftus, Shannon L. 2011. *California Department of Parks and Recreation 523 Continuation Sheet: P-24-001909, Merced Irrigation District, Livingston High School Cell Site Candidate Study*. Prepared for ACE Environmental LLC.

Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

Merced Irrigation District. 2016. *History of the District.* Merced Irrigation District. Available: http://www.mercedid.com/index.cfm/about/history-of-the-district/. Accessed July 7, 2020.

Nationwide Environmental Title Research, LLC. (NETR). 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016. Available: https://www.historicaerials.com/viewer. Accessed: July 10, 2020.

UPDATE SHEET

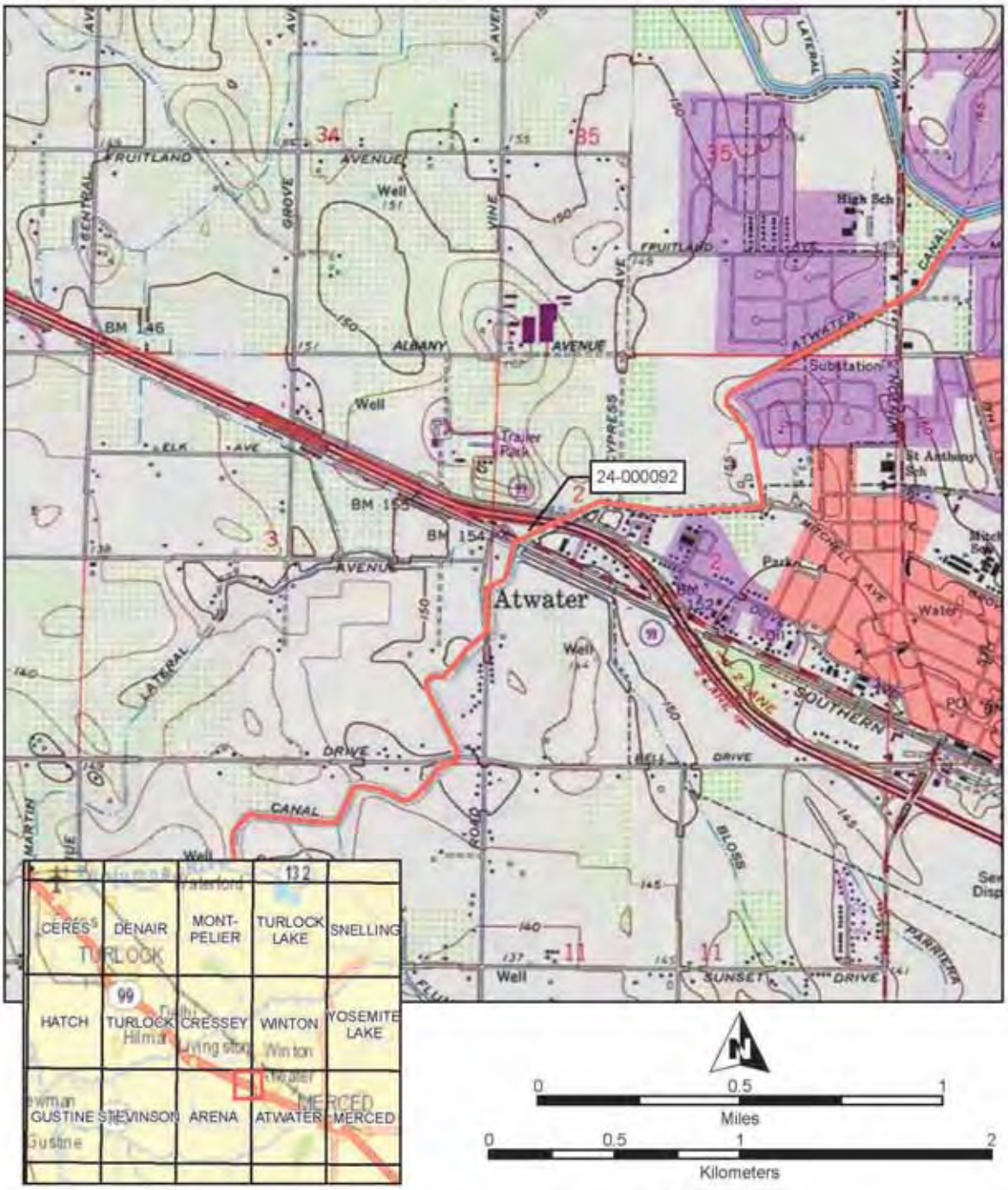
***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Merced Irrigation District, Atwater Canal at Union Pacific Railroad

Map ID #: 2018-55

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.


24-000092
Atwater
FRUITLAND AVENUE
ALBANY AVENUE
ELK AVE
DRIVE
CANAL
SOUTHERN
SUNSET DRIVE
Substation
High Sch
St Anthony Sch
Trailer Park
Well
BM 146
BM 155
BM 154
CERES
DENAIR
MONT-PELIER
TURLOCK LAKE
SNELLING
HATCH
TURLOCK
CRESSEY
WINTON
YOSEMITE LAKE
GUSTINE
STEVINSON
ARENA
ATWATER
MERCED
Key to USGS 7.5' quads depicted
Miles
Kilometers
SCALE 1:24,000

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 06/12/2020

Resource Name or #:(Assigned by recorder) P-24-000089, LG_19
Map ID #: 2018-55
NRHP Status Code: 6Z ☐ Continuation ☒ Update

P1. Other Identifier: 2018-55

*** P2e. Other Locational Data:**

*** P3a. Description:**
This update form addresses LG-19, a 110-foot long segment of an unnamed, earthen canal near Atwater and within the Merced Irrigation District system. The feature is an unlined lateral branch from the Main Ashe Lateral. The canal segment runs north-south roughly parallel to Gurr Road, crossing beneath the North Southern Pacific Avenue through a concrete culvert, a trestle of the UPRR tracks, and four lanes of State Route (SR) 99. The canal has no visible water source and draws from subterranean pipelines off the Main Ashe Lateral, southeast of LG-19 within the study area. The canal's width varies, and ranges from 19 feet to 42 feet wide. (JRP Historical Consulting Services 1993)

*** P3b. Resource Attributes:** HP20- Canal/Aqueduct

P5a. Photograph: MID Unnamed Canal LG-19. Facing south, west of Gurr Road. January 12, 2021. ICF.

*** P8. Recorded by:** (Name, affiliation, address) Christine Cruiess, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 06/12/2020

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Map ID #: 2018-55
NRHP Status Code: 6Z ☐ Continuation ☒ Update

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
According to the inventory conducted by JRP Historical Consulting Services (P-24-000089) in 1993, LG-19, a small part of the Merced Irrigation District, dates to c. 1940 with alterations to the Main Ashe Lateral concurrently completed with the construction of State Route (SR) 99. Historic aerial images show the resource follows a similar alignment from 1946 to present day however alterations to SR 99 as well as the interchange with Gurr Road occurred between 1946 and 1958, which appears to alter the route of the resource and its feeder Main Ashe Lateral north of SR 99 at modern Ashby Road. These alterations appear between 1958 and 1998. The surrounding area remains sparsely populated from 1946-2016. (JRP Historical Consulting Services 1993 ; Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2016)

***B8. Related Features**:

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, and Agriculture	**Area**	Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

After review of the previous recordation and current field check and research, this Update evaluation for the Unnamed Canal LG-19 contained within the APE concludes that the resource does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. The resource has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the

South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation

of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

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UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 06/12/2020

Resource Name or #:(Assigned by recorder) P-24-000089, LG_19
Map ID #: 2018-55
NRHP Status Code: 6Z ☐ Continuation ☒ Update

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In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks (JRP 2006).

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the CEQA and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice found the MID System significant under all NRHP Criteria as

a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice recorded NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation." Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposed a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation" (JRP 2007, Dice 2010, Loftus 2011).

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities, and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP/CRHR Criteria A/1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Unnamed Canal LG-19 is most appropriately evaluated as a contributor to the larger MID System. The evaluation for the Unnamed Canal LG-19 follows.

> Under NRHP Criterion A or CRHR Criterion 1, Unnamed Canal LG-19 is associated with the entire MID system, which is significant as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. Unnamed Canal LG-19 is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. The Unnamed Canal LG-19 does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.
>
> The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, Unnamed Canal LG-19 is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, Unnamed Canal LG-19 does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Unnamed Canal LG-19 is not an important example of a type, period, or method of construction. The unlined earthen canal reflects common exploitation of landscape features for water conveyance in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall MID system. LG-19 also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with it. Therefore, LG-19 is not eligible under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Unnamed Canal LG-19 is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Integrity

Unnamed Canal LG-19 is an active irrigation canal and experiences alterations and/or maintenance at the discretion of the MID. Unlike other concrete-lined segments evaluated within the MID System, Unnamed Canal LG-19 is an earthen canal historically and presently exploited for a utilitarian purpose and has ongoing alterations to serve its function. The resource's modern alignment immediately surrounding the APE appears consistent with its historic alignment at least since 1946. Unnamed Canal LG-19's alignment does have a notable change in the vicinity of Gurr Road between 1946 and 1958 and SR 99's rerouting c. 1958, which alters the route of both Unnamed Canal LG-19 and its feeder Main Ashe Lateral north of SR 99 at modern Ashby Road. This diminishes its integrity of location. Changes to the creek's environmental context over time, including land use changes, roadway improvements, and urban and rural development, diminishes its integrity of setting and feeling. Unnamed Canal LG-19 keeps its integrity of association as it remains a modest part of the MID system. Although Unnamed Canal LG-19 forms part of the wider MID System, this segment lacks evidence of sufficient integrity to be an individual contributor to the wider MID System. Therefore, Unnamed Canal LG-19 is not significant as an individual historical resource and is not a contributor to the significance of the overall MID System. (Nationwide Environmental Title Research 1946,1958, 2016; Google LLC 2020)

Therefore, Unnamed Canal LG-19 is not eligible as a contributor to the MID System, nor as an individual resource. Unnamed Canal LG-19 is therefore not a historical resource under CEQA.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 06/12/2020

P5a. Photograph: (continued)

Unnamed canal LG-19, facing north from Southern Pacific (SP) Road, facing north. January 2021. ICF.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

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---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

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LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

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Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.

LOCATION MAP

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2018-57

P1. Other Identifier: Atwater Feed
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced
*b. USGS 7.5' Quad Atwater Date 1960 (photo revised 1963) T 6S ; R 12E; __ ¼ of __¼ of Sec:12; M.DB.M.
c. Address: 1222 Atwater Boulevard City: Atwater Zip: 95301
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 1222 Atwater Boulevard is a utilitarian commercial building with a rectangular footprint and a saltbox roof of low pitch. The roofing and siding material appears to be composed of corrugated metal. The main entrance is centered on the façade at Atwater Boulevard and has a concrete staircase with rounded metal handrails on each side; the door was not visible from public right-of-way. To the west of the main entrance is a loading area shaded with a simple shed roof and plain wooden supports; the loading dock is concrete and raised approximately two feet off the ground; a secondary loading area with a white wooden door and a small concrete block is present to the west. A barn-style corrugated metal door is present at the loading dock. Several glass windows, that appear to be sliding aluminum type, are present between the loading areas. To the east of the main façade is a simple roll-up door.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 Story Commercial Building
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12, 2020, view facing southeast

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1914-1923, Sanborn Maps (Atwater).

*P7. Owner and Address:
Roger and Sharon Fragulia
1222 Atwater Blvd
Atwater CA 95301

*P8. Recorded by: (Name, affiliation, address)
Christine Cruiess and Eleanor Cox
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: June 12, 2020
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2018-57

B1. Historic Name: W.G. Dallas and W. Ho Packing Shed
B2. Common Name: Atwater Feed
B3. Original Use: Fruit Packing Shed **B4. Present Use:** Feed Store; Commercial
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) Constructed c. 1914-1923 as a fruit packing shed. Aerials indicate the building footprint has potentially included a northern addition that has since been demolished c. 1940; replacement windows and doors were likely installed in the second half of the twentieth century given their type (aluminum silders and roll up garage doors).

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:**
***B8. Related Features:** N/A
B9. Architect: N/A Builder: N/A
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1222 Atwater Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Amanda Reese
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
January 4, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the this property include the history and development of the railroad, a central reason for the buildings construction, early twentieth century fruit packing in the San Joaquin Valley, as well as post-war industrial development which influenced the property itself and the surrounding area.

Railroads

At the start of the American Period, development and settlement in California were concentrated north of the San Joaquin Valley as a result of the Gold Rush, which began in 1848. Settlement increased in the San Joaquin Valley when the Transcontinental Railroad was constructed through the area in 1869. The railroad provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. In San Joaquin County, Lathrop and Manteca were major railroad stops by 1871 and 1873, respectively. Tracy, located west of the ACE Extension study area, was established in 1882 around the junction of three rail lines— the San Francisco Bay Area to San Joaquin County line, the northern line to Martinez County, and the southern line to Los Angeles. In Stanislaus County, several communities developed along the transcontinental railroad including Salida (1869), Modesto (1870), Turlock (1871), and Ceres (1874).

Construction of the San Joaquin Valley mainline of the Southern Pacific Railroad (SPRR), which was originally known as the San Joaquin Valley Railroad, began in 1869. The railroad branched off the transcontinental line at the newly established town of Lathrop in San Joaquin County. From 1870 to 1880, the population of the San Joaquin Valley increased by 40 percent (U.S. Census Bureau 1900), and the SPRR established 50 stations in the San Joaquin Valley, 24 of which became town sites. Eight of those sites became major towns, including Modesto, Turlock, and Merced (Carothers 1934; Angermeier 1968; Smith 1976).

Atwater Fruit Packing

Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. Fruit packing businesses enabled farmers to pack and sell their produce, specifically those from smaller farms which potentially did not have their own packing equipment, and which were more common in the early twentieth century. The construction of the Fruit Packing operation that originally inhabited the building was one of many such operations throughout the San Joaquin Valley, and likely served as a storage and shipping center as most fruits and vegetables were packed in field houses closer to crops. With the intensification of industrial processing, it is likely the fruit packing business ended around midcentury, when industrial development in Atwater diversified.

World War II era Industry and Post-war Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

Property History

The earliest available records of the property (Sanborn maps) indicate the resource was used as a fruit packing shed for W.G. Dallas and W. Ho between 1914 and 1923. The properties purpose between the 1930s and the late 80s was not discovered in the course of research, but the building likely remained in commercial use due to its proximity to the railroad. Atwater Feed occupied the building beginning in 1988, but the property was purchased by the Fruglia family is 2017 and no further documentation about ownership of the property was discovered during research.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1222 Atwater Boulevard has association with the theme of small-scale industrial development in Atwater. However, research did not indicate that the fruit packing operation, Atwater Feed, or any other business related to the property were significant within Atwater, California, or the nation, and instead the building serves as a reminder of the many commercial enterprises built alongside the railroad throughout the San Joaquin Valley. Because of its ubiquity, 1222 Atwater Boulevard does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The building is utilitarian and commercial and does not appear to have any evidence of its previous purpose as a fruit packing shed; no equipment remains, and no engineering features related to fruit packing or other industrial processing is present. Thus, 1222 Atwater Boulevard does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1222 Atwater Boulevard does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1222 Atwater Boulevard is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available at http://www.geocommunicator.gov/Geocomm/lsis_home/home/index.htm. Accessed February 2016.

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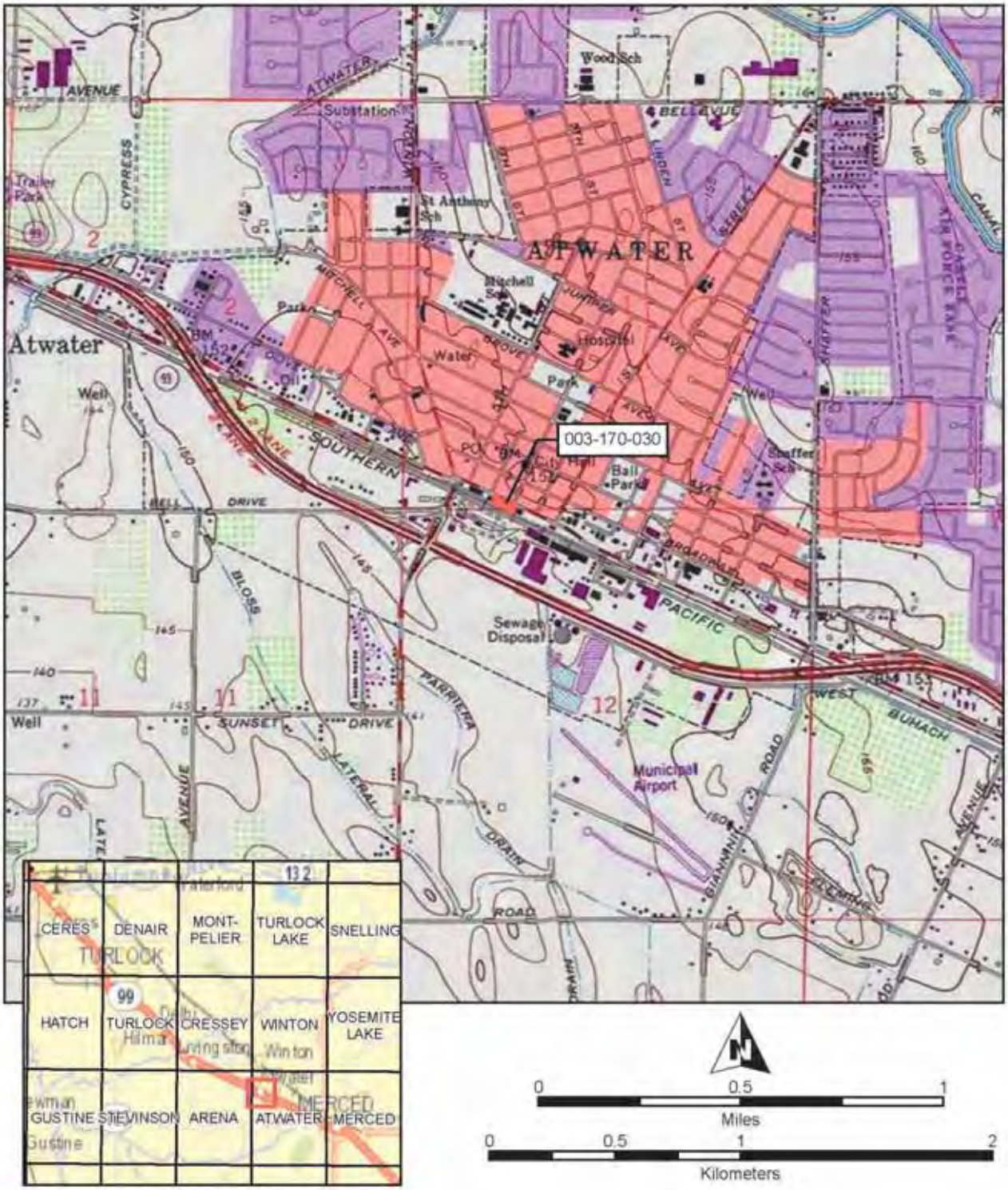
Perez, C. N. 1996. Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi.1988. The Elusive Eden: A New History of California. New York, NY: McGraw-Hill, Inc.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2018-57



*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 998 Atwater Boulevard

P1. Other Identifier: 2018-58; Moore's Automotive.
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)
*b. USGS 7.5' Quad Atwater Date 1948 (photo revised) T 7S ; R12E; ¼ of ¼ of Sec: ; B.M.
c. Address: 998 Atwater Blvd City: Atwater, CA Zip: 95301
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
APN 003-170-033-000

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 998 Atwater Boulevard is a rectangular commercial parcel currently owned and occupied by Moore's Automotive. The parcel sits south of the intersection of State Route (SR) 99/Atwater Boulevard and First Street in Atwater, CA, bordered to the east and west by neighboring parcels, to the north by SR99/Atwater Blvd and to the south by the railroad tracks. The building is along the southern border of the parcel and features three distinct building volumes with shed additions to the south. The roofline consists of flat segments with three shed roof forms projecting to the east, south, and west. Roof cladding includes bitumen, composite shingles, and corrugated metal sheeting. The primary façade faces north. The façade displays five single-car roll-top segmented industrial doors facing the parking area. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 2020, view facing southeast, north, and west elevations. ICF.

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1923 original; c. 1958 additions/alterations (historic aerial photographs; Sanborn maps)

*P7. Owner and Address:
James & Natalia Moore
5776 Cherub Lane
Atwater, CA 95301

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: June 12, 2020

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 998 Atwater Boulevard

B1. Historic Name: Merced Lumber Co.
B2. Common Name: Moore's Automotive
B3. Original Use: Commercial **B4. Present Use:** Commercial
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) The building at 998 Atwater Boulevard appears as early as 1946 according to historic aerial photographs. Sanborn maps from March 1923 identify a building to the east of the extant building as the Atwater branch of the Merced Lumber Co. Based on aerial photographs for the year 1946, the Merced Lumber Co. building had a long, rectilinear footprint sitting east of the current footprint and two distinct building volumes no longer extant compared to the building's 2021 footprint. These demolished sections are documented in that year as a "Lumber Shed" and office space. (see continuation sheet)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** **Area** Atwater, CA
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 998 Atwater Blvd does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**

January 08, 2021

(This space reserved for official comments.)

***P3a Description** (continued)

The eastern building volumes have plywood wall-cladding and a flat and shed-style roofline. The western volume has concrete block construction and two fixed-pane windows with undetermined frame materials. Two entrances face north and consists of metal industrial doors each with one fixed-pane window. One window has metal security bars. A small wall-mounted HVAC unit crowns the fixed-pane window. The entrances and two of the fix industrial garage doors are sheltered by an overhanging portion of the shed-style roof. The western elevation highlights the shed-style roofline and concrete-block construction. This elevation has no visible window or secondary door openings. One utility box appears and painted lettering identifying the business as “Moore’s” appears just below the roofline on a blank space on the wall. A south-facing fences yard appears along this elevation. The south elevation cannot be seen from the public right-of-way but appears to have at least three windows of unknown features. This elevation also has an enclosed yard area that appears to act as storage for the business. Wall cladding appears to consist of concrete-block and plywood panels. This elevation displays the distinct shed-style and flat rooflines of the building. The east elevation shows the moderate pitch of the shed-style roofline, shows the south-facing fenced area as well as the plywood wall cladding. There are no secondary entrances or window openings visible along this elevation. The building has a good condition.

***B6 Construction History** (continued)

By 1958 the central volume visible in 2021 aerial photographs appears connected to the western portion of the now-demolished lumber shed and office. Between 1958 and 1998 the lumber shed is demolished, and 1998 aerial photographs show two building volumes that coincide with the footprint in 2021 aerial photographs. The easternmost segment may have been part of the original c. 1923 building and identified in 1941 as office space, but currently has a non-original shed roofline estimated to date to after the demolition of the lumber yard. No major additions or demolitions appear on the footprint after 1998. The shed roof to the east receives new cladding between 2005 and 2009, with the western shed roof receives new roof cladding between 2009 and 2010. No major additions or alterations appear in aerial photographs between 2014 through 2021. (Sanborn Fire Insurance Company 1923, 1941; Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014; Google LLC 2021)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include railroads, highways and roads, and auto-oriented roadside commercial architecture.

RAILROADS

At the start of the American Period, development and settlement in California were concentrated north of the San Joaquin Valley because of the Gold Rush, which began in 1848. Settlement increased in the San Joaquin Valley when the Transcontinental Railroad was constructed through the area in 1869. The railroad provided easy passenger travel and efficient commercial transport of goods to and from large urban centers such as San Francisco and Sacramento. In San Joaquin County, Lathrop and Manteca were major railroad stops by 1871 and 1873, respectively. Tracy, located west of the ACE Extension study area, was established in 1882 around the junction of three rail lines— the San Francisco Bay Area to San Joaquin County line, the northern line to Martinez County, and the southern line to Los Angeles. In Stanislaus County, several communities developed along the transcontinental railroad including Salida (1869), Modesto (1870), Turlock (1871), and Ceres (1874).

Construction of the San Joaquin Valley mainline of the Southern Pacific Railroad (SPRR), which was originally known as the San Joaquin Valley Railroad, began in 1869. The railroad branched off the transcontinental line at the newly established town of Lathrop in San Joaquin County.

From 1870 to 1880, the population of the San Joaquin Valley increased by 40 percent, and the SPRR established 50 stations in the San Joaquin Valley, 24 of which became town sites. Eight of those sites became major towns, including Modesto, Turlock, and Merced.

Other railroads also were important to the area. The Tidewater Southern Railway began as an electric railway transporting freight and passengers from various cities within Stanislaus County. Construction began in 1910 in Stockton by the Tidewater & Southern Railroad Company. In 1917, the Western Pacific Railroad (WPRR) acquired the company and converted the line into a conventional feeder railroad to WPRR’s mainline near Manteca.

HIGHWAYS AND ROADS

Automobiles and the construction of highways were contributing factors to the growth and development of the San Joaquin Valley during the twentieth century. The most important is SR 99, a major roadway that connected San Joaquin Valley agricultural towns to larger urban markets. During the early twentieth century, plans were made to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley. Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, an old Native American

trail, while other portions of the roadway along Route 4 followed main lines of the SPRR. While portions of this route were still being paved in 1926, it was designated SR 99. The adoption of the interstate system and construction of Interstate (I-) 5 and other interstate routes during the 1960s truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County.

AUTO-ORIENTED ROADSIDE COMMERCIAL ARCHITECTURE

The automobile's arrival permanently transformed the landscape of the United States. Quick expansion of roadway systems changed both the way the country's residents and visitors traveled as well as how they shopped. From shopping malls to highway attractions with 50-foot-tall signage, auto-oriented commercial architecture evolved in concert with transportation development to become a ubiquitous building type throughout the United States.

The commercial architecture positioned near roadways changed rapidly in the twentieth century. Influential lobbying groups encouraged lawmakers to enhance auto-oriented infrastructure and move away from rail lines—a decision that gave travelers the ability to stop and go at their leisure, making them an emergent target demographic for advertisers and business owners. Municipal governments began privileging the automobile over pedestrians through widening streets and installing directional lights. Dense, walkable "Main Streets" gave way to large thoroughfares, which changed how people traveled and where they shopped (Liebs 1995:16–17).

Once roadway improvements made automobile travel more feasible, roadside businesses targeting this traffic proved their viability during the 1920s and into the Great Depression. Commercial development persisted in areas like the Miracle Mile in Los Angeles—an iconic strip running from downtown Los Angeles to Santa Monica—while roadside shacks offered cross-country migrants places to rest, eat, and service their vehicles (Liebs 1995:20–21). Sizeable postwar investment into the interstate system and suburbanization solidified the nation's relationship to the automobile and its role in commercial activities. In the words of landscape historian Chester H. Liebs: "By the early 1950s, almost anything could be bought along the roadside" (Liebs 1995:5).

As roads and highways proliferated in the first decades of the twentieth century, they connected communities and encouraged longer-range travel. Alongside this expansion came the growth of roadside commercial enterprises. Within this environment, businesses had defined land use and siting criteria, including setbacks, driveways, and parking lots to ensure drivers could easily and safely access them. Along cluttered frontage roads, programmatic architecture became advantageous. Although few examples remain, California was once home to buildings shaped like hats, shoes, and animals to advertise a service or a product or to simply attract attention (Society for Architectural Historians 2020; Novak 2012).

Consumers' increased reliance on the automobile resulted in architects creating elongated building forms utilizing architectural elements from Art Deco. Designers stretched shops, motels, gas stations, and restaurants along blocks and incorporated large bay windows to make goods visible from roadways. Dramatic rooflines, unique building massing, bright color palettes, and large expanses of glass became common along roadways, notably embodied in mid-century Googie architecture. Highly stylized Googie restaurants and coffee shops with large, bright signs attracted automobiles from highways and roadways throughout the country (Society of Architectural Historians 2020; Novak 2012).

In remote areas alongside interstate highways small groupings of auto-oriented modern architecture are ubiquitous, contributing to the character to roadsides across the United States. These buildings vary in mass and shape and rely on both building form and conspicuous signage to attract drivers. Business chains use uniformity across the country to ensure passing travelers quickly recognize a familiar restaurant or gas station. Roadside outdoor attractions use classic campground architectural tropes, such as wooden A-frame buildings, whereas novelty gift shops or museums use programmatic buildings or large statues to advertise their goods or present travelers with a photo opportunity. In thinly inhabited regions, property owners still use such buildings formerly located along two-lane highways that predate the interstate system.

According to Sanborn maps accessed for the years 1923 and 1946, the property operated as the Atwater branch yard for the Merced Lumber Company. As of 2020 James and Natalia Moore own the property with one documented sale dated to 12/29/2009. The seller for this sale is documented as the Atwater Redevelopment Agency. (ParcelQuest 2021; Better Business Bureau 2021).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, in its current iteration as Moore's Automotive, 998 Atwater Blvd has association with the theme of postwar era development as an automotive-oriented commercial business facing a community's main thoroughfare, in this case, Atwater Boulevard. No research revealed that this property has an important association with this theme, as the business was founded in 1978, well past the early period of postwar era development and automotive-oriented commercial business, which dates to the early 1950s. This property does not embody the first, foremost, or early example of the theme of roadside commercial enterprises in the Merced area, with modifications and alterations to the property that date to the postwar period, c. 1960s (Better Business Bureau 2021). Prior to its role as a roadside commercial business, the property had association with the theme of railroads in the San Joaquin Valley, being the location of the Atwater branch of the Merced Lumber Company as early as 1923 through at least 1946 with a location adjacent to the railroad tracks. While reflecting an industry with notable connections to railroad infrastructure, no evidence suggests the property as is has an important association with the theme of railroads in this region. The property, neighboring old SR99/Atwater Boulevard prior to the route's rerouting, lacks evidence of having an important association with the theme of highways and roads in this region, as this property shows no important connections to the early development of SR99 or the rerouting of SR99 as a result of

development of I-5 and other interstate routes. Additional research revealed no evidence that this building has an important association with any other theme significant to history. Thus, 998 Atwater Blvd does not appear significant under NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 998 Atwater Blvd does not appear to have an association with any significant persons important to history. According to the Better Business Bureau website, Jim Moore opened Moore's Automotive in 1978 and filed for LLC status in 2002 (Better Business Bureau 2021; Bizapedia 2019). Research done in regional newspaper databases revealed no works by Jim Moore of significance to history in the region and sufficient association to this property. The Merced Lumber Company operated a branch yard of their lumber business at Atwater on the SPRR c. 1921, with advertisements for "Wholesale and Retail Lumber" and building materials in the Merced County Farm Bureau Monthly publication (Merced County Farm Bureau 1921:12). The Merced Lumber Company operated a branch yard here at least through 1946. No research revealed that notable officers or representatives of Merced Lumber Company had an important association with this property that best embodies a significant individual's productive life. Research revealed limited records about other past owners of the property and did not reveal other important individuals whose life's work holds important association with this property. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 998 Atwater Blvd does not appear to have architectural significance. With its concrete-block construction, simple rectangular footprint, plywood wall cladding, and minimal architectural embellishment this building does not express high artistic values and does not best embody a particular design, method, or period of construction. Although displaying some elements of roadside commercial architecture, such as setbacks with parking, customer-facing parking areas, and retail entrances, the building footprint does not best embody high-style examples of auto-oriented roadside commercial architecture (such as an innovative or novel footprint, dramatic rooflines, bright, eye-catching wall cladding or color palettes, or elements of Art Deco, Googie, or campground architecture that draws the eye). No conspicuous commercial signs in large, bright styles indicative of this building type appear in survey images. No evidence ties this building to a master builder or architect. Previously the property served as a branch yard for the Merced Lumber Company who were wholesale and retail sellers of building materials. Aerial photographs show a long, narrow, rectangular building that housed a lumber yard, warehouse, and office space located just off the railroad tracks. The property maintains its original location neighboring the railroad tracks, but experienced numerous non-original additions to secondary and primary elevations, demolition of original lumberyard building segments east of the extant structure (which resulted in an altered footprint), and roof-cladding alterations that diminish the property's potential to embody the original 1923 lumber yard building. The property no longer embodies its original function as a lumber yard nor does the current building function make full use of its orientation next to the railroad tracks. Thus, this building lacks sufficient integrity of original design, materials, workmanship, feeling, and association. Atwater experienced notable expansion of residential, commercial, and industrial land use north of the subject property. South of the parcel agricultural fields dominated the surrounding landscape where presently industrial and commercial parcels dot the landscape, interspersed with small residential subdivisions and the rerouted SR99. Thus, 998 Atwater Blvd lacks sufficient integrity of setting. Therefore, 998 Atwater Blvd does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 998 Atwater Blvd is not likely to yield information important to history. Thus, 998 Atwater Blvd does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 998 Atwater Blvd is not eligible for listing in the NRHP/CRHR under A/1, C/3 or D/4 and does not appear eligible under B/2 as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

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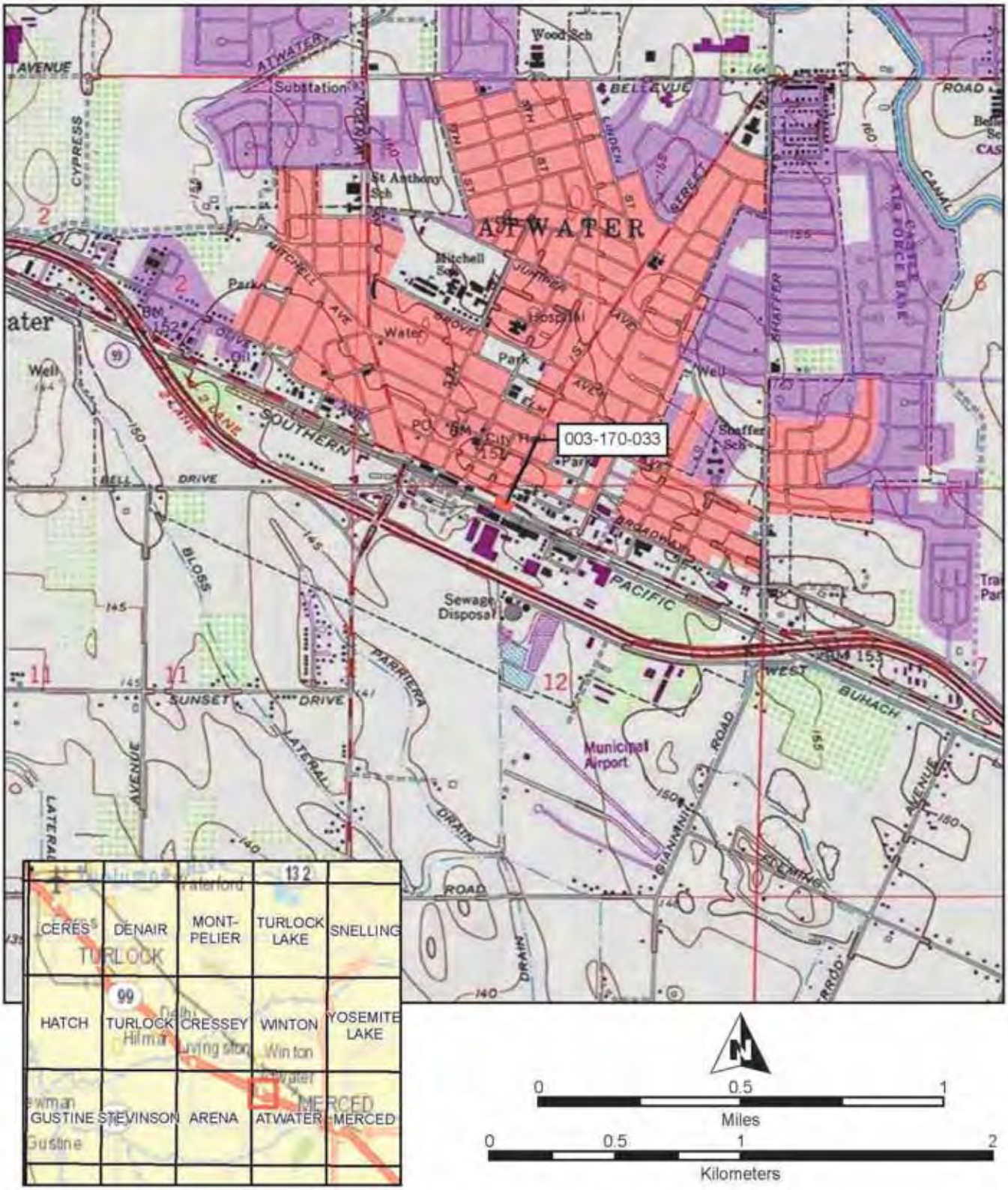
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STEVINSON
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UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Buhach Lateral

Map ID #: 2018-60

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: 2018-60

*** P2e. Other Locational Data:** South of SR 99 and north of Southern Pacific Ave, west of Buhach Rd / Buhach Lateral.

*** P3a. Description:** The Buhach Lateral is part of the Merced Irrigation District (MID) System and is an irrigation canal originating from the Livingston Canal north of Atwater. Within and around the study area the Buhach Lateral is a 104-foot segment of a trapezoidal canal lined in concrete. Portions of the canal are also earthen, and the resource displays variable dimensions depending on location. Within the study area the lateral spans about 6' at the crest. The Buhach Lateral travels along a north-south alignment then goes underground north of E. Broadway Avenue, passes under Highway 99 before emerging south of the Highway. The lateral then passes under the railroad tracks and continues south under Southern Pacific (SP) Avenue through three box culverts. The Lateral emerges south of SP Avenue then splits to travel parallel to SP Avenue to the south.

*** P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Buhach Lateral, looking north from SP Avenue towards study area, May 2019. (Google LLC 2021)

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Buhach Lateral

Map ID #: 2018-60

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres-Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alteration, and date of alterations)

The original earthen form of the Buhach Lateral dates to the 1890s to serve the new Buhach Colony, established by the Crocker-Huffman Company. As of 1929 less than 1% of the MID System's canals were concrete-lined. The MID began numerous improvement projects from the 1930s through the 1950s, including concrete lining several earthen canals like the Buhach Lateral. Nearby canal segments' concrete linings date to the 1930s and 1940s.The Buhach Lateral presently drains into Canal Creek while the original earthen ditch fed into Black Rascal Creek. The overall alignment remains consistent from 1946 through 1958 save for the development of Highway 99, which resulted in the overpass along N Buhach Road as well as the formal establishment of SP Avenue, with its curve westward to parallel the railroad tracks, as well as construction and routing of on and off ramps along E Broadway Avenue north of the resource. The Buhach Lateral maintains a consistent alignment from 1958 through 2010. The off and on ramps immediately north of the resource were removed between 2012 and 2016 however this does not appear to affect the alignment or features associated with the lateral. The on and off ramps reappear in 2020 aerial images however no visible changes occur to the resource itself (JRP 1993; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google Maps 2020).

***B8. Related Features**: box culvert

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, and Agriculture	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Buhach Lateral

 Map ID #: 2018-60

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the “Tulloch system,” spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts’ formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region’s agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O’Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began

several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling (JRP 1993, Heck 2000, Hope 2001).

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The canal lacked integrity of design, materials, workmanship, feeling, and association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special

consideration where a resource would be eligible for CRHR but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and 20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus lost integrity from the period of significance (JRP 1993; LSA 2006; JRP 2007).

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of agriculture and irrigation in the region, the integrity issues (loss of integrity of design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria due to a lack of integrity of design, materials, workmanship, feeling, and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is "7R," where a resource was "Identified in Reconnaissance Level Survey; Not evaluated." Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals (JRP 1993, Nettles 2006, JRP 2007).

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and that it lacked integrity of its original construction (Lortie 2002, JRP 2006).

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks (JRP 2006).

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In

the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the CEQA and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice found the MID System significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice recorded NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation." Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposed a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation" (JRP 2007, Dice 2010, Loftus 2011).

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities, and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP/CRHR Criteria A/1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Buhach Lateral is most appropriately evaluated as a contributor to the larger MID System. The evaluation of the Buhach Canal segment follows.

> Under NRHP Criterion A or CRHR Criterion 1, Buhach Canal is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. The Buhach Canal is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. The Buhach Canal does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.
>
> The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important

association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Buhach Lateral is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Buhach Lateral does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Buhach Canal is not an important example of a type, period, or method of construction. The lined irrigation canal is an example of a common property type in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. The canal also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with the canal. Therefore, Buhach Canal is not significant under NRHP Criterion C or CRHR Criterion 3 as a contributor to the MID System. Furthermore, the Buhach Lateral does not appear to be individually significant under NRHP Criterion C and CRHR Criterion 3.

Under NRHP Criterion D or CRHR Criterion 4, Buhach Canal is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Integrity

Like the wider MID System, the Buhach Lateral is an active irrigation canal and experiences regular maintenance and/or material upgrades at the discretion of the MID. While the resource's alignment within the study area appears consistent with its historic alignment at least since 1958, its integrity of original setting and feeling is diminished with alterations to SR99 as well as neighboring on and off ramps. The lateral's concrete lining as well as its ancillary support components reflect postwar, modern features that no longer embody the lateral's original design, materials, or workmanship with its earliest (earthen) 1890 construction. Although the Buhach Lateral forms part of the wider MID System, and thus maintains its association with the MID System, alterations to its setting and feeling and ongoing upgrades mean that this segment lacks sufficient integrity to be an individual, historically significant contributor to the wider MID System. Therefore, the Buhach Lateral is not significant as an individual historical resource and is not a contributor to the significance of the overall MID System (NETR 1958, 2016).

Therefore, the Buhach Lateral is not eligible as a contributor to the MID System, nor as an individual resource. The Buhach Lateral is therefore not a historical resource under CEQA. The Buhach Lateral has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

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Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

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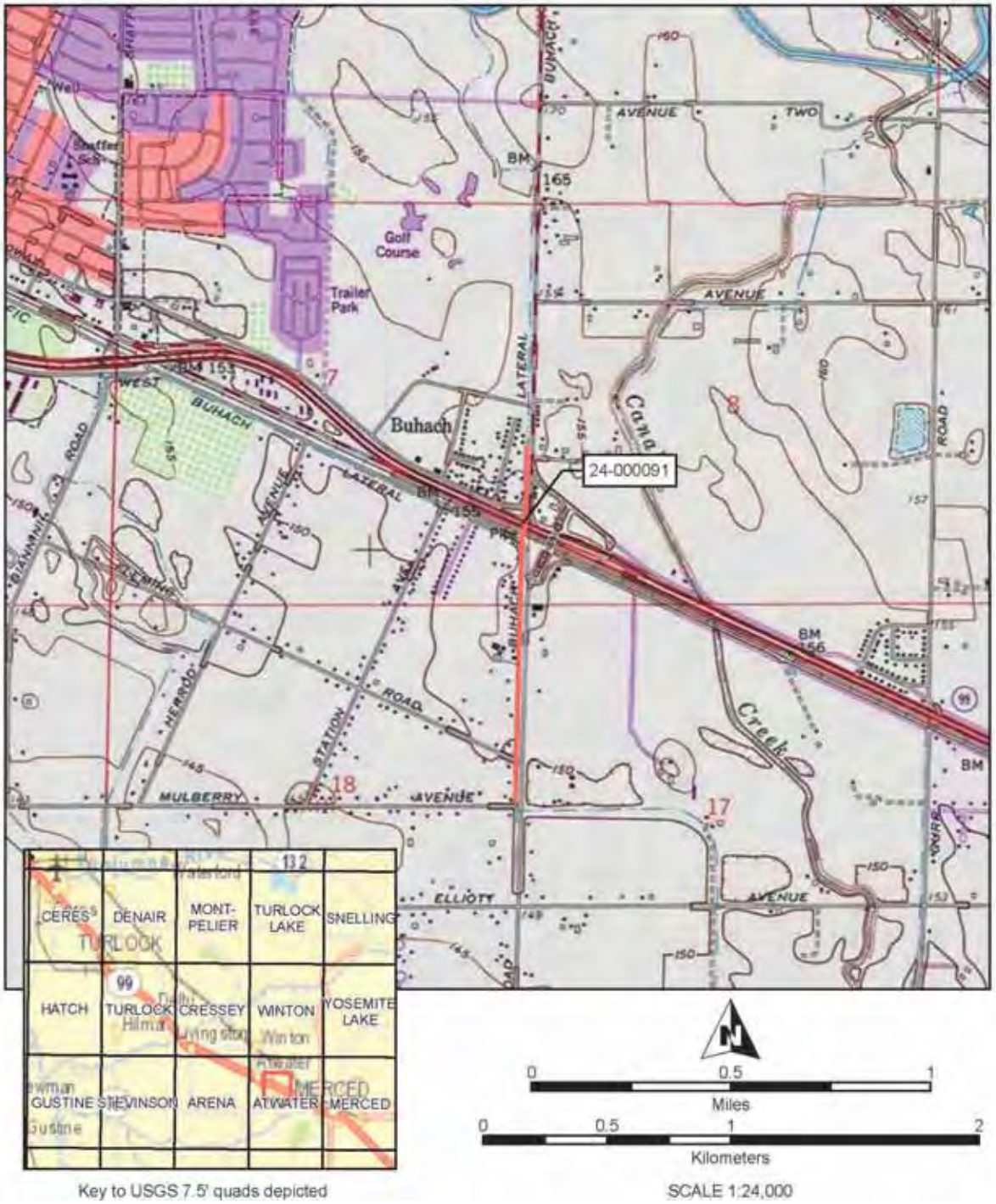
Nationwide Environmental Title Research, LLC. (NETR). 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016. Available: https://www.historicaerials.com/viewer. Accessed: July 10, 2020.

Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.



Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Merced Irrigation District System, Canal Creek
Map ID #: 2018-62
NRHP Status Code: 6Z ☒ Continuation ☒ Update

P1. Other Identifier: 2018-62
*** P2e. Other Locational Data:** South of SR 99 and southeast of Buhach Road. Canal Creek at the intersection with Southern Pacific (SP) Ave
*** P3a. Description:** The Canal Creek is part of the Merced Irrigation District (MID) System and is a U-shaped earthen channel used by the Merced Irrigation District (MID) as a conduit emerging from the Main Canal and diverting water to the Black Rascal Creek, south of the intersection of N Gurr Road and Landram Avenue. Within and around the study area the Canal Creek is a 132-foot long section of earthen canal 80 feet wide at the high point of the embankment, with varying widths outside the study area. The Canal Creek travels along a north-south alignment, passes under Ashby Road, Highway 99, the railroad tracks via a Union Pacific Railroad bridge, and Southern Pacific (SP) Avenue before continuing further south (JRP 2007; Google 2020).

*** P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Canal Creek, looking south from SP Avenue, May 2019 (Google LLC 2021)

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) Merced Irrigation District System, Canal Creek
Map ID #: 2018-62
NRHP Status Code: 6Z ☒ Continuation ☒ Update

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *ACE Ceres–Merced Extension Project. Historical Resource Inventory and Evaluation Report*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
Canal Creek pre-dates the earliest period of irrigation within the San Joaquin Valley as it is a natural creek. Exploitation of seasonal irrigation creeks and natural streams provided an expeditious, if inefficient, method for moving water. As of 1929 less than 1% of the MID System's canals were concrete-lined. The MID began numerous improvement projects from the 1930s-1950s. Except for one segment between Elliott Avenue and Landram Avenue (south of the study area), Canal Creek maintains its alignment between 1946 and 2016. The segment between Elliott Avenue and Landram Avenue south of the APE changes from a curved to a linear segment between 1958 and 1998. Between 2014 and 2016 a segment of Highway 99 received a significant rerouting just north of its original alignment, adding two crossings but otherwise leaving the Creek alignment or visible features unchanged or altered (JRP 1993; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google Maps 2020).

***B8. Related Features**: bridges

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

After review of the previous recordation and current field check and research, this Update evaluation for the portion of the Canal Creek contained within and surrounding the study are concludes that the segment does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. The lateral segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large

geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the

Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling. (JRP 1993, Heck 2000, Hope 2001)

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The Canal lacked integrity of design, materials, workmanship, feeling or association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special consideration where a resource would be eligible for CRHP but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and

20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus has integrity issues relative to its period of construction. (JRP 1993; LSA 2006; JRP 2007)

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of agriculture and irrigation in the region, the integrity issues (design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria. Due to a lack of integrity of design, materials, workmanship, feeling and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is "7R," where a resource was "Identified in Reconnaissance Level Survey; Not evaluated." Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals. (JRP 1993, Nettles 2006, JRP 2007)

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and lacked integrity of its original construction. (Lortie 2002, JRP 2006)

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks. (JRP 2006)

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice evaluated the MID System as significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice records a NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation. Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposes a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation." (JRP 2007, Dice 2010, Loftus 2011)

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP/CRHR Criteria A/1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

Canal Creek is most appropriately evaluated as a contributor to the larger MID System. The evaluation of the Canal Creek segment follows.

Under NRHP Criterion A or CRHR Criterion 1, Canal Creek is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. Canal Creek is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. Canal Creek does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, Canal Creek is also not significant under

NRHP Criterion B or CRHR Criterion 2. Furthermore, Canal Creek does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Canal Creek is not an important example of a type, period, or method of construction. The unlined, natural creek reflects common exploitation of natural features for water conveyance in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. Canal Creek also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with it. Therefore, Canal Creek is not eligible under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Canal Creek is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Integrity

As part of the MID System, the Canal Creek is an active irrigation canal and experiences alterations and/or maintenance at the discretion of the MID. Unlike some other, concrete-lined segments evaluated within the MID System, Canal Creek is a naturally occurring water feature historically and presently exploited for a utilitarian purpose. While the resource's modern alignment surrounding the study are appears consistent with its historic alignment at least since 1946 and thus maintaining an integrity of location, its largely natural, unaltered state coupled with changes to the setting surrounding the canal diminishes its classification as a cultural resource (as opposed to a natural resource) such that establishing integrity of design, materials, workmanship is inconclusive or undefinable. Changes to the creek's wider environmental context over time, including land use changes, roadway improvements immediately north of the study area, and urban and rural development, diminishes its integrity of setting and feeling. Canal Creek keeps its integrity of association as it remains a modest but functioning part of the MID System. Although the Canal Creek forms part of the wider MID System, this segment lacks sufficient historical significance to convey its significance as a contributor to the wider MID System (NETR 1946,1958, 2016; Google 2020).

Therefore, Canal Creek is not eligible as a contributor to the MID System, nor as an individual resource. Canal Creek is therefore not a historical resource under CEQA.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

Loftus, Shannon L. 2011. *California Department of Parks and Recreation 523 Continuation Sheet: P-24-001909, Merced Irrigation District, Livingston High School Cell Site Candidate Study*. Prepared for ACE Environmental LLC.

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LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

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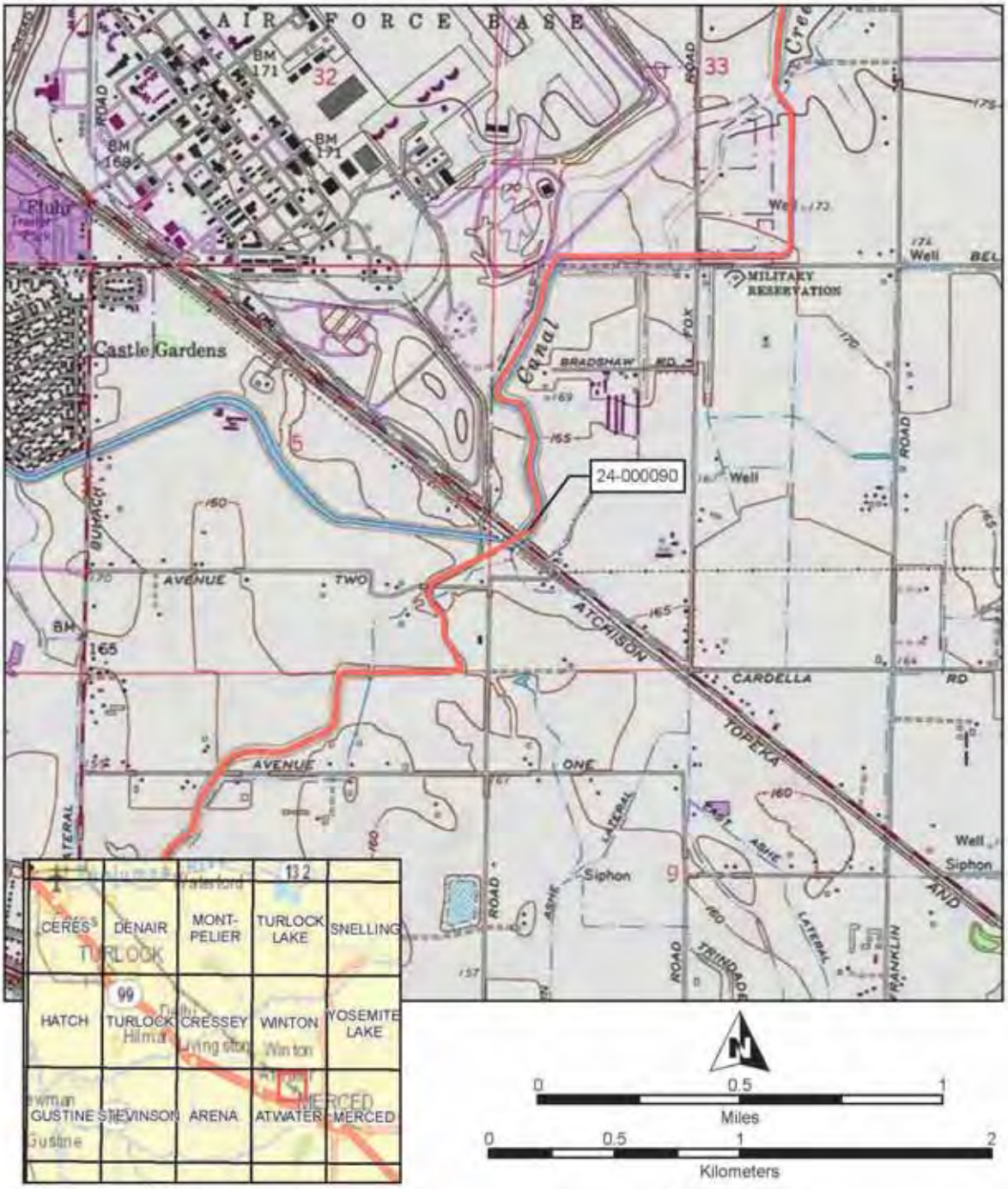
Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.



Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒Update

Resource Name or #:(Assigned by recorder) P-24-00088 Main Ashe Lateral Inverted Siphon

Map ID #: 2018-63

☐ Continuation ☒ Update

NRHP Status Code: 6Z

P1. Other Identifier: 2018-63

*** P2e. Other Locational Data:** South of SR 99 and east of Gurr Road. The Main Ashe Lateral Inverted Siphon north of Southern Pacific (SP) Ave.

*** P3a. Description:** The Main Ashe Lateral Inverted Siphon is an abandoned, inoperable brick and concrete inverted siphon of the Merced Irrigation District (MID) System previously used by the MID to route the Main Ashe Lateral under the UPRR tracks prior to the realignment of Highway 99. Originally a circular construction featuring gentle grades acting as a culvert for the lateral waters, presently the siphon measures approximated 1 foot thick by 13 feet wide and roughly 2 feet high. The structure lacks vital pieces that would otherwise be present on the original inverted siphon that would make it operable. It is possible the siphon itself was removed or damaged during the realignment of the lateral in the 1940s. As it is inoperable and abandoned the feature appears to be in poor condition. (JRP 1993; Google 2020).

*** P3b. Resource Attributes:** HP11 Engineering Structure; HP20 Canal/aqueduct

P5a. Photograph: Main Ashe Lateral Inverted Siphon, looking northeast, 2019. Google LLC 2019.

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020

*** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020 ☐ Continuation ☒ Update

Resource Name or #:(Assigned by recorder) P-24-00088 Main Ashe Lateral Inverted Siphon

Map ID #: 2018-63

☐ Continuation ☒ Update

NRHP Status Code: 6Z

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alteration, and date of alterations)

Main Ashe Lateral Inverted Siphon dates to the late 19th to early 20th century. Such features became common by around 1910, typically built of reinforced concrete. The siphon may have been built by the Crocker-Huffman Land and Water Company, who owned the Merced Canal and Irrigation Company from 1888 until the regional operations were purchased by the Merced Irrigation District (MID) in 1919. The MID began numerous improvement projects across its systems from the 1930s-1950s. When the state rerouted Highway 99 in the 1940s, the MID appears to have used the opportunity to upgrade and realign the Main Ashe Lateral west of its previous alignment, nearer to present Gurr Road. This required a near tripling of the subterranean distance traveled and, with the realignment, made the Main Ashe Lateral Inverted Siphon obsolete. Historic aerial images from 1946 show the Main Ashe Lateral emerging from the inverted siphon's present location and routing due west before turning south towards present Bronco Lane. By 1958 the lateral now runs south along Gurr Road and the siphon appears inoperable. No other changes or alterations are visible after 1958 through to modern aerial images. (JRP 1993; Nationwide Environmental Title Research LLC 1946, 1958, 2016; Google LLC 2020)

***B8. Related Features**:

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Agriculture, Irrigation	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today because of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Summary of Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling (JRP 1993, Heck 2000, Hope 2001).

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The canal lacked integrity of design, materials, workmanship, feeling, and association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special consideration where a resource would be eligible for CRHR but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and 20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus lost integrity from the period of significance (JRP 1993; LSA 2006; JRP 2007).

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of agriculture and irrigation in the region, the integrity issues (loss of integrity of design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria due to a lack of integrity of design, materials, workmanship, feeling, and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is "7R," where a resource was "Identified in Reconnaissance Level Survey; Not evaluated." Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals (JRP 1993, Nettles 2006, JRP 2007).

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no

significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and that it lacked integrity of its original construction (Lortie 2002, JRP 2006).

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks (JRP 2006).

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the CEQA and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice found the MID System significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice recorded NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation." Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposed a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation" (JRP 2007, Dice 2010, Loftus 2011).

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities, and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP/CRHR Criteria A/1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Main Ashe Lateral Inverted Siphon is most appropriately evaluated as a contributor to the larger MID System. The evaluation for the Main Ashe Lateral Inverted Siphon follows.

Under NRHP Criterion A or CRHR Criterion 1, the Main Ashe Lateral Inverted Siphon is associated with the entire MID system, which is significant as an early canal system built within the context of the Wright Act of 1887 and for its

associations with Merced County's agricultural, irrigation, and water conveyance development. The Main Ashe Lateral Inverted Siphon is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. The Main Ashe Lateral Inverted Siphon does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Main Ashe Lateral Inverted Siphon is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Main Ashe Lateral Inverted Siphon does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, the Main Ashe Lateral Inverted Siphon is not an important example of a type, period, or method of construction. The abandoned brick and concrete inverted siphon is an example of common construction found in irrigation engineering in the San Joaquin Valley by the time it was constructed and therefore does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. The Main Ashe Lateral Inverted Siphon also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with the siphon. Therefore, the Main Ashe Lateral Inverted Siphon is not eligible under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Main Ashe Lateral Inverted Siphon is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

The Main Ashe Lateral Inverted Siphon is an abandoned remnant of the still-active Main Ashe Lateral irrigation canal that is maintained and upgraded by the MID. The Main Ashe Lateral Inverted Siphon sits abandoned and inoperable due to the lateral's rerouting that has resulted in the inverted siphon's missing, removed, or damaged components. As an abandoned piece of the Main Ashe Lateral that is missing key operational components, the Main Ashe Lateral Inverted Siphon lacks integrity of design, materials, and workmanship. The rerouting of the Main Ashe Lateral c. 1946 diminished the structure's integrity of setting, feeling, and association with the wider MID System. Although the Main Ashe Lateral Inverted Siphon did form part of the wider MID System in the past, this resource lacks sufficient integrity to be an individual contributor to the wider MID System. Therefore, the Main Ashe Lateral Inverted Siphon is not significant as an individual historical resource and is not a contributor to the MID System (JRP 1993, NETR 1946,1958, 2016; Google 2020).

Therefore, the Main Ashe Lateral Inverted Siphon is not eligible as a contributor to the MID System, nor as an individual resource. The Main Ashe Lateral Inverted Siphon is therefore not a historical resource under CEQA. The Main Ashe Lateral Inverted Siphon has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

AECOM. 2018. *Ace Extension Lathrop to Ceres/Merced: Historical Resources Inventory and Evaluation Report, Lathrop to Ceres and Ceres to Merced Segments, San Joaquin, Stanislaus, and Merced Counties, California*. Draft. Prepared for Federal Railroad Administration and San Joaquin Regional Rail Commission.

Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

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Loftus, Shannon L. 2011. *California Department of Parks and Recreation 523 Continuation Sheet: P-24-001909, Merced Irrigation District, Livingston High School Cell Site Candidate Study*. Prepared for ACE Environmental LLC.

Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

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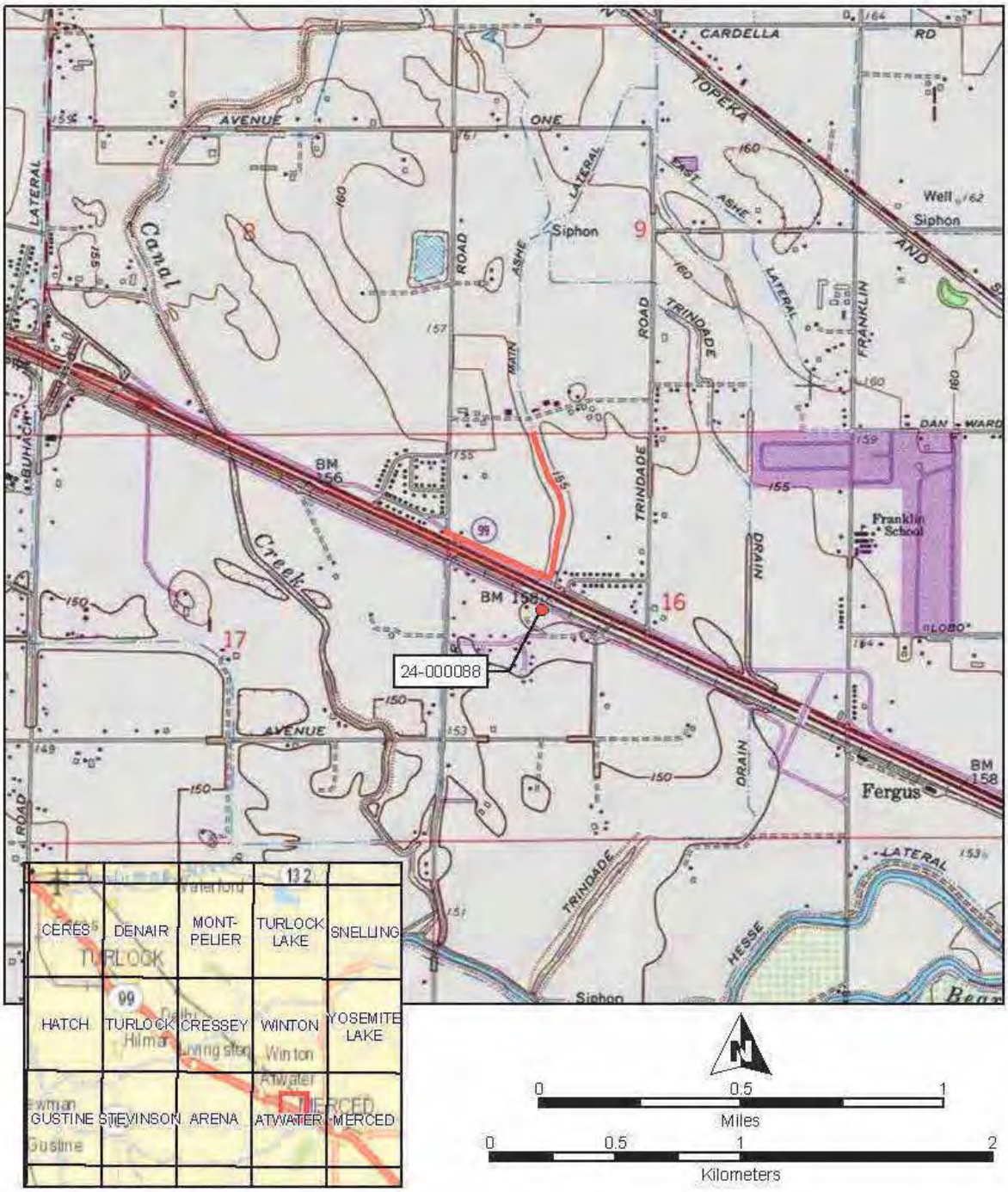
Nationwide Environmental Title Research, LLC. (NETR). 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016. Available: https://www.historicaerials.com/viewer. Accessed: July 10, 2020.

Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.

Primary #
HRI#
Trinomial

*Resource Name or #: P-24-00088 Main Ashe Lateral Inverted Siphon



UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020

Resource Name or #:(Assigned by recorder) P-24-002047; Black Rascal Creek and Canal
Map ID #: 2018-65
NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: 2018-65; Black Rascal Creek; Black Rascal Canal
*** P2e. Other Locational Data:** Merced Irrigation District. UPRR crossing south of SR99.

*** P3a. Description:** The Black Rascal Creek and Canal is part of the Merced Irrigation District (MID) System. It is an 85-foot wide by 161-foot long U-shaped segment of unlined canal centered on its undercrossing of the UPRR tracks and Southern Pacific Avenue. Black Rascal Creek and Canal serves as drainage for the MID System. Vegetation lines the segment's banks and two service roads parallel the canal on its east and west banks. There are no visible ancillary structures associated with this segment of Black Rascal Creek and Canal (NETR 2016; Google Earth Pro 2020).

*** P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Black Rascal Creek at Southern Pacific (SP) Avenue. Facing South. June 12, 2020. ICF.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020

Resource Name or #:(Assigned by recorder) P-24-002047; Black Rascal Creek and Canal

Map ID #: 2018-65

NRHP Status Code: **6Z** ☐ Continuation ☒ Update

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres-Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A

***B6. Construction History:** (Construction date, alteration, and date of alterations)

The MID acquired Black Rascal Creek and Canal in the 1920s. Use of the Black Rascal Creek and Canal for water conveyance dates to c. 1905 with the construction of the Livingston Canal by the Crocker-Huffman Irrigation Company. The segment of the resource near the study area is a north-south section of Black Rascal Creek and Canal passing under Ashby Road, SR99, the UPRR tracks, and Southern Pacific Avenue. The alignment of this segment appears consistent from 1946-2016, both within the study area and as Black Rascal Creek moves east towards SR 59. The setting is still agricultural with some residential development along Drake Avenue and Meadowbrook Avenue, west of the resource. Extension of Ashby Road across the Black Rascal Creek dates to between 1958 and 1998 and forms the northernmost bridge across Black Rascal Creek and Canal near the study area, however the resource appears unaltered with this crossing. According to Lortie's evaluation from 2002, the segment west of SR 59 and northeast of the APE experienced alterations in the mid-1960s to 1970s. The angular alignment of the resource surrounding the APE suggests alterations to the natural creek's original alignment before 1946 (JRP 2007; Lortie 2002; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google Maps 2020).

***B8. Related Features**: Bridges

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the

South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation

of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling. (JRP 1993, Heck 2000, Hope 2001)

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The Canal lacked integrity of design, materials, workmanship, feeling or association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special consideration where a resource would be eligible for CRHP but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and 20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus has integrity issues relative to its period of construction. (JRP 1993; LSA 2006; JRP 2007)

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek

held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of agriculture and irrigation in the region, the integrity issues (design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria. Due to a lack of integrity of design, materials, workmanship, feeling and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is "7R," where a resource was "Identified in Reconnaissance Level Survey; Not evaluated." Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals. (JRP 1993, Nettles 2006, JRP 2007)

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and lacked integrity of its original construction. (Lortie 2002, JRP 2006)

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks. (JRP 2006)

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments' results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice evaluated the MID System as significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance

Development in the Central Valley theme. Dice records a NRHP Status Code of "3," meaning the resource "appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation. Shannon L. Loftus provides an Update evaluation supplementing Dice's 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposes a Status Code change from "3" to "7N1" where the resource "needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions" due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice's 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of "5D3" for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) "appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation." (JRP 2007, Dice 2010, Loftus 2011)

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP Criterion A and CRHR Criterion 1 as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.

The Black Rascal Creek and Canal is most appropriately evaluated as a contributor to the larger MID System. The evaluation of the Black Rascal Creek and Canal follows.

Under NRHP Criterion A or CRHR Criterion 1, Black Rascal Creek and Canal is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. The Black Rascal Creek and Canal is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. The Black Rascal Creek and Canal does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, the Black Rascal Creek and Canal is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, the Black Rascal Creek and Canal does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Black Rascal Creek and Canal is not an important example of a type, period, or method of construction. The unlined irrigation canal is an example of a common property type in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. The canal also lacks artistic value that would merit listing in the NRHP or CRHR and there

are no master architects or builders associated with the lateral. Therefore, Black Rascal Creek and Canal is not significant under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Black Rascal Creek and Canal is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Like the wider MID System, Black Rascal Creek and Canal is an active irrigation canal and experiences maintenance and/or upgrades at the discretion of the MID. While the resource's modern alignment within and immediately surrounding the APE appears consistent with its historic alignment at least since 1946 and it maintains integrity of location, its unlined state coupled with changes to the surrounding area of the canal, realignments, and alterations near the study area, dating to the 1960s and 1970s, diminishes its integrity of original design, materials and workmanship. Changes in the setting over time (such as the extension of Ashby Road over the canal between 1958 and 1998) diminishes Black Rascal Creek and Canal's integrity of setting and feeling within and close to the study area. Black Rascal Creek and Canal keeps its integrity of association as it remains a modest but functioning part of the MID System. Although Black Rascal Creek and Canal forms part of the wider MID System, this segment lacks sufficient integrity to convey its significance as a contributor to the wider MID System.

Therefore, Black Rascal Creek and Canal is not eligible as a contributor to the MID System, nor as an individual resource. The Black Rascal Creek and Canal is not a historical resource under CEQA (NETR 1946,1958, 2016; Google 2020). The Black Rascal Creek and Canal has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

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Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

JRP Historical Consulting Services and California Department of Transportation (Caltrans). 2000. *Water Conveyance Systems in California: Historic Context Development and Evaluation Procedures*. Sacramento, CA. Prepared for California Department of Transportation, Sacramento, CA.

JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

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Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

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Nettles, Wendy. 2006. *Cultural Resources Survey for the Willow Creek Specific Plan/EIR, City of Atwater, Merced County, California.* Prepared by Applied EarthWorks, Inc. for Quad Knopf, Roseville, CA.


24-002047
Fergus
Bear
Creek
Roscoe
MILITARY RESERVATION
Radio Towers
Franklin School
Siphon
Well
Cracker Dam
Mile 21
16
15
14
21
22
23
27
26
CERES
DENAIR
MONT-PELIER
TURLOCK LAKE
SNELLING
HATCH
TURLOCK
CRESSEY
WINTON
YOSEMITE LAKE
GUSTINE
STEVINSON
ARENA
ATWATER
MERCED
Key to USGS 7.5' quads depicted
0
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Miles
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2
Kilometers
SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary #P-24-000097
HRI # _____
Trinomial _____
NRHP Status Code 3S, 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 3S, 3CS
*Resource Name or # (Assigned by recorder) 2018-67

P1. Other Identifier: Southern Pacific Railroad San Joaquin Valley Main Line
***P2. Location: ☐ Not for Publication ☒ Unrestricted**

***a. County** Stanislaus, Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Subject rail passes through Ceres (1969) Turlock (1961) Atwater (1961) and Merced (1961)

c. Address: N/A **City**: N/A **Zip:** N/A

UTM: Zone: 10S**:** Northwestern most point (start of segment): 680454 **mE/** 4162317 **mN;** Keyes: 684125 **mE/** 4158471 **mN;** downtown Turlock: 690328 **mE/** 4151908 **mN;** Delhi: 696708 **mE/** 4145191 **mN;** Linvingston: 701567 **mE/** 4140265 **mN;** Atwater: 711722 **mE/** 4135914 **mN;** Merced, end point: 722676 **mE/** 4131216 **mN**

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) An approximately 33-mile segment of rail beginning at E Hackett Road in Ceres heading southeast towards Merced through Keyes, Turlock, Delhi, Livingston, and Atwater. Segment ends at G Street in Merced.

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This form updates the previous recordation efforts addressing the Southern Pacific (now Union Pacific) Railroad's San Joaquin Valley Main Line, which runs on the eastern side of the San Joaquin Valley and now parallels Highway 99. The 33-mile segment surveyed for the purposes of this form runs from Ceres to Merced, but the significance of the entire rail line has been duly considered in this form. The Information Center record pertaining to this segment of rail is associated with P-24-000097, and northwest of the project area within San Joaquin County is associated with P-39-000002. (See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) AH7. Railroad Grade; HP19. Bridge
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) January 12, 2020, view facing east in Merced.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Union Pacific
1400 Douglas Street
Omaha NE 68179

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** January 12, 2020
***P10. Survey Type:** (Describe)
Intensive

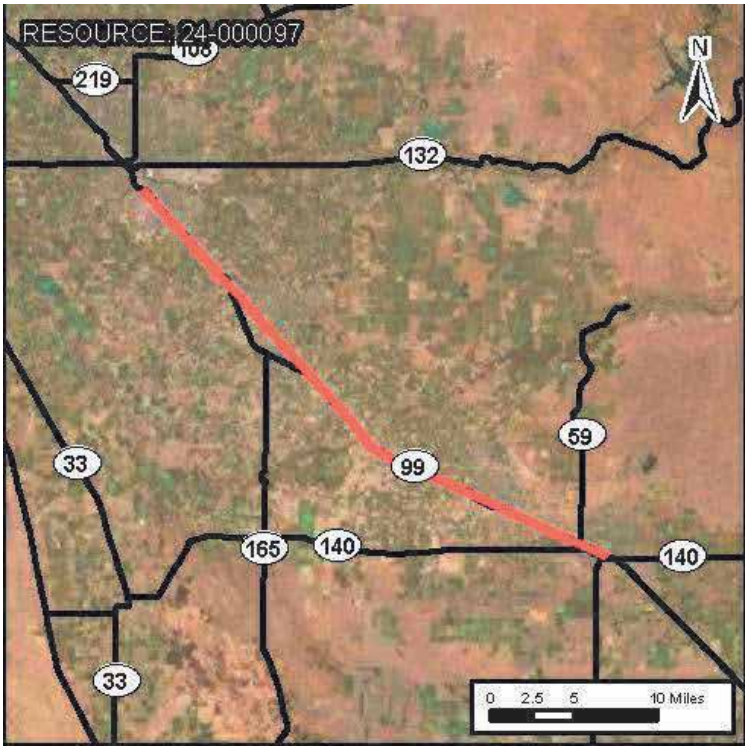
***P11. Report Citation:** ICF. 2020. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

B1. Historic Name: Central Pacific Railroad (San Joaquin Valley Main Line or Eastern Line)
B2. Common Name: Southern Pacific Railroad San Joaquin Valley Main Line
B3. Original Use: Railroad **B4. Present Use:** Railroad
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) Construction started in Lathrop in 1869, with continued building heading southeast through the San Joaquin Valley, reaching Tulare City (a newly founded railroad town) in 1873. The line was then built through the Tehachapi Pass to Los Angeles and formally completed in 1876. From 1923-1930 the Southern Pacific undertook rehabilitation and development of the line, which included upgrading of materials and maintenance. After World War II the main line was upgraded with new "ribbon rails" laid with mechanized track-laying machines which provided more accuracy than previous hand-laid rail; this ribbon rail is still present throughout the main line. Additionally, alteration, improvement, and replacement of grade separations, crossing equipment, tracks, ties, and roadbeds have been ongoing throughout the twentieth and twenty-first centuries.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Central Pacific Railroad/Southern Pacific Railroad b. Builder: Central Pacific Railroad/Southern Pacific Railroad
***B10. Significance: Theme** Central Valley Railroad Development **Area** San Joaquin Valley
Period of Significance 1868-1874 **Property Type** Railroad **Applicable Criteria** A/1
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The San Joaquin Valley Main Line meets the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and is an historical resource for purposes of the California Environmental Quality Act (CEQA). The property retains integrity to convey its significance and is eligible under Criterion A/1 in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)



B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Amanda Reese and Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
February 2, 2021
(This space reserved for official comments.)

***P3a. Description** (continued from page 1)

The Central Pacific Railroad merged with the Southern Pacific in 1884 and the line was run by the Southern Pacific until 1996, when the Union Pacific Railroad bought the company. The Union Pacific continues to operate the rail line today. The route, overall, throughout California, remains the same as during its initial phase of construction, and the total alignment runs from Lathrop to Los Angeles. Within the segment surveyed for the purposes of this project, the rail maintains its historic 1869-1874 alignment. The rail is a single set of steel tracks on a wide berm and dedicated right-of-way, with wooden ties, steel rivets and gravel ballast. Most street crossings, while originally wooden, have been replaced with modern concrete plater girder crossings. The railbed is largely at-grade, with occasional culverts and bridges to facilitate crossings of natural features.

***B10. Significance:** (continued from page 2)

PRIOR RECORDATION

P-24-000097 records two rail lines within the San Joaquin Valley, specifically the Main Line (which this record concerns) and the Southern Pacific West Side Line (which this record does not concern).

The Main Line was recorded by JRP in April of 1994; JRP recorded 35 points along the rail line through Kern, Tulare, Fresno, Madera, Merced, Stanislaus, San Joaquin and Sacramento counties. JRP provided an adequate NRHP/CRHR evaluation for these points, and found the Main Line eligible under Criterion A as the Main Line played an important role in the history of transportation in California and the western United States, as well as the development of agriculture within the San Joaquin Valley. However, JRP found the Main Line segments recorded did not have integrity relative to the period of significance (1869-1876). They found that only the right-of-way itself maintained integrity; all iron rails that would have dated to the period of significance are no longer extant.

JRP recorded another segment of the Main Line in April of 1994 southeast of Delhi and did not provide an evaluation.

Wendy Kronman of Caltrans recorded a segment of the Main Line through Merced in September 2005. Similar to JRP's 1994 finding, Kronman found the line significant but not eligible due to integrity issues.

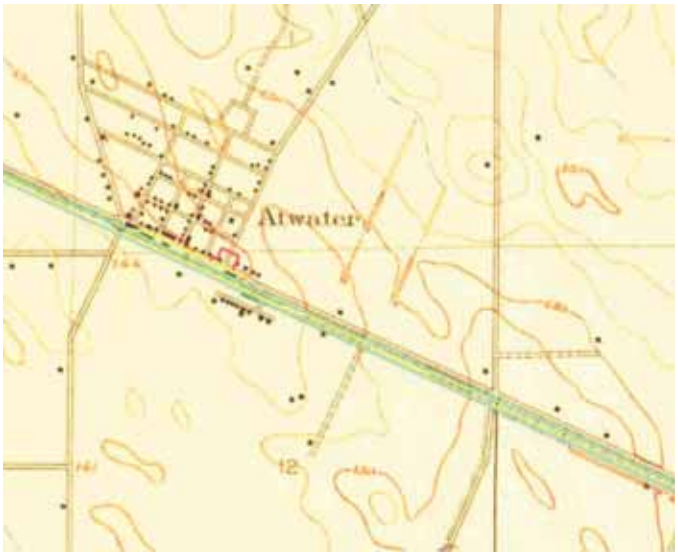
The West side Line was recorded by Kyle Napton of California State University, Sacramento in 1996, specifically a segment within the City of Los Banos. The earliest records for P-24-000097 include 1993 abandonment reports from the Southern Pacific Transportation Company concerning the West Side Line between Los Banos and Oxalis

HISTORIC CONTEXT

Construction of the Southern Pacific Line on the east side of the San Joaquin Valley began in December 1869 at Lathrop, which at the time had a Western Pacific junction that connected with Stockton. The work was initially undertaken by the Central Pacific Railroad and reached Modesto on May 5, 1870. The Tuolumne River was bridged in June 1871 and the towns of Turlock and Merced were duly founded and had rail constructed through them by the end of 1871.

The line was opened for travel in August 1874 and connected to Los Angeles via the Tehachapi Pass in the Mojave Desert by 1876.

The Central Pacific and all of its line, owned and leased, were unified with the Southern Pacific in 1884 as the Southern Pacific Company, which began another period of intense building throughout the state and created an addition of 2,630 miles of lines.



Photograph 2 and 3. The alignment in Atwater, California in 1918 (USGS Topographic Map) and in 2021 (Google Earth). The green and yellow highlights are the rail corridor and project study area.

SIGNIFICANCE AND EVALUATION

The previous studies of the San Joaquin Valley Main Line have noted the important role the line played not just in the commerce of the region but the broad role the railroad played in the pioneering era of settlement, with the Southern Pacific creating towns wholesale that today serve as major population centers in the San Joaquin Valley, such as Merced. The San Joaquin Valley Main Line served as the first all-weather transportation system within the valley, and eventually connected Southern California with both the San Joaquin Valley and Sacramento, as well as points east. The importance of this first line within the area it served is therefore of highest importance, and without it, many towns, other rail lines, industries, and agriculture within the valley would not have developed in the same way.

Past evaluations have cast doubt on the integrity of the railroad due to periodic upgrades of its rail, ties, crossings, signage, and safety features. However, consideration of integrity in regards to linear features have evolved in recent years, to more accurately gauge what aspects of integrity are essential for linear infrastructure that will naturally be replaced in-kind or with upgraded technology throughout their useful life span. Setting, location (alignment) and continued function (association) are now thought to be the essential aspects of integrity for conveying significance under Criterion 1/A, whereas original tracks, ties, ballast, and equipment (design, materials, workmanship) are only of foremost importance for railroad resources that are significant under Criteria 3/C.

Integrity is crucial in the definition of a historic property. In the case of a linear resource that serves as infrastructure, such as a rail line, the aspects of integrity necessary for the property to convey its historic significance depends upon which criterion is being considered. Linear resources such as railroads may be significant under Criteria 1/A if they served a vital function in the early establishment of a region or community, helping move freight and people through routes determined historically. If the railroad maintains its alignment that dates to its period of significance, its **location**, this is a key aspect of integrity that must remain in order for the resource to convey its significance. If the railroad in question maintains its use as an active railroad (its **association**), which follows the route set within its period of significance, these are two key aspects which can be reasonably expected to be preserved from the historic period. The **setting** of a rail line can also be expected to maintain its historic character within the realm of reason; rail lines were built to create towns and railroad stops that would flourish due to their access to all-weather travel and freight. It is not reasonable therefore to expect the character of the myriad of railroad stops on a historic railroad to perfectly maintain character to the period of significance and instead best to surmise if, despite the normal course of civic improvements, expansion, and population growth, that the nature of the railroad is intact. If a linear resource does not have these three aspects of integrity, at the minimum, it does not likely retain enough integrity to qualify under Criteria 1/A as an eligible resource.This argument can also be applied to the **feeling** of a rail line, and the preservation of the expression of the resources' historic character.

Railroads that represent an early or unique engineering solution may be significant under NRHP/CRHR Criterion C/3. Integrity of **materials** and **workmanship**, and to a lesser extent, **design**, cannot be expected to survive long periods where the linear infrastructure is in active use. Infrastructure is not designed to remain static, and instead is built with the expectation that improvements to technology, engineering, and material sciences will help the subject infrastructure continue its intended use on its intended alignment for as long as it is feasible. Although many of the early railroad lines in California continue to operate within their original corridor, it is a

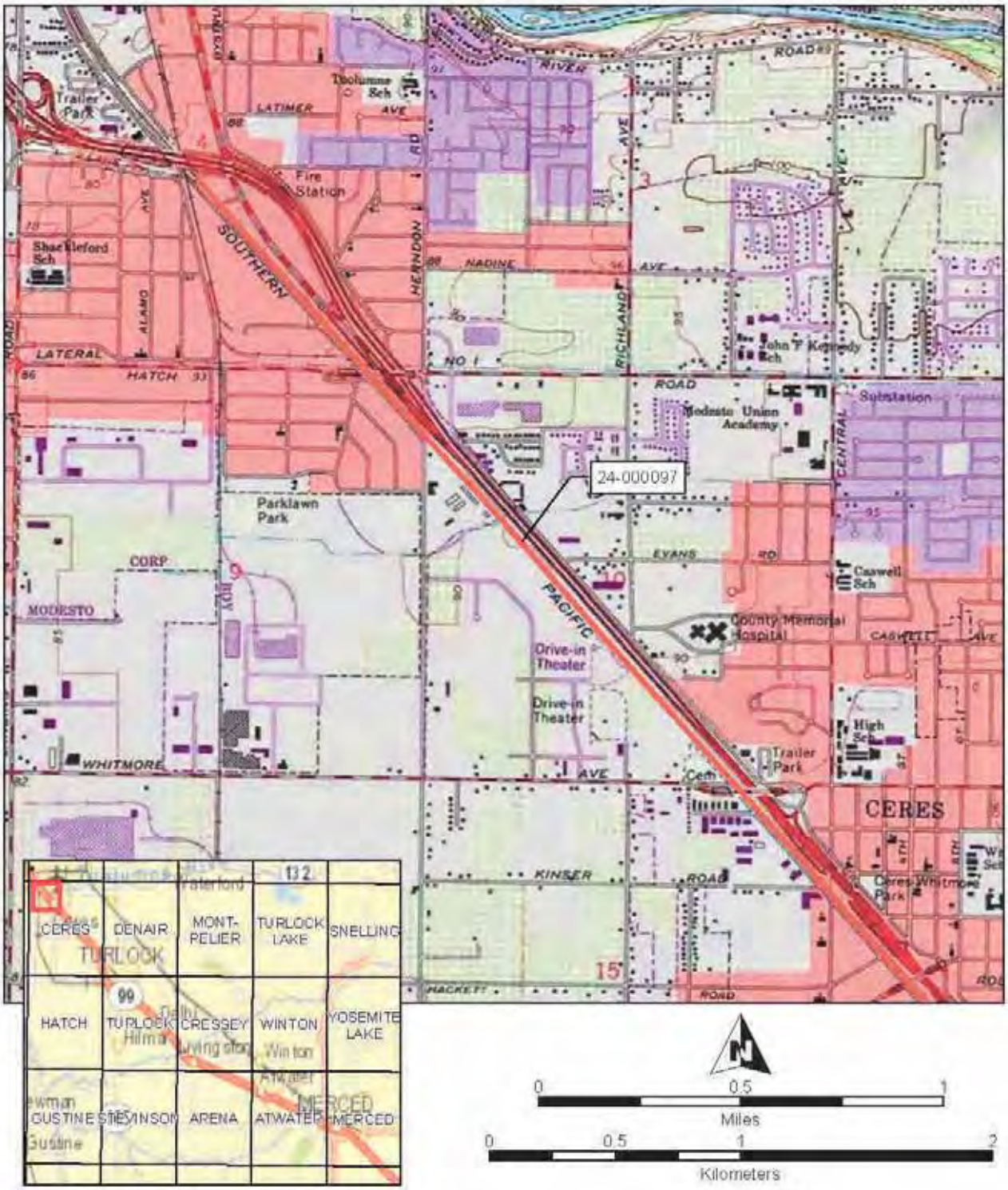
rare line or segment that retains integrity of materials, workmanship, and design due to this need for physical upgrades to keep up with maintenance and technological advances.

If the San Joaquin Valley Main Line is evaluated using this view on the seven aspects of integrity, it **retains sufficient integrity to its period of significance for eligibility under NRHP/CRHR Criterion A/1.** The resource retains its key aspects of integrity; its alignment (**location**), use (**association**), and **setting** are intact. The rail line remains a single track through the project area and extending into unsurveyed but studied portions of the line. Despite the addition of Highway 99 and larger towns and cities through which the rail passes, there is no doubt that the historic purpose of the rail line, which is to increase commerce, broaden the reach of transportation through California and the eastern San Joaquin Valley, and provide linkages to agricultural regions has been achieved. Put another way, a railroad that did not suffer from some degree of change with respect to its materials, workmanship, design, and to some extent, setting, would not have accomplished its historic aims to increase commerce, serve communities, and better transportation services in its area of service. Continued use, reasonably evolved setting, and location are three aspects that linear resources can reasonably fulfill and still convey their historic significance.

Character-defining features for the resource include the railroad's alignment through the San Joaquin Valley, its continued function as a railroad, its heavy-gauge track, and its setting within the rural and urban areas of the eastern San Joaquin Valley. The period of significance dates to the construction of the line throughout the San Joaquin Valley, 1868-1874, when the line's current alignment was built.

In conclusion, The Southern Pacific San Joaquin Valley Main Line is eligible for listing in the NRHP/CRHR as an individual resource under NRHP/CRHR Criterion A/1 at the local level of significance as the premier pioneer railroad throughout the eastern San Joaquin Valley. The Southern Pacific San Joaquin Valley Main Line is not eligible for listing in the NRHP/CRHR under NRHP/CRHR Criterion C/3 due to a loss of integrity, as argued in previous evaluations. This property was evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and is a historical resource for the purposes of CEQA.

LOCATION MAP



Key to USGS 7.5' quads depicted

SCALE 1:24,000

LOCATION MAP

LOCATION MAP

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2018-67

*Required information

LOCATION MAP

LOCATION MAP

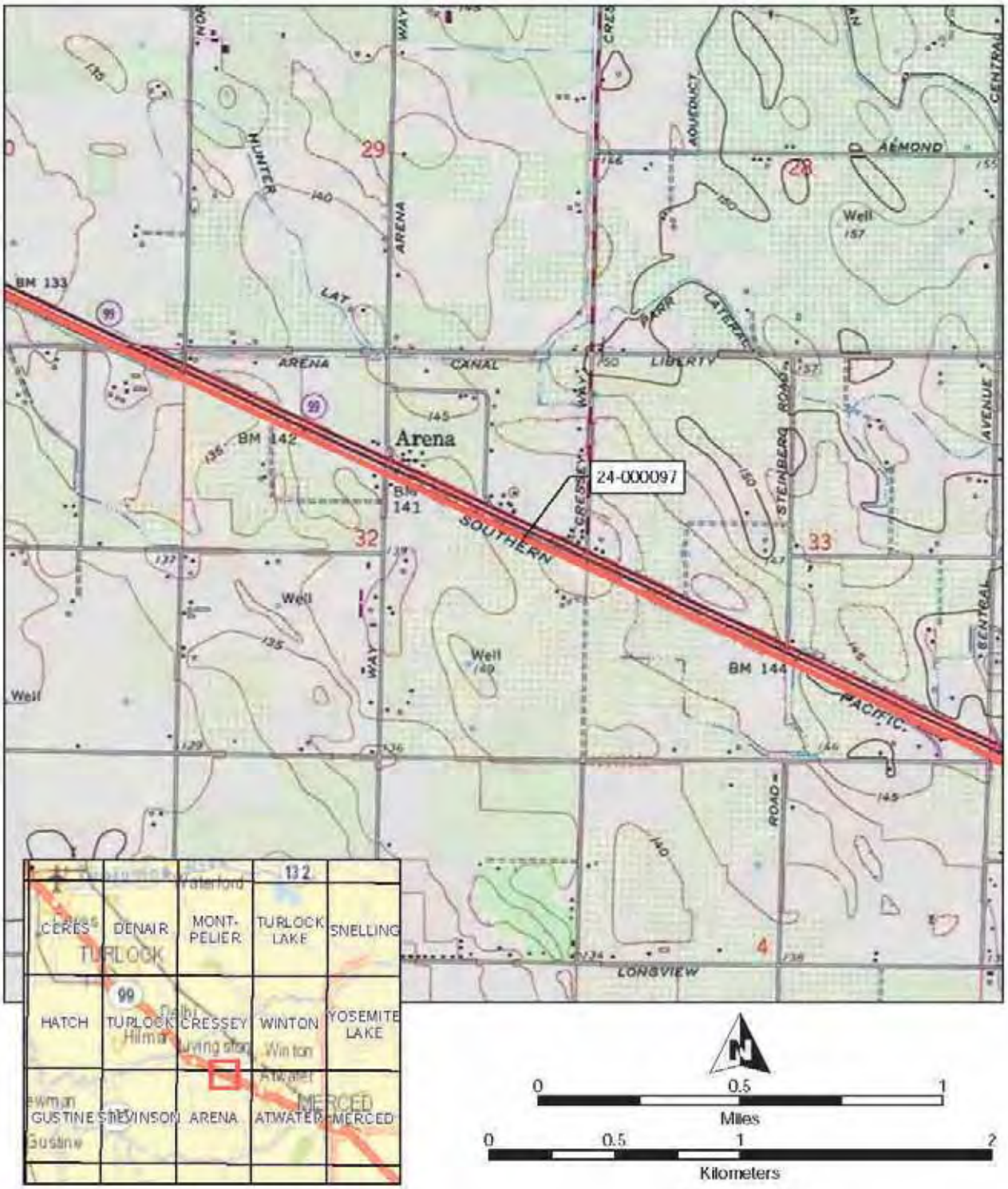
LOCATION MAP

LOCATION MAP

Key to USGS 7.5' quads depicted

SCALE 1:24,000

LOCATION MAP



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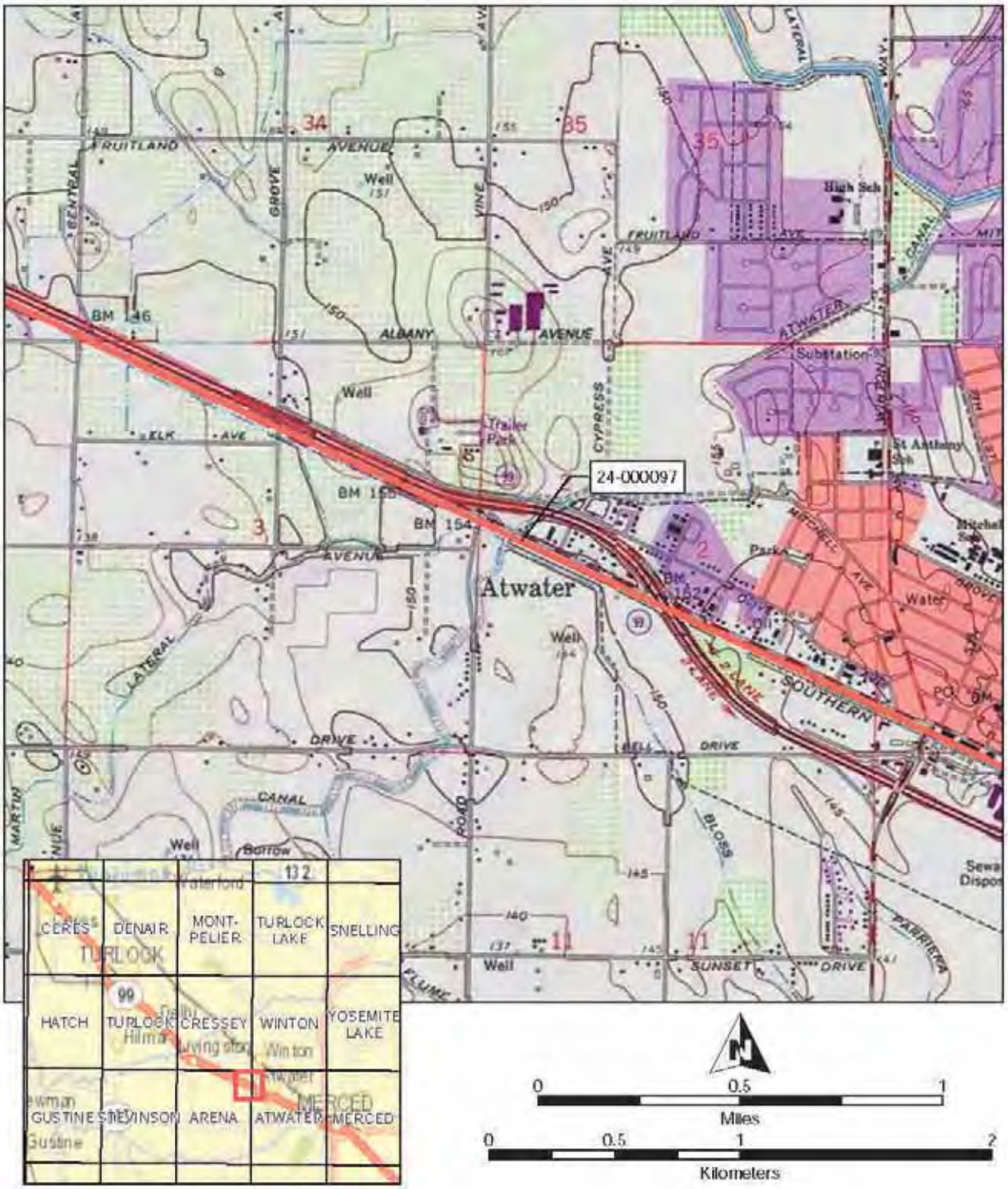
LOCATION MAP



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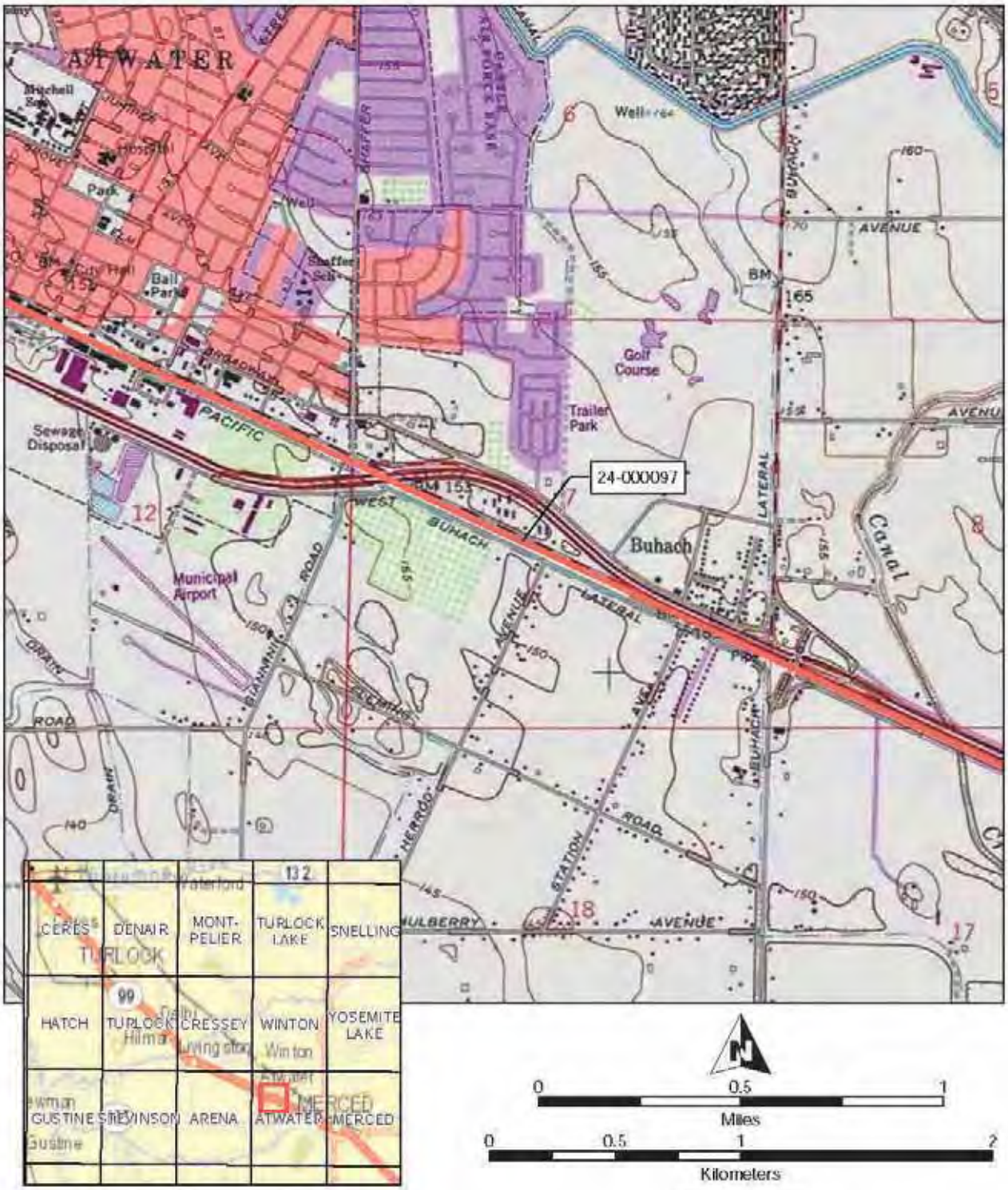

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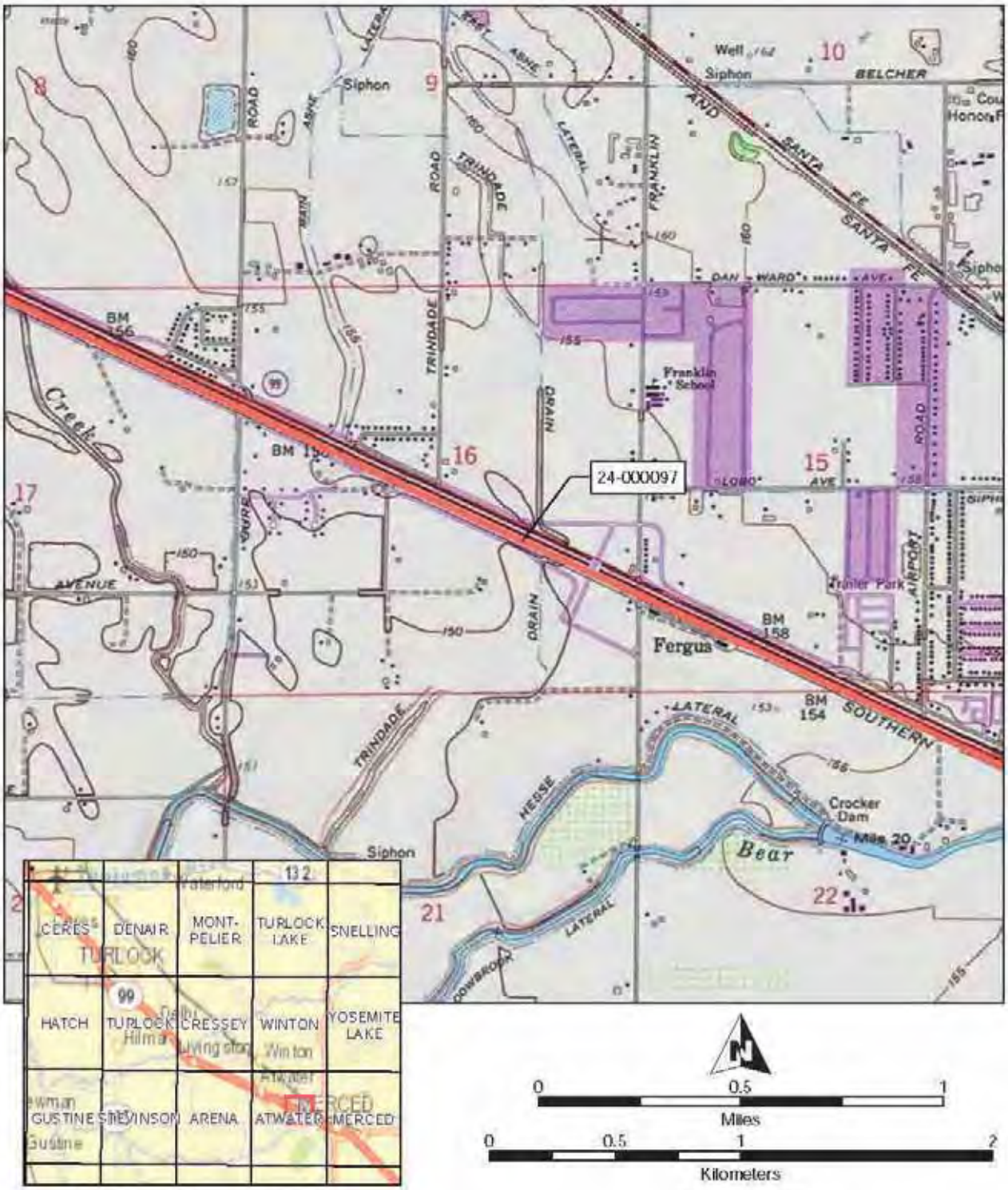
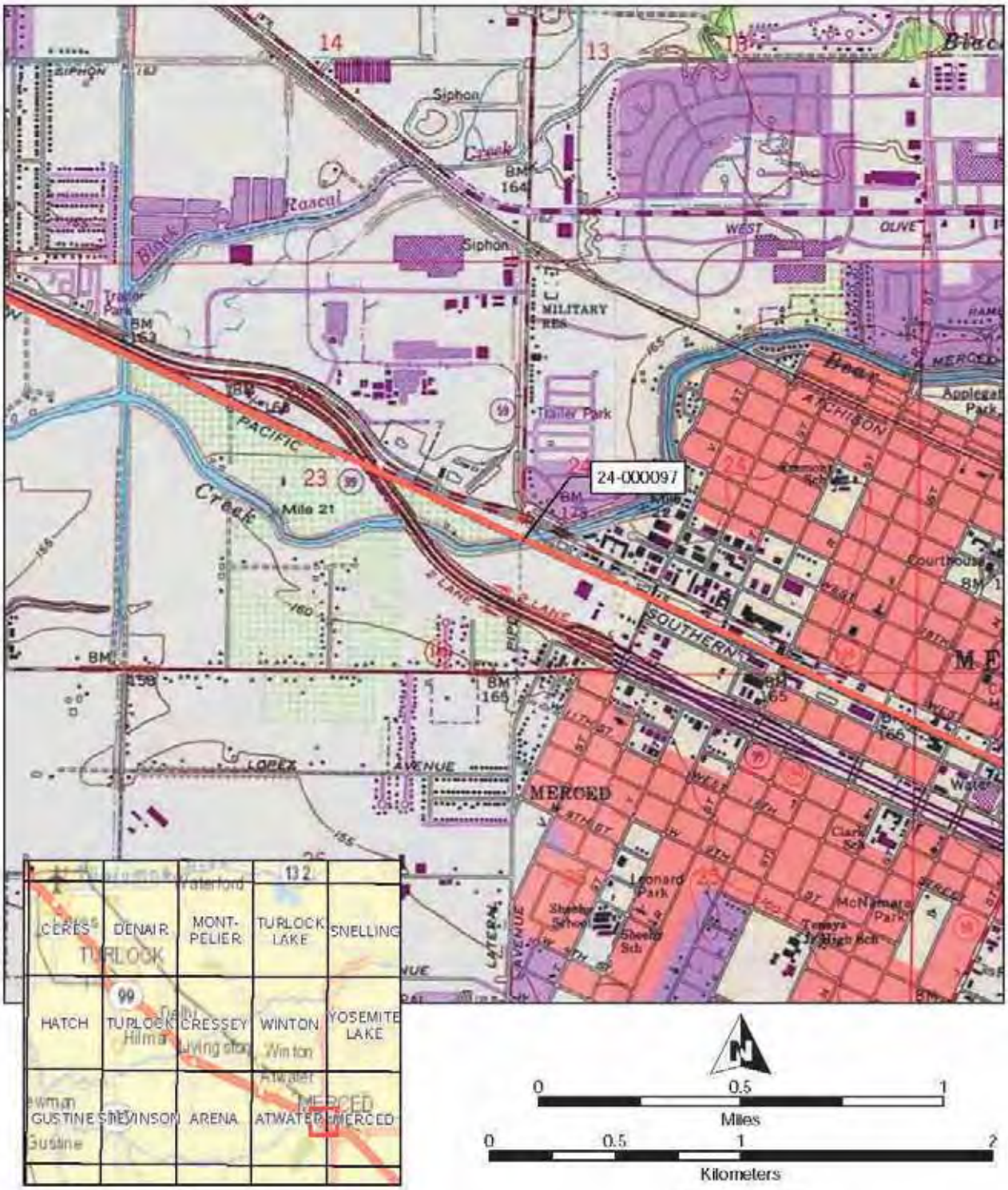
LOCATION MAP



LOCATION MAP



Key to USGS 7.5' quads depicted

SCALE 1:24,000

UPDATE SHEET

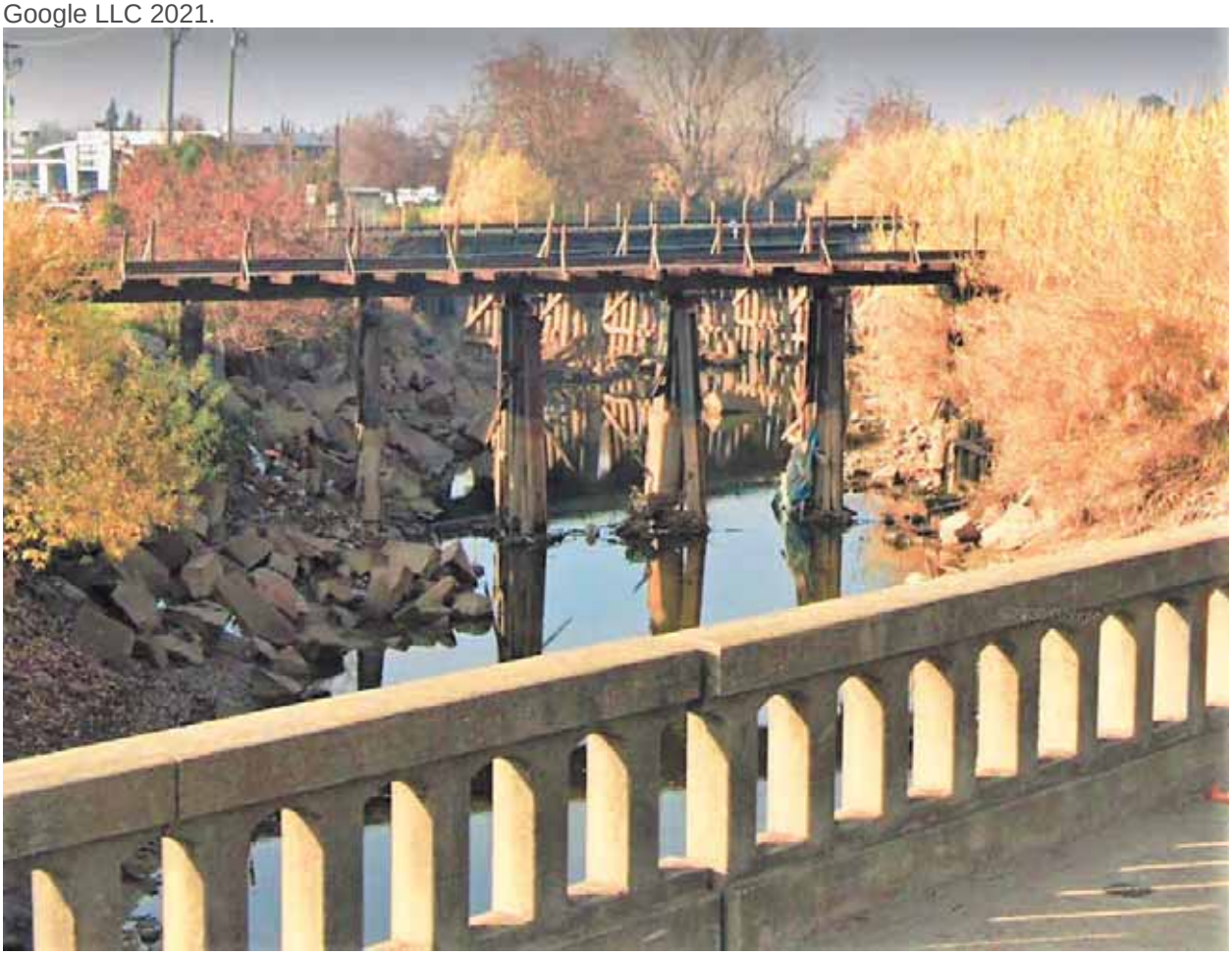
***Recorded by:** Joshua Severn ***Date** June 12, 2020

Resource Name or #:(Assigned by recorder) Bear Creek
Map ID #: 2018-69
NRHP Status Code: **6Z** ☐ Continuation ☒ Update

P1. Other Identifier: 2018-69
*** P2e. Other Locational Data:** UPRR crossing south of SR 59.
*** P3a. Description:** Bear Creek is part of the Merced Irrigation District (MID) System. It is a 60-foot wide unlined, earthen segment of canal centered on its undercrossing of the Union Pacific Railroad (UPRR) tracks south of SR 59 and W 16th Street. Vegetation lines the segment's banks. There are no visible ancillary structures associated with this segment of Bear Creek (NETR 2016; Google Earth Pro 2020).

*** P3b. Resource Attributes:** HP20 Canal

P5a. Photograph: Bear Creek, view from West 16th Street/Highway 59, looking west. January 2020. Google LLC 2021.



*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** June 12, 2020 *** P10. Survey Type:** Intensive

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020

Resource Name or #:(Assigned by recorder) Bear Creek
Map ID #: 2018-69
NRHP Status Code: **6Z** ☐ Continuation ☒ Update

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres-Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The segment of the resource near the study area is an east-west section of Bear Creek passing under W 16th Street/Highway 59. Early use of the earthen creek dates to the 1860s, growing in intensity in the late 1880s with its acquisition by the Crocker-Huffman Company. Levees along the banks date to 1915. Ongoing excavation and cleaning of the natural channel likely occurred through the 1930s, coinciding with wider MID System improvements during this period. The alignment of this segment appears consistent from 1946-2016. The setting has transformed from majority agricultural to majority industrial between 1946 and 1958, with residential development occurring north of the resource segment and east of Highway 59 (JRP 2007; NETR 1946, 1958, 1998, 2010, 2012, 2016; Google Maps 2020).

***B8. Related Features**: Bridges

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, and Agriculture	**Area**	Atwater, Merced County
Period of Significance	1919-1957	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context
The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the “Tulloch system,” spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911 and create 152 miles of canals and 44 miles of drainages between 1904 and 1919. In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source. Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco.

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres. In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the

twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops. During the World War II internment of Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

Portions of the MID System and associated segments were recorded between 1993 and 2011. A summary of the previous findings is stated below.

In 1993 JRP Historical Consulting Services completed an evaluation for the Atwater Canal within the MID System and deemed the resource not significant under all Criteria due to loss of integrity of design, materials, workmanship, feeling or association. In 2000, the Atwater Canal, a conduit near Atwater, CA in Merced County, was recorded and evaluated by Gene Heck, Caltrans District 6 for the Rehabilitation, State Route 165 Merced County Project (P-24-000092). Heck found that the Atwater Canal had no significance under any Criteria, referencing Caltrans/JRP document *Water Conveyance Systems in California: An Historic Context and Evaluation Procedure*. Heck specifically mentions integrity issues. Andrew Hope provided an Update form in 2001 for the Highway 99- Atwater Freeway Project in Merced County and affirmed earlier ineligibility evaluations, citing integrity issues, specifically with materials, workmanship, design, and feeling. (JRP 1993, Heck 2000, Hope 2001)

In June 1993 JRP Historical Consulting Services evaluated the Buhach Lateral of the MID System on a Canal Feature Inventory Form, assigned an ID of Site DG-32 (P-24-000091) for the Mojave Natural Gas Pipeline, Northern Extension Project. JRP found the lateral not significant under any NRHP Criteria. The Canal lacked integrity of design, materials, workmanship, feeling or association to the settlement period of the county and had no significance for agricultural or engineering developments in the San Joaquin Valley. In 2006 Andrew Pulcheon of LSA Associates, Inc conducted an Update evaluation for the resource's eligibility for the CRHP as part of the Buhach Road/Ashby Road Intersection Improvements Project, and found the resource not significant under any Criteria under special consideration where a resource would be eligible for CRHP but not the NRHP. In 2007 Steven J. Melvin of JRP Historical Consulting Services inventoried a segment of the Buhach Lateral on Elliot Avenue between sections 17 and 20 T7S/R13E MDBM, noting that the lateral was lined with concrete after WWII and thus has integrity issues relative to its period of construction. (JRP 1993; LSA 2006; JRP 2007)

In 1993 JRP Historical Consulting Services inventoried and evaluated Canal Creek (P-24-000090) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigning the Site Number LG-20. JRP found that Canal Creek held no significance for listing on the NRHP under any Criteria, citing that Canal Creek reflects a natural rather than cultural resource not playing an integral part within the wider MID System. A different segment of Canal Creek was inventoried by Wendy Nettles of Applied Earthworks, Inc in 2006 as part of the Willow Creek Specific Plan/EIR, City of Atwater project. Canal Creek held the NRHP Status Code of 6Z on this form, meaning the resource was "Found ineligible for NR, CR or Local designation through survey evaluation." In April 2008 ECORP archaeologists Stephen Pappas and Kyle Johnson surveyed Canal Creek for the Brookfield Castle Farms project. There were no additional evaluations undertaken for this record. Steven J. Melvin of JRP Historical Consulting Services evaluated Canal Creek as part of a larger evaluation considering the larger MID System in 2006-2007 as part of the Atwater Merced Expressway Project. Although JRP established that Canal Creek played an important role in regional development of

agriculture and irrigation in the region, the integrity issues (design, materials, location, workmanship) due to its ongoing maintenance and upgrading ultimately informed their choice to deem it ineligible and not significant as a historical resource. (JRP 1993, Nettles 2006, JRP 2007)

In 1993 JRP Historical Consulting Services recorded and evaluated remnants of the Ashe Lateral Inverted Siphon (P-24-000088) for the Mojave Natural Gas Pipeline, Northern Extension Project, assigned the Site Code LG-18. They concluded that the resource held no significance for listing on the NRHP under any Criteria due to a lack of integrity of design, materials, workmanship, feeling and association. Wendy Nettles of Applied Earthworks recorded a segment of the Main Ashe Lateral in 2006 for the Willow Creek Specific Plan/EIR, City of Atwater project however provided no conclusions as to its significance. The NRHP Status Code on this record is “7R,” where a resource was “Identified in Reconnaissance Level Survey; Not evaluated.” Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of the Main Ashe Lateral and the East Ashe Lateral over 2006-2007 for the larger evaluation of the MID System. They found the resource held no significance under any Criteria due to a lack of integrity of design, materials, and workmanship across both canals. (JRP 1993, Nettles 2006, JRP 2007)

In 2002 Frank Lortie of Caltrans conducted an evaluation of Black Rascal Creek and Canal (P-24-002047) for the State Route 59 Widening Project, Post Miles 15.3-16.6. Lortie concluded that Black Rascal Creek and Canal had no significance under any Criteria due to alterations and a loss of integrity. In 2006 Steve J. Melvin conducted an evaluation for Black Rascal Creek for the Atwater-Merced Expressway Project. Melvin found the resource not significant under any Criteria and that it lacked integrity of its original construction. (Lortie 2002, JRP 2006)

In 2006 Steven J. Melvin of JRP Historical Consulting Services conducted an evaluation of Bear Creek (P-24-002046) and found it had no significance under any Criteria and that the resource lacked integrity due to ongoing maintenance that altered the appearance, slopes, channel and banks. (JRP 2006)

From 2006-2007, Meta Bunse, Steven J. Melvin et al prepared an itemized evaluation of several segments of the Merced Irrigation District (P-24-001909, individual resources included P-24-000088, -000090, -000091, -000552, -000574, 001783, -001899 as well as East Ashe Lateral, Bear Creek, Black Rascal Creek, Hess Lateral, and a Drainage Ditch) for the Atwater-Merced Expressway Project. Some of these segments’ results are noted above. In the Building, Structure, and Object Record covering this evaluation JRP notes that the properties evaluated under the appropriate legislation appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and appear to hold no significance for eligibility for listing in the CRHR under any Criteria. In 2010 Michael H. Dice of Michael Brandman Associates conducted reconnaissance of specific laterals of the MID System however evaluated the wider MID System for the McCoy Lateral and Garibaldi Lateral Project (P-24-001909). While acknowledging in the record that staff did not survey the entire physical MID System, Dice evaluated the MID System as significant under all NRHP Criteria as a Historic District covering its entire footprint, alongside contributing and non-contributing components with a period of significance dating from 1919-1939 under the Water Conveyance Development in the Central Valley theme. Dice records a NRHP Status Code of “3,” meaning the resource “appears eligible for National Register (NR) or California Register (CR) through Survey Evaluation. Shannon L. Loftus provides an Update evaluation supplementing Dice’s 2010 record, associated with the report ME_7488 with ACE Environmental. Loftus proposes a Status Code change from “3” to “7N1” where the resource “needs to be reevaluated—may become eligible for NR w/restoration or when meets other specific conditions” due to concerns over the brevity of on-site survey of two isolated laterals that informed Dice’s 2010 conclusions regarding the entire MID System, its overall integrity, as well as its associated features. Loftus additionally proposed a Status Code of “5D3” for the McCoy Lateral and Garibaldi Lateral, meaning that that the resource(s) “appears to be a contributor to a

district that appears eligible for local listing or designation through survey evaluation." (JRP 2007, Dice 2010, Loftus 2011)

The MID System was an early, publicly-owned irrigation system founded within the context of the Wright Act of 1887—a California state law that funded irrigation districts through bonds. In addition to the New Exchequer and McSwain Dams, reservoirs, hydroelectric facilities and miles of canals built under the MID itself, the early system and its predecessor companies consisted of numerous extant earthen canals that together enabled intensive agriculture to develop throughout Merced County between the late 1800s and early 1900s. As early as 1917, segments of the MID System were concrete lined, and in the 1940s and 1950s, new concrete linings were applied to numerous segments. Expansion in the 1960s increased storage capacity and added numerous flood controls. The MID System experiences ongoing maintenance and upgrading at the MID's discretion to meet current business needs (JRP 1993; Dice 2010).

Evaluation for CRHR and NRHP Eligibility

In several previous evaluations, the MID System (P-24-001909) was found significant under NRHP Criterion A and CRHR Criterion 1as an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development at the national and state levels of significance. The MID System is significant under NRHP Criterion A and CRHR Criterion 1, but the whole system has not been surveyed to determine what features contribute to its significance.
Bear Creek is most appropriately evaluated as a contributor to the larger MID System. The evaluation of Bear Creek follows.

Under NRHP Criterion A or CRHR Criterion 1, Bear Creek is associated with the entire MID system, which was an early canal system built within the context of the Wright Act of 1887 and for its associations with Merced County's agricultural, irrigation, and water conveyance development. Bear Creek is significant under NRHP Criterion A and CRHR Criterion 1 as a contributor to the MID System. Bear Creek does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The MID System is not significant under NRHP Criterion B or CRHR Criteria 2. While the MID System was founded by prominent individuals important to California history, that association is not an "important association." Since the MID System is not significant under NRHP Criterion B or CRHR Criterion 2, Bear Creek is also not significant under NRHP Criterion B or CRHR Criterion 2. Furthermore, Bear Creek does not appear to be individually significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3, Bear Creek is not an important example of a type, period, or method of construction. The unlined, natural creek reflects common exploitation of natural features for water conveyance in the San Joaquin Valley and does not represent a significant engineering design or introduce a design innovation into the overall irrigation system. Bear Creek also lacks artistic value that would merit listing in the NRHP or CRHR and there are no master architects or builders associated with it. Therefore, Bear Creek is not significant under NRHP Criterion C or CRHR Criterion 3 as an individual resource or as a contributor to a larger resource, such as the entire MID system.

Under NRHP Criterion D or CRHR Criterion 4, Bear Creek is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire MID system).

Like the wider MID System, Bear Creek is part of an active irrigation system and experiences maintenance and/or upgrades at the discretion of the MID. Unlike some other, concrete-lined segments evaluated within the MID System, Bear Creek is a naturally occurring water feature historically and presently exploited for a utilitarian purpose. The

resource's alignment within and immediately surrounding the study area appears consistent with its historic alignment since at least 1946, thus the creek maintains integrity of location. However, its natural, unlined state coupled with ongoing cleaning and alterations outside the study area diminishes Bear Creek's integrity of design, materials, workmanship. Changes in environmental context over time diminishes Bear Creek segment's integrity of setting and feeling with changes from agricultural to industrial and residential land use. Bear Creek maintains its integrity of association as it remains a functioning component of the MID System. Although Bear Creek forms part of the wider MID System, this segment lacks sufficient integrity to be an individual contributor to the wider MID System. Therefore, Bear Creek lacks sufficient integrity to convey its significance either as an individual resource or as a contributor to the significance of the overall MID System (NETR 1946,1958, 2016; Google 2020).

Therefore, Bear Creek is not eligible as a contributor to the MID System, nor as an individual resource. Bear Creek is therefore not a historical resource under CEQA. Bear Creek has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

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Dice, Michael H. 2010. *Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California*. Draft. San Bernardino, CA. Prepared by Michael H. Dice.

Heck, Eugene. 2000. *Historic Architectural Survey Report and Historic Resource Evaluation Report for Rehabilitation, State Route 165 Merced County, 10-Mer-165, PM 26.9-30, EA 381500.* Fresno, CA. Prepared by Eugene Heck, Caltrans District 6.

Hope, Andrew. 2001. *Historic Architecture Survey Report for the Highway 99-Atwater Freeway project in Merced County. EA #414800*. Sacramento, CA. Prepared by Andrew Hope.

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JRP Historical Consulting Services. 1993. *Canal Feature Inventory Form of the Atwater Canal, Mojave Natural Gas Pipeline, Northern Extension Project*. Davis, CA. Prepared by JRP Historical Consulting Services.

---.2007. *Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project*. Davis, CA. Prepared by Meta Bunse and Steven J. Melvin. Davis, CA.

Loftus, Shannon L. 2011. *California Department of Parks and Recreation 523 Continuation Sheet: P-24-001909, Merced Irrigation District, Livingston High School Cell Site Candidate Study*. Prepared for ACE Environmental LLC.

Lortie, Frank and California Department of Transportation (Caltrans). 2002. *Historic Resource Evaluation Report (HRER) for the State Route 59 Widening Project, Post Miles 15.3-16.6, Merced County*. Prepared by Frank Lortie. Sacramento, CA.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** June 12, 2020

Resource Name or #:(Assigned by recorder) Bear Creek
Map ID #: 2018-69
NRHP Status Code: **6Z** ☐ Continuation ☒ Update

LSA Associates. 2006. *A Cultural Resources Study and Historical Evaluation for the Buhach Road/Ashby Road Intersection Improvements Project, Near Atwater, Merced County, California*. Prepared by Andrew Pulcheon.

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Nationwide Environmental Title Research, LLC. (NETR). 1946, 1958, 1998, 2005, 2009, 2010, 2012, 2014, 2016. Available: https://www.historicaerials.com/viewer. Accessed: July 10, 2020.

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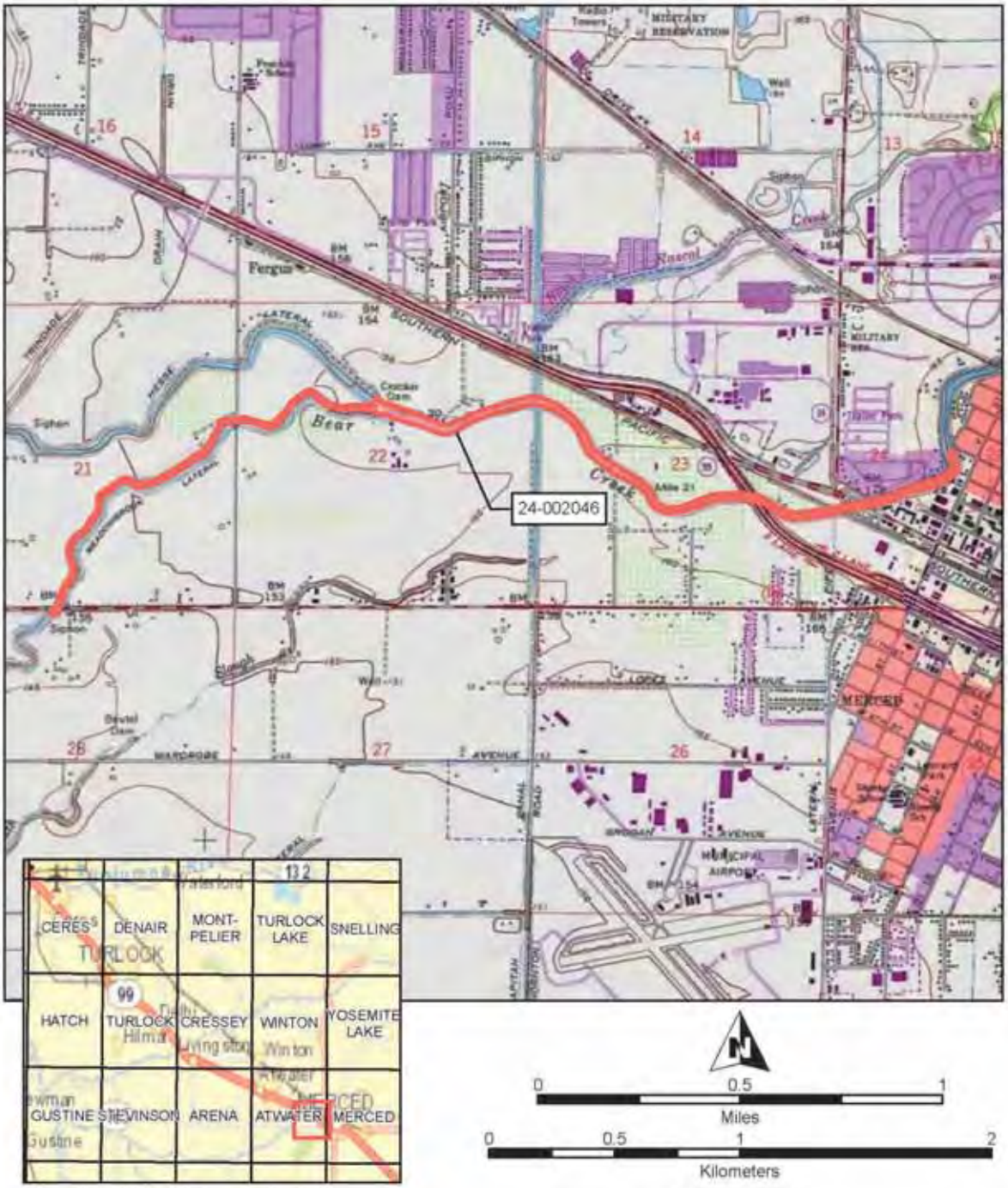
LOCATION MAP



Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-1

P1. Other Identifier: 2021-1
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Stanislaus **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Denair CA **Date** 2018 (photo revised) T5S ; R10 E; __ ¼ of __¼ of **Sec:** 15 ; _____ B.M.

c. Address: 1337 N Golden State Blvd **City**: Turlock, CA **Zip:** 95380

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 042-007-004-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of ten buildings located on an irregularly-shaped 1.3-acre lot in Turlock, California. Visibility of the property from the public right of way is limited. However, four of the buildings located on along the southwest side of the property are clad in stucco and feature side-gabled roofs. These buildings are approximately 930 square feet in size and feature rectangular plans and side gabled roofs. Three additional buildings, which are located near the northwest corner of the property, feature horizontal clapboard cladding front-gabled roofs, and occupy footprints of approximately 400 square feet. The remaining buildings are not visible from the public right of way. All buildings on this property are located along the southern and southwestern property line. No alterations are readily apparent. A few mature trees are located near the northwestern and southeastern corners of the property, and rows of Italian/Mediterranean Cypress evergreens are located along the northeast fence line and as screening between two buildings that are located along the southwest fence line. Elsewhere, the property's landscape is characterized young trees and a variety of low, ornamental plantings All of the buildings on the property appear to be vernacular in style and appear to range from fair to good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP3. Multiple family property
***P4. Resources Present:** ☒ Building ☐ Structure ☒ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view facing east

***P6. Date Constructed/Age and Sources:**
☒ Historic ☒ Prehistoric ☐ Both

***P7. Owner and Address:**
Donald George Zaya
1101 S Vincent Rd
Turlock, CA 95380

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** Jan. 19, 2021
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-1

B1. Historic Name: Zaya's Cabins
B2. Common Name: 1337 N Golden State Blvd
B3. Original Use: Motel **B4. Present Use:** Apartments
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alteration, and date of alterations) According to Stanislaus County Assessor records the subject property was constructed in 1961, however this information appears to be incorrect (ParcelQuest 2020). A 1946 historical aerial photograph (earliest available) appears to show that the clapboard-clad buildings were present at that time (United States Geological Survey 1946). Indeed, their general size, cladding, and exposed rafter tail roofs is suggestive of the bungalows that were popular in the 1920s (McAlester 2017:566-578). The 1946 historical aerial shows that the property then featured a large number of mature trees, most of which have since been removed. A historical aerial from 1963 indicates that the larger stucco-clad buildings had been constructed by that point (University of California Santa Barbara 1963). At the time, the property contained at least five more buildings than it does today; these were located in the central and eastern part of the property and were removed at an unknown date. Research uncovered no further information regarding the property's construction history or possible alterations (Newspapers Publishers Extra N.D.; California Digital Newspaper Collection. N.D.).

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 1337 N Golden State Blvd does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not appear to retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942 (and overlaps with the CEQA study area). Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

Highways and Roads

Automobiles and the construction of highways were contributing factors to the growth anddevelopment of the San Joaquin Valley during the twentieth century. Perhaps the most important is SR 99, a major roadway that connected San Joaquin Valley agricultural towns to larger urban markets. During the early twentieth century, plans were made to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley (U.S. Department of Transportation 2016). Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, an old Native American trail, while other portions of the roadway along Route 4 followed main lines of the SPRR. While portions of this route were still being paved in 1926, it was designated SR 99 (U.S. Department of Transportation 2016). The adoption of the interstate system and construction of Interstate (I-) 5 and other interstate routes during the 1960s truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County (California Highways 2016a).

1337 N Golden State Blvd

Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. Some buildings on the property appear to date to before 1946, however research yielded no information about the building's early use or ownership. Available city directories indicate the property was a motel known as "Zaya's Cabin's" in 1962, the motel's owner was Shoman M. Zaya (Polk 1962:304). The property continued to be listed as "Zaya's Cabins" in local city directories through at least 1979 (Polk 1979:539). That year, Shoman died at the age 79 (*Modesto Bee* 1979). The property did not appear in the 1980 Turlock city directory, and research did not reveal any online directories for Turlock subsequent to that year. Classified ads from 1996 indicate that the property was then leased as studio apartments (*Modesto Bee* 1996). The property is currently owned by Donald George Zaya. Newspaper research did not reveal any further ownership or occupancy information (Newspapers Publishers Extra N.D.; California Digital Newspaper Collection. N.D.).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1337 N Golden State Boulevard does not appear significant NRHP Criterion A or CRHR Criterion 1. The oldest buildings on the property were constructed sometime before 1946; other buildings appear to date to the 1960s. Research yielded no information about the property's early use, however city directories indicate it served as a motel from at least 1962 until at least 1979. By the 1990s, the property had transitioned to serving as apartment buildings. Newspaper research did not reveal the property to have been associated with any significant events at the local, state, or national level. As such, it lacks significance under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, 1337 N Golden State Boulevard does not appear to have an association with any significant persons important to history. Research revealed that the property was originally owned by Shoman M. Zaya and is presently owned by Donald G. Zaya. Newspaper research provided no indication that these individuals had a significant role in national, regional, or local history. As such, the property at 1337 N Golden State Blvd lacks significance under Criterion B/2

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The property is only partially visible from the public right of way and consists of at least ten buildings, four of which feature side-gabled roofs and stucco cladding and three of which feature front-gabled roofs and horizontal clapboard cladding. All of the buildings appear to be vernacular in style and lack the distinctive characteristics of type period of method of construction. Additionally, they appear to lack high artistic value and do not seem to reflect the work of master. As such, the property at 1337 N Golden State Blvd lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1337 N Golden State Boulevard lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1337 N Golden State Blvd is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. *Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites*. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

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California Highways. 2016a. Interstate 5. Available at http://www.cahighways.org/001-008.html#005. Accessed February 2016.

California Military Department. 2016a. *California and the Second World War*: San Francisco Metropolitan Area during World War II. Sacramento, CA: California State Military Museums. Available: http://www.militarymuseum.org/SFWWII.html. Accessed: February 2016.

Hillman, R. and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books.

McAlester, Virginia Savage. 2017. *A Field Guide to American Houses*. New York: Alfred A. Knopf.

Modesto Bee. 1996. Classified ads. Feb. 15. Available: https://www.newspapers.com/. Accessed: Dec. 23, 2020.

ParcelQuest. 2020. Property report for 1337 N Golden State Blvd, Turlock, CA. Parcel # 042-007-004-000. Accessed: Dec. 23, 2020. Accessed: Dec. 23, 2020. Available: https://www.parcelquest.com/.

Polk, R. L. 1962. *Turlock and Patterson (Stanislaus County, Caif.) City Directory.* R. L. Polk & Co.: Monterey Park, California. Available: https://www.ancestry.com/. Accessed: Dec. 23, 2020.

----------. 1979. *Turlock (Stanislaus County, Caif.) City Directory.* R. L. Polk & Co.: Dallas, Texas. Available: https://www.ancestry.com/. Accessed: Dec. 23, 2020.

Modesto Bee. 1979. Death notice for Shoman M. Zaya. Jan. 21. Available: https://www.newspapers.com/. Accessed: Dec. 23, 2020.

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University of California Santa Barbara. 1963. Aerial Photograph. Flight CAS_Roads_2, Frame 9-3. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Dec. 23. 2020.

U.S. Department of Transportation. 2016. Economic Development History of State Route 99 in California. Available at http://www.fhwa.dot.gov.

United States Geological Survey 1946. Historical aerial photograph. Entry ID AR1CO0000150114. Available: https://earthexplorer.usgs.gov/. Accessed: Feb. 19, 20201.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-1

Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code_____
*Resource Name or # (Assigned by recorder) 2021-2

P1. Other Identifier: 2021-2

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Stanislaus **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.) 042-007-010-000

***b. USGS 7.5' Quad** Denair CA **Date** 2018 T5S ; R10 E; ¼ of ¼ of **Sec:**15 ; _____B.M.

c. Address: 1253 N Golden State Blvd **City**: Turlock, CA **Zip:** 95380

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of an irregularly-shaped 2.1-acre lot in Turlock, California. The property contains a variety of buildings, which include what appear to be residential buildings and metal storage buildings. However only two buildings on the property were built before 1974. These are storage buildings located near the parcel's southern boundary. The north building features a rectangular plan, poured-concrete foundation, gabled roof, corrugated metal roofing, and corrugated metal cladding. The south façade includes 18 roll-up garage doors. The west façade, which could be characterized as the building's primary façade, features a pedestrian entrance.

The south building features a rectangular plan, poured-concrete foundation, shed roof, metal roofing, and a mix of cinderblock and corrugated or raised-seam metal cladding. Where the north façade is visible from the public right-of-way, garage doors are present. Only the western half of this building dates to before 1974; the eastern portion was constructed at a later, unknown date. The west (primary) façade of the south building features a pedestrian entrance, three aluminum-sashed sliding windows, and a recent, cloth awning. This façade features a sign reading "Maxim Auto Remarketing" above the awning. A sign near the pedestrian entrance reads "Display Area." The buildings appear to be in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☒ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view facing east

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Sanders & Sander LLC
2730 GONDRING RD
CERES CA 95307

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** Jan. 19, 2021
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-2

B1. Historic Name: 1253 N Golden State Blvd
B2. Common Name: 1253 N Golden State Blvd
B3. Original Use: Motel **B4. Present Use:** Residential
***B5. Architectural Style:** Vernacular
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The Stanislaus County Assessor's office does not have any online construction data for the subject property. Historical aerials indicate the south building was constructed sometime between 1963 and 1973 (University of Santa Barbara 1963; United States Geological Survey 1973). The north building was constructed sometime after 1973 but before 1976 (University of Santa Barbara 1963; United States Geological Survey1976). Research revealed no other construction or alterations information. All other buildings on the property appear to have been constructed after 1976. No alterations are readily apparent.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 1253 N Golden State Blvd does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The subject buildings do not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942 (and overlaps with the CEQA study area). Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

1253 N Golden State Blvd

Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. The subject buildings were constructed sometime between 1963 and 1976. The property is currently owned by Sanders & Sander LLC. Newspaper and city directory research uncovered no other ownership or occupancy information for the subject buildings (Ancestry.com 1822-1995; Newspapers Publishers Extra N.D.; California Digital Newspaper Collection. N.D.).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the subject buildings at 1253 N Golden State Boulevard do not appear significant NRHP Criterion A or CRHR Criterion 1. The subject buildings were constructed between 1963 and 1976 and have served a storage function. Newspaper research did not reveal that they were associated with any significant events at the local, state, or national level. As such, they lack significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, the subject buildings at 1253 N Golden State Boulevard do not appear to have an association with any significant persons important to history. Research revealed only minimal ownership information; however the subject buildings represent a property type that is more likely to share an association with a business than an individual. Newspaper research provided no indication that these buildings were associated with a person that had a significant role in national, regional, or local history. As such, the property at 1253 N Golden State Blvd lacks significance under Criterion B/2

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The subject buildings are of a utilitarian design featuring rectangular plans and a mix of metal and cinderblock cladding. Both buildings lack distinctive characteristics of type period of method of construction, lack high artistic value, and do not reflect the work of master. As such, they lack significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that these built environment resources are not likely to yield information important to history. Thus, the subject buildings at 1253 N Golden State Boulevard lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the subject buildings at 1253 N Golden State Blvd are not eligible for listing in the NRHP/CRHR as individual resources or as part of a potential historic district due to their lack of historical and architectural significance. These buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Ancestry.com. 1822-1995. U.S. City Directories Collection. Available: https://www.ancestrylibrary.com/search/collections/2469/. Accessed: Dec. 24. 2020.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. *Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites*. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

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State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-2

Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # 510 Almond Avenue

P1. Other Identifier: 2021-03; Turlock Mobile Estates
*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Stanislaus

*b. USGS 7.5' Quad Date_____T_____; R___;__ ¼ of __¼ of Sec:____; _____B.M.

c. Address: 510 Almond Avenue City: Turlock, CA Zip: 95380

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 042-006-007-000

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

510 Almond Avenue is Turlock Mobile Estates, a mobile and manufactured trailer park in central Turlock, CA. The property consists of a 74,923 square foot, irregular hexagonal parcel bounded by Almond Avenue to the north, North Front Street to the west, a neighboring commercial parcel to the south and a commercial parcel to the east. The neighborhood consists of commercial businesses with some residential parcels. 510 Almond Avenue contains one north-south aligned private roadway, intersecting Almond Avenue, and two east-west aligned private roadways intersecting North Front Street to the west. The manufactured homes have different makes and models of fifth-wheel trailers and manufactured homes with a variety of construction years. One gable roofed, wood clad ancillary building of unknown function is set back from Almond Avenue, obscured from the public right of way. Visible portions of this building show metal-framed sliding glass windows, shingle roof cladding, and a rock veneer along the lower portion of the facade, which faces south.

*P3b. Resource Attributes: (List attributes and codes) HP3: Multiple family property; HP4: Ancillary building; HP39: Other
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Turlock Mobile Estates, January 2021, view facing south, portions of the north elevation. ICF.

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
1945 (tax assessor)

*P7. Owner and Address:
William F. and Nicchi Rae Storey
2768 Kennedy Street
Livermore, CA 94550

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: January 19, 2021

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # 510 Almond Avenue

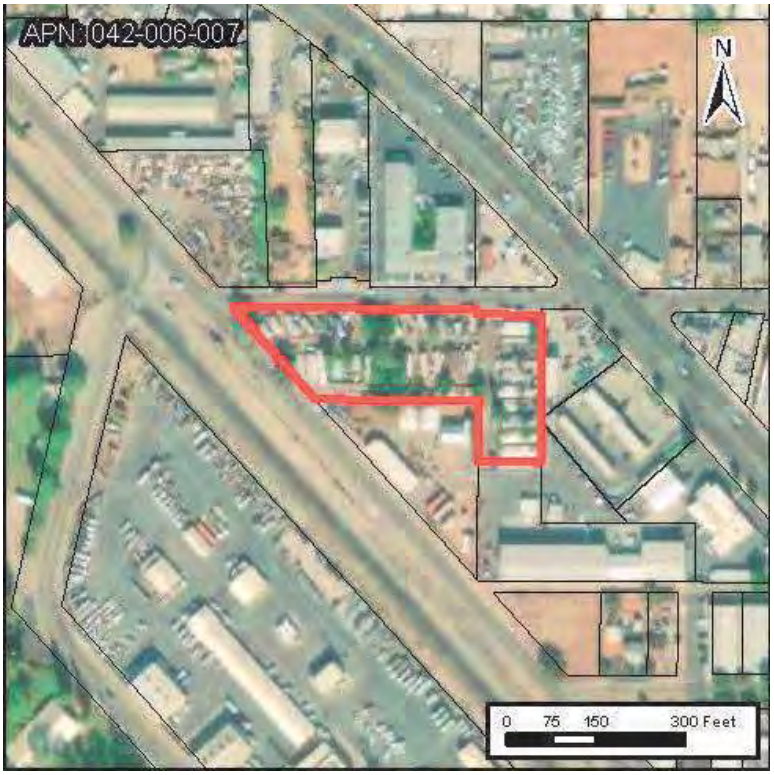
B1. Historic Name: N/A
B2. Common Name: Turlock Mobile Estates; Turlock Mobilehome Estates
B3. Original Use: Residential **B4. Present Use:** Residential
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The residential mobile/manufactured home park dates to 1945. According to historic aerial photographs the subject parcel was laid out as a mobile home park by 1946 with the same roadway alignments as in present 2020 aerial photographs. The ancillary building appears as early as 1946 in a similar rectangular footprint as in 2020 aerial photographs. Landscaping during this year is sparse but includes a variety of mature trees on the west and east borders. For the year 1945 the subject parcel is outside the scope of the available Sanborn map, which ends at 330 Almond Avenue. No other alterations or additions to the permanent features of the parcel appear in aerials from the subsequent years through 2016. (Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2012, 2016; Sanborn Fire Insurance Co. 1945).

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** N/A **Original Location:** X
***B8. Related Features:** N/A
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** Turlock, CA
Period of Significance N/A **Property Type** Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 510 Almond Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)



B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
December 25, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the this property include World War II Era Industry and Postwar Era Development, and house trailers, mobile homes, and manufactures homes as a building type.

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island. The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs. During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico.

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

William F. and Nicchi Rae Storey currently own the property as of 2020. Research into the parcel ownership revealed limited additional information on past ownership. Survey of digital newspaper articles for "510 Almond" returned *Modesto Bee* advertisements for used goods offered by residents within the park from 1976 through the early 2000s. A handful of criminal and incident reports of alleged crimes on the property also appeared, but no notable information on ownership changes or ownership information appeared. (ParcelQuest 2020; Newspapers.com 2021)

HOUSE TRAILERS, MOBILE HOMES, AND MANUFACTURED HOMES

House trailers, mobile homes, and manufactured homes reflect various forms of prefabricated or site-fabricated housing that collectively emerged as viable, affordable alternatives to permanent home ownership in the post-World War II era. Although popular and manufactured in high volumes in California from the 1940s through the 1970s, these forms of housing were an outgrowth of the moveable recreational dwellings that enjoyed popularity since the 1930s. Such "house trailers" had metal chassis that allowed them to be towed from place to place. Although they had modest amenities compared to permanent houses, housing demand after World War II—the context in which Minimal Traditional and Ranch homes were built *en masse* across California—prompted families to consider temporarily living in house trailers. House trailers were inexpensive compared to even the lower end of the permanent housing market spectrum, but their primary appeal during this time was the transitional residential option they offered. House trailers formed "camps" or "parks" in undesirable locations on the outskirts of cities and towns, where zoning regulations allowed. The resulting boom of trailer construction through the 1950s led to the state Division of Housing establishing guidelines for the organization and operation of trailer parks, which the Division of Housing hoped would inform municipal standards for permitting such developments (SurveyLA 2016:4–8, 10).

As such developments proliferated across California, the house trailer began gain legitimacy as a permanent housing option. Trailer manufacturers updated their designs to reflect more of the trappings of a permanent home. Trailer homes of the 1950s had porches, integrated restrooms, and more sophisticated doors and windows. To provide additional living space, designers expanded the standard 8-foot length for some models to 10 feet. This significant shift coincided with a new "mobile home" classification—a distinct form of housing manufactured with wheels connected to a chassis but intended to be moved only to its receiving site and not relocated further. Accordingly, mobile home parks increased their available lot sizes, provided basic utilities, introduced curvilinear streets, and promoted landscaping to better replicate the feeling of a contemporaneous, more traditional housing tract (SurveyLA 2016:9–11).

By the late 1960s, mobile homes housed more than 6 million Americans. Despite their popularity and affordability, a social stigma against mobile homes persisted. Manufacturers developed designs for a new housing type, the "modular home" or "manufactured home," intended

to remain on a single site, rather than be conveyed behind a vehicle. Manufactured homes lacked wheels. The components of each home were generally shipped to the owner's parcel and quickly assembled on-site (SurveyLA 2016:11–12).

EVALUATION

Under NRHP Criterion A and CRHR Criterion 1, 510 Almond Avenue has association with the theme of community development in the San Joaquin Valley as well as the development of mobile home parks within the post-World War II environment. No research suggests this park holds an important association with any of these themes of significance. No research reveals that 510 Almond Avenue best reflects "new agricultural, industrial, and real estate industries" that emerged in San Joaquin, Stanislaus, and Merced Counties after World War II that resulted in residential and population growth. No research suggests this property has important association with the internment of Japanese Americans in World War II. Finally, while the property is a reflection of the rise in the construction and use of trailer parks in the postwar period, no research suggests this property best embodies an important example of early adoption of trailer park use or development in the Turlock area, or that the property imparted an important influence on the development of the property type. No evidence shows this property had an impact on the changing social status of mobile home or trailer parks. Thus, 510 Almond Avenue is not significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 510 Almond Avenue does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Because residency at mobile home parks are often transitory and/or temporary, this property type is inherently unlikely to represent a historically significant individual's productive life. Publicly available digital newspapers revealed no notable evidence that a person of significance holds sufficient association with this property such that the parcel would be significant. Articles reviewed contained advertisements for used goods sold by residents of the part and incident reports, but no evidence of sustained, notable life's work conducted at this property. (Newspapers.com 2021) Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3, 510 Almond Avenue does not have architectural significance. 510 Almond Avenue modestly reflects hallmarks of a pre-planned trailer park development, including curvilinear streets, defined spaces for trailers along these streets, common use areas, and modest landscaping that mirrors some tenets of permanent housing tracts. Trailer and mobile home parks became ubiquitous across the country as post-World War II populations expanded and demand for low-cost housing surpassed available supply and families looked for alternative solutions. These types of properties rarely express a coherent architectural style which belies their utilitarian function. The ancillary building displays no evidence of being a first or foremost example of any architectural style, method, type, or period of construction. No evidence suggests that the property at 510 Almond Avenue has any connections to a master builder, landscape designer or architect, or architect. No evidence suggests that this property reflects the first or foremost, novel, or innovative example of this property type. The property does not display high artistic values. Thus, 510 Almond Avenue is not significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A and C, and CRHR Criteria 1 and 3, supports a conclusion that 510 Almond Avenue is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 510 Almond Avenue is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

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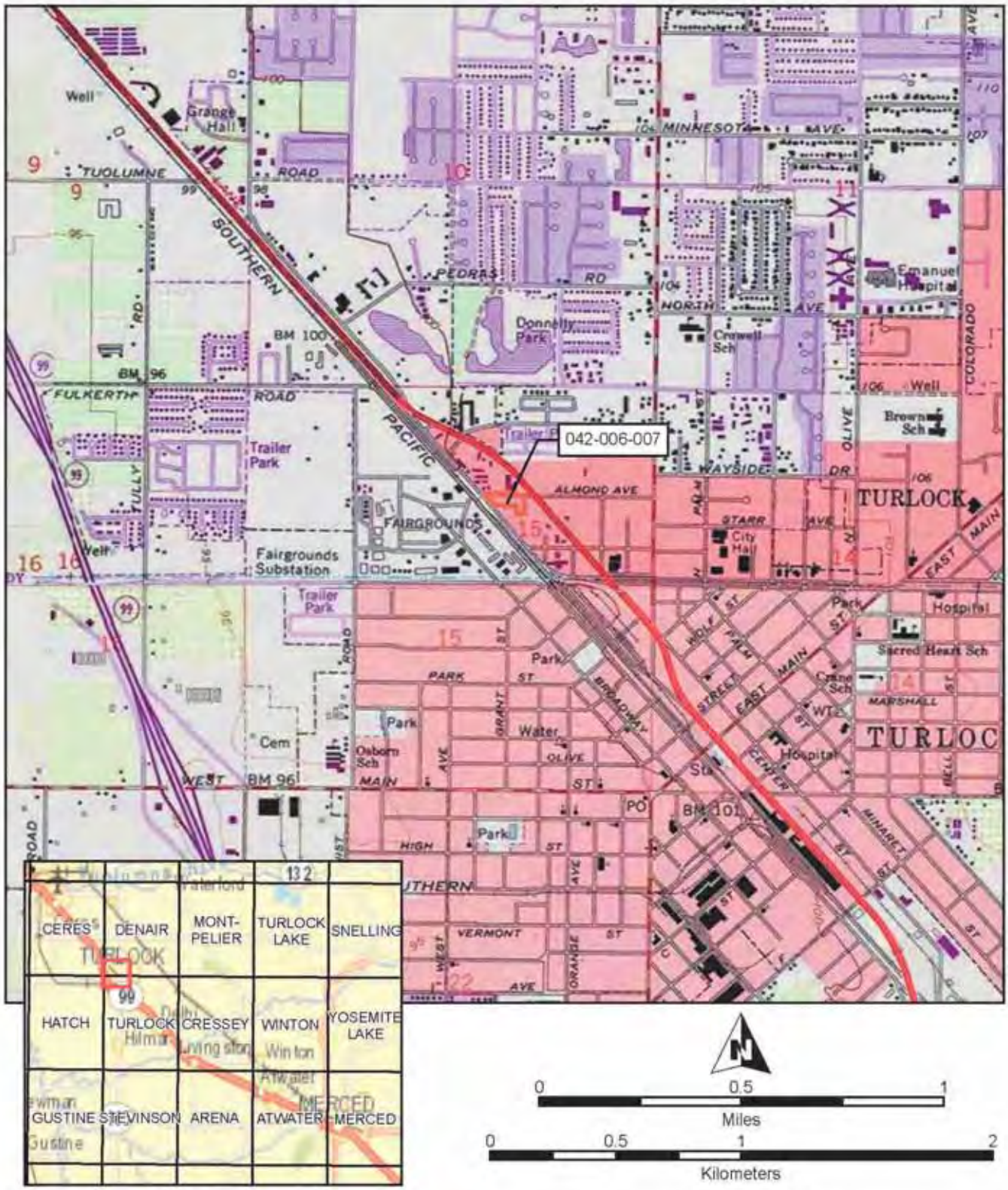
LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 510 Almond Avenue



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code_____
*Resource Name or # (Assigned by recorder) 2021-4

P1. Other Identifier: 2021-4
***P2. Location: ☐ Not for Publication ☒ Unrestricted**
***a. County** Stanislaus **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad** Denair CA **Date** 2018 T5S ; R10 E; ¼ of ¼ of **Sec:**15 ; _____B.M.
c. Address: 1000 N Front Street **City**: Turlock, CA **Zip:** 95380
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 042-006-008-000
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of a triangular 0.93-acre lot in Turlock, California. The lot is an open yard that has been partially blacktopped. The property contains two buildings and three structures. The primary building is located adjacent the west property line features a rectangular plan, poured concrete foundation, flat roof,, and concrete block cladding The building features a walled-up entrance on the west facade near its southwest corner . Near the east property line is a building featuring a rectangular plan, front gabled roof, and unknown foundation the cladding type. This building and an adjacent storage structure located immediately to the east are only partially visible from the public right of way. Two open-sided metal-framed storage structures are located along the north property line. No other permanent structures appear to be located on the property, although several trailers and modular storage containers are located near the south corner. Overall, the property appears to be in fair to good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP8
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view facing southeast

***P6. Date Constructed/Age and Sources:**
☒ Historic ☒ Prehistoric ☐ Both

***P7. Owner and Address:**
R & D Kirkes Properties LLC
999 N Golden State Blvd
Turlock, CA 95380

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** Jan. 19, 2021
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-4

B1. Historic Name: Union Oil Company
B2. Common Name: 1000 N Front Street
B3. Original Use: Petroleum processing or distribution **B4. Present Use:** Commercial
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)
Stanislaus County Assessor records and a historical aerial photograph indicate that the two permanent buildings on the property were constructed in 1957. At the time, a series of five large upright tanks—which were likely used for petroleum storage—were located near the property's south corner (University of California Santa Barbara 1957). These are no longer extant and were demolished at an unknown date. A historical aerial photograph indicates that the three extant storage structures on the property were Constructed sometime after March of 2002 (Google Earth 2002). Research revealed no further construction or alterations information.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 1000 N Front Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock, which overlap with the CEQA study area, operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

1000 N Front Street

Research into the subject property's ownership and occupancy history was limited by COVID-19 restrictions. A search of Turlock city directories, which are only available online for a period of 1964-1980, did not reveal a listing for the subject address in the 1960s. The property was, however, listed as the site of the Union Oil Plant (Unocal) in both the 1975 and 1980 city directories (Polk 1975:83; 1980:73). The Union Oil Company was a large petroleum company of the late 19th and early 20th century that became a subsidiary of Unocal in the 1980s. Newspaper research indicates the property served as a "bulk plant" of Unocal until at least 1986 (*Modesto Bee* 1986). Public records available through Ancestry.com revealed the property also shared an association with several individuals, including Andrea Gay Weiss from 1970 to 2009, Lorin A. Weiss in 1996, Oil Weiss in 1996, Edgar Villarrial 2007-2019, and Marisola Valencia from 1997-2011 (Ancestry.com N.D.). Newspaper research revealed no specific information about these individuals, however this research did reveal that the property was used for automobile service and repair purposes in the 1990s (Newsapers.com N.D.). Research uncovered no further ownership or occupancy information.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the property at 1000 N Front Street does not appear significant NRHP Criterion A or CRHR Criterion 1. The property was constructed in 1957 and appears to have served as a Union Oil (and later Unocal) plant until at least 1986. Research uncovered no evidence that the property played a significant role in that company's history. By the 1990s, the property was being used for automobile repair purposes. The property was broadly associated with the industrial and commercial development of the City of Turlock, and research uncovered no evidence to suggest that it was associated with any specific significant events at the local, state, or national level. As such, it lacks significance under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, the property at 1000 N Front Street does not appear to have an association with any significant persons important to history. The property was owned or occupied by the Union Oil Company from the late 1950s through at least 1980. The property was later associated with several individuals, however research provided no indication that any of these individuals played significant role in national, regional, or local history. As such, the property at 1000 N Front Street lacks significance under Criterion B/2

Under NRHP Criterion C or CRHR Criterion 3 the property at 1000 N Front Street does not appear to have architectural significance. The two historic-age buildings located on the property are utilitarian in nature and appear to be devoid of architectural embellishment. Neither building possesses high artistic value or the distinctive characteristics of a type, period, or method of construction. The architect of either building is unknown, and neither building appears to reflect the work of a master. As such, the property at 1000 N Front Street lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A, B, or C and CRHR Criteria 1 and 3 supports a conclusion that 1000 M Front Street is not likely to yield information important to history. Thus, the property lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the property at 1000 N Front Street is not eligible for listing in the NRHP/CRHR as individual resources or as part of a potential historic district due to their lack of historical and architectural significance. These buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Ancestry.com. N.D. All City & Area Directories results for 1000 N Front. Available: https://www.ancestrylibrary.com. Accessed: Jan. 7, 2021.

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Newspapers.com. N.D. Search results for "1000 N Front" and "Turlock". Available: https://www.newspapers.com/. Accessed: Jan. 7, 2021.

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Perez, C. N. 1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

Polk, R. L. 1975. City Directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 7, 2021.

----------. 1980. City Directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 7, 2021.

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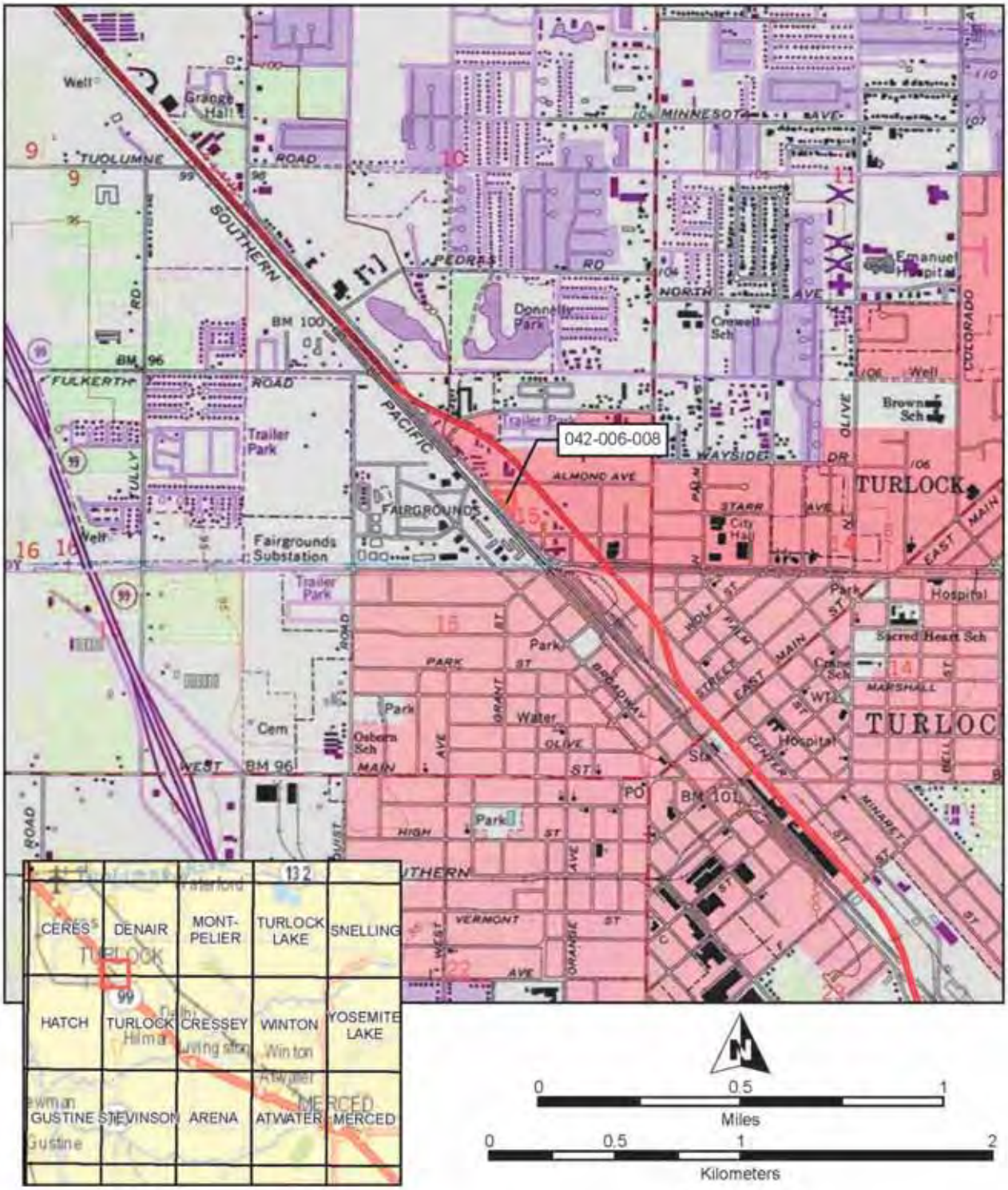
University of California Santa Barbara. 1957. Aerial Photograph. Flight CAS_Roads_1, Frame 66. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Dec. 24. 2021.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-4



Key to USGS 7.5' quads depicted

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-5

P1. Other Identifier: 2021-5
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Stanislaus and (P2b and P2c or P2d. Attach a Location Map, as necessary.)
*b. USGS 7.5' Quad Denair CA Date 2018 T5S ; R10 E; ¼ of ¼ of Sec:15 ; B.M.
c. Address: 851-875 N Front Street City: Turlock, CA Zip: 95380
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 042-008-001-000
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The subject property consists of a triangular 0.20-acre lot in Turlock, California. The property contains two buildings: A one-story auto body repair building located at 851 N Front Street-at the south corner of the property and a single-story residence located at 875 N Front Street near the property's northwest corner. The auto body repair building at 851 N Front Street is a utilitarian building featuring an irregular plan, poured concrete foundation, and front-gabled roof with a false front. Corrugated metal clads all elevations and the roof itself. Roll-up garage doors are located on the southwest, east, and north elevations. The building's primary pedestrian entrance is at the southwest facade. There, corrugated metal covers an older pedestrian entry. No other alterations are evident. A scalloped, wood-plank fence fronts the house. and a corrugated metal fence is also present upon the property. The house features a generally rectangular plan, front-gabled roof, asphalt composite roofing, stucco cladding, and vinyl windows. Both the cladding and the vinyl windows appear to be recent alterations. The residence's original front porch was converted to interior living space. Entrances are located on the south and west elevations. Both buildings appear to be in fair condition. The property also includes an irregular, corrugated metal fence near the auto body, and a small, square-plan, standing seam metal storage shed.

*P3b. Resource Attributes: (List attributes and codes) HP2. Single Family Property; HP6. 1-3 story commercial building
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) View facing west (Google Street View 2016)

*P6. Date Constructed/Age and Sources:
☒ Historic ☒ Prehistoric ☐ Both

*P7. Owner and Address:
Jimenez Hilario
20988 Ave 160
Porterville, CA 93257

*P8. Recorded by: (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: Jan. 19, 2021
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation:

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-5

B1. Historic Name: 25-35 Golden State Highway
B2. Common Name: Fabiolous Auto Body & Repair Center
B3. Original Use: Residential and Commercial
B4. Present Use: Residential; Commercial (Automobile Repair)
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

According to the Stanislaus County Assessor's office, the subject property was constructed in 1920 (ParcelQuest 2021). Sanborn maps indicate that in 1922 the block was occupied by the present-day dwelling and autobody repair building, the later of which was labeled as a automobile repair and "oil station". A third building (no longer extant) that was dedicated to automobile storage was located in the northeast corner. The property featured a variety of smaller storage structures that have all since been removed (Sanborn Map Company 1922). A visual inspection of the property revealed that both extant buildings have experienced numerous alterations, all of which occurred on an unknown date. These include the concealment (with corrugated metal cladding) of pedestrian entrance on the southwest façade of the autobody repair building, the conversion of the residence's original porch to interior living space, and the replacement of all of the residence's original wood-sashed windows with those of aluminum or vinyl. The residence's stucco cladding may or may not be original.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 851-875 N Front Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942 (and overlaps with the CEQA study area). Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

Highways and Roads

Automobiles and the construction of highways were contributing factors to the growth anddevelopment of the San Joaquin Valley during the twentieth century. Perhaps the most important is SR 99, a major roadway that connected San Joaquin Valley agricultural towns to larger urban markets. During the early twentieth century, plans were made to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley (U.S. Department of Transportation 2016). Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, an old Native American trail, while other portions of the roadway along Route 4 followed main lines of the SPRR. While portions of this route were still being paved in 1926, it was designated SR 99 (U.S. Department of Transportation 2016). The adoption of the interstate system and construction of Interstate (I-) 5 and other interstate routes during the 1960s truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County (California Highways 2016a).851-875 N Front Street

Research into the subject property's ownership and occupancy was limited by current COVID-19 restrictions.

Sanborn maps indicate the subject property originally fronted the Golden State Highway / State Highway 99 and the property's original street numbers were 25-35 (Sanborn Map Company 1922). The highway was later re-routed, however, but as late as 1962, the street was known as "Old State Highway". By then, the property's street numbering appears to have been updated to the current numbering (Sanborn Map Company 1962).

Turlock city directories, which are available through Ancestry.com, but only intermittently for the period of 1964 to 1980. Research failed to located a listing for either 851 or 875 Front Street. However, Newspaper research indicates that the address was home to the United Auto Body Shop in 1978 (Gustine Standard 1978). Public records research for this address further revealed that the address was associated with Alex and Richard Garcia in 1988, Omaira Garcia in 1992, John Garcia in 1993-1994, James W. Sparks in 1995, Eva Garcia in 1995, Robert L. Sandoval c.1999-2011, Freddy Pimentel, Juan C. Fuentes c.2004-2020, c.2016-2020, and Elva C. Garcia c.2008-2011 (Ancestry.com N.D.). The building currently houses Fabiolous Auto Body and Repair.

City directories revealed that 875 N Front Street was occupied by Jim and Terri Starcks in 1977 and Gabriel and Ramona Cisneros in 1980 (Polk 1977:381 1980:54). Public records available through Ancestry.com further revealed that the address was associated with Ramona M. Cisneros in 1980, Jose E. Juarez in 1995, Alex C. and Omairia Garcia in 1989, Alejandro Garcia in 1994, John A. Garcia in 1996, Leon G. Chavez Jr. c.1992-1997, Franciso G. Valencia Sr. c.1985-2020, Paul R. Ceballos c.2008-2020, Lorena Hernandez c.2009-2011, Benni G. Garza 2005-2007, Elva C. Garcia 2008-2011, Estevao Manuel Viegas Sr. 2019-2020 (Ancestry.com N.D.).

Research revealed no further ownership or occupancy information for either 851 N Front or 875 N Front.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the property at 851-875 N Front Street does not appear significant NRHP Criterion A or CRHR Criterion 1. One or both of the buildings dates to 1920. The building at 851 N Front Street has been associated with automobile repair services, and the building at 875 N Front Street has served as a single-family residence. Newspaper research did not reveal that either building was associated with any significant events at the local, state, or national level. As such, it lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, the property at 851-875 N Front Street does not appear to have an association with any significant persons important to history. The property was owned or occupied by numerous individuals, and although ownership and occupancy information is limited, newspaper research provided no indication that any individual associated with this property played a significant role in national, regional, or local history. As such, the property at 851-875 N Front Street lacks significance under Criterion B/2. .

Under NRHP Criterion C or CRHR Criterion 3 the property at 851-875 N Front Street does not appear to have architectural significance. The building at 851 N Front Street is a utilitarian building clad almost entirely in standing seam metal panels: a standard, mid-century utlitatrian shed devoid of embellishment. The building at 875 N Front Street is an altered single-family house likewise devoid of architectural embellishment. Neither building possesses high artistic value or the distinctive characteristics of a type, period, or method of construction. The architect of either building is unknown, and neither building appears to reflect the work of a master. As such, the property at 851-875 N Front Street lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 851-875 M Front Street is not likely to yield information important to history. Thus, the property lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the property at 851-875 N Front Street are not eligible for listing in the NRHP/CRHR as individual resources or as part of a potential historic district due to their lack of historical and architectural significance. These buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Ancestry.com. N.D. All City & Area Directories results for 851 N Front and 875 N Front. Available: https://www.ancestrylibrary.com. Accessed: Jan. 5, 2021.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. *Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites*. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

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Hillman, R. and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books.

Modesto Bee. 2003. Obituary of Herman P. Jones. Aug. 6. Available: https://www.newspapers.com/. Accessed: Jan. 5, 2021.

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Perez, C. N. 1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

Polk, R. L. 1977. City Directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 5, 2021.

----------. 1980. City Directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 5, 2021.

Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California*. New York, NY: McGraw-Hill, Inc.

Sanborn Map Company. 1922. Fire insurance maps. Turlock, California. Available: https://fims-historicalinfo-com.ezproxy.sfpl.org/FIMSSD.aspx?m=00899_1922. Accessed: July 23, 2021.

----------. 1962. Fire insurance maps. Turlock, California. 1922 revised to 1962. Available: https://fims-historicalinfo-com.ezproxy.sfpl.org/FIMSSD.aspx?m=00899_1922. Accessed: July 23, 2021.

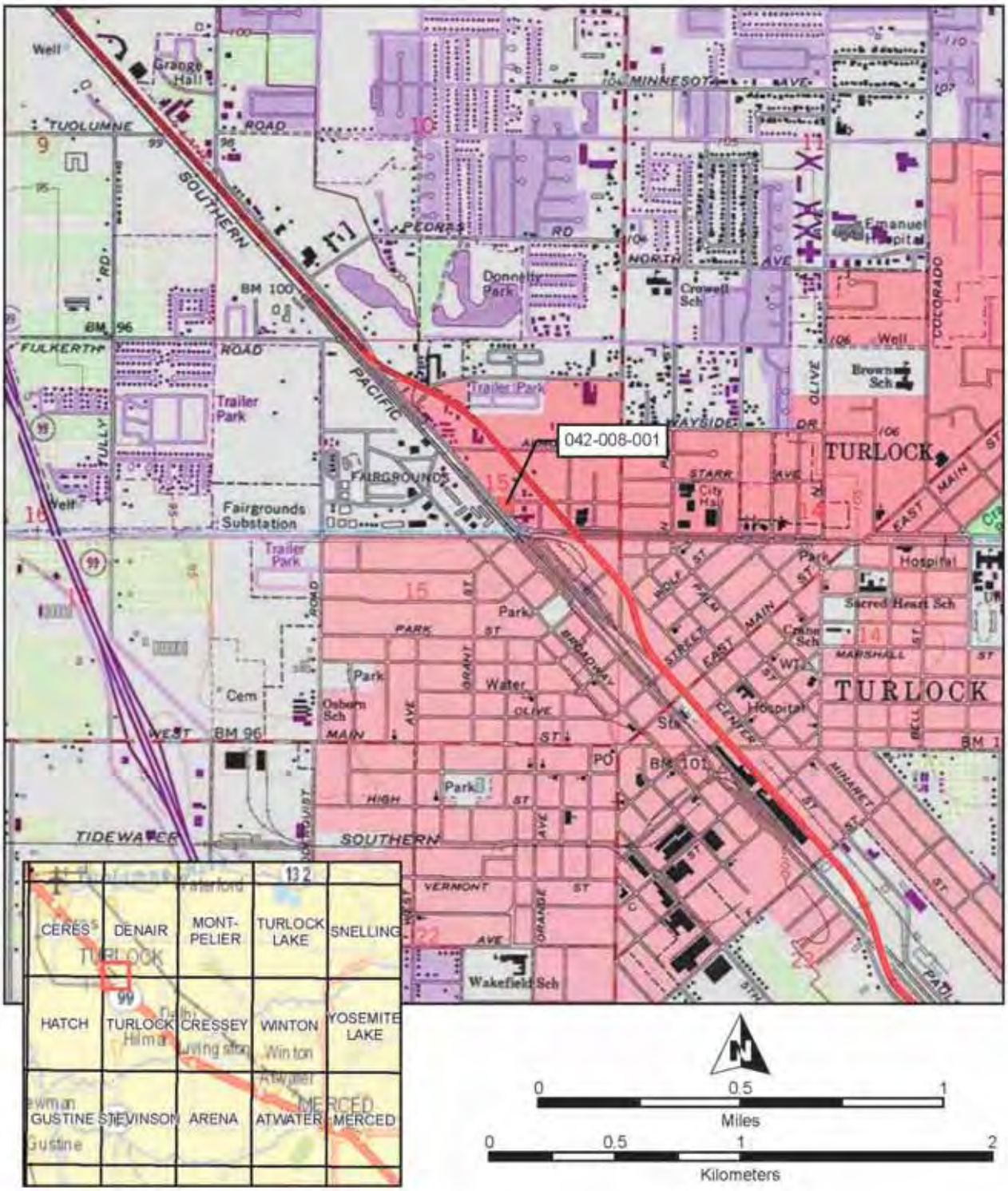
University of California Santa Barbara. 1957. Aerial Photograph. Flight CAS_Roads_1, Frame 66. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Dec. 24. 2021.

U.S. Department of Transportation. 2016. Economic Development History of State Route 99 in California. Available at http://www.fhwa.dot.gov.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-5



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 2021-6

P1. Other Identifier: 2021-06
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Stanislaus **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.) 042-008-020-000

***b. USGS 7.5' Quad** Denair CA **Date** 2018 T5S ; R10 E; ¼ of ¼ of **Sec:**15 ; B.M.

c. Address: 351 W Canal Drive **City**: Turlock, CA **Zip:** 95380

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The subject property consists of an irregularly-shaped 0.11-acre lot in Turlock, California. The property contains a building approximately 2,000 square feet in size that was constructed in 1967. The building has Ranch styled design elements that include asymmetrical composition, low-pitch roof with extended eaves and rafter tails (of hallow metal beam), low-slung horizontal massing. The building features an irregular plan, poured-concrete foundation, and asymmetrical, side-gabled roof. The majority of the building, including its roof, is clad in standing seam metal. The building's primary entrance at it is southwest corner and faces south onto faces south onto North Front Street. Fixed glass lightsflank the entry, which is centered is within a slightly recessed, multi-paneled bay. The entry door is a metal frame, glass shop door that appears to be original. The paneling and fixed lights at the recessed bay wraps the building's southwest corner and is present at the frontal portion of its west-side elevation. The building's north (rear) façade opens to a small parking lot and features to roll-up garage doors.. 351 W. Canal Drive is in good condition

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view facing east

***P6. Date Constructed/Age and Sources:**
☒ Historic ☒ Prehistoric ☐ Both

***P7. Owner and Address:**
Stanley and Neva Bishop
P.O. Box 898
Delhi, CA 95315

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** Jan. 19, 2021
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 2021-6

B1. Historic Name: Jones Garage
B2. Common Name: 351 W. Canal Drive
B3. Original Use: Unknown **B4. Present Use:** Automobile Repair
***B5. Architectural Style:** Utilitarian with Postwar Ranch design elements
***B6. Construction History:** (Construction date, alteration, and date of alterations)

According to the Stanislaus County Assessor's office, the subject property was constructed in 1967 (ParcelQuest 2021). Google Street view photos of the property indicate that the south and west façade once contained raised letter signage that read "Jones Garage." These were removed sometime after 2016 (Google Street View 2016). No other alterations are evident.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

351 W Canal Drive does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The subject property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.)
…

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942 (and overlaps with the CEQA study area). Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

351 W Canal Drive

Research into the subject property's ownership and occupancy was limited by COVID-19 restrictions. Online city directories for Turlock indicate that the property has been occupied by Jones Garage since at least 1968—that is, one year after the building's construction (Polk 1968:161). At the time, it was owned by Herman P. Jones who, according to city directories, owned the property until at least 1982 (Polk 1980:149). Jones died in 2003 at the age of 82, and his obituary noted that he "was a member of NASCAR and owned, built and sponsored race cars for 20 years" (*Modesto Bee* 2003). Public records available through Ancestry.com indicate that the address was associated with Timothy L Bishop in 1976, Jozef Issazadeh in 1979 and Neva L. Bishiop c.1993-2020 (Ancestry.com N.D.). The property is currently owned by Stanley and Neva Bishop (ParcelQuest 2021).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the property at 351 W Canal Drive do not appear significant NRHP Criterion A or CRHR Criterion 1. The property was constructed in 1967 has served as an automobile repair service center since that time. Newspaper research did not reveal that they were associated with any significant events at the local, state, or national level. As such, it lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, the property at 351 W Canal Drive does not appear to have an association with any significant persons important to history. The property was owned by Herman P. Jones from 1967 until at least 1980s. Jones does not appear to have been significant within the context of NASCAR's history. Since the early 1990s, it has been associated with Stanley and Neva Bishop. Newspaper research provided no indication that these individuals—or any others associated or potentially associated with the property—played a significant role in national, regional, or local history. As such, the property at 351 W Canal Drive lacks significance under Criterion B/2

Under NRHP Criterion C or CRHR Criterion 3 the property at 351 W Canal Drive does not appear to have architectural significance. The building is of a utilitarian design with some Ranch-styled features that connect it to the late Mid-Century era. Though the property is highly intact, it is a utilitarian, non-significant designlacking high artistic values, ann lacking distinctive characteristics of a type, period, of method of construction. The building's architect is unknown, and the building does not appear to reflect the work of a master. As such, the property lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that his property is not likely to yield information important to history. Thus, the subject building at 351 W Canal Drive lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the property at 351 W Canal Drive are not eligible for listing in the NRHP/CRHR as individual resources or as part of a potential historic district due to their lack of historical and architectural significance. These buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Ancestry.com. 1822-1995. U.S. City Directories Collection. Available: https://www.ancestrylibrary.com/search/collections/2469/. Accessed: Dec. 24. 2020.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. *Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites*. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Digital Newspaper Collection. N.D. Digitalized newspaper database. Available: https://cdnc.ucr.edu/. Accessed: Jan. 5, 2021

California Military Department. 2016a. *California and the Second World War*: San Francisco Metropolitan Area during World War II. Sacramento, CA: California State Military Museums. Available: http://www.militarymuseum.org/SFWWII.html. Accessed: February 2016.

Google Street View. 2016. Photos of 251 W Canal Drive, Turlock, CA. December. Available: https://www.google.com/maps/@37.5008566,-120.8537822,3a,75y,55.63h,82.2t/data=!3m6!1e1!3m4!1sM5Yv7i6wpLGb9AxSa0In3A!2e0!7i13312!8i6656. Accessed: Feb. 22, 2021.

Hillman, R. and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books.

Modesto Bee. 2003. Obituary of Herman P. Jones. Aug. 6. Available: https://www.newspapers.com/. Accessed: Jan. 5, 2021.

ParcelQuest. 2020. Property report for 351 W Canal Drive, Turlock, CA. Parcel # 042-007-004-000. Accessed: Jan. 5, 2021. Accessed: Jan. 5, 2021. Available: https://www.parcelquest.com/.

Newspapers Publishers Extra. N.D. Digitalized newspaper database. Available: https://www.newspapers.com/. Accessed: Jan. 5, 2021.

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Perez, C. N. 1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

Polk, R. L. 1968. City directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 5, 2021.

Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California*. New York, NY: McGraw-Hill, Inc.

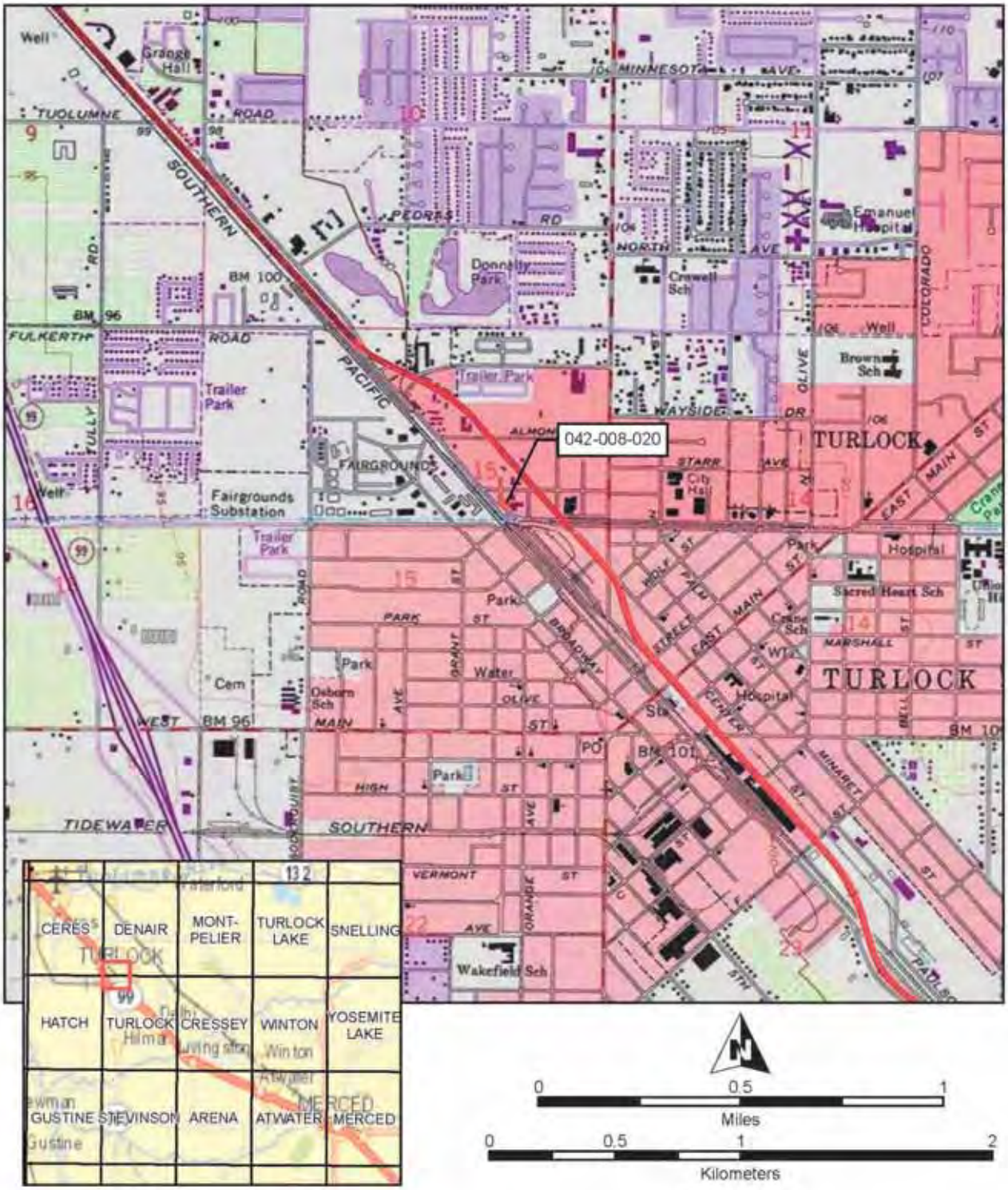
University of California Santa Barbara. 1957. Aerial Photograph. Flight CAS_Roads_1, Frame 66. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Dec. 24. 2021.

----------. 1972. Aerial Photograph. Flight CAS_3390, Frame 11. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Jan. 5, 2021.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-6



Key to USGS 7.5' quads depicted

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-71

P1. Other Identifier: 2021-71
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Stanislaus **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Denair CA **Date** 2018 T5S ; R10 E; ¼ of ¼ of **Sec:** 15 ; B.M.

c. Address: 323-327 W Canal Drive **City**: Turlock, CA **Zip:** 95380

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 042-008-019-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of a one-story commercial building situated on an irregularly-shaped 0.350-acre lot in Turlock, California. The 10,154-square-foot building features and L-plan, poured concrete foundation, gabled roof, corrugated metal roofing, and standing seam metal cladding. A decorative metal sunscreen supported by painted I-beams that fronts a portion of the south façade at the building's southeast corner. The building features two pedestrian entrances: one at 327 W Canal Drive and another at 323 W Canal Drive. Both of these open to a small parking lot. No major alterations are evident. The building appears to be in good condition. .

***P3b. Resource Attributes:** (List attributes and codes) HP6
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view facing northeast

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Stanley and Neva Bishop
P.O. Box 898
Delhi, CA 95315

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** Jan 19, 2021
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-7

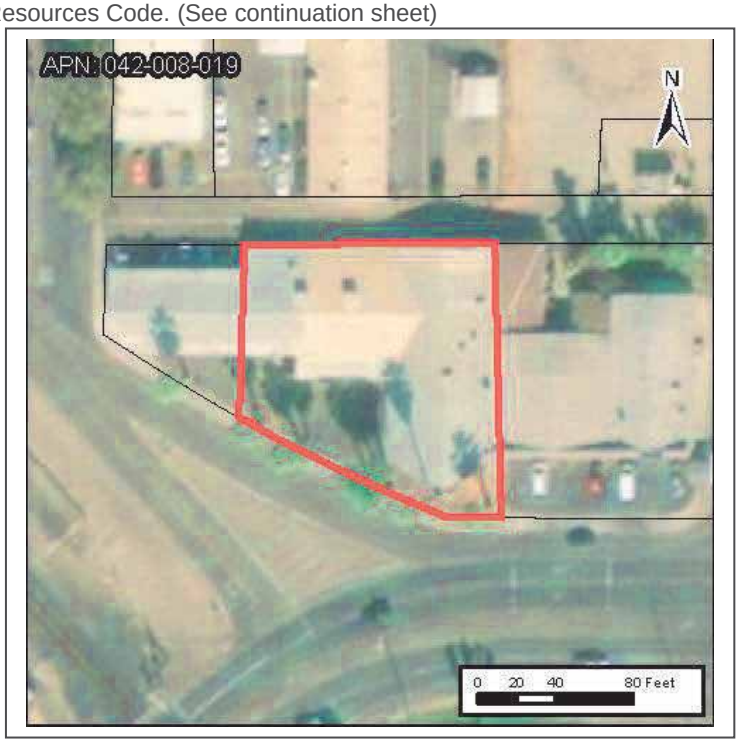
B1. Historic Name: Aquatech Pools
B2. Common Name: 323-327 W Canal Dr
B3. Original Use: Commercial **B4. Present Use:** Commercial building
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** (Construction date, alteration, and date of alterations)

According to the Stanislaus County Assessor's office, the subject property was constructed in 1967 (ParcelQuest 2021). Research revealed no other construction or alterations information. No major alterations are evident.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 323-327 W Canal Drive does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)



***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.).

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942 (and overlaps with the CEQA study area). Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

323-327 W Canal Drive

Research into the subject property's ownership and occupancy was limited by COVID-19 restrictions. Online city directories for Turlock (which are only available for a period of 1964-1980) revealed that 323 W Canal Drive was originally occupied by Aquatech Pools, later known as Ken Nelson Pools (Polk 1968:40; 1980:36). Newspaper research indicates that this business occupied the property until 1997-1998, at which point it appears to have gone out of business (*Modesto Bee* 1998). Other tenants since that time include BK Regency in 1998, Xtreme Car Audio in 2001, and Ray Krieger in 2015 (Lemus 1997; Modesto Bee 1998; 2001a; *Modesto Bee* 2015). Research did not reveal a city directory listing for 327 W Canal Drive for the 1968-1980 period. Newspaper research revealed that the address was associated with Xtreme Wireless and Xtreme Car Audio in 2000-2001 and Moore's Martial Arts (also known as Moore's Karate) starting circa 2003 (*Modesto Bee* 2000; 2001b; 2003). Research revealed no further ownership or occupancy information about the property

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the property at 323-327 W Canal Drive do not appear significant NRHP Criterion A or CRHR Criterion 1. It has house various commercial businesses since it was constructed in 1967. These include a swimming pool business, cellular phone and automobile audio business, and a martial arts studio. The building is only very broadly associated with the commercial development of Turlock. Research did not reveal the property to be associated with any significant events at the local, state, or national. As such, it lacks significance under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, the property at 323-327 W Canal Drive does not appear to have an association with any significant persons important to history. The property associated with the accomplishments of a business, rather than an individual or group of people, and newspaper research provided no indication that the property is associated with any individuals who could be considered significant to national, regional, or local history. As such, the property at 323-327 W Canal Drive lacks significance under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3 the property at 323-327 W Canal Drive does not appear to have architectural significance. The building is of a utilitarian design that features a standing seam metal roof and cladding. The building lacks high artistic value as well as the distinctive characteristics of a type, period, of method of construction. The building's architect is unknown, and the building does not appear to reflect the work of a master. As such, the property lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that his property is not likely to yield information important to history. Thus, the subject building at 323-327 W Canal Drive lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the property at 323-327 W Canal Drive is not eligible for listing in the NRHP/CRHR as individual resources or as part of a potential historic district due to their lack of historical and architectural significance. The building was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Ancestry.com. 1822-1995. U.S. City Directories Collection. Available: https://www.ancestrylibrary.com/search/collections/2469/. Accessed: Dec. 24. 2020.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. *Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites*. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Digital Newspaper Collection. N.D. Digitalized newspaper database. Available: https://cdnc.ucr.edu/. Accessed: Jan. 8, 2021

California Military Department. 2016a. *California and the Second World War*: San Francisco Metropolitan Area during World War II. Sacramento, CA: California State Military Museums. Available: http://www.militarymuseum.org/SFWWII.html. Accessed: February 2016.

Hillman, R. and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books.

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Modesto Bee. 2003. "The Region". Aug. 15. . Available: https://www.newspapers.com/. Accessed: Jan. 8, 2021.

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Newspapers Publishers Extra. N.D. Digitalized newspaper database. Available: https://www.newspapers.com/. Accessed: Jan. 8, 2021.

ParcelQuest. 2021. Property report for 323-327 Canal Dr, Turlock, CA. Parcel ID 042-008-019-000. Available: https://www.parcelquest.com/. Accessed: Jan. 8, 2021.

Perez, C. N. 1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

Polk, R. L. 1968. City directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 8, 2021.

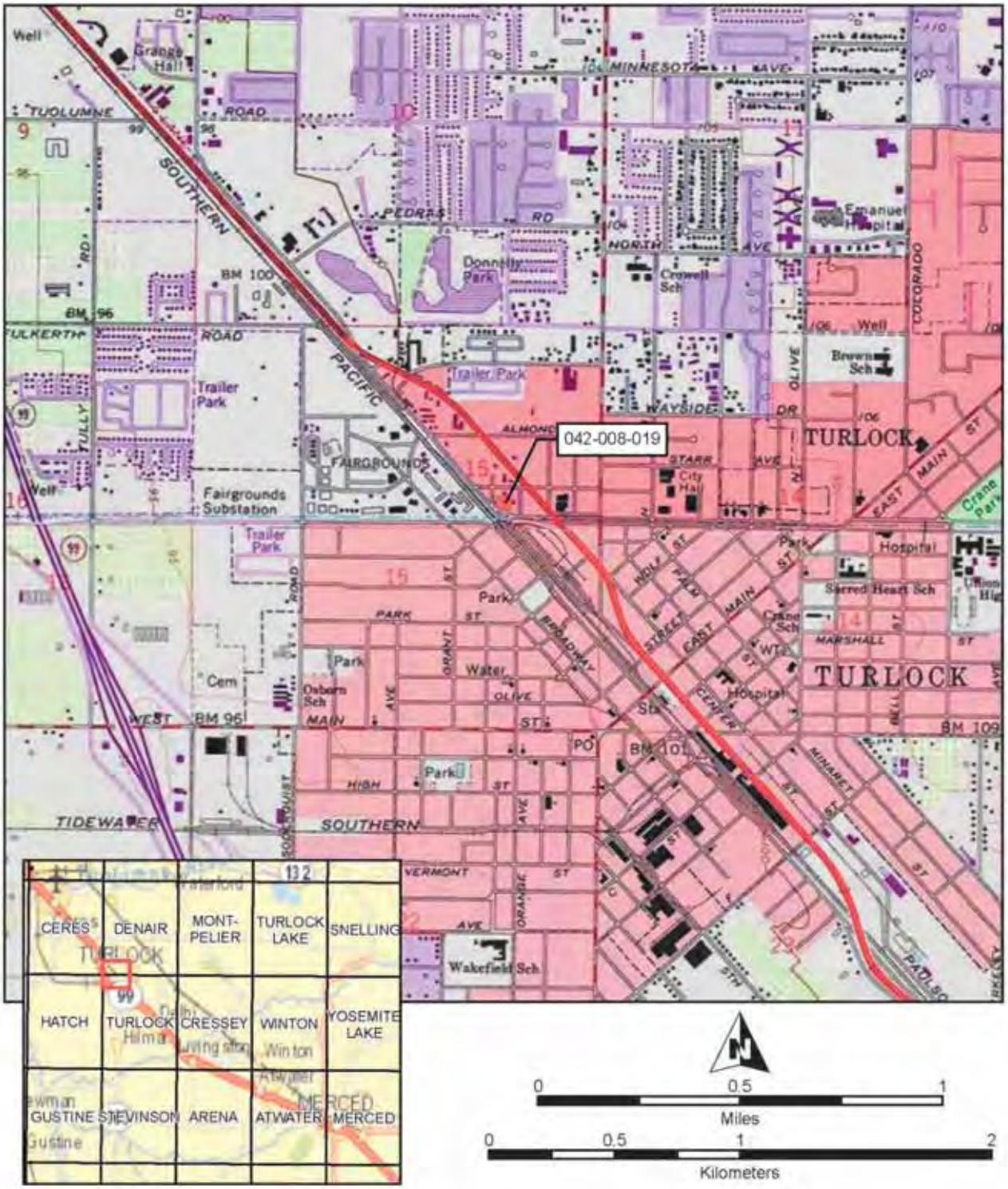
----------. 1980. City directory. Turlock, California. Available: : https://www.ancestrylibrary.com. Accessed: Jan. 8, 2021.

Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California*. New York, NY: McGraw-Hill, Inc.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-13



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-8

P1. Other Identifier: P-24-000688
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Turlock, CA **Date** 2018 T 5S ; R 10E ; ¼ of ¼ of **Sec:** ; B.M.

c. Address: N/A **City**: N/A **Zip:** 95380

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject resource consists of a concrete slab bridge, approximately 40 feet long and 295 feet wide that crosses over Turlock Irrigation District Lateral #5. The bridge is approximately 295 feet wide and carries a portion of Golden State Boulevard and the Fresno Subdivision rail line. The bridge was widened in 1951.

***P3b. Resource Attributes:** (List attributes and codes) HP19 Bridge.
***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view looking north

***P6. Date Constructed/Age and Sources:** 1929, widened in 1951.
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Merced County or Caltrans

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** Jan. 19, 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 2021-8

B1. Historic Name: Bridge #39-118.
B2. Common Name: Bridge #39-118.
B3. Original Use: Bridge **B4. Present Use:** Bridge
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Bridge #39-118. was constructed by the Merced Irrigation District in 1929 (Pursell 1979). A 1946 historical aerial photograph indicates the bridge was originally approximately 125 feet wide (United State Geological Survey 1946). It was widened in 1951 to its present width (Pursell 1979). Newspaper research revealed no further construction or alterations history (Newspapers Publisher Extra 2021; California Digital Newspaper Collection 2018).

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:** Turlock Irrigation District Lateral #5
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Bridge #39-118. does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The bridge does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include Agriculture and Irrigation and Highways and Roads.

Agriculture and Irrigation

Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County. The Merced Irrigation District constructed the subject bridge in 1929.

In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District in an effort to obtain ownership in the Tulloch system (South San Joaquin Irrigation District 2016). One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district (California Office of State Engineer 1917).

The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.

The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID (Truth Publishing Company 1909). Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in 1911, and create 152 miles of canals and 44 miles of drainages between 1904 and 1919 (Adams and Bedford 1921). In Stanislaus County, wheat production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today as a result of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

Between 1904 and 1913, the TID, MID, and the City of San Francisco found themselves competing over the use of the Tuolumne River for water. The Tuolumne River originates in the Sierra Nevada, has several tributaries throughout the Central Valley, and headwaters at the San Joaquin River. The TID and MID sought to bar San Francisco access to the Tuolumne, which both districts used as their main water source (Adams and Bedford 1921). Despite their efforts, San Francisco was allowed access with passage of the Raker Act in 1913, which authorized construction of the O'Shaughnessy Dam and a reservoir on the Tuolumne River that would become connected through aqueducts to deliver water to San Francisco (Hanson et al. 2005).

The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres (Merced Irrigation District 2016). In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system (Merced Irrigation District 2016; Office of the Federal Registrar 1970). During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967 (Merced Irrigation District 2016). Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

Beginning in the 1890s and continuing into the early twentieth century, large tracts of land in eastern Merced County and throughout the San Joaquin Valley were purchased and organized into colonies, with 20- to 40-acre parcels subdivided and sold to farmers along with essential water rights. The Yamato Colony in Merced County is one of the large agricultural communities established in the San Joaquin Valley during the twentieth century. The Yamato Colony was established near Livingston in 1906 by a San Francisco businessman prominent in the Japanese community and settled by Japanese immigrants who initially grew sweet potatoes until grape vines and fruit trees became productive crops. By 1918, the colony had over 40 farms, as well as a community hall and cooperative society for the purchase of farming equipment and supplies and the selling of crops (Noda 1981). During the World War II internment of

Japanese Americans, Yamato families hired a land manager to oversee their properties while detained. Many residents returned during the postwar era to continue farming.

Highways and Roads

Automobiles and the construction of highways were contributing factors to the growth and development of the San Joaquin Valley during the twentieth century. Perhaps the most important is SR 99, a major roadway that connected San Joaquin Valley agricultural towns to larger urban markets (See Figure 2). During the early twentieth century, plans were made to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley (U.S. Department of Transportation 2016). Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, an old Native American trail, while other portions of the roadway along Route 4 followed main lines of the SPRR. While portions of this route were still being paved in 1926, it was designated SR 99 (U.S. Department of Transportation 2016). The adoption of the interstate system and construction of Interstate (I-) 5 and other interstate routes during the 1960s truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County (California Highways 2016a).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, Bridge #39-118. appears to lack significance. The bridge was constructed in the 1920s and widened in the 1950s. Although the Turlock Irrigation District as a whole could potentially be considered significant within the context of late 19th and early 20th century irrigation projects, an individual bridge would not convey that significance. Newspaper research did not reveal that the subject bridge was directly associated with any significant events at the local, state, or national level. As such, Bridge #39-118. lacks significance under Criterion A/1.

Under NRHP Criterion B or CRHR Criterion 2, Bridge #39-118 does not appear to have an association with any significant persons important to history. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. However, this type of resource is one that is unlikely to represent the accomplishments of a specific individual. Research uncovered no evidence to suggest the bridge has been closely associated with any individual who played a significant role in national, regional, or local history. As such, Bridge #39-118. lacks significance under Criterion B/2.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The bridge is of an undistinguished and standardized design. It was built with construction methods that do not embody a noteworthy type, period, region, or method of construction. Its designer is not known, and the bridge does not appear to be the work of a master. Therefore, the subject bridge is not significant under Criterion C.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that Bridge #39-118. is not likely to yield information important to history. Thus, Bridge #39-118. does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, Bridge #39-118. is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

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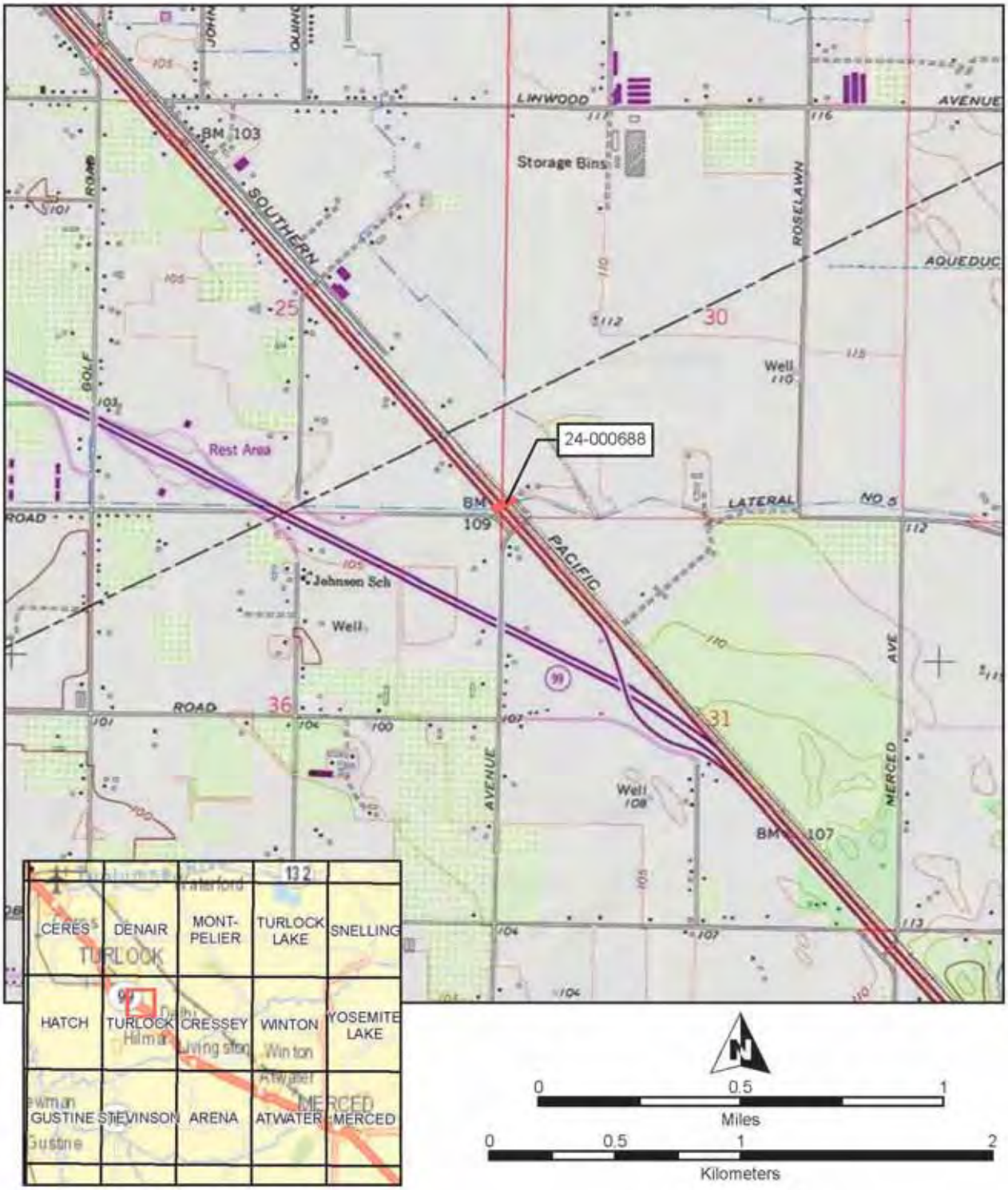
LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: Bridge #39-118



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 1/19/2021

Resource Name or #:(Assigned by recorder) P-24-000095 and P-24-0000536
Page 1 of 8 **Map ID #:** 2021-09
NRHP Status Code 6Z ☐ Continuation ☒ Update

P1. Other Identifier: 2021-09

*** P2e. Other Locational Data:** South of W. Bradbury Road, north of Highway 99 and east of Flower Street at its intersection with Frontage Road, northwest of Delhi, CA.

*** P3a. Description:**
This update form addresses a 127-foot long segment of the Turlock Irrigation District Lateral No. 6, a concrete-lined canal with a 45-degree angle on the side slopes with an approximate distance of 30 feet at the top. The entire resource measures 67,208 feet long with 127 feet within the project study area northwest of Delhi, CA. The canal segment runs northwest-southeast south of the study area then parallels Highway 99 before turning north, crossing into the study area beneath the highway in three concrete box culverts. The box culverts are stamped with the date "1971" at the northern end of the lateral where the concrete-lined ditch turns into underground pipe, north of the study area. This coincides with information retrieved from Troglin in 2020 that confirms the culvert's modifications date to 1971. Three six-foot diameter corrugated metal pipes under the railroad right-of-way (northeast of Highway 99) are connected to the box culverts that carry canal water beneath the highway. (Scott 1995; Troglin 2020)

*** P3b. Resource Attributes:** HP20- Canal/Aqueduct

P5a. Photograph: Segment of TID Lateral No. 6. South elevation, facing northeast. June 2020. ICF.

Segment of TID Lateral No. 6, facing northeast. June 2020. ICF.

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 1/19/2021

Resource Name or #:(Assigned by recorder) P-24-000095 and P-24-0000536
Page 2 of 8 **Map ID #:** 2021-09
NRHP Status Code 6Z ☐ Continuation ☒ Update

*** P8. Recorded by:** (Name, affiliation, address) Joshua Severn, ICF, 980 9th Street, Suite 1200, Sacramento, CA 95814

*** P9. Date Recorded:** January 19, 2021 *** P10. Survey Type:** Intensive

*** P11. Report Citation**: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The full Lateral No. 6 canal length is 67,208 feet long. According to the inventory and evaluation conducted by Gloria Scott of Caltrans (P-24-000095) in 1995, TID Lateral No. 6, dates to 1903. According to the Canal Feature Inventory Form documentation of the resource by JRP Historical Consulting Services dated in 1993, this segment was relined in 1983. According to Troglin, original concrete lining of upstream Lateral No. 6 dates to 1936, with the downstream receiving concrete lining in 1952. Comparing JRP's 1993 evaluation record to Troglin, the 1983 resurfacing record cited in JRP 1993 likely references a gunite resurfacing and raising on the upstream in 1982. Troglin notes the downstream resurfacing of Lateral No. 6 dates to 2020. Historic aerial images show the resource follows a similar alignment from 1946 to present day. While not appearing to alter the alignment or built components of the canal segment, expansion of Highway 99 south of the project area appears in aerial photographs between 1946 and 1958, with additional lanes south towards Flower Street. Between 1958 and 1998 the alignment of Highway 99 is altered, resulting in a four-lane limited-access roadway. This coincides with a small, realigned segment of SR99 through Delhi, dating to c. 1983. This alteration resulted in changes to the immediate setting of the canal segment south of the railroad tracks and north of the lateral's emergence east of Flower Street. The intersection of Lateral No. 6 and the roadway would have likely been a culvert or bridge, which Troglin dates to 1946 with a culvert modification occurring in 1971. Now, three six-foot diameter metal pipes under the railroad right-of-way are connect to three five to fix-foot

by eight-foot box culverts under State Highway 99. The larger canal segment's resurfacing and relining in 1982 and 2020 altered the canal's appearance, angle, and original materials. The surrounding area remains sparsely populated from 1946-2016. (JRP 1993; Scott 1995; Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2005, 2016; Google LLC 2020; Troglin 2020; AARoads.com 2015)

***B8. Related Features**: Culverts

B9. Architect: N/A **Builder:** Unknown

B10. Significance:

Theme	Water Conveyance, Irrigation, Agriculture	**Area**	Delhi, Merced County
Period of Significance	1887-1925	**Property Type**	Canal
Applicable Criteria	N/A		

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

Historic Context

The following Historic Context section relating to *Agriculture and Irrigation* was excerpted from the *ACE Extension Lathrop to Ceres/Merced Historical Resources Inventory and Evaluation Report,* Prepared by AECOM for the Federal Railroad Administration and San Joaquin Regional Rail Commission, March 2018.

> *Agriculture and Irrigation*
> Several irrigation districts were established in the San Joaquin Valley throughout the late nineteenth and early twentieth centuries. Irrigation districts were cooperative public and private entities with large geographic territories established to overcome water distribution problems and boundary limitations established by cities and municipalities. Several of those districts are relevant to this study, including the South San Joaquin Irrigation District in San Joaquin County; the Turlock Irrigation District (TID) and MID in Stanislaus and Merced Counties; and the Merced Irrigation District in Merced County.
>
> In the 1890s, the Stanislaus and San Joaquin Water Company constructed a system of ditches along the Stanislaus River from Knights Ferry to Manteca called the "Tulloch system," spanning 47 miles. In 1909, local farmers established the South San Joaquin Irrigation District to obtain ownership in the Tulloch system. One year later, the district issued bonds to purchase half interest in the old Tulloch system, construct a diverting dam in Stanislaus River, and develop an extensive canal system within the district.
>
> The district serviced the surrounding communities of Escalon, Manteca, and Ripon, and sought to secure additional water resources and further develop the system. Early Manteca farmers grew melons from the sandy soils until the district diverted water from the Stanislaus River in 1914, which enabled crop diversity with almonds, walnuts, alfalfa, grapes, and pumpkins.
>
> The TID and MID were formed to serve the northern portion of the San Joaquin Valley in Stanislaus and Merced Counties. The TID principally supplied Turlock, and the MID primarily served Modesto. Construction of canals, dams, and other ditches was undertaken following the districts' formation in 1887; however, building the entire system was a slow process. It was not until the turn of the twentieth century that any projects to actually irrigate were undertaken, because many farmers opposed plans and objected to the bonding of their lands for public works. By 1909, over 100,000 acres were irrigated within the TID. Similarly, with obstacles to development removed, the MID was able to complete construction of the Modesto Dam in

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production in Turlock was declining at the turn of the century because grain production had exhausted the once-fertile soil. With the completion of new dams and system of canals, different crops were grown and renewed the region's agricultural success. Similarly, Modesto farmers transitioned from alfalfa fields to fruit orchards and vineyards, many of which still dominate the landscape today because of the 1904 construction of several laterals (drainage canals and irrigation canals) by the MID.

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The Merced Irrigation District was created in 1919, although irrigation in southern Merced County began nearly 25 years earlier. Under ownership by C.H. Huffman, a prominent local farmer, and Charles F. Crocker, a banker and railroad magnate, miles of canals were constructed, and irrigation was provided from Livingston to Merced, totaling almost 50,000 acres (Merced Irrigation District 2016). In 1922, the Merced Irrigation District purchased the existing system from the Crocker-Huffman Land and Water Company. After the purchase, the district began several projects, including the construction of the district's first dam, the Exchequer Dam (completed in 1926), providing hydroelectric power, and extending the canal system. During the 1960s, the district was able to secure a license from Federal Power Commission to expand power and irrigation networks along the Merced River, resulting in the construction of the second Exchequer Dam in 1964 and the McSwain Dam in 1967. Irrigation in Merced County enabled expansion of its grain-heavy agricultural industry to the cultivation of grapes, peaches, plums, citrus fruits, olives, figs, nut trees, and a variety of vegetables. The diversification and intensification of farming in the San Joaquin Valley led to large agricultural communities being established during the twentieth century. In addition to being able to grow a wide variety of crops, California was also quickly becoming the cattle and dairy hub of the American West.

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Summary of Prior Recordation

Past Evaluations of CRHR and NRHP Eligibility

The TID and its segments were recorded between 1993 and 2019. A summary of the previous findings is stated below.

In 1993, the TID's Ceres Main Canal (CMC), at its intersection with State Route 99, was recorded by JRP Historical Consulting (JRP) (P-50-000073) as part of the Mojave Natural Gas Pipeline, Northern Extension Project. Although the CMC was found significant under Criterion A for its association with Stanislaus County's agricultural growth and

as an early canal constructed under the Wright Act of 1887, JRP found that the original earthen canal, which was later lined with concrete, did not retain enough integrity. Furthermore, modern bridge and culvert development surrounding the CMC degraded its integrity and JRP found the CMC ineligible for listing in the NRHP (JRP 1993).

In 1995 Gloria Scott of the Caltrans Environmental Program documented the KT-3 segment of the TID Lateral No. 6 (P-24-000095) along Highway 99 near Swanson & Flower Street in Delhi. Scott documented that as of this year the NRHP Status Code was 6, which as of 1993 meant the resource was "determined ineligible for National Register listing." Scott determined that the resource segment was associated with the development of irrigation systems and the expansion of agriculture in the northern part of Merced County however its altered state diminished its integrity of materials, design, workmanship, feeling, and association and that the segment alone lacked significance of construction and association with prominent persons such that it was not eligible for listing on the National Register of California Register. Concurrent with Scott's report, JRP Associates had an evaluation of ineligibility for KT-3 submitted for review by SHPO for the Mojave Pipeline Company's Northward Expansion Project. JRP Associates conducted an evaluation of the KT-3 resource dated to 1993 and concluded that the KT-3 segment had an association with TID Lateral No. 6 as a reflection of Wright Act irrigation district construction and for its association with agricultural development with a period of significance dated to 1898-1904 as a dirt-lined lateral. This lateral, however, lost integrity of construction, materials, workmanship, materials, and feeling due to concrete lining dated to the 1980s and ongoing utilitarian maintenance and upgrading by the TID such that "the only remnant of the original canal is probably the name of the canal." As such, KT-3 was determined to have no eligibility for listing in the NRHP or the CRHR. (Scott 1995, JRP 1993).

In 1999, Judith Marvin of Foothill Resources evaluated the resource identified as "the TID Main Canal" for the *Historic Resources Survey Report (positive) for the Keyes Road Bridge at Turlock Irrigation District Ceres Main Canal Project.* Similar to JRP, Marvin found it eligible for listing in the NRHP under Criterion A, however she also found the TID Main Canal eligible under NRHP Criterion C for its ability to represent the transition from large ranches to small farms and did not find loss of integrity (Marvin 1999). Ten years later, Marvin reversed her NRHP findings in an update form for the CMC segment between Mitchell and Boothe roads, finding it ineligible for listing in the NRHP based on canal resurfacing in 1927, 1958, and 1958 (Marvin 2009).

In 2009, a segment of TID Lateral No. 2, located between Crow's Landing and Ustick roads, was evaluated by Natalie Lawson and Jessica Feldman of CH2M Hill, as part of the TID Almond Power Plant No. 2. AFC Application. Lawson and Feldman found the segment had associated with regional agricultural development through 1900 and 1920, however, they found it ineligible for NRHP listing due to a loss of integrity (Lawson and Feldman 2009).

In 2009, Pamela Daly of Cultural Resource Associates recorded the following as part of the Hughson Grayson 115v Transmission Line and Substation Project: a segment of the CMC south of Gondering Road; Upper Later No. 2 segments between Burlington Northern Santa Fe Railroad and Griffen Road and between East Service and Redwood roads; a segment of Upper Lateral No. 2 ½ on both sides of U.S. 99; and Lower Lateral No. 2, between Grayson and West Service roads. Daly found the TID resources to be significant as part of a California irrigation district, however, the resources were found ineligible for listing in the NRHP/CRHR due to loss of integrity (Daly 2009).

Judith Marvin of Foothill Resources recorded a segment of the CMC between Whitmore Avenue and Roeding Road in 2015 for the *Historical Resource Evaluation Report for the Mitchell/TID Canal Bike Path Project*. Although Marvin found the segment significant under NRHP Criterion A for its TID associations, the canal was found ineligible for listing in the NRHP due to loss of integrity (Marvin 2015).

In 2016, Judith Marvin of Foothill Resources and Melinda Pacheco Patrick of Patrick GIS Group evaluated the CMC's Segment C, located between Roeding and Service roads, which included the canal segment, "broken concrete foundation," an intake valve, a "metal pipe stand," and historic-era shattered ceramic and glass (Patrick and Marvin 2016). The canal and additional features were found ineligible for listing in the NRHP due to loss of integrity, and the ceramic and glass pieces were found ineligible under Criterion D due to lack of information potential (Patrick and Marvin 2016).

UPDATE SHEET

***Recorded by:** Joshua Severn ***Date** 1/19/2021

In 2019, Rincon Consultants, Inc. (Rincon) evaluated a segment of the Ceres Main Canal (P 50-000073) and found it to have significance under NRHP/CRHR Criteria A/1 as an early, publicly-owned canal system built under the Wright Act of 1887, and for its associations with Stanislaus County's agricultural development. However, Rincon concluded that loss of integrity has caused the CMC segment to be ineligible for listing under the NRHP/CRHR.

Evaluation of NRHP and CRHR Eligibility

The TID system was found significant under Criteria A/1 as an early canal system built under the Wright Act of 1887 and for its associations with regional agricultural development at the national and state levels of significance. Many of the previous TID evaluations determined that diminished integrity, mainly in materials, workmanship, and design, resulted in the segments not being eligible for listing under any Criteria. However, due to the complexity of the resource records for the TID and its component systems, this record serves to update the eligibility of a potential contributor.

Furthermore, the approach to the evaluation of linear resources has evolved since the 1990s, where integrity is weighted to accommodate for ongoing maintenance of functioning systems that must evolve to meet changing needs. In these cases, where resources have the same use, follow the historic alignment, and have an intact setting, linear resources would retain sufficient integrity to convey their significance. This evaluation employs this updated approach to the analysis of integrity.

The subject segment of Lateral No. 6 is part of the TID System, a canal system built within the context of the Wright Act of 1887 that was pivotal for Stanislaus County's water development, agricultural development, and water conveyance development. The segment of Lateral No. 6 is significant at the local level under NRHP Criterion A and CRHR Criterion 1. The segment of Lateral No. 6 does not appear to be individually significant under NRHP Criterion A and CRHR Criterion 1.

The segment of Lateral No. 6 is significant as a contributor to the TID System under NRHP Criterion A and CRHR Criterion 1.

The TID System is not significant under NRHP Criterion B or CRHR Criteria 2. Under NRHP Criterion B or CRHR Criterion 2, the segment of Lateral No. 6 does not have any significant associations with the lives of persons important to history. Research did not identify any individuals with important associations to the development of the lateral, and its development does not appear to have been a significant personal achievement of any individual nor does it appear to be associated with an important individual in local, state, or national history. No major leaders or individuals associated with the TID are associated with the lateral. Therefore, the segment of Lateral No. 6 is not significant under NRHP Criterion B or CRHR Criterion 2 as an individual resource or as a contributor to a larger resource, such as the entire TID system.

The TID System is not significant under NRHP Criterion C or CRHR Criterion 3. The overall TID System, while representing an exceptional example of infrastructural design in a general sense, is not an important example of a type, period, or method of construction, it was not associated with a master builder or designer, it does not represent a significant engineering design or introduce a design innovation into the overall irrigation system, nor does it have artistic value. As a contributor to the TID System, the segment of Lateral No. 6 is not significant under NRHP Criterion C or CRHR Criterion 3. Furthermore, the segment of Lateral No. 6 does not appear to be individually significant under NRHP Criterion C or CRHR Criterion 3.

The TID System is not a source, or likely source, of important information not already captured in the historic record. Therefore, the TID System and segment of Lateral No. 6 do not appear significant under NRHP/CRHR Criterion D/4.

Although the lateral dates to 1903, its concrete linings date to the 1980s and thus its integrity of materials has been compromised. With the expansion of Highway 99, the original design of the segment of Lateral No. 6 was altered

from a culvert or a bridge crossing of the railroad and road to a pipeline under the intersection, resulting in a loss of setting, design, feeling, and workmanship. The segment of Lateral No. 6 retains integrity of location, although the alignment has slightly changed. Overall, the lateral does not retain sufficient integrity to convey its significance.

The segment of Lateral No. 6 is not eligible for the NRHP or CRHR under any criteria as an individual resource or as a contributor to the TID System. The segment of Lateral No. 6 has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

After review of the previous recordation and current field check and research, the present evaluation concludes that the segment of Lateral No. 6 does not appear to meet the criteria for listing in the NRHP or the CRHR and is not a historical resource for purposes CEQA. No local register criteria were identified. The lateral segment has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.

*** B12. References:**

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Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-10

P1. Other Identifier: 2021-10
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)
*b. USGS 7.5' Quad Cressey Date 2018 (photo revised) T__; R___;__ ¼ of __¼ of Sec:_____; _____B.M.
c. Address: 321 Second Street City: Livingston, CA Zip: 95334
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 024-114-018-000
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The subject building consists of a 10,800 square foot building located on a 0.39 acre lot in the city of Livingston, California. The building currently houses a True Value hardware store. The building itself features an irregular plan, stucco and cinderblock cladding, and an irregular roofline. The building consists of a 3,400 square foot building built sometime before between 1946 and 1957 and a 7,400 square foot addition that was built sometime after 1977 but before 1998. The building's front elevation has various Mission-style design details that include stepped parapets that fully obscure the gables, stucco cladding, and a porch with pent roof clad in terra cotta tiles and arched entry, and general, low-slung horizontally acclimated character. The west façade, which historically served as the building's primary façade, faces Second Street and features a wide awning spanning the façade. The east façade, which historically functioned as the rear of the building, faces an parking lot. The building's Mission-style elements appear to be later additions that likewise may have occurred after 1977.

*P3b. Resource Attributes: (List attributes and codes) HP6. 1-3 story commercial building
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12 2020, view facing west

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:
Larry A. and Connie L. Friessen Trust
321 Second Street
Livingston, CA 95334

*P8. Recorded by: (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: June 12, 2020
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-10

B1. Historic Name: Unknown
B2. Common Name: True Value
B3. Original Use: Unknown **B4. Present Use:** Hardware Store
***B5. Architectural Style:** Mission
***B6. Construction History:** (Construction date, alteration, and date of alterations) The Merced County Assessor's office does not have a construction date for the original, shed-type component. According to historical aerials, it was built sometime between 1946 and 1957. A historical aerial for 1974 indicates that at that time, the building was conjoined with two smaller buildings that were located immediately to the north on the same parcel. Sometime between 1974 and 1998, the two smaller buildings were demolished and replaced by an 8,000 square foot addition that presently serve as the main body of hardware store. The primary entrance was then relocated from the west elevation of the of the original building to the east facade of the new addition (United States Geological Survey 1946; 1974; University of California Santa Barbara 1957; Google Earth 1998). It is likely that it was at this time that the east façade of the original building was clad in stucco (to match the new addition). Research uncovered no further information regarding either building's construction history or possible alterations.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The building at 321 Second Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not appear to retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
June 12, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history and development of the City of Livingston.

City of Livingston

Research uncovered limited information about the history of the City of Livingston. Settlers began arriving in the area in the early 1860s when the Southern Pacific Railway was built through the area. The town was originally known as "Cressy" but was renamed circa 1872 when the first plat of the town was filed. At this time, local boosters made an unsuccessful attempt to make the Livingston the county seat of Merced. The town grew slowly until a combination of land speculation and irrigation improvements enticed more people to move to the area in the early 20th century. The town was incorporated in 1922. Historically, the city has served as a commercial hub for farms in the immediate vicinity. As of 2010, it had a population of 13,058 (Outcalt 1925:366, 376; City of Livingston N.D.).

321 Second Street

BEased off available research, the subject building was constructed between 1946 and 1957. Research did not reveal the building's architect, builder, or original owner. Since 1965, the building has been occupied by a True Value Hardware store, which was started by David J. Friesen (1916-2010), a native of Kansas who moved to Livingston in 1937. David was a farmer until 1964, at which point he sold his farm, and he and his wife opened Livingston Wholesale Supply, a True Value retailer. David retired in 1981, at which point the business was taken over by his son, Larry. The store is now operated by Larry's son, Brandon (*Merced Sun-Star* 2010; *Dehli Express* 1971). Research uncovered no additional ownership or occupancy information.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 321 2nd Street does not appear significant NRHP Criterion A or CRHR Criterion 1. . Research uncovered no information about the building's original function, although it is presumed to have served a commercial purpose. From 1965 until the present, the building has served as a True Value Hardware store. The building is broadly associated with the commercial development of the City of Livingston. Otherwise, it does not appear to have been associated with any significant events at the local, state, or national level. As such, the building at 321 2nd Street lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed that the building has been owned and occupied by various members of the Friesen family since 1965. Newspaper research provided no indication that these individuals had a significant role in national, regional, or local history. As such, 321 Second Street lacks significance under Criterion B/2

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The building started out as a single-story shed-like building that was later expanded to more than twice its original size and heavily altered. The building reflects undistinguished design and construction methods that do not embody a noteworthy type, period, region, or method of construction. It's designer is not known, and the building does not appear to be the work of a master. As such, 321 2nd Street lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 321 Second Street lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 321 Second Street is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

City of Livingston. 2020. "History of Livingston." Available: https://www.cityoflivingston.org/commdev/page/history-livingston. Accessed: Nov. 20, 2020.

Delhi Express. 1971. Advertisement for Livingstone Wholesale Supply. Dec. 16. Available: https://news.google.com/newspapers?nid=2203&dat=19711216&id=GLRkAAAAIBAJ&sjid=YIYNAAAAIBAJ&pg=607,409648. Accessed: Nov. 18, 2020.

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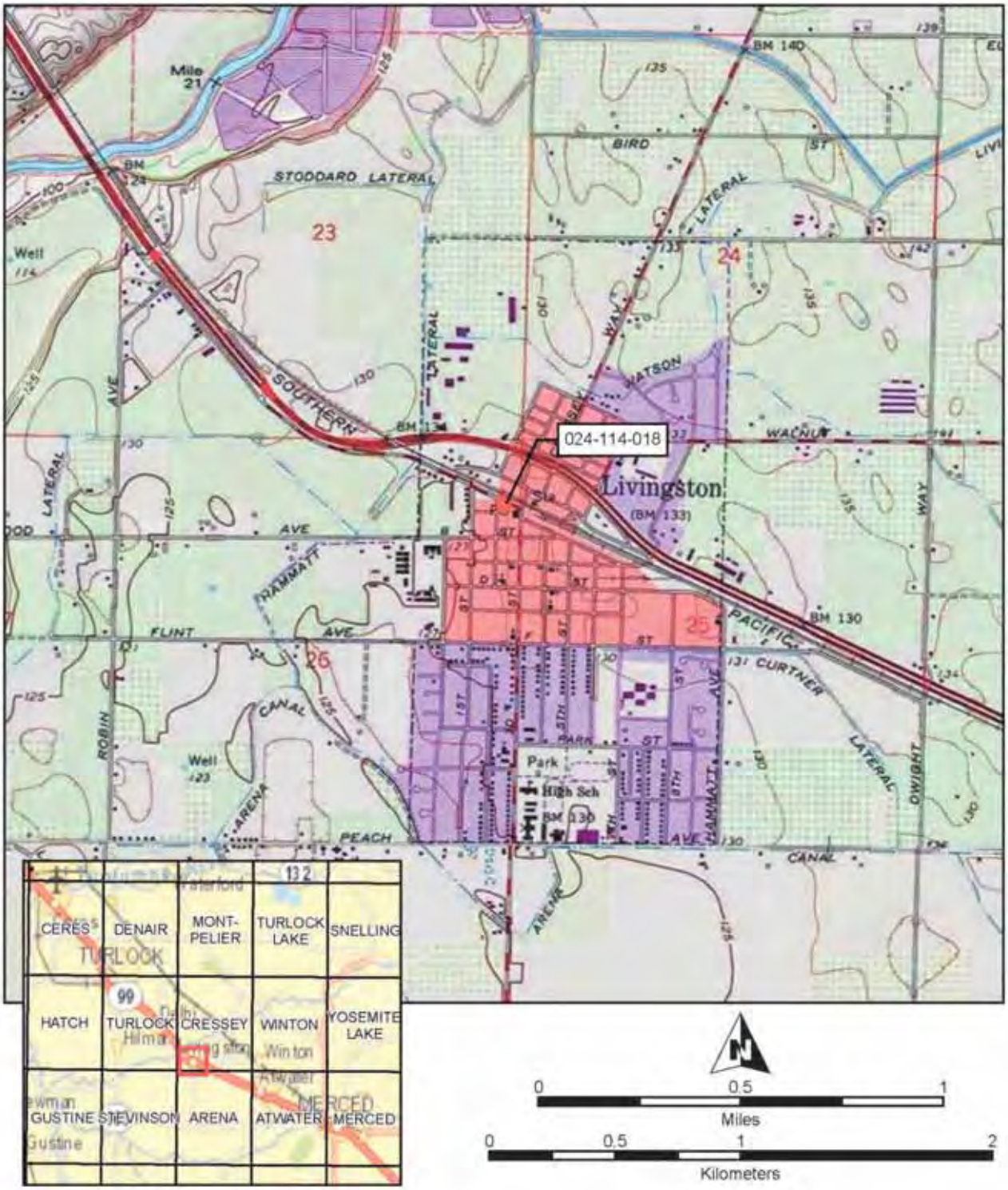
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-10



*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-11

P1. Other Identifier: 2021-11
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Cressey **Date** 2018 (photo revised) T__; R____;__ ¼ of __¼ of **Sec:**_____; _____B.M.

c. Address: 344 Main Street **City**: Livingston, CA **Zip:** 95334

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 024-114-015-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The subject property consists of two buildings located on a single parcel (024-114-015-000) in Livingston, California. The building at 344 Main Street is a 6,500 square foot building that features a rectangular plan, brick cladding, and a flat roof with a pent-form parapet clad in Spanish tile. , This building is occupied by a grocery store and appears to be in good condition, though one bay is now infilled and the entry bay contains recent metal shop doors. A double transom window tops each of the three primary bays at the east-facing front elevation. Two buildings are located at 334 Main Street. The first, which faces Main Street, is 1,570-square-feet in size, and features a rectangular plan, mix of cinderblock and tile cladding, and a flat roof. This building houses a barber shop and appears to be in good condition. At the rear of this building is a 570 square foot shed that appears to serve a storage function. The shed has corrugated metal cladding, a front gabled roof, and corrugated metal roofing. It appears to be in fair condition.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View88, date, accession #) June 12, 2020, view facing southwest

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Nardinder Dola and Kulwant Dola
2830 Franquette Court
Livingston, CA 95334

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-11

B1. Historic Name: 23-25 Bliven Ave. / 3rd Ave.
B2. Common Name: Fiesta market / 2611 Barber Shop
B3. Original Use: Commercial: Hardware Store **B4. Present Use:** Commercial:Grocery Store / Barber Shop
***B5. Architectural Style:** Spanish Revival / Commercial Vernacular
***B6. Construction History:** (Construction date, alteration, and date of alterations)
The Merced County Assessor's office does not have construction dates for any of the subject buildings. According to Sanborn fire insurance maps, the building at 344 Main Street was completed between 1914 and 1929 (Sanborn Fire Insurance Map Company 1914; 1929). The construction date of 334 Main Street is more ambiguous. Sanborn maps show a building at this location in 1929, however a 1946 aerial appears to show this space as vacant. Thus, it would appear that either the 1929 Sanborn map is incorrect, or the original building at this location burned down or was demolished before 1946. The extant building is clearly visible in 1957 aerial and thus probably dates to 1946-1957 (United States Geological Survey 1946; University of California Santa Barbara 1957). According to historical aerials, the outbuilding at the rear of 334 Main Street also dates to this time range (Ibid.). (See Continuation sheet.)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 334-344 Main Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814 ..

***Date of Evaluation:**
June 12, 2020
(This space reserved for official comments.)

***B6. Construction History:** (continued from page 2)

Research did not uncover any original photos of the subject 334-344 Main Street, however some alterations are evident. The large storefront windows on the primary (east) façade of 344 Main Street have been covered over, and the remaining windows at this level are aluminum-sashed and thus likely not original. The window sashes and door assembly of 334 Main Street are also aluminum and thus likely not original. No other alterations are apparent.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history and development of Livingston and Spanish Revival architecture.

City of Livingston

Research uncovered limited information about the history of the City of Livingston. Settlers began arriving in the area in the early 1860s when the Southern Pacific Railway was built through the area. The town was originally known as “Cressy” but was renamed circa 1872 when the first plat of the town was filed. At this time, local boosters made an unsuccessful attempt to make the Livingston the county seat of Merced. The town grew slowly until a combination of land speculation and irrigation improvements enticed more people to move to the area in the early 20th century. The town was incorporated in 1922. Historically, the city has served as a commercial hub for farms in the immediate vicinity. As of 2010, it had a population of 13,058 (Outcalt 1925:366, 376; City of Livingston N.D.).Spanish Colonial Revival Architecture

The building at 344 Main Street is a modest example of the Spanish Revival style, which was popular from about 1915-1940. The style was popularized by the 1915 Panama-California Exposition in San Diego, and the its popularity peaked in the 1920s and early 1930s. Defining elements of the style include a low-pitched roof with little or no eave overhang, red tile roofing, wall cladding that is typically stucco. Typical elaborations include carved low-relief window and door surrounds, decorative tile wall or floor treatments, chimneys with covered (and often tiled) roofs, and decorative iron hardware including sconces, door handles, and knockers (McAlester 2017:520-534).

334-344 Main Street

The subject buildings were constructed sometime between 1914-1929 and 1946-1957 . Due to COVID-19 restrictions, ownership and occupancy research was necessarily limited. Research revealed that Livington’s “Main Street” has been known by at least two other names. Sanborn maps indicate that the street was known as “Bliven Ave” in 1914 and “3rd Street” in 1929. The name was changed to the present “Main Street” at an unknown date. Sanborn maps further indicate that the subject parcel’s street number was originally 23-25 and that the present numbers (334-344) were assigned sometime after 1929. Some city directories for Livingston are available through Ancestry.com but only for five years: 1938, 1941, 1946, and 1948. These are not indexed by address, and they are only partially text searchable. Thus, owing to the ambiguity of the subject parcel’s address in any given year and owing to the very limited availability and searchability of Livingston city directories, it was not possible to establish a chain of ownership and occupancy for the subject buildings.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 334-344 Main Street does not appear significant under NRHP Criterion A or CRHR Criterion 1. The subject buildings were constructed sometime between 1914 and 1915. Historically 344 Main Street is known to have served as a hardware store. The historical use of 334 Main Street is unknown. The buildings are broadly associated with the commercial development of the City of Livingston and do not appear to have been associated with any significant events at the local, state, or national level. As such, the building at 334-344 2nd Street lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Due to a combination of street name and numbering changes and COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The building at 344 Main Street expresses the Spanish Revival style only through its red clay tile roof. It lacks other elaborations that would make it a fully expressed example of the style. The building does not possess high artistic value and does not appear to be the work of a master. The buildings at 334 Main Street are both indistinct buildings that that do not poses no distinctive characteristic of a type, period, or method of construction and likewise lack high artistic value and do not appear to be the work of a master. As such, the property at 334-344 lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 334-344 Main Street lacks significant under NRHP Criterion D or CRHR Criterion 4.

CONCLUSION

In conclusion, 334-344 Second Street is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

City of Livingston. 2020. "History of Livingston." Available: https://www.cityoflivingston.org/commdev/page/history-livingston. Accessed: Nov. 20, 2020.

McAlester, Virginia. 2017. *A Field Guide to American Houses.* New York: Alfred A. Knopf.

Outcalt, John. 1925. *History of Merced County, California.* Los Angeles: Historic Record Company.
United States Geological Survey. 1946. Historical Aerial Photograph. Entity ID: AR1CO0000140116. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

Sanborn Map Company. 1914. Map. Livingston, Merced County, California.

Sanborn Map Company. 1929. Map. Livingston, Merced County, California.

United States Geological Survey. 1946. Aerial Photograph. Entry ID 1CO0000140116. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

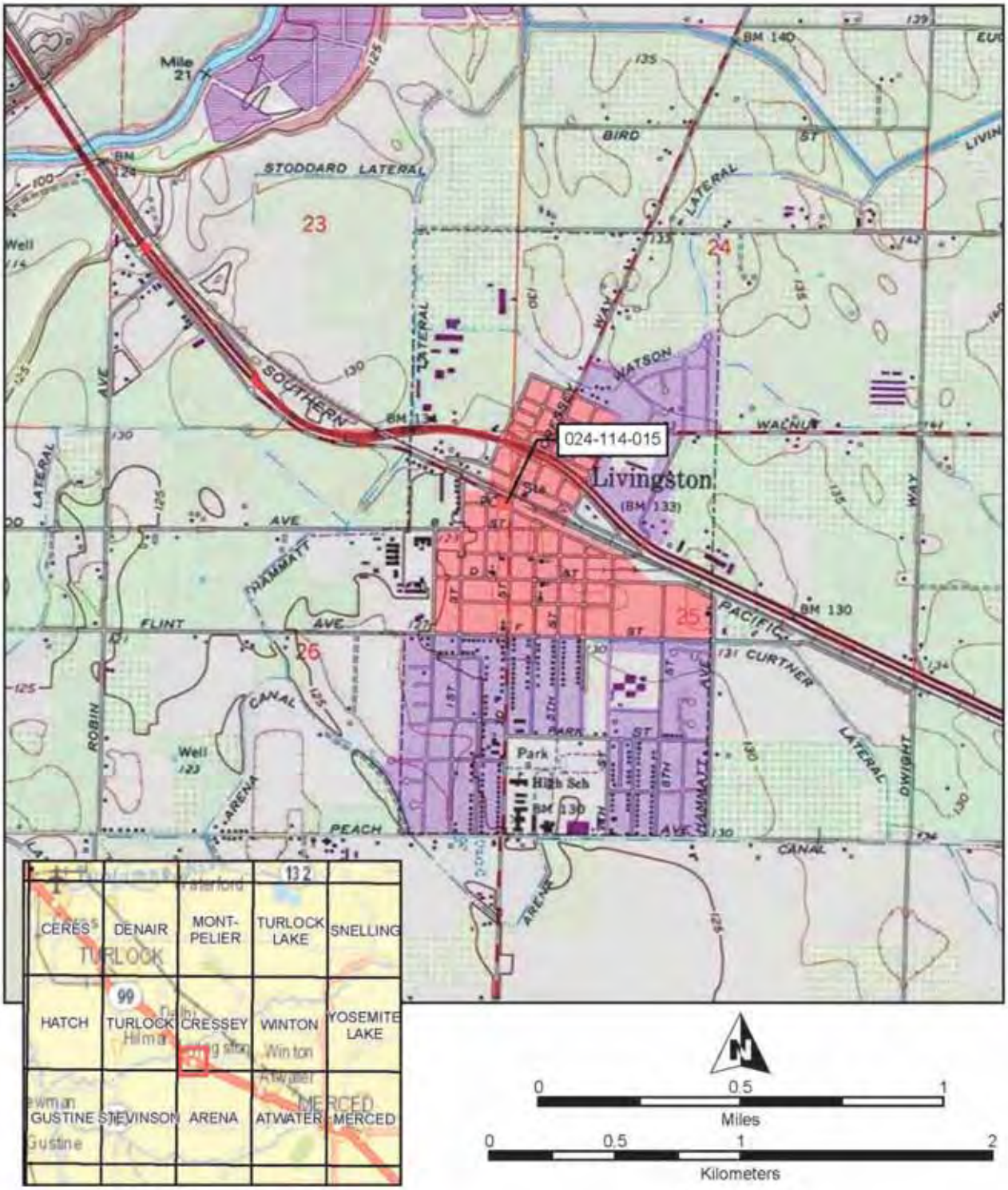
University of California Santa Barbara. 1957. Aerial Photograph. Flight CAS_1957, Frame Livingston. Available: https://mil.library.ucsb.edu/ap_indexes/FrameFinder/. Accessed: Nov. 18, 2020.

United States Geological Survey 1974. Aerial Photograph. Entry ID:AR5740017833198. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-11



*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code_____
*Resource Name or # (Assigned by recorder) 2021-12

P1. Other Identifier: 2021-12

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Cressey **Date** 2018 (photo revised) T__; R___;__ ¼ of __¼ of **Sec:**_____; _____B.M.

c. Address: 1312 Court Street **City**: Livingston, CA **Zip:** 95334

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 024-072-005-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The property at 1312 Court Street is a gas station located between Highway 99 and the Fresno Subdivision rail line in Livingston, California. The property features a 2,650 square foot building and a free-standing canopy structure, located on the building's north side, that measures approximately 35 feet by 27 feet. The building features a rectangular plan, flat roof with eaves, stucco cladding, and a poured concrete foundation. The building's primary entrance is set within a faux square turret capped by a hipped roof with clay tile roofing. Google streeview photos indicate that as late as 2012 the building was clad with vertical tongue-and-grove boards. Sometime between 2012 and 2016, the building was re-clad in stucco and the aforementioned square turret was added (Google Streeview 2012; 2016). The property appears to be in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) April 2019, view facing west. Photo courtesy Google Street View,

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Jaspal S. Sahota
5164 Noah Drive
Atwater, CA 95301

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** November 24, 2020

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:**
ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 2021-12

B1. Historic Name: Unknown
B2. Common Name: Great America Gas & Food Mart
B3. Original Use: Gas Station **B4. Present Use:** Gas Station
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) The Merced County Assessor's office does not have a construction date for the subject building. Historical aerials indicate it was constructed circa 1974-1977. Google Street View photos indicate that as late as 2012 the building was clad with vertical tongue-and-grove boards. Sometime between 2012 and 2016, the building was re-clad in stucco and the aforementioned square turret was added (Google Street View 2012; 2016). Research yielded no further information about the subject property's construction history or alterations

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1312 Court Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
November 24, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history and development of Livingston, CA.

City of Livingston

Research uncovered limited information about the history of the City of Livingston. Settlers began arriving in the area in the early 1860s when the Southern Pacific Railway was built through the area. The town was originally known as “Cressy” but was renamed circa 1872 when the first plat of the town was filed. At this time, local boosters made an unsuccessful attempt to make the Livingston the county seat of Merced. The town grew slowly until a combination of land speculation and irrigation improvements enticed more people to move to the area in the early 20th century. The town was incorporated in 1922. Historically, the city has served as a commercial hub for farms in the immediate vicinity. As of 2010, it had a population of 13,058 (Outcalt 1925:366, 376; City of Livingston N.D.).Gas Station Architecture

The first gas stations were rudimentary shacks featuring basic wood or corrugate metal cladding. By the early 1920s, gas stations began assuming traditional domestic architectural forms in a bid to help them better blend in with the surrounding community. At about this same time, “Programmatic” station designs were developed. Stations of this type were whimsical in nature and assumed the shapes of animals or inanimate objects. In the early 1930s, box-type stations began to emerge. Stations of this design were neither domestic or whimsical in appearance, but instead blended Art Moderne and International Style elements. They featured flat roofs and largely unadorned exteriors. Following World War II, the rectangular box form continued to dominate but with aeronautics and space-age inspired design elements. These included canted display windows, canopies with raked profiles, or boomerang-shaped canopy supports. This design period was relatively short-lived, however, and by the 1960s, new stations generally featured shingled roof, tone or brick facades, and period-revival details. Self-standing canopies—typically measuring thirty by forty feet—became increasingly popular after 1960 (Randl 2008:1-4; Jackle 1978:521-548).

1312 Court Street

The subject building was constructed sometime between 1974 and 1977. The building is a utilitarian building that expresses no particular architectural style. Research did not reveal the building’s architect, builder, or original owner. The property appears to have continuously served as a gas station since it was constructed. Due to COVID 19 restrictions, research was unable to reveal any further information about the building’s ownership or occupancy history.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1312 Court Street does not appear significant NRHP Criterion A or CRHR Criterion 1. The building and associated canopy were constructed sometime between 1974 and 1977, and the property has continuously served as a gas station. The building is broadly associated with the commercial development of the City of Livingston. It does not appear to have been associated with any significant events at the local, state, or national level. As such, the building at 1312 Court Street lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Due to a combination of street name and numbering changes and COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The gas station is a simple, utilitarian building that lacks a discernable architectural style and expresses no important changes in the development of gas station design. The building has also experienced major alterations since it was constructed. Sometime between 2012 and 2016, the building was re-clad in stucco and a square turret at the entrance was added. The property lacks high artistic value and does not appear to be the work of a master. As such, the property at 1312 Court Street lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A, B,or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1312 Court Street does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1312 Court Street in Livingston is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

City of Livingston. 2020. "History of Livingston." Available: https://www.cityoflivingston.org/commdev/page/history-livingston. Accessed: Nov. 20, 2020.

Google Streetview. 2012. 1312 Court Street, Livingston California. Available; https://www.google.com/maps/@37.3875952,-120.7229355,3a,75y,272.65h,82.84t/data=!3m7!1e1!3m5!1sJCxhHIeAHqAFMlEMtS9tnw!2e0!5s20121001T000000!7i13312!8i6656. Accessed: Nov. 24, 2020.

Google Streeview. 2016. 1312 Court Street, Livingston California. Available; https://www.google.com/maps/@37.3875785,-120.7229627,3a,75y,272.65h,82.84t/data=!3m7!1e1!3m5!1s3bE93Iq9pEaxjfbSUzsJxw!2e0!5s20160601T000000!7i13312!8i6656. Accessed: Nov. 24, 2020.

Jackle, John A. 1978. "The American Gasoline Station, 1920 to 1970". *Journal of American Culture.* Fall.

Outcalt, John. 1925. *History of Merced County, California.* Los Angeles: Historic Record Company.

United States Geological Survey. 1946. Historical Aerial Photograph. Entity ID: AR1CO0000140116. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

Randl, Chad. 2008. "The Preservation and Reuse of Historic Gas Stations." Preservations Brief No. 1. Available: https://www.nps.gov/tps/how-to-preserve/preservedocs/preservation-briefs/46Preserve-Brief-GasStations.pdf. Accessed: Nov. 25, 2020.

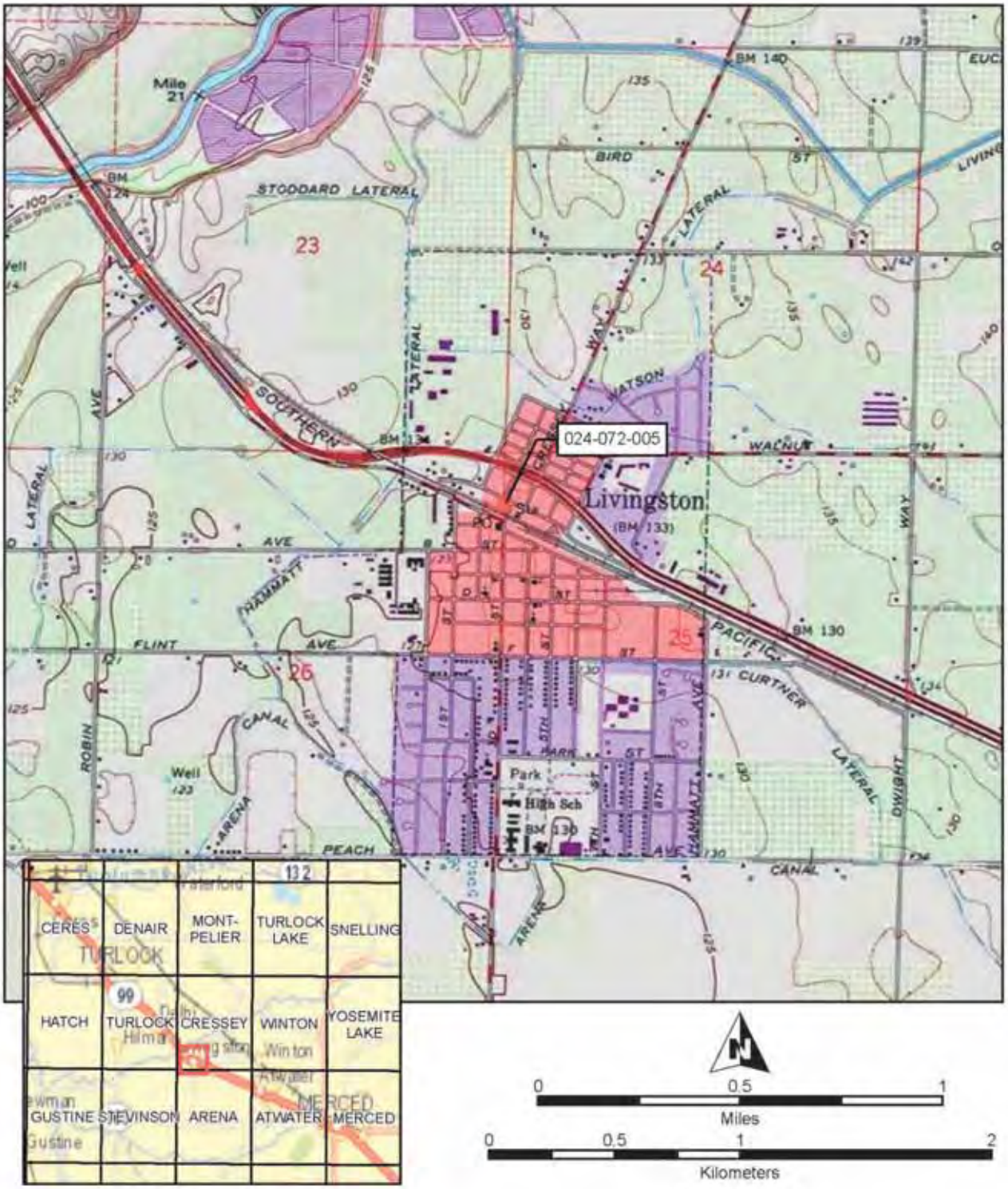
United States Geological Survey. 1974. Historical Aerial Photograph. Entity ID: AR5740017833198. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

United States Geological Survey. 1977. Historical Aerial Photograph. Entity ID: 1VELO00010019. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-12



Key to USGS 7.5' quads depicted

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code_____
*Resource Name or # (Assigned by recorder) 2021-13

P1. Other Identifier: 2021-13
***P2. Location: ☐ Not for Publication ☒ Unrestricted**
***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)
***b. USGS 7.5' Quad** Cressey **Date** 2018 (photo revised) T__; R____;__ ¼ of __¼ of **Sec:**_____; _____B.M.
c. Address: 1647 Front Street **City**: Livingston, CA **Zip:** 95334
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) 024-151-005-000
***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)) The property at 1647 Front Street is a 580 square foot utilitarian building. The building features a rectangular plan, a side-gabled roof, standing seam metal cladding, and a poured concrete foundation. The building features motor vehicle entrances on the south (primary), east, and west elevations. Signs for "Sireon's Tire and Muffler" are located above various garage entrances on the south façade. Signs for "California Smog Repair" are located on the west façade. A free-standing sign near the primary entrance on the south façade identifies the building as the "Front Street Auto Plaza." The building is flanked by automobile sales lots to the east and west, residential development to the south, and the Fresno Subdivision rail line to the north. A few scattered trees are present along the property's north, south and west property lines. Historical aerials suggest the subject building was truncated from a much longer original length. No other major alterations are evident. The building appears to be in good condition.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12, 2020, view facing north

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Jaspal S. Sahota
5163 Noah Drive
Atwater, CA 95301

***P8. Recorded by:** (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-13

B1. Historic Name: Unknown
B2. Common Name: Front Street Auto Plaza
B3. Original Use: Unknown **B4. Present Use:** Automobile Maintenance and Repair
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)

Historical aerial photographs indicate the subject building was constructed sometime before 1946. They also suggest the building was originally approximately 400 feet in length, but that the eastern portion was truncated sometime after 1974 (United States Geological Survey 1946; 1977). The building is now approximately 160 feet shorter than it's original length. No other alterations are readily-apparent. There are no Sanborn maps available for this property, and research uncovered no original photographs of the property.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1647 Front Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
June 12, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history and development of Livingston.

City of Livingston

Research uncovered limited information about the history of the City of Livingston. Settlers began arriving in the area in the early 1860s when the Southern Pacific Railway was built through the area. The town was originally known as "Cressy" but was renamed circa 1872 when the first plat of the town was filed. At this time, local boosters made an unsuccessful attempt to make the Livingston the county seat of Merced. The town grew slowly until a combination of land speculation and irrigation improvements enticed more people to move to the area in the early 20th century. The town was incorporated in 1922. Historically, the city has served as a commercial hub for farms in the immediate vicinity. As of 2010, it had a population of 13,058 (Outcalt 1925:366, 376; City of Livingston N.D.).1647 Front Street

The subject building was constructed sometime between before 1946 (United States Geological Survey 1946). The building's original use is unknown, however it's general character and proximity to the railroad suggests an industrial use. The building is a utilitarian building that expresses no particular architectural style. Research did not reveal the building's architect, builder, or original owner. The building has house auto repair services since at least 1995 (California Bureau of Automotive Repair 1995). Research did not reveal any searchable online city directories for the City of Livingston, and due to COVID 19 restrictions, no further information about the building's ownership or occupancy history was obtainable.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1647 Front Street does not appear significant NRHP Criterion A or CRHR Criterion 1. The building and was constructed sometime before 1946. Although it's original use is unknown, it's proximity to the railroad suggests an industrial use. Online newspaper research did not reveal the street address to have been associated with any significant events at the local, state, or national level. As such, the building at 1647 Font Street lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The subject buidingis an indistinct utilitarian building that lacks high artistic value and does not appear to be the work of a master. As such, the property at 1647 Court Street lacks significance under Criterion C/3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1647 Front Street does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1647 Front Street is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

California Bureau of Automotive Repair. 1995. "Smog Check Advisory". Bulletin.

City of Livingston. 2020. "History of Livingston." Available: https://www.cityoflivingston.org/commdev/page/history-livingston. Accessed: Nov. 20, 2020.

Outcalt, John. 1925. *History of Merced County, California.* Los Angeles: Historic Record Company.
United States Geological Survey. 1946. Historical Aerial Photograph. Entity ID: AR1CO0000140116. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

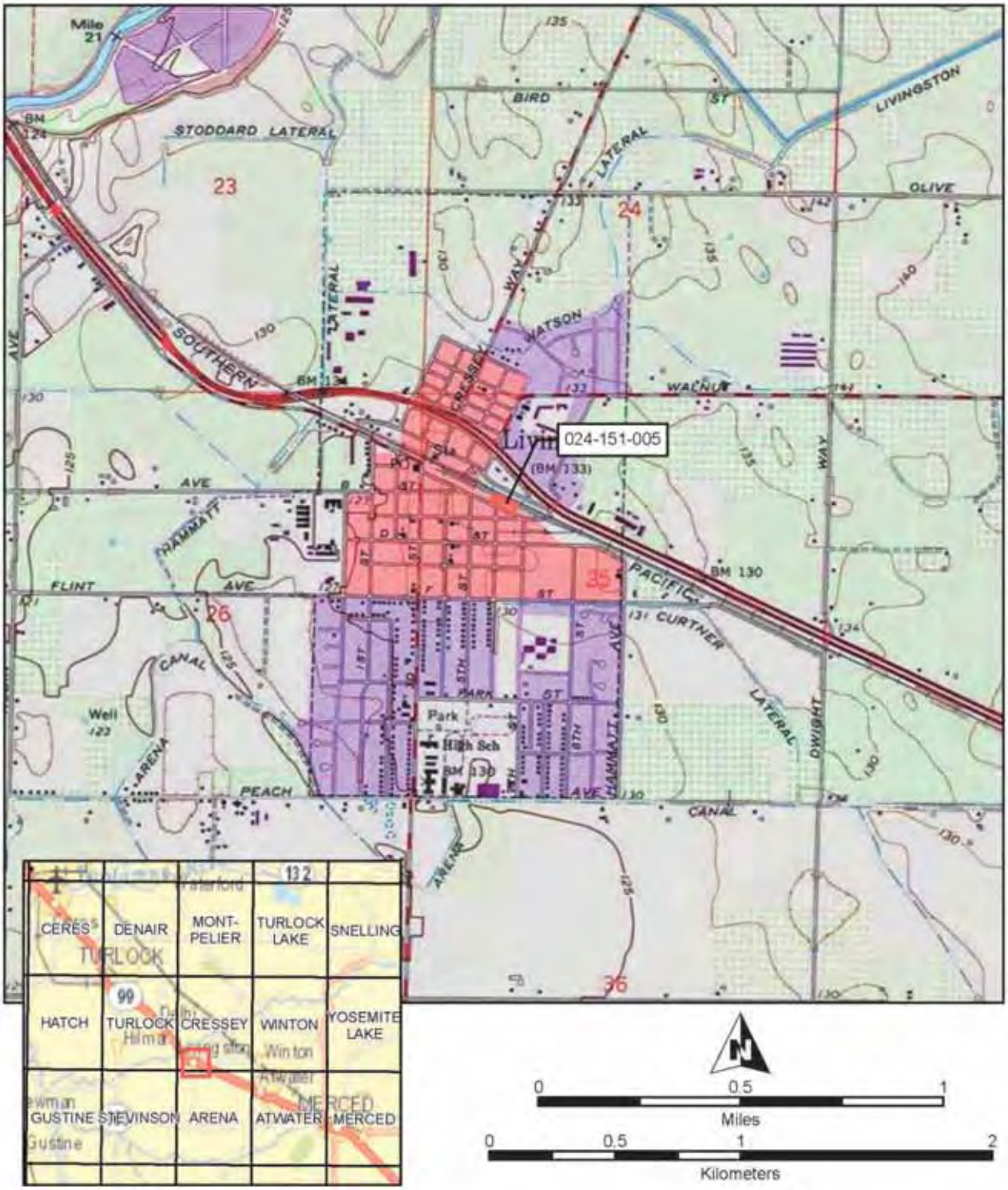
United States Geological Survey. 1974. Historical Aerial Photograph. Entity ID: AR5740017833198. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

United States Geological Survey 1946. Entry ID: 1CO0000140116. Available: https://earthexplorer.usgs.gov/. Accessed: Nov. 18, 2020.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-13



Key to USGS 7.5' quads depicted

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # 1101 Atwater Boulevard

P1. Other Identifier: 2021-15
***P2. Location: ☐ Not for Publication ☒ Unrestricted**

***a. County** Merced

***b. USGS 7.5' Quad** Atwater **Date** 1948 T_____; R___; __ ¼ of __¼ of **Sec:**____; _____B.M.

c. Address: 1101 Atwater Boulevard **City**: Atwater, CA **Zip:** 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 002-216-005-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1101 Atwater Boulevard consists of one corner-lot parcel spanning 11,384 square feet at the intersection of Atwater Boulevard and Second Street within a commercial corridor along SR (99)/Atwater Boulevard in south Atwater. The property is zoned as residential multi-family with two residential buildings and a documented living area of 540 square feet. The larger building is a c. 1914 2,338 square foot combination roof (hipped with a shed addition) Eclectic residence with Colonial Revival elements, a rectangular footprint, and a south-facing primary façade. The roof features a moderately flared roofline along the eaves and a moderate pitch. Cladding appears as composite or asphalt shingles and wide sheets of temporary roof patch. Single-window dormers appear along the west, south, and east elevations. Metal security bars partially obscure the window features and primary entrance. (See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP2: Single-family Property
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 1101 Atwater Blvd. Portions of south and east elevations. Looking north. ICF. June 2020.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1914 (primary residence); c. 1937 (secondary residence) (Sanborn Maps and tax assessor)

***P7. Owner and Address:**
Lizbeth Sandoval
PO Box 35
Atwater, CA 95301-9530

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # 1101 Atwater Boulevard

B1. Historic Name:
B2. Common Name:
B3. Original Use: Residential **B4. Present Use:** Residential, Multiple Family
***B5. Architectural Style:** Eclectic; Colonial Revival
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The primary residential building dates to c. 1914. The secondary residential building dates to 1937. According to historic aerial photographs from 1946-2020 neither building experienced major additions to the footprints. According to Sanborn Maps available for the year 1914, the parcel has the primary residence and a single-car garage. By 1941, the subject parcel has two residential dwellings and the single-car garage building along 2nd street. The single-car garage is no longer extant in 2020. The concrete paver stairway along the primary façade appears non-original however the date of construction is undetermined. (ParcelQuest 2020; Nationwide Environmental Title Research LLC 1946, 1958, 2016; Sanborn Fire Insurance Co. 1941).

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** NA **Original Location:** X
***B8. Related Features:** N/A
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** Atwater, CA
Period of Significance N/A **Property Type** Residential **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1101 Atwater Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes) HP2: Single-family Property

***B12. References:**
See continuation sheet.

B13. Remarks:

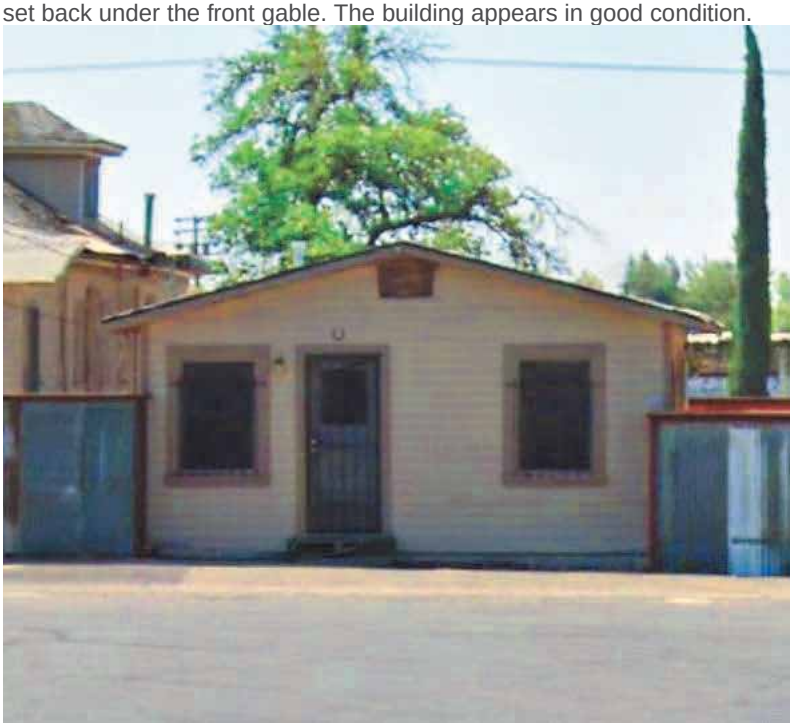
***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
December 11, 2020
(This space reserved for official comments.)

P3a. Description (continued)

The building has a brick foundation and bevel siding along each wall elevation. The primary entrance is fronted by a concrete paver stairway and a sidewalk leading to the public right of way. Windows appear as two-light and multi-pane slider windows with vinyl sash and two bay windows on the east elevation. A shed-style roof extension appears on the north elevation. The elevation's features are partially obscured from the public right of way, but visible features include two-light vertical slider windows consistent with other elevations. One secondary entrance appears on the west elevation at the northwest corner of the building. A small shed-style roof canopy shields the secondary entrance. The building appears in good condition.

The second, smaller residence is a 738 square foot, low-pitched front-gable Minimal Traditional styled building with a rectangular footprint and a north-facing primary façade. The building has minimal overhanging eaves. Shingles clad the roof however its material cannot be ascertained. The foundation is concrete slab. Windows on the primary elevation and the primary entrance have metal security bars and door. The paneled primary door has a fixed-pane window. Bevel siding covers the walls along multiple elevations. The other elevations cannot be seen from the public right of way, being obscured by corrugated metal fencing along Second Street and wood fencing along Atwater Boulevard. The south elevation has at least one secondary entrance and a recessed covered porch area set back under the front gable. The building appears in good condition.



1101 Atwater Blvd. Primary elevation of the secondary residence. Looking south. Google LLC. May 2019.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include Colonial Revival Style and World War II Era Industry and Postwar Era Development.

COLONIAL REVIVAL STYLE

The Colonial Revival sub-style falls under the umbrella term of "Eclectic Houses," dating to between 1880 and 1940 and covering rediscovered interests in English/Anglo-American, French, and Mediterranean and Spanish colonial architecture. The Philadelphia Centennial of 1876 first brought renewed interest in America's colonial architectural heritage. The style influenced two related styles at the close of the 19th century: Queen Anne and Shingle. Periodicals released by *The American Architect and Building News* (1898) and *White Pine Series of Architectural Monographs* (1915) allowed for wider access to period-accurate details, supplanting the more liberal interpretations, with the most period-accurate examples dating to between 1920 and 1930. Common style elements of Colonial Revival architecture includes windows in adjacent pairs of featuring double-hung sashes and multi-pane glazing, a symmetrical façade with balanced placement of windows with a centrally-located doorway, an accentuated front door with a decorative crown, either supported by pilasters or extended forward to create a covered entry porch. Asymmetrical facades accounted for 1/3 of pre-1900 Colonial Revival homes, with few examples erected between 1910-1930, after which the style adopted less elaborate detailing. Attached garages became

desirable into the mid-century and bolstered use of the asymmetrical façade where the Colonial Revival style's traditional symmetrical façade made such incorporation difficult. The Depression of the 1930s, World War II, and changing postwar architectural fashions translated to simplified expression of the Colonial Revival aesthetic through the 1940s and 1950s, resulting in side-gabled examples with simplified, stylized door surrounds, cornices, and other details that "suggested" the style without overtly mirroring it. "New Traditional" versions of the Colonial Revival aesthetic date from 1980 to the present. (McAlester 2013:1499-1501)

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island. The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs. During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico.

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

Lizabeth Sandoval currently owns this property. Research into the parcel ownership revealed no other documented owners. According to ParcelQuest information the most recent sale dates to 2016 with the seller being US Bank Trust NA Trustee. The earliest documented sale dates to 1997 with a recorded document number 1998R9739181. (ParcelQuest 2020)

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1101 Atwater Boulevard has a casual association with the theme of community development in the San Joaquin Valley, but no research shows an important association with any theme of historic significance. No evidence suggests that the secondary residence for 1101 Atwater Boulevard best reflects "new agricultural, industrial, and real estate industries" that emerged in San Joaquin, Stanislaus, and Merced Counties after World War II that resulted in residential and population growth. No evidence suggests that the primary residential building has important associations with the development of the Colonial Revival style, which predates the c. 1914 build date by decades. No research revealed that this residential property has important association with the rise is transportation networks during World War II nor any relationship to the internment of Japanese Americans in World War II. No other themes important to history arose that have important association to this property Thus, 1101 Atwater Boulevard does not appear significant under NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 1101 Atwater Boulevard does not appear to have an association with any significant persons important to history. Research into current owner Lizabeth Sandoval revealed no evidence of this being the location of notable events from her productive life. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3, 1101 Atwater Boulevard does not appear to have architectural significance. The primary residential building at 1101 Atwater Boulevard reflects some modest elements of the Colonial Revival style, including an asymmetrical façade with double-hung, multi-pane windows on secondary elevations. The primary residence lacks an accentuated front door with a decorative crown, a symmetrical façade with balanced windows and a centrally-located doorway, and double-hung windows along the primary façade. The primary residence mirrors a sub-type identified by McAlester as a "hipped roof without full-width porch," with exaggerated and awkward proportions prior to 1920. This residence lacks broad overhanging eaves, common to this sub-type. No evidence points to this building having important associations with a master builder or architect. Additions to secondary elevations diminish this building's integrity of original design, materials, and workmanship. The secondary residential building has common elements of Minimal Traditional architecture, including modest architectural embellishments, small single-story rectangular footprint, low-pitched roof, simple fenestration patterns, and economical siding and construction materials. The secondary residential building is not a distinguished example of Minimal Traditional architecture. No evidence suggests that the residential buildings at 1101 Atwater Boulevard have any connections to a master builder or architect. No evidence suggests that 1101 Atwater Boulevard reflects the first or

foremost, novel, or innovative example of the Colonial Revival or Minimal Traditional building types. The property does not display high artistic values. Thus, 1101 Atwater Boulevard does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 1101 Atwater Boulevard is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1101 Atwater Boulevard is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. “Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites.” In *Publications in Anthropology 74* (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

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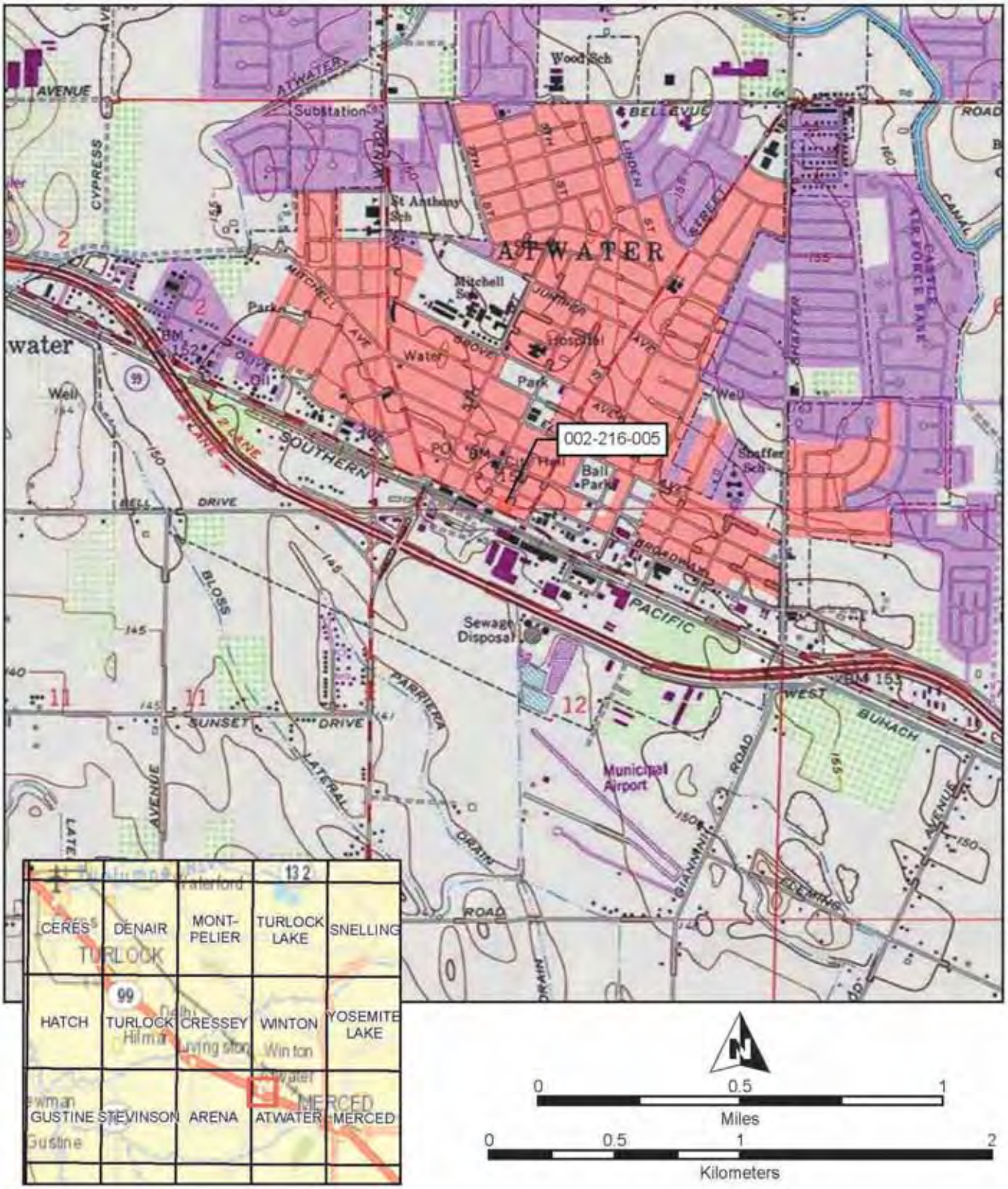

Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 1150 Broadway Ave

P1. Other Identifier: 2021-16
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.)
*b. USGS 7.5' Quad Atwater Date 2018 (photo revised) T__; R____;__ ¼ of __¼ of Sec:_____; _____B.M.
c. Address: 1150 Broadway Ave City: Atwater Zip: 95301
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 002-216-009-000
*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) 1150 Broadway Avenue (addressed in records as 1160 Broadway Ave) is a commercial building currently occupied currently occupied by "The Pawn Shop." The building sits on a 16,837 square foot lot at the southwest intersection of Broadway Avenue and Second Street in the City of Atwater. The neighborhood consists of small retail businesses and residential parcels one block north of State Route (SR) 99. The concrete block building sits along the western border of the square parcel. The single-story building has a narrow, rectangular plan with a vaulted roof. The building has Mansard roof additions clad in red Spanish tile along the north and east elevations. A flat roofed area projects to the south and is partially obscured from the public right-of-way. The primary façade faces north and features a high-pitched fixed canopy clad in red tile that shelters the recessed primary entrance. The façade has eleven fixed-pane windows with metal frames forming the bulk of the wall surface. The wall has brick veneer cladding along the lower two feet of the façade, intersecting with the concrete sidewalk fronting the building. The primary entrance consists of a metal frame and glass panel door. (See continuation sheet.)

*P3b. Resource Attributes: (List attributes and codes) HP6 1-3 story commercial building
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 1150 Broadway Ave, Primary (north) elevation, facing south from Broadway Ave, May 2019. (Google LLC 2021)

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1951 (historic aerial photographs and historic research)

*P7. Owner and Address:
Wayne H. and Mary J. Gose Trustees
1150 Broadway Ave
Atwater, CA 95301

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: June 12, 2020
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation:
ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 1150 Broadway Ave.

B1. Historic Name: Heller's Rexall Drug Store; Heller Drugs; Atwater Drugs; Atwater Rexall Drug Store
B2. Common Name: The Pawn Shop
B3. Original Use: Commercial **B4. Present Use:** Commercial
***B5. Architectural Style:** Commercial
***B6. Construction History:** (Construction date, alteration, and date of alterations) Based on historic research, this building dates to c. 1951 as the Atwater Rexall Drug Store. Based on historic aerial photographs from 1958 1150 Broadway Ave had a similar rectangular footprint as is visible in 2021 aerial photographs. Based on historic research noting the original square footage and features of the primary elevation compared to the estimated square footage and façade in 2021, non-original alterations to the building include the high-pitched Mansard style roof extensions and the flat-roofed secondary volume on the south elevation dates to c. 1970s. Nationwide Environmental Title Research LLC 1946, 1958, 2005, 2012, 2016; Google LLC 2020; Atwater Historical Society 2021)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** Jim Heller and Family **Area** Atwater, CA

Period of Significance 1951-1986 **Property Type** Commercial **Applicable Criteria** B/2
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1150 Broadway Ave does not appear to meet the criteria for listing in the California Register of Historical Resources (CRHR), the building does not appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any criteria for significance necessary for eligibility for listing in the CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**

January 8, 2021

(This space reserved for official comments.)

***P3a. Description:** (continued from page 1)

The east elevation has a secondary entrance and red-tile clad canopy projecting from the wall. This elevation features six bays with one secondary window opening. The window opening and secondary entrance have metal security bars. Fixed pane metal frame windows flank the secondary entrance, which has a two-pane window and metal frame door. The southern elevation is obscured from the public right of way, appearing to have no windows and one secondary entrance providing access to the southern alley. Utility boxes are mounted to the east of the secondary entrance. The west elevation has no visible secondary entrances or door openings and features the same six bay form as seen on the east elevation, as well as a portion of the shed-style roof at the southern end of the building.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for 1150 Broadway Avenue include World War II Era Industry and Postwar Era Development; and Auto-Oriented Roadside Commercial Architecture.

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island. The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs. During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico.

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

AUTO-ORIENTED ROADSIDE COMMERCIAL ARCHITECTURE

The arrival of the automobile permanently altered the landscape of the United States. The rapid expansion of roadway systems changed not only the way the country's residents and visitors traveled, but also how they shopped. From shopping malls to highway attractions with 50-foot-tall signage, auto-oriented commercial architecture evolved in tandem with transportation development to become an extremely common building type throughout the United States.

The commercial architecture positioned near roadways changed quickly in the twentieth century. Powerful lobbying groups pushed lawmakers to enhance auto-oriented infrastructure and move away from rail lines—a decision that gave travelers the ability to stop and go as they pleased, making them a new target demographic for advertisers and business owners. Municipal governments began privileging the automobile over pedestrians by widening streets and installing directional lights. Dense, walkable "Main Streets" gave way to larger thoroughfares, which changed how people traveled and where they shopped (Liebs 1995:16–17).

Once roadway improvements made automobile travel more feasible, roadside businesses that targeted this traffic proved their viability during the 1920s and into the Great Depression. Commercial development persisted in areas like Los Angeles's Miracle Mile—an iconic strip running from downtown to Santa Monica—while roadside shacks offered cross-country migrants places to rest, eat, and have their vehicles serviced (Liebs 1995:20–21). Massive postwar investment into the interstate system and suburbanization further solidified the nation's relationship to the automobile and its role in commerce. In the words of landscape historian Chester H. Liebs: "By the early 1950s, almost anything could be bought along the roadside" (Liebs 1995:5).

As roads and highways proliferated in the first decades of the twentieth century, they connected communities and encouraged longer-range travel. With this expansion came the growth of roadside commercial enterprises. In this environment, businesses had specific land use and siting criteria, such as setbacks, driveways, and parking lots to ensure drivers could easily and safely access them. Along cluttered frontage roads, programmatic architecture became advantageous. Although few extant examples remain, California, in particular, was once dotted with buildings that were shaped like hats, shoes, and animals to advertise a service or a product or to simply attract attention (Heimann 2001:59–65).

Consumers' increased reliance on the automobile resulted in architects creating elongated building forms in styles such as Art Deco (all three movements: Zigzag Moderne, Streamline (Art) Moderne, and PWA/WPA Moderne). Designers stretched shops, motels, gas stations, and restaurants along blocks and used large bay windows to make goods visible from roadways. Dramatic rooflines, unique building massing, brightly colored buildings, and large expanses of glass became common along roadways, most notably embodied in mid-century Googie architecture. Highly stylized Googie restaurants and coffee shops with large, bright signs attracted automobiles from highways and roadways throughout the country (Hess 1985:39–55).

In remote areas alongside interstate highways, small groupings of auto-oriented modern architecture are ubiquitous, adding character to the roadsides of America. These buildings vary greatly in mass and shape and rely on both building form and conspicuous signage to attract travelers. Business chains utilize uniformity across the country to ensure that passing travelers quickly recognize a familiar restaurant or gas station. Roadside outdoor attractions use classic campground architectural tropes, such as wooden A-frame buildings, whereas novelty gift shops or museums use programmatic buildings or large statues to advertise their goods or present travelers with a photo opportunity. In sparsely inhabited regions, property owners still utilize buildings formerly located along two-lane highways that predate the interstate system.

E.A. "POP" HELLER AND FAMILY

E. Allen Heller attended the University of California School of Pharmacy at San Francisco and graduated in 1910, having worked at Brommel Pharmacy in San Francisco during his attendance. Heller married Marguerite Skaggs in 1911 and moved to Atwater in June, 1917, having purchased the Atwater drug store in the "Bloss Block," located at Third and Front Street (later Atwater Boulevard) from E.E. Kinney for $250. Heller had fifteen years in practice prior to his move and became Atwater's first pharmacist. At the time Atwater had 596 residents. His family followed later after George Bloss Sr helped finance a home for them along Broadway. E.A. Heller operated the first Rexall franchise in his first year in business and operated the Atwater Rexall Drug Store for 35 years, becoming good friends with the Bloss family. E.A. Heller was an active local leader in Atwater, having served in the Chamber of Commerce, the school board, and on the Methodist Church's board of trustees. He was a member of the Masonic Lodge and the Atwater Rotary Club. (Atwater Historical Society 2021; Selma Irrigator 1917:3)

Jim Heller, E.A. Heller's son, spent his early years in and around his father's drug store and eventually partnered with his father in the business in 1945. As Atwater grew, housing became scarce and the Heller's decided to invest in real estate. Jim and E.A. oversaw development of the Heller subdivision, consisting of 60 homes and a public playground, which became present-day Heller Park. Jim and Peggy Heller also operated a local pool, The Plunge, for twelve years until it was demolished. Jim oversaw construction of a new Rexall Drug Store on Broadway in 1951, across the street from E.A. and Marguerite's home. E.A. Heller died in 1955 and Jim Heller continued running Atwater Rexall Drug Store until 1986, also opening another branch of the Rexall brand in Winton in 1956. Peggy Heller was a local school teacher and chairman of the Atwater Parks and Recreation Commission. She remained active in numerous recreation-related activities locally and regionally, attending the State Department meetings as the Recreation Commissioner for Atwater. (Atwater Historical Society 2021)

Heller's Rexall Drugs, c. 1951, looking west along Broadway Ave, showing portions of the primary (north) and east elevations. (Atwater Historical Society 2021)

The Pawn Shop began operation at this location in 2001 according to a Fictitious Business Statement published in the Merced Sun-Star in January 2001, operating under Gose Enterprises, Inc. According to the Better Business Bureau profile for this business the company has operated since 1986. The building dates to 1951 where Jim Heller, son of E.A. Heller, Atwater's first pharmacist, opened a drug store. Jim Heller operated a branch of Rexall Drugs Store at this location from 1951-1986. (Atwater Historical Society 2021; Merced Sun-Star 2001; Better Business Bureau 2021)

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1150 Broadway Ave has association with the theme of postwar era development as a modest example of a commercial-zoned business building with visibility along an automotive thoroughfare. No evidence suggests that this building has an important association with this theme. 1150 Broadway Ave has association with the Heller family. E.A. Heller established Atwater's first pharmacy business on the Bloss Block (Atwater Boulevard and Third Street) and was associated with the locally notable Bloss family. Jim Heller established the building in 1951 as a new site for the Atwater Rexall Drug Store. Even with this association, however, this building does not best embody a specific event or pattern of events of importance to American prehistory or history. E.A. Heller has an association with this building however the property does not best embody his potential local importance as it is not the first or foremost example of the Heller family's pharmacy business, which would be E.A. Heller's first pharmacy on the Bloss Block. No research ties this building to the rise in transportation networks, military-oriented infrastructure, or the internment of Japanese Americans during and following World War II nor that this building best embodies the theme of "new agricultural, industrial, and real estate industries" in Merced County. Thus, 1150 Broadway Ave is not significant under NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 1150 Broadway Ave has association with the Heller family, particularly Jim Heller, son of E.A. Heller, Atwater's first pharmacist. While E.A. Heller was Atwater's first pharmacist and family friends with the Bloss family, no research suggests that this property has an important association to E.A. Heller as a reflection of his life's work. E.A. Heller's first pharmacy was located at the Bloss Block along Atwater Boulevard and Third Street. E.A. Heller operated the Atwater Rexall Drug Store for 35 years. Although his son Jim Heller was later a partner in his father's pharmacy business from 1945, oversaw construction of this building in 1951, and operated the new site of the Atwater Rexall Drug Store at this location until 1986, no evidence reveals that Jim Heller performed historically significant activities holding important association with this property. No research revealed that Jim Heller "gained importance within his or her profession or group" at this location. Thus, 1150 Broadway Ave is not significant under NRHP Criterion B or CRHR Criterion 2.

Under NRHP Criterion C or CRHR Criterion 3 1150 Broadway Ave does not appear to have architectural significance. As a mid-century commercial building with visibility along an auto-oriented thoroughfare the building does not best embody many stylistic elements common to roadside architecture, including bold roof forms, stylistic elements from Art Deco, Googie, or campground architecture to draw the eye of drivers, or innovative customer-facing displays indicative of the building type. The built-in signage, broad expanse of façade windows, and sizeable adjacent parking lot reflect casual elements of auto-oriented roadside architecture but ultimately embody ubiquitous features of the building type rather than features innovative or unique to this building. The building does not display elements that best reflect a particular design, method, or period of construction. No evidence ties this building to a master builder or architect. 1150 Broadway experienced prominent alterations to its primary and secondary elevations, including Mansard-style roof extensions, a flat roof volume added along the south elevation, and removal of the original 1951 "Heller's" signage on exterior wall spaces that diminishes its original integrity of design, materials, workmanship from its 1951 construction. The building's modest footprint and minimal architectural embellishments do not display high artistic values. Thus, 1150 Broadway Ave is not significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1150 Broadway Ave does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1150 Broadway Ave is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears to not be a historical resource for the purposes of CEQA.

***B12. References**

Atwater Historical Society. 2021. *History of Atwater*. Electronic Document. Available: http://www.atwaterhistoricalsociety.com/historyofatwater.html. Accessed: February 10, 2021.

Better Business Bureau. 2021. *The Pawn Shop*. Electronic Document. Available: https://www.bbb.org/us/ca/atwater/profile/pawnbroker/the-pawn-shop-1066-89040851. Accessed: January 08, 2021.

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Merced Sun Star. 2001. "Fictitious Business Name Statement File No. 01-013: The Pawn Shop." January 29. Page 15.

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Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California.* McGraw-Hill, Inc. New York, NY.

Sanborn Fire Insurance Company. April 1914. *Atwater, California*. Sheet 1.

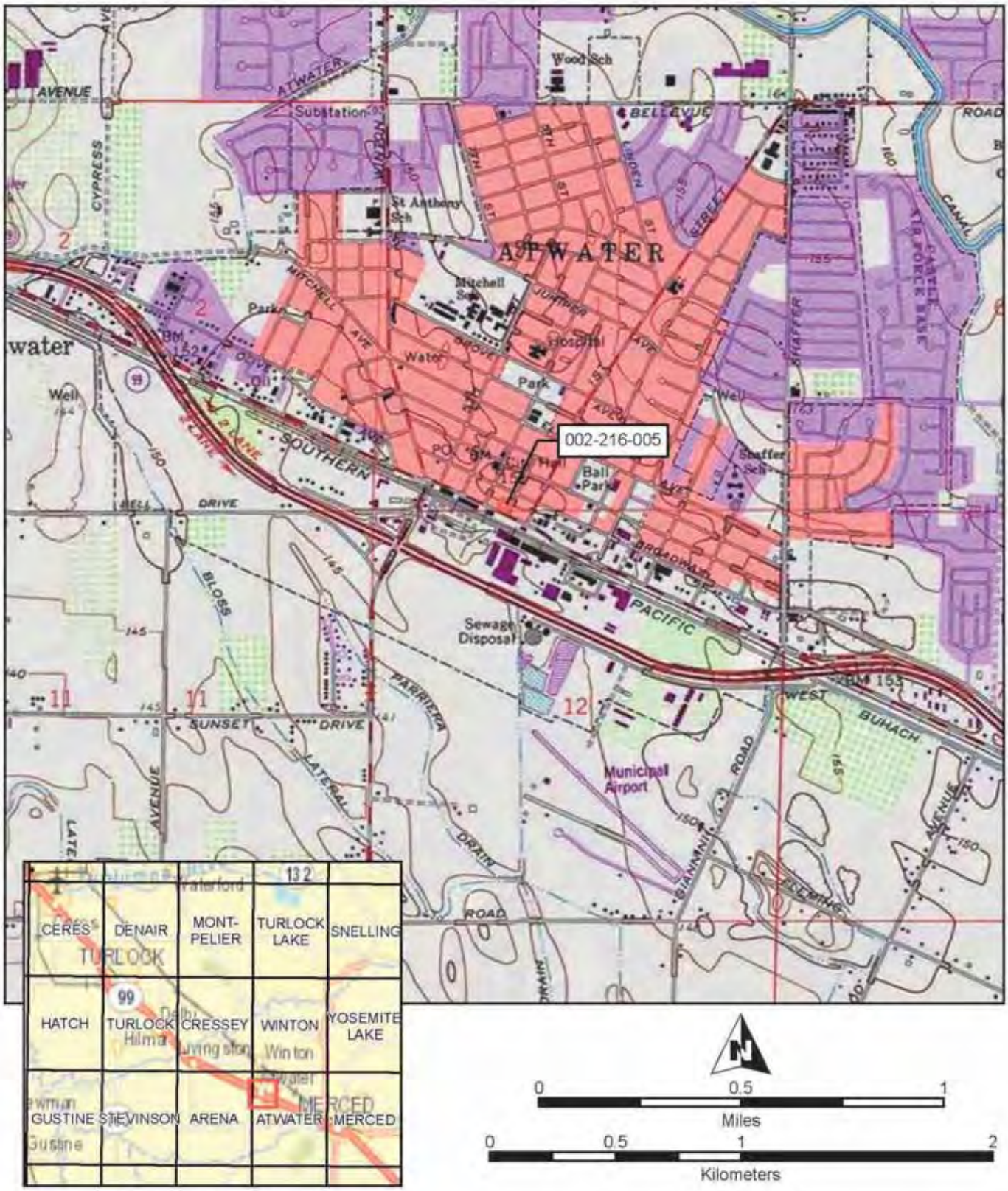
---. March 1923. *Atwater, California.* Sheet 2.

---. May 1941. *Atwater, California.* Sheet 2.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 1150 Broadway Ave



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Broadway Avenue and Second Street

P1. Other Identifier: 2021-17

***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Atwater **Date** 2018 (photo revised) T____; R____;__ ¼ of __¼ of **Sec:**_____; _____B.M.

c. Address: Second Street and Broadway Avenue **City**: Atwater, CA **Zip:** 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 002-219-001-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The parcel at the corner of Broadway Avenue and Second Street in Atwater is currently a vacant lot. The parcel is classified as vacant according to tax assessor's records. Neighboring parcels along Broadway Avenue include a residential property and a small commercial used car dealership. Adjacent properties include a parking lot at 1160 Broadway, a small commercial business, and the Bloss Mansion property across Broadway Avenue. The rectangular parcel spans 5,750 square feet. Landscaping includes low grass. Northeast of the parcel at the intersection of Second Street and Broadway Avenue is a built-out area with small trees and concrete sidewalks. No other features or built environment resources appear on the parcel as of 2020. (See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP31 Urban Open Space
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12, 2020, facing north towards Bloss Mansion property and Broadway Avenue. ICF.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
N/A (tax assessor; historic aerial photographs)

***P7. Owner and Address:**
Kiranjeet Dhami
3786 Old Oak Drive
Ceres, CA 95307

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) Broadway Avenue and Second Street

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Unknown **B4. Present Use:** Vacant
***B5. Architectural Style:** N/A
***B6. Construction History:** (Construction date, alteration, and date of alterations) The earliest available aerial photographs from 1946 show mature trees at the eastern border of the parcel. However, no evidence shows any extant built environment resource on the parcel from the years 1923 until 2016. (Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2005, 2012, 2016; Google LLC 2020; Sanborn Fire Insurance Company 1923, 1941)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** N/A **Original Location:** X
***B8. Related Features:** N/A
B9. Architect: N/A **b. Builder**: N/A
***B10. Significance: Theme** N/A **Area** Atwater, CA
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The parcel at the corner of Broadway Avenue and Second Street does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The parcel does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The parcel has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks: N/A

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
January 01, 2021

(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history and development of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

SAN JOAQUIN VALLEY

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985). During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

As of 2020 Kiranjeet Dhami owns the property. The prior owner as of 09/16/2019 was FC Global Realty Operations, with two documented sales in 2017. No other publicly available information appeared during research into ownership records. (ParcelQuest 2020).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the parcel at Broadway and Second Street does not have association with any theme of historic significance. No evidence that the property has any important associations to the history of the San Joaquin Valley, World War II Industry and Postwar Era Development, or any other theme of historical importance. Thus, the parcel does not appear significant under NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the parcel. No evidence points to the parcel having

important associations with the work of any notable individual. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this parcel does not appear to have any architectural significance as no extant built environment resource appears as of 2020. Historic research noted no extant built environment resource on this parcel at least since 1923, and thus no remaining resource with architectural features to evaluate for significance under Criterion C/3. Thus, the parcel does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, the parcel does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the parcel at the corner of Broadway Avenue and Second Street in Atwater is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This parcel was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. “Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites.” In *Publications in Anthropology 74* (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Military Department. 2016. *California and the Second World War: San Francisco Metropolitan Area during World War II*. Sacramento, CA: California State Military Museums. Available: http://www.militarymuseum.org/SFWWII.html. Accessed January 01, 2021.

Google, LLC. *Google Maps*. Available: maps.google.com. Accessed: January 01, 2021.

Hillman, R., and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books.

McAlester, Virginia Savage. 2013. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America’s Domestic Architecture*. Alfred A. Knopf. New York, NY.

Nationwide Environmental Title Research LLC. 1946, 1958, 1998, 2005, 2012, 2016. *Atwater, CA.* Available: https://historicaerials.com/. Accessed: January 01, 2021.

ParcelQuest. 2020. *APN 002-219-001-000.* Available: https://pqweb.parcelquest.com/#home. Accessed January 01, 2021.

Perez, C. N.1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California.* McGraw-Hill, Inc. New York, NY.

Sanborn Fire Insurance Company. April 1914. *Atwater, California*. Sheet 1.

---. March 1923. *Atwater, California.* Sheet 2.

---. May 1941. *Atwater, California.* Sheet 2.

LOCATION MAP

*Resource Name or #: Broadway Ave and Second Street

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 1040 Broadway Avenue

P1. Other Identifier: 2021-18
***P2. Location: ☐ Not for Publication ☒ Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Atwater **Date** 1948 T_____; R____;__ ¼ of __¼ of **Sec:**_____; _____B.M.

c. Address: 1040 Broadway Avenue **City**: Atwater, CA **Zip:** 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 002-219-012-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

1040 Broadway Avenue is a small, one-story Minimal Traditional-styled commercial property on a rectangular lot at the intersection of Broadway Avenue and First Street in southern Atwater. The lot occupies a neighborhood of residential and small commercial businesses north of State Route (SR) 99. The building occupies the southwest corner of the lot and has a gable and hipped combination roof with minimal overhanging eaves and an L-shaped footprint. Two recent, non-original rectangular, detached carport additions project north from the building along the western border of the lot, one clad in corrugated metal sheeting and the other in black shade cloth. Asphalt shingles clad the building's roof, and the primary façade faces north. Exterior stucco clads the walls on multiple elevations. The primary façade features two entrances, each with security doors obscuring the door features. (See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP6 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 1040 Broadway. North elevation. Facing south. ICF. 2020.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both

***P7. Owner and Address:**
Dhami Kiranjeet
3786 Old Oak Drive
Ceres, CA, 95307-9530

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-18

B1. Historic Name:
B2. Common Name: Hernandez Auto Sales
B3. Original Use: Unknown **B4. Present Use:** Commercial
***B5. Architectural Style:** Minimal Traditional
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The commercial property at 1040 Broadway Avenue dates to c. 1958. Sanborn maps from 1914 identify the subject parcel addressed as 7 and 8 Elm Street and has no buildings on the parcel during this year. In 1923 the parcel is addressed as 7 and 8 Broadway Avenue and noted as the Merced Lumber Company with a storage building appearing along the southern border of the parcel. By 1941 only an accessory building along the southern border appears. Historic aerial photographs from 1946 show the parcel had a large rectangular building along the southern border of the parcel however it has a different footprint than the present resource, suggesting that it is a different, previously demolished building. By 1958 a building appears with a similar footprint and orientation on the parcel as the subject building, including a volume projecting north with a white roof cladding, suggesting a non-original roof extension covering one of the primary entrances that opens towards the parking area. The building shown in 1998 aerial photographs displays the same footprint as seen in 2020 aerial photographs, suggesting the white-roofed extension may have been replaced with different cladding by this year. In aerial photographs from 2005 the parking area shows numerous cars indicative of the present used car dealership business that occupies the property. No evidence appears of major additions or alterations over time. (Sanborn Fire Insurance Company 1914, 1923; Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2005, 2016; Google LLC 2020)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** N/A **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** **Area** Merced, CA
Period of Significance **Property Type** Commercial **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

1040 Broadway Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). 1040 Broadway Avenue does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
December 18, 2020

(This space reserved for official comments.)

***P3a. Description (continued)**

One door appears centrally located on the elevation at the intersection of the hipped and front gable volume while the other appears on the front gable. Four two-light horizontal sliding windows appear. They have metal sashes and are covered by security bars mounted to the wall. One metal frame, sliding glass door appears at the western end of the primary elevation. The east elevation faces First Street and has no visible secondary entrances. It has one square two-light sliding window with security bars mounted to the wall. The south elevation faces Atwater Boulevard and has no secondary entrances. It has four two-light horizontal sliding windows with metal sashes and security bars mounted to the wall. The crest of the front gable has one ventilation grate. This elevation features a utility box that connects to public utilities. The west elevation faces a neighboring parcel and is partially obscured from the public right of way. Visible areas of the elevation show no secondary entrances or windows. One visible roof-mounted HVAC unit appears. Parcel features include an asphalt parking lot with striping for parking. Landscaping is minimal with no old-growth trees or vegetation visible.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include World War II Era Industry and Postwar Era Development.

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island. The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs. During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico.

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

As of 2020 Dhami Kiranjeet of Ceres, CA owns the property. As of 2020 the commercial business Hernandez Auto Sales operates a used car dealership on the property. Hernandez Auto Sales is a multi-location business with a business filing dating to 2011 according to current Better Business Bureau records. The proprietor of this business is Jesus E. Hernandez (Better Business Bureau 2020). Associated property owners dating to the mid-1990s through at least 2000 include Gill Kirpal S & Simran K, property holders documented as in default as of the year 1993/1994. This property was subject to default sale according to a Merced Sun Star article dating to June 2000. Due to research restrictions only limited other ownership information was available. (Merced Sun Star 2000)

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1040 Broadway Avenue has a casual association with the theme of community development in the San Joaquin Valley as a small commercial property positioned along a commercial corridor. No evidence suggests this parcel has an important association with this or any theme of historic significance. This parcel has no important connection to the Rancho period in California, to the mid-20th century expansion of "new agricultural, industrial, and real estate industries" that resulted in expanding residential growth in the region or to the World War II era internment of Japanese Americans. Thus, 1040 Broadway Avenue does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 1040 Broadway Avenue does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. As of 2020 Dhami Kiranjeet owns the parcel and the occupying business is Hernandez Auto Sales, a used car dealership with multiple locations in the region and a founding date c. 2011. No evidence suggests the business, or the individual owner of the parcel, have produced any works significant to history with association to this parcel. Due to present COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 1040 Broadway Avenue does not appear to have architectural significance. The building has common elements of a Minimal Traditional style, including a small one-story form, simple fenestration pattern, stucco exterior, and modest architectural embellishments. With a construction date of c. 1958, the building would not be a new or novel expression of the architectural style as the bulk of construction with Minimal Traditional styled buildings dates from between 1930 and 1950, after which the Ranch style became popular among small building construction (McAlester 2013:1995, 2028). The Minimal Traditional architectural style is ubiquitous during the immediate pre- and post-World War II period. This building has no evident connections to a master builder or architect nor does this building occupy a larger planned community derived from prominent developers building in the Minimal Traditional style. The building lacks evidence of high artistic values. Thus, 1040 Broadway Avenue does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 1040 Broadway Avenue is not likely to yield information important to history. Thus, 1040 Broadway Avenue does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1040 Broadway Avenue is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Better Business Bureau. 2020. *Hernandez Auto Sales*. Electronic Document. Available: https://www.bbb.org/us/ca/atwater/profile/used-car-dealers/hernandez-auto-sales-1066-89047985. Accessed: December 18, 2020.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. “Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites.” In *Publications in Anthropology 74* (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Military Department. 2016. *California and the Second World War: San Francisco Metropolitan Area during World War II*. Sacramento, CA: California State Military Museums. Available: http://www.militarymuseum.org/SFWWII.html. Accessed December 18, 2020.

Google, LLC. *Google Maps*. Available: maps.google.com. Accessed: December 18, 2020.

Hillman, R., and L. Covello. 1985. *Cities and Towns of San Joaquin County since 1847*. Fresno, CA: Panorama West Books.

McAlester, Virginia Savage. 2013. *A Field Guide to American Houses: The Definitive Guide to Identifying and Understanding America’s Domestic Architecture*. Alfred A. Knopf. New York, NY.

Nationwide Environmental Title Research LLC. 1946, 1958, 1998, 2009, 2016. *1060 Broadway Avenue, Atwater, CA.* Available: https://historicaerials.com/. Accessed: December 18, 2020.

Merced Sun Star. 2000. *Property Tax-Defaulted in the Year 1994 for the Taxes, Assessments, and Other Charges of the Fiscal Year 1993/1994.* June 15.

ParcelQuest. 2020. *1040 Broadway Avenue, Atwater, CA.* Available: https://pqweb.parcelquest.com/#home. Accessed December 18, 2020.

Perez, C. N.1996. *Land Grant in Alta California*. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California.* McGraw-Hill, Inc. New York, NY.

Sanborn Fire Insurance Company. April 1914. *Atwater, California*. Sheet 1.

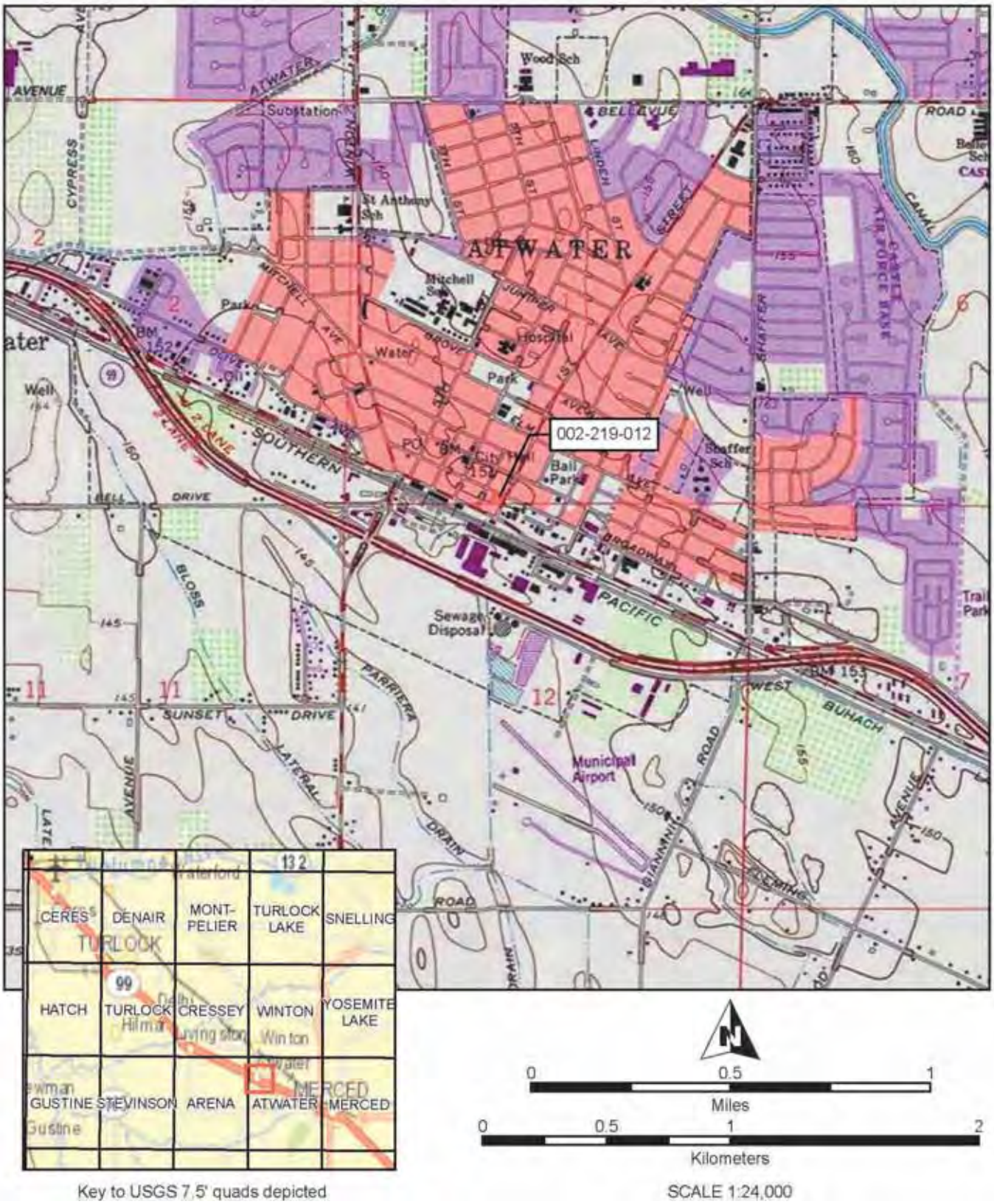
---. March 1923. *Atwater, California.* Sheet 2.

---. May 1941. *Atwater, California.* Sheet 2.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-18



*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 972 Broadway Avenue

P1. Other Identifier: 2021-19
***P2. Location: ☐ Not for Publication ☒ Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Atwater **Date** 1961 T__; R__;__ ¼ of __¼ of **Sec:**_____; _____B.M.

c. Address: 972 Broadway Avenue **City**: Atwater, CA **Zip:** 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 003-074-029-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

972 Broadway Avenue in Atwater is a Kwik Serv gas station and the Sure Stop Food Market, both commercial enterprises. The property sits on a square-shaped plot spanning 11,997 square feet at the southeast corner of First Street and Broadway Avenue. The resource has one commercial building with a rectangular footprint. To the west are pump stations with sheltered gas pumps. Both built resources are situated on the south and southwest borders of the parcel, set back from Broadway Avenue. The roof of the commercial building appears clad in bitumen material with roof-mounted HVAC systems visible from the primary façade. The primary façade faces north toward Broadway Avenue and has a concrete vault canopy symmetrically flanked by blank, full-height flagstone bays. Beneath the canopy, the façade has broad spans of full-height, metal sash fixed windows and two entrances each of paired, metal framed fixed pane glass doors. (See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP6: 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 972 Broadway Avenue. North elevation, facing south. June 2020. ICF.

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
c. 1958-1965 (historic aerial photographs; newspapers)

***P7. Owner and Address:**
Balwant S. & Kiranjeet Dhami (Sure Stop Market)
972 Broadway Avenue
Atwater, CA 95301

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020

***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☐ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 972 Broadway Avenue

B1. Historic Name:
B2. Common Name: Sure Stop Market; Kwik Serv gas station
B3. Original Use: Commercial **B4. Present Use:** Commercial
***B5. Architectural Style:** Mid-Century Modern
***B6. Construction History:** (Construction date, alteration, and date of alterations) 972 Broadway Avenue dates to c. 1958-1965. Historic aerial photographs from 1946 shows an emergent Broadway Avenue however no visible construction along the road or at this parcel. Historic aerial photographs from 1958 show the neighboring commercial building at 954 Broadway Avenue but the subject parcel appears minimally developed with no evidence of the current building. By 1998 the commercial building appears and shows a similar footprint as is visible in 2020 aerial photographs. The covered pump station appears between 2005 and 2009. No major additions to the commercial building appear in aerial photographs after its construction period. (Nationwide Environmental Title Research LLC 1946, 1958, 1998, 2005, 2009, 2012, 2016; Google LLC 2020)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** N/A **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** Atwater, CA
Period of Significance N/A **Property Type** Commercial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 972 Broadway Avenue does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
January 01, 2021

(This space reserved for official comments.)

*** P3a. Description (continued)**

A metal roll-top security door spans one of the primary entrances, mounted above the doorway and neighboring windows. The façade has rock veneer wall cladding atop a stucco exterior. The façade's fascia along the vaulted roof is wide, painted in blue, and has signage identifying the business as "Sure Stop Food Mart," in yellow lettering. The façade has utilitarian security bars covering many of the windows. The east-side elevation is bare except for a two-foot-wide continuation of the façade's rock wall veneer. It shows no secondary entrances and/or window openings and has a broad expanse of white stucco with six small vents just under the roofline and one small exhaust port situated near ground level. The south-rear elevation lacks secondary entrances or windows and features a bare white wall with utility lines originating from the roof-mounted HVAC systems towards outlets and inlets along the wall. The west elevation, visible from First Street, has a secondary retail entrance and window with similar features as the primary façade, being fixed-pane glass panels with metal frames. A security roll-top metal door is mounted above the window and door. The elevation features four small exhaust vents near the roofline, an electrical utility meter, and a wall-mounted fire extinguisher and alarm system. A portion of the rock wall veneer wraps around from the primary façade, continuing along this elevation for two feet. A narrow concrete sidewalk wraps around the west elevation.

The covered pump area has a rectangular footprint and features a flat roof with wide blue fascia showing signage identifying the station as "Kwik Serv" along the south and east elevations. The covered area services four gas station pumps and a concrete padded service area and is supported by two square pillars at 90-degree angles to the support structure for the roof. One prominent business sign sits at the corner of the plot at Broadway Avenue and First Street and identifies the business as "Kwik Serv Gasoline" with current pricing for fuel.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the this property include World War II Era Industry and Postwar Era Development; and the development of gas and service stations.

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985). During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

GAS-AND-SERVICE STATIONS

Like gas stations, automobile service stations evolved during the early twentieth century. First referred to as *service stations* in 1910 and operated by large automobile companies, blacksmiths, or independent shop owners, these auto repair stations were initially separate from gas fueling stations. By the 1920s, as automobile ownership increased, service stations could not keep up with demand. Gas filling stations incorporated auto repair elements like grease pits, flat tire repairs, and replacement parts, to their available services. At the end of the 1920s, "the gas station was evolving into a hybrid of filling station and repair garage, and the neighborhood service station was born" (Liebs 1995:102). In the late 1920s, hybrid gas-and-service stations often contained two buildings, forming an L- or U-shaped station surrounding a central gas pump station, a short-lived layout. By the start of the Depression, the gas-and-service station format was condensed into one building, with pumps on the building's exterior. Often, these buildings had a rectangular footprint and included an office, utility room, restroom, and space for auto servicing. Shortly after, pumps were moved away from the main building and onto an adjacent island to shift cars away from the building's exterior and provide more space. By the late 1930s, gas-and-service stations, such as Texaco, utilized both the Streamline Moderne and International architectural styles to display services to motorists through large

storefront windows, with service bays located within a box station or oblong box building. Large windows allowed motorists to view auto repair supplies, such as cans of oil and stacks of tires, and service bays displayed car maintenance in action. Signage also played a notable role in advertising gas-and-service station services. Stations often labeled bays with signage for washing or lubrication or the names of other services. Stations of this era typically contained parallel streamlines that wrapped around the building's upper façades or parapets. Although the popular gas-and-service stations included full automobile services, some were built without pumps; these office-only stations cost less to construct (Liebs 1995:102–106).

Starting in the 1950s, a stepped design for service stations came into fashion. With these designs, the service station was taller than the office portion of the building. This architectural development served a utilitarian function; the greater height of the service station accommodated a hydraulic car lift—a system first patented in 1925. Similar to gas stations, many of the service stations of the post-World War II era were designed in the Mid-Century Modern and International styles, including concrete blocks, flat rooflines with extended overhangs, large canopies with thin metal post supports, wide expanses of glass windows, horizontal bands that wrapped around the rooflines of the stepped service station, and tall, stand-alone signage. Steel and white porcelain enamel was another typical Mid-Century Modern cladding material, used from the 1950s-1970s. Service stations with Ranch-style elements emerged in the 1950s, featuring front-gabled, low-pitched rooflines and extended eaves, metal-framed windows, wood and brick wall cladding, and large canopies (Texas Department of Transportation 2016:7-3, 7-5, 7-8; Rotary Lift 2020).

In the late 1960s and early 1970s, auto repair became a popular at-home pastime, making service stations less important. Specialty shops, too, began selling auto repair items, causing the gas stations' service-related lines of business to decline. In the 1970s, the popularity of Urich's design for the self-service station steadily rose as new independent gas stations emerged. The older gas-and-service stations struggled, but updated their stations to meet changing consumer needs, slowly adding a few self-service islands. By the mid-1970s, many gas-and-service stations transformed their out-of-date auto service buildings into a variety of commercial and service businesses, including shops, restaurants, offices, and convenience stores. This design has come to be known as the "store with gas" concept or "dual fuel depot" (Liebs 1995:113–115).

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 972 Broadway Avenue has association with the theme of gas and service station development as a reflection of the postwar rise in demand for conveniently placed self-service stations and "store with gas" concepts. No evidence suggests this property has an important association with this development as the gas-and-service station model dates to the Depression period and this building does not appear until the postwar period. No evidence shows that this building contributed to the theme of gas-and-service stations nor that it reflects the early adoption of this theme in the region. No evidence ties this building to other themes of historic significance, such as the early development of the San Joaquin Valley, the rise in transportation networks or "new agricultural, industrial, and real estate industries" in the region, or military-related developments in the region during World War II. No evidence suggests this property has an important association with Japanese American internment or late 19th century agricultural production in the region. Thus, 972 Broadway Avenue does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 972 Broadway Avenue does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Kiranjeet Dhami appears to be a business owner based in Ceres and a registered principal of a firm called "BK & MJ Investments LLC," based in Atwater with a mailing address at the subject property. This company's LLC status was filed on May 1, 2012 and is currently suspended/forfeited (Bizapedia.com 2019). No research reveals that this property best reflects the productive life of Kiranjeet Dhami. Rick Adkisson posted an advertisement in the Modesto Bee in 1981 for an independent merchandise counter person with a responding address at the subject property (Modesto Bee 1981:36). Historic newspaper and online research did not reveal additional details surrounding Rick Adkisson, but no evidence shows that this property best embodies his productive life (Modesto Bee 1981:36). No additional details arose in research tying this property to the productive life of other individuals significant to American history or prehistory. Due to COVID-19 research constraints, research only uncovered minimal additional information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 972 Broadway Avenue does not appear to have architectural significance. The building lacks notable architectural elements within the gas station archetype, such as the International stylings common to the 1930s and high-style space-age and futuristic elements common to a short-lived postwar period. The building lacks common features of post-1960s gas station architecture, including shingled roofs and period-revival details. The building expresses some Mid-Century Modern design elements including a wide canopy, low-pitched roof, and wide expanses of glass windows with metal frames. The building lacks some high-style characteristics such as exposed post-and-beam construction, broad expanses of uninterrupted wall space, a low-pitch gabled roof, porcelain enamel or steel panel wall cladding, and an asymmetrical façade. The building features a rock veneer common to the type's architecture from the 1950s onward. No evidence connects this building to a master builder or architect. The building lacks evidence of being the first, foremost, or innovative expression of any period, method, or type of construction. The building lacks high artistic values. Thus, 972 Broadway Avenue does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 972 Broadway Avenue is not likely to yield information important to history. Thus, 972 Broadway Avenue does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 972 Broadway Avenue is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

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---. March 1923. *Atwater, California.* Sheet 1.

---. May 1941. *Atwater, California.* Sheet 1.

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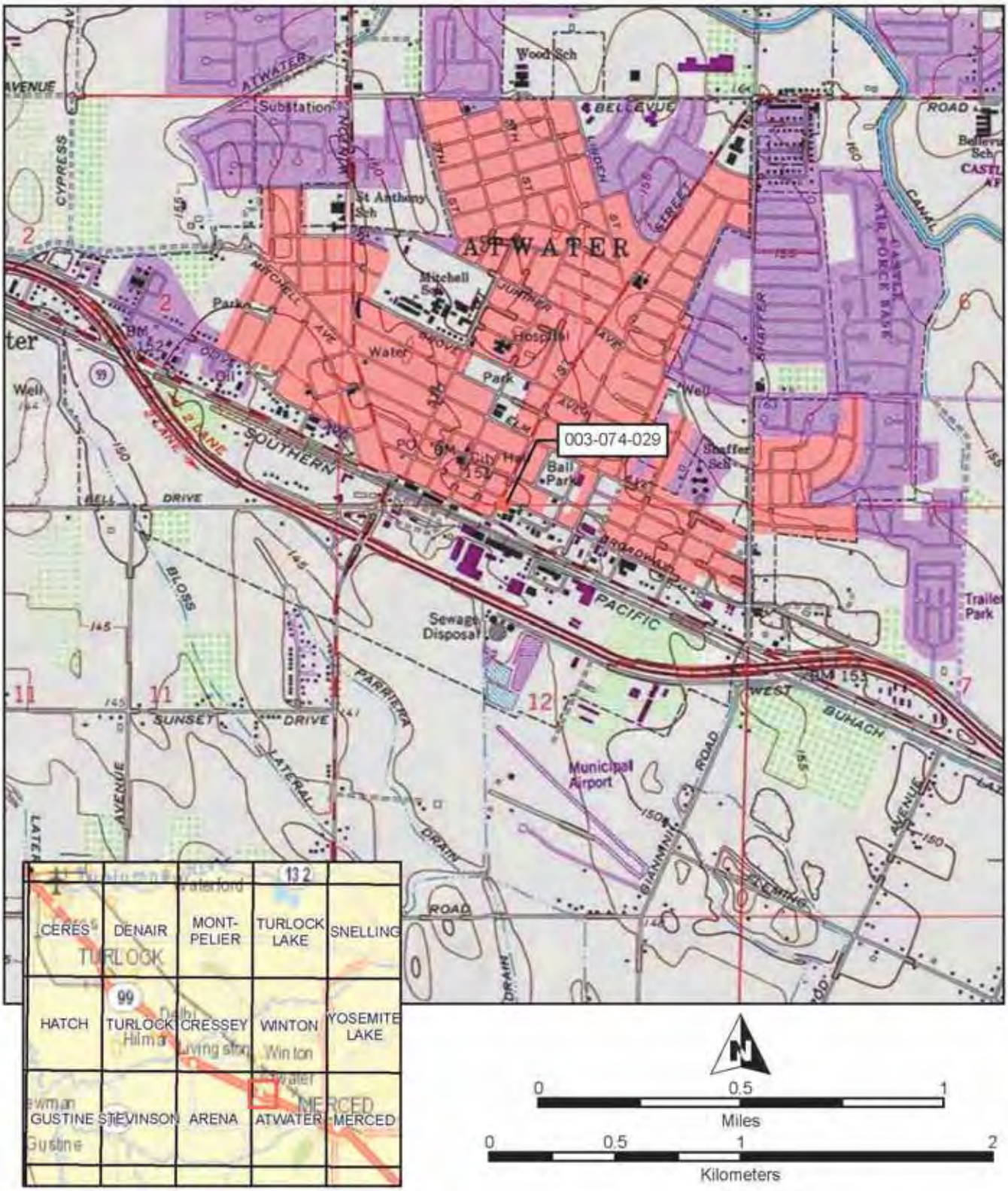
LOCATION MAP

*Resource Name or # (Assigned by recorder) 972 Broadway Avenue

*Map Name: **Atwater, CA** *Scale: **1:24,000** *Date of Map: 02/11/2021



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-20

P1. Other Identifier: 2021-20
*P2. Location: ☐ Not for Publication ☒ Unrestricted
*a. County Merced and (P2b and P2c or P2d. Attach a Location Map, as necessary.) 003-074-020-000
*b. USGS 7.5' Quad Atwater CA Date 2018 T7 S ; R13 E; __ ¼ of __¼ of Sec:12 ; _____B.M.
c. Address: 955-971 Atwater Blvd City: Atwater, CA Zip: 95301
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The subject property consists of a rectangular 0.171 lot located in Atwater, California. The property contains two buildings—one located along the west property line and the other along the east property lines. The west (primary) building is approximate 2,300 square feet and size and features a rectangular plan, poured concrete foundation, mix of stucco and faux fieldstone cladding, hipped roof, and clay tile roofing. The majority of the building is one-story tall, except for portion of the building's center, which is two-stories tall. The east building is approximately 1,800 square feet in size and features a rectangular plan, poured concrete foundation, mix of stucco and faux fieldstone cladding, hipped roof, and clay tile roofing. This building is one story tall. Some original aluminum window sashes on the west building appear to have been replaced with vinyl sashes. The doors on this building also appear to be recent replacements. The faux fieldstone cladding found on portions of both buildings is also likely not original. No other alterations are evident. Both buildings appear to be in good condition.

*P3b. Resource Attributes: (List attributes and codes) HP5 Hotel/motel and HP3 Multiple family property
*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) Jan. 19, 2021, view facing north

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both

*P7. Owner and Address:
Carlos Saavedra
808 Palm St
San Jose, CA

*P8. Recorded by: (Name, affiliation, address)
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: Jan. 19, 2021
*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-20

B1. Historic Name: Castle Motel
B2. Common Name: 955-971 Atwater Blvd.
B3. Original Use: Motel **B4. Present Use:** Apartments
***B5. Architectural Style:** Spanish Revival
***B6. Construction History:** (Construction date, alteration, and date of alterations)

The Merced County Assessor's office does not list a build year for the subject property (ParcelQuest 2021). Historical aerials indicate the property was constructed sometime before 1958 (United States Geological Survey 1958). A visual inspection of the property revealed that the faux fieldstone cladding and aluminum-sashed windows likely represent later alterations. Research did not uncover and original photo of the property, and no other alterations are readily-apparent.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The 955-971 Atwater Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The subject property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. These buildings have been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Alex Ryder
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
Jan. 19, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include the history of the San Joaquin Valley and World War II Era Industry and Postwar Era Development.

San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

World War II Era Industry and Postwar Era Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942 (and overlaps with the CEQA study area). Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

Highways and Roads

Automobiles and the construction of highways were contributing factors to the growth anddevelopment of the San Joaquin Valley during the twentieth century. Perhaps the most important is SR 99, a major roadway that connected San Joaquin Valley agricultural towns to larger urban markets. During the early twentieth century, plans were made to connect different parts of California with a state highway system, which included a route from the Oregon state line through the Sacramento and San Joaquin valleys to Los Angeles. With the approval of bond issues in 1910, work began to establish Route 3, which ran from Oregon to Sacramento, and Route 4, which connected Sacramento and Los Angeles via the San Joaquin Valley (U.S. Department of Transportation 2016). Portions of Route 3 north of Sacramento replaced the Siskiyou Trail, an old Native American trail, while other portions of the roadway along Route 4 followed main lines of the SPRR. While portions of this route were still being paved in 1926, it was designated SR 99 (U.S. Department of Transportation 2016). The adoption of the interstate system and construction of Interstate (I-) 5 and other interstate routes during the 1960s truncated SR 99, which now runs from near Wheeler Ridge in Kern County north to Red Bluff in Tehama County (California Highways 2016a).

955-971 Atwater Boulevard

City directory research was limited by COVID-19 restrictions. Some Atwater city directories are available online, but only intermittently within the 1938–1980 period. The property is not listed in the 1948 directory, however the 1966 directory (the next year available), lists the property as the "Castle Motel" (Polk 1966:55). Subsequent directories indicate that the property continued to serve as the Castle Motel until at least 1980 (Polk 1980:91. No Sanborn maps are available for the property, and newspaper research revealed no ownership or occupancy information (Newspaper Publishers Extra 2021; California Digital Newspaper Collection 2021). The property appears to currently serve as apartments.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, the property at 955-971 Atwater Boulevard does not appear significant NRHP Criterion A or CRHR Criterion 1. The property was constructed sometime before 1958 and served as a motel from at least 1966 until at least 1980 time. Newspaper research did not reveal the property to have been associated with any important events at the local, state, or national level. As such, it lacks significance under Criterion A/1

Under NRHP Criterion B or CRHR Criterion 2, the property at 955-971 Atwater Boulevard does not appear to have an association with any significant persons important to history. The property appears to have initially served as motel and presently serve as apartments. The property has likely had a large number of visitors, tenants, and owners over its lifespan, however newspaper research provided no indication that the property was associated with any individual that have played a significant role in national, regional, or local history. As such, the property at 955-971 Atwater Boulevard lacks significance under Criterion B/2

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The property expresses an affiliation with the the Spanish Revival style only through the application of red clay tile roofing. Both buildings on the property lack any other elaborations that could make them a fully expressed example of the style. Neither building possess high artistic value and neither building appears to be the work of a master. As such, the property at 955-971 lacks significance under Criterion C/3..

Finally, the lack of associated historical significance described in the application of NRHP Criteria A, B, or C and CRHR Criteria 1 and 3 supports a conclusion that his property is not likely to yield information important to history. Thus, the subject building at 955-971 Atwater Boulevard lacks significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, the property at 955-971 Atwater Boulevard is not eligible for listing in the NRHP/CRHR as individual resources or as part of a potential historic district due to their lack of historical and architectural significance. These buildings were evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

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----------. 1980. City Directory, Merced-Atwater. Available: www.ancestry.com. Accessed: Jan. 15, 2021.

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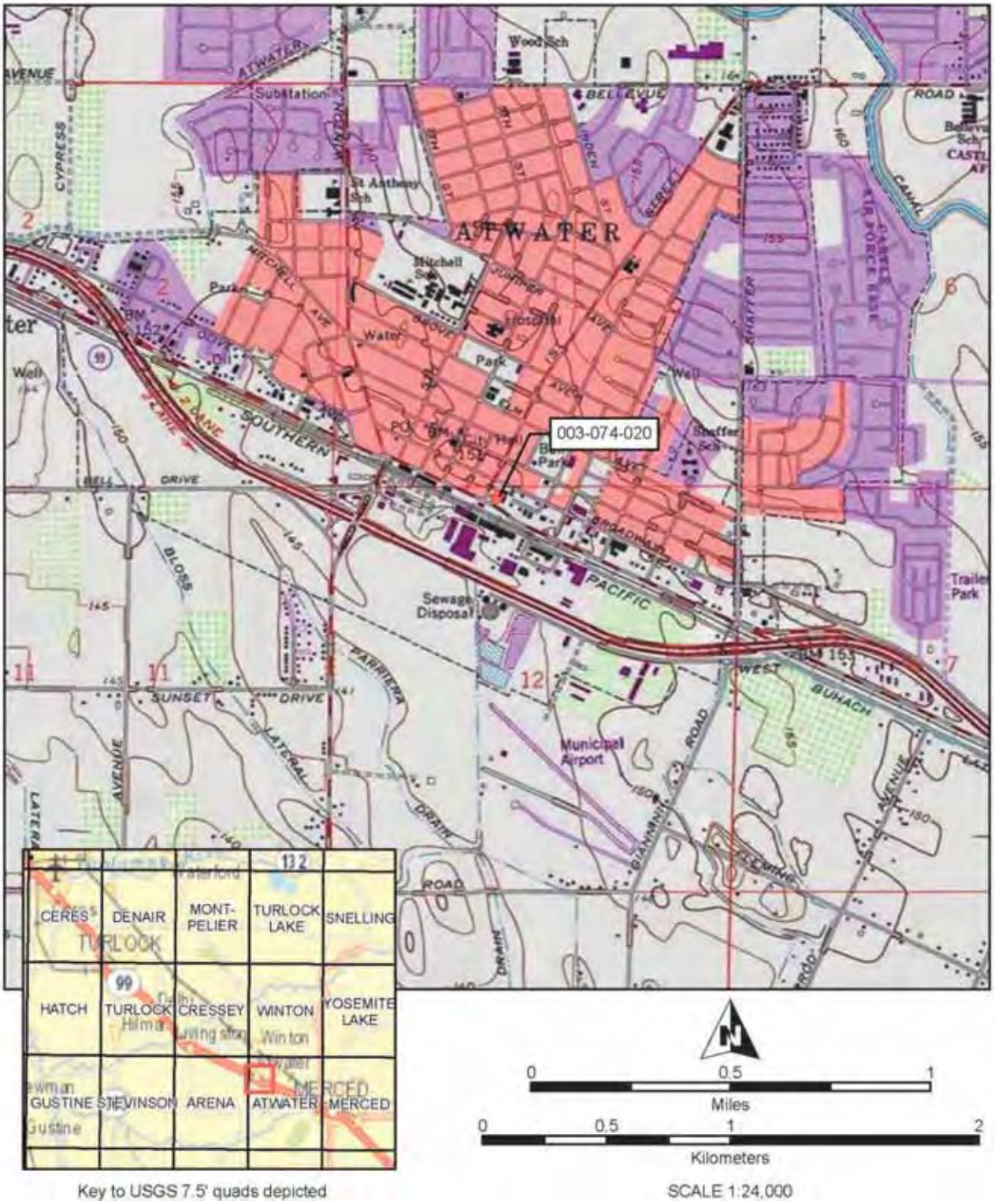
LOCATION MAP



Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-21

P1. Other Identifier: Ragu/Bertolli Plant
***P2. Location: ☐ Not for Publication ☒ Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Atwater **Date** 1961 (photo revised 1963) T 7S; R 13E; ¼ of ¼ of **Sec:** 23; M.D.B.M.

c. Address: 1785 Ashby Road **City**: Merced **Zip:** 95341

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APNs 059-450-046, 059-051-002, 059-051-029, 059-051-010

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The resource is a 56.7 acre collection of four parcels which house various buildings for the purpose of tomato processing. Originally built as the Ragu-Bertolli Plant, many of the buildings from the initial plant have been demolished. The concentration of buildings is on APN 059-051-029, which contains the tomato processing plant and various outbuildings. APNS 059-450-045 and 059-051-002 currently contain no visible built resources. APN 059-051-010 is a paved lot with one extant building, a small cottage or outbuilding. A small railroad spur to the north of the tomato processing plant is extant.

(See continuation sheet.)

***P3b. Resource Attributes:** (List attributes and codes) HP8. Industrial Buildings
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☒ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12, 2020, view facing west

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
1974, Merced Sun-Star

***P7. Owner and Address:**
Morningstar Merced LLC
724 Main Street
Woodland CA 95695

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess and Eleanor Cox
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2020. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Extension Lathrop to Ceres/Merced*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

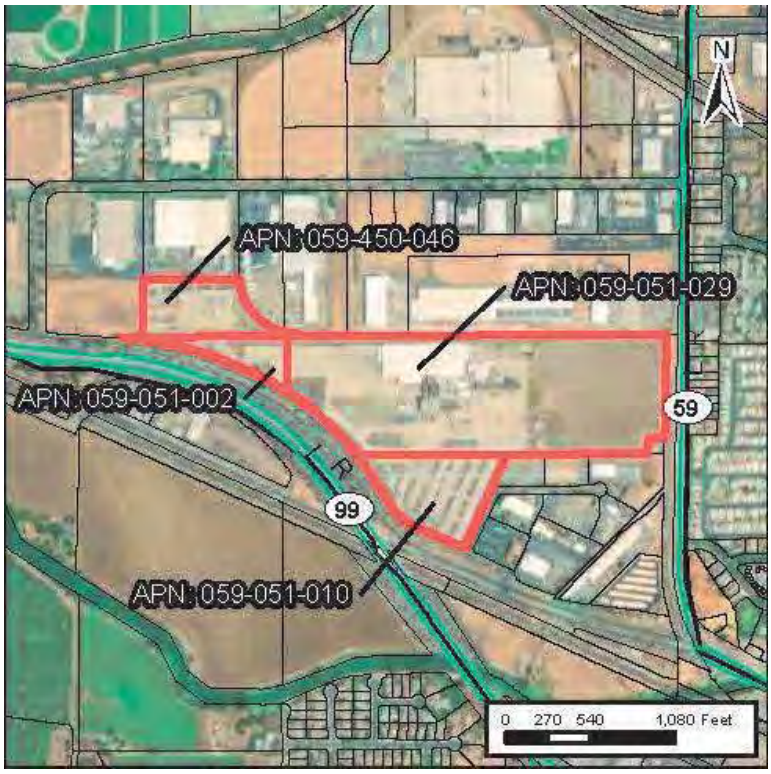
***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-21

B1. Historic Name: Ragu-Bertolli Plant
B2. Common Name: Morningstar Plant
B3. Original Use: Tomato Processing **B4. Present Use:** Tomato Processing
***B5. Architectural Style:** Industrial/Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations) Built in 1974, the various parts of the tomato processing plant has seen massive demolition since its build date. The entire cluster of industrial buildings centered on APN 059-450-046 has been demolished c. 1998-2005. The Ragu-Bertolli Plant was shut down and sold in 2005, making the likely demolition date closer to 2005. What appear to be storage buildings on neighboring APN 059-051-002 were also demolished in the same time period. The southernmost APN, 059-051-010 also saw demolition of multiple outbuildings in this time period, and one extant outbuilding, a small cottage, remains. The parcel where the densest concentration of tomato processing buildings remains is 059-051-029 and historic aerials indicate this cluster of buildings has seen limited change since the 1990s, and likely closely resembles the original tomato processing plant built in 1974.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features**: N/A
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1785 Ashby Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)



B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Amanda Reese
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
December 4, 2020
(This space reserved for official comments.)

***P3a. Description:** (continued from page 1)

APN 051-059-029 had limited visibility from public right-of-way. Historic aerials and photographs taken from the public right-of-way were used to estimate the built environment. There appear to be approximately 5 buildings related to the tomato plant, two large generators or fan housings, as well as tanks, piping, storage areas and the railroad spur present. It appears all these buildings and industrial equipment date to the historic period. Most buildings appear to be composed of concrete or corrugated metal, with concrete foundations and moderately pitched gable or flat roofs.

The small cottage on APN 059-051-010 is made of cinder blocks, with aluminum slider windows, aluminum awnings, and a concrete foundation. There is a gable roof of low pitch, with wooden fascia, which also projects over a small porch supported by a cinder block column. The cottage is surrounded by pavement and the concrete pads of now-demolished buildings. The entire property is enclosed by chain link and barbed wire fencing, and sporadic mature trees are present, particularly at the southern border facing Ashby Road.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property is the history and development of industry within Merced, beginning with World War II.

World War II era Industry and Post-war Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

Ragu-Bertolli Plant

The plant opened in 1974, for the purpose of processing tomatoes, a bumper crop in the San Joaquin Valley. The plant was likely part of the trend of the burgeoning industrial area at the west edge of the city of Merced, aided by its convenient location to the north of Highway 99 and the meeting point of two Southern Pacific Railroad lines as well as the Topeka & Santa Fe Railroad. The area turned from sparser residential and agricultural use to industrial in the decades after World War II, particularly the 1960s and 1970s. However, the area has always remained a mix of use, with some tract homes developed to the east of the property in the 1990s, some increased industrial use, and a certain degree of sprawl and separation from downtown Merced is enforced by the distance and fields in use for agriculture surrounding the plant. Additionally, Bear Creek runs to the southeast of the property, which further divided this area of Merced from the more traditional boundary to the east and south of Bear Creek.

The plant was sold in 2005 to Morningstar LLC. It is not clear when the majority of buildings on the parcel were destroyed leaving behind the tomato processing plant and one cottage, but it was likely before the purchase. Potentially Unilever (the seller) moved equipment or storage tanks for use at their other Ragu plant in Kentucky, or for resale. Morningstar LLC produces mass-sale tomato products, and while it still processes tomatoes on site, it is likely some of the dismantled equipment was related to bottling, a necessity for a supermarket good like Ragu sauce.

1785 Ashby Road was owned from 1974-2005 by Unilever. Unilever itself went through countless corporate acquisitions during this time including the acquisition of Chesebrough-Pond USA, Inc who owned the Ragu brand and built the plant in 1974. Unilever sold the plant to Morningstar LLC in 2005, at which time multiple buildings were demolished and the core tomato processing plant was kept in use to the present time.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1785 Ashby Road has an association with the theme of industrial development in Merced. However, the plant was part of a natural outgrowth of industry, both within Merced and within the tomato processing business, due to the transition of tomato processing occurring on smaller farms and ranches to the sale of tomatoes to corporations for processing at their large plants, most of which occurred post World War II but particularly after the 1960s. Industrial development along Highway 99 and the Southern Pacific and Topeka and Santa Fe Railroad tracks within Merced County were widespread by the plants build date of 1974, and it does not accurately represent a trend at the national, state or local leve. Thus, 1985 Ashby Road does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research, hindered by the COVID-19 pandemic, revealed limited records about past builders or workers relating to the resource. However, the plant has always been the outcome of corporate machinations, which are achieved on a broad level and not as the result of any individual action. As a result, significance under Criterion B/2 could not be fully evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The plant is utilitarian, and nothing exterior to the resource indicates the property demonstrates significant engineering. It is not the work of a master, nor does it possess any particular architectural style, instead housing a simple tomato processing operation. Thus, 1785 Ashby Road does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1785 Ashby Road does not appear significant under NRHP Criterion D or CRHR Criteria 4.

INTEGRITY

Due to the demolition of the majority of buildings related to the 1974 Ragu-Bertolli plant on 3 out of the 4 parcels which make up the current property, 1785 Ashby Road does not posses integrity of design, setting, materials, workmanship, feeling and association. It does retain its location. However, the demolition means overall the property does not possess integrity.

CONCLUSION

In conclusion, 1785 Ashby Road is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available at http://www.geocommunicator.gov/Geocomm/lsis_home/home/index.htm. Accessed February 2016.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Military Department. 2016a. California and the Second World War: San Francisco Metropolitan Area during World War II. Sacramento, CA: California State Military Museums. Available at http://www.militarymuseum.org/SFWWII.html. Accessed February 2016.

Hillman, R. and L. Covello. 1985. Cities and Towns of San Joaquin County since 1847. Fresno, CA: Panorama West Books.

Perez, C. N. 1996. Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi.1988. The Elusive Eden: A New History of California. New York, NY: McGraw-Hill, Inc.

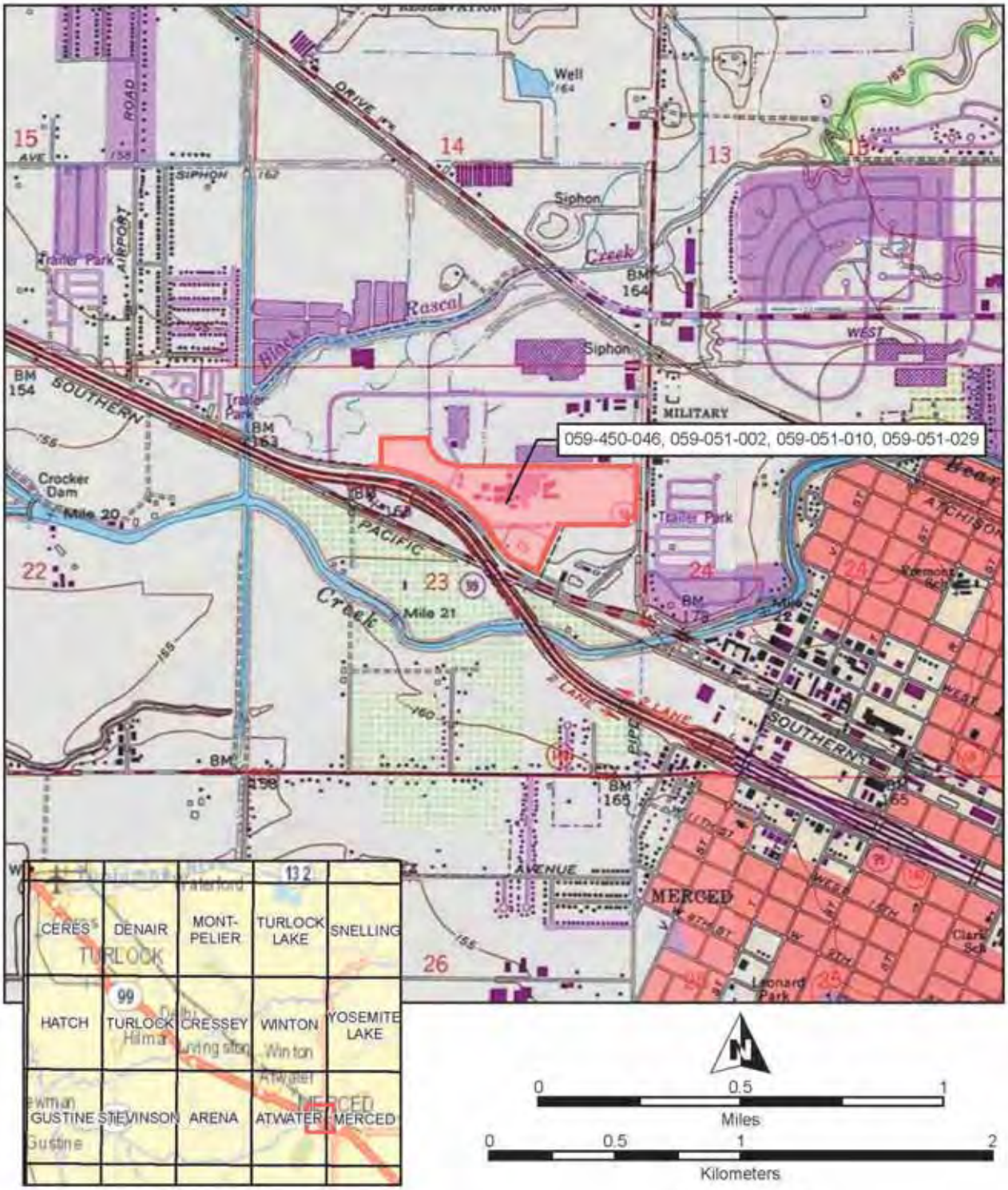
Photograph 2, view from entrance (view southeast).

Photograph 3. Morning Star LLC signage and fencing, view of processing plant at rear of photograph. View southeast.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-21



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code 6Z

Other Listings _____
Review Code _____ Reviewer _____ Date _____

***NRHP Status Code** 6Z
***Resource Name or #** (Assigned by recorder) 2018-21

P1. Other Identifier: 925 Atwater Boulevard, 2018-21
***P2. Location:** ☐ **Not for Publication** ☒ **Unrestricted**

***a. County** Merced

***b. USGS 7.5' Quad** Atwater, CA **Date** 1960 (photo revised 1963) T 7S; R 13E; __ ¼ of __¼ of **Sec:** 12; M.D.B.M.

c. Address 925 Atwater Boulevard **City**: Atwater **Zip:** 95301

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN: 003-074-019-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

This property is a one-story commercial business that appears to be unoccupied. The façade faces south onto Atwater Boulevard, and has Streamline Moderne elements. The building is composed of brick, stucco and cement. The building has a symmetrical false front parapet. A large rectangular and vertically mounted blade sign bisects the façade. Along its outer edge the blade sign has an imlied pole form wrapped in block-molded banding: common Streamline Moderne design features. The false front has a curved and stepped edge with an inset low relief decorative panel. The parate wraps either side with steppings. A flat-roofed, full-length canopy is present at the front elevation. at the The building has a flat roof. The façade has two entrances/exits that are composed of glazed doors with metal trim and framed by single rows of clear glass blocks; both entrances and exits project slightly from the building. All window openings at each elevation viewable from the right-of-way are covered with plywood, but appear to be high rectangular openings; the northeast elevation window openings have heavy stucco casing at the top. The façade has a small one-step full length concrete porch, and rudimentary handicap ramps composed of concrete have been added at the entrance and exit doors.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building
***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12, 2020, view northwest

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Built c. 1948, USGS Topographic Map (1948).

***P7. Owner and Address:**
James A and Natalia D Moore
5776 Cherub Lane
Atwater CA 95301

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess and Eleanor Cox
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Theater, Commercial; potentially as a newspaper office **B4. Present Use:** Abandoned
***B5. Architectural Style:** Streamline Moderne
***B6. Construction History:** (Construction date, alteration, and date of alterations) Available maps first show a building of the same rectangular footprint in the 1940s, specifically on 1948 USGS topographic maps. An earlier building, smaller and square, appears in the early twentieth century but appears to be demolished and replaced by the current building by 1946.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:** N/A
B9. Architect: N/A b. Builder: N/A
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 925 Atwater Boulevard does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Amanda Reese
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
January 4, 2021
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for this property include context regarding its site specific history, as well as post-World War II ear industry and post-war development, the period in which the property was likely developed.

925 Atwater Boulevard

Downtown Atwater California previously had one known movie theater, the Atwater Theater, located at 5th and Cedar Streets in Atwater. The building is marked as demolished and appears to have stopped serving as a movie theater in 1968 (CinemaTreasures.com). The property at 925 Atwater is not remarked on as a theater site in any local newspaper, is not present on Sanborn maps from the period, and no historic maps describing a theater on Atwater Boulevard were located during research. Accessor records indicate the property was owned by the local newspaper the Atwater Signal, but no evidence the newspaper operated out of the building were found in the course of research. Furthermore, no evidence that the Atwater Theater on Fifth and Cedar Streets was potentially moved to Atwater Boulevard were uncovered.

Extremely limited records regarding the property at 925 Atwater Boulevard were available, but the property appears to have been owned in the late twentieth century by the Atwater Signal, a local newspaper that was absorbed into the Merced Sun-Star in the early twenty first century. The Signal sold the property via their parent group, Central Valley Publishing, in 2002 to local residents James and Natalia Moore. The Moore's do not appear to be using the abandoned property for any purpose.

Photograph 2. Atwater theater, to the east of the Atwater Fire Department, c. 1958.

World War II era Industry and Post-war Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 925 Atwater Boulevard has a rough association with the theme of community development, but no records exist documenting its former use besides the likelihood of its architecture being related to theater. Nothing in the course of research revealed the property had any link to themes prevalent within Atwater, California or the Nation. Thus, 925 Atwater Boulevard does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. The property has limited elements of Art Deco theater construction, namely the massing and false front as well as low relief designs, but the bulk of these elements which would mark it as an architecturally significant theater, namely the marquee, applied decoration, or neon, are missing. Thus, 925 Atwater Boulevard does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 925 Atwater Boulevard does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 925 Atwater Boulevard is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available at http://www.geocommunicator.gov/Geocomm/lsis_home/home/index.htm. Accessed February 2016.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

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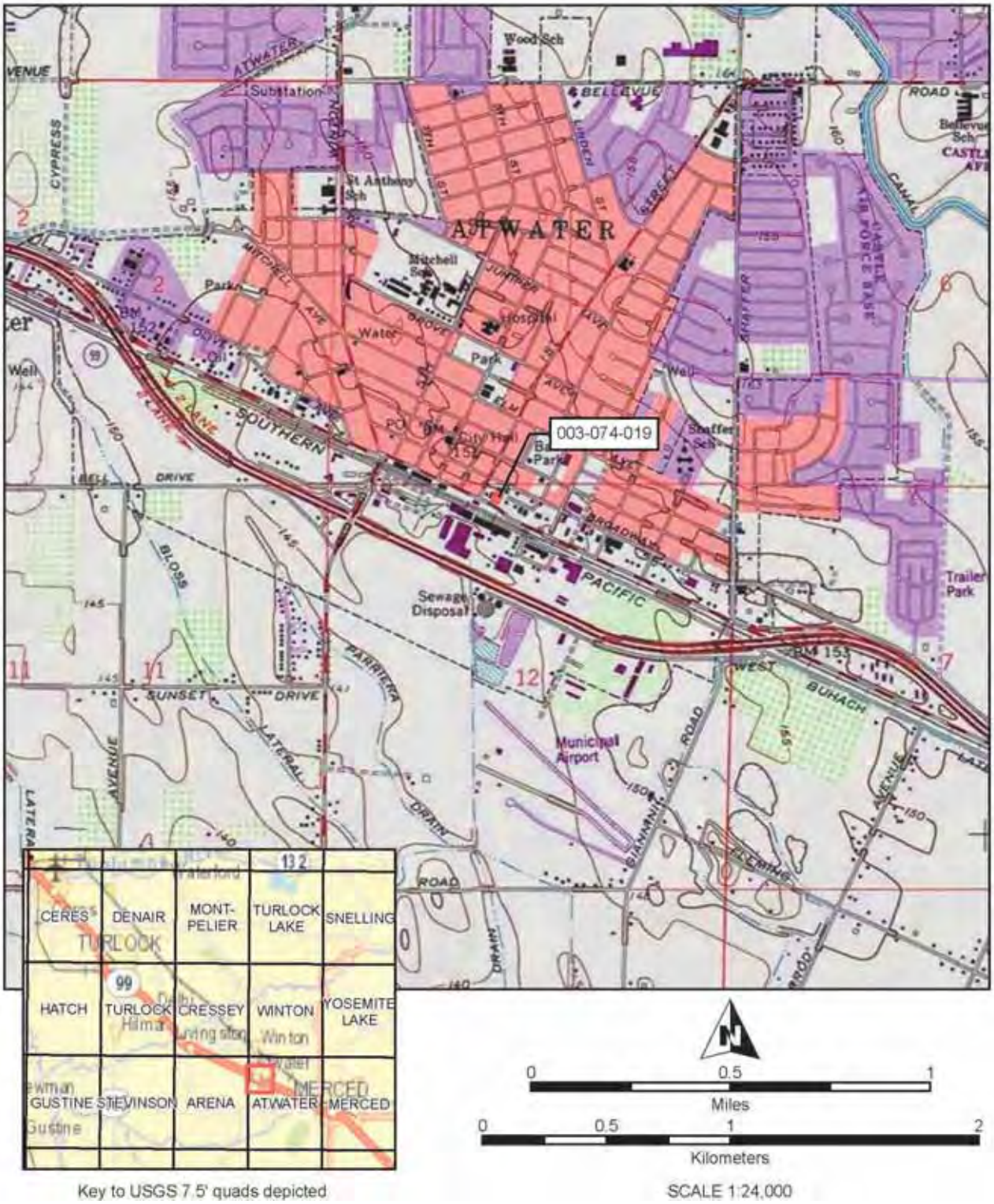
CinemaTreasures.com. “Atwater Theater”. Accessed January 26, 2021. http://cinematreasures.org/theaters/36841/photos

Hillman, R. and L. Covello. 1985. Cities and Towns of San Joaquin County since 1847. Fresno, CA: Panorama West Books.

Perez, C. N. 1996. Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi.1988. The Elusive Eden: A New History of California. New York, NY: McGraw-Hill, Inc.

***Resource Name or #:** 2018-21



Key to USGS 7.5' quads depicted

SCALE 1:24,000

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # 2777 North Highway 59

P1. Other Identifier: 2021-24

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Merced

*b. USGS 7.5' Quad Atwater Date 1961 T_____; R____;__ ¼ of __¼ of Sec:_____; _____B.M.

c. Address: 2777 North Highway 59 City: Merced, CA Zip: 95340

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)

APN 059-450-069-000 ; 594500560

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

2777 North State Highway 59 is a rectangular industrial/commercial parcel along North Highway 59 north of Ashby Road and Highway 99 in western Merced. The neighborhood has a mix of commercial and industrial properties bounded by Cooper Avenue, Highway 59, and West 16th Street. The railroad tracks run south of the parcel. The parcel has four discrete building volumes. Three warehouse buildings (Warehouse Buildings B-D) occupy the southern border of the parcel while one modern office building (Office Building A) appears in the northeast quadrant of the parcel. To the east is Building D, consisting of a rectangular warehouse building with a flat roof and additions to the west and east elevations and interior office space. (See continuation sheet)

*P3b. Resource Attributes: (List attributes and codes) HP8: Industrial building; HP6: 1-3 story commercial building

*P4. Resources Present: ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) 2777 N Highway 59, January 2021, view facing northwest, portions of the east and south elevations of Building B and C. ICF.

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
c. 1969 (historic aerial photograph)

*P7. Owner and Address:
Hyway 59 Properties L P
13890 Looney Road
Ballico, CA, 95303

*P8. Recorded by: (Name, affiliation, address)
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

*P9. Date Recorded: January 21, 2021

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

*Attachments: NONE ☒ Location Map ☒ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # 2777 North Highway 59

B1. Historic Name:
B2. Common Name: Mauser USA LLC - Fiber Drum; Clark Pest Control
B3. Original Use: Industrial **B4. Present Use:** Industrial/Commercial
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alteration, and date of alterations)
This commercial warehouse buildings date to c. 1969. Building A dates to 1981. Prior to 1958, aerial photographs show the parcel as a cleared vacant lot with a network of unpaved roadways but no visible buildings. Aerial photographs from 1998 through 2020 show no major additions to the footprint of the buildings. (Nationwide Environmental Title Research LLC 1946, 1958, 1998; Google LLC 2020; LoopNet 2020)

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** NA **Original Location:** X
***B8. Related Features:** N/A
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** Merced, CA
Period of Significance N/A **Property Type** Commercial **Applicable Criteria** N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

2777 N Highway 59 does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or the California Register of Historical Resources (CRHR). Nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code.
(See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Joshua Severn
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**

December 11, 2020

(This space reserved for official comments.)

P3a. Description (continued)

Abutting Building D to the east is Building C, a long and narrow rectangular warehouse building with a long, narrow addition projecting north and covered truck docks along its northern elevation. Building B consists of a smaller rectangular building east of Building C. The industrial/commercial warehouse buildings have fire-resistant construction materials including corrugated metal sheeting, concrete block, and concrete tilt-up walls. Building D features a vaulted, trussed rounded roof at 40' high with the wall height under the trusses at 24'. Canopied concrete loading docks appear along the northern elevations of Building C and Building D, the warehouse buildings, with roofing clad in metal sheeting. Building B and Building C feature gabled roofs clad in metal sheeting and metal industrial roll-top doors, metal industrial pedestrian doors, metal-framed windows, and modest architectural embellishment along multiple elevations. Additions feature shed-style roofs clad in metal sheeting. A narrow, wide addition along the southeast corner of Building C features a row of clerestory windows.

Building A is a small, modern one-story commercial office building with a two-tiered gable and wing tile-clad roof. Building A cannot be seen from the public right of way due to vegetation and fencing along the south and east elevations. Building A features a low-pitched cross-gable roof and a flat roof area for roof-mounted HVAC units. The north elevation features two rows of clerestory windows with undetermined framing materials. The primary entry to Building A appears along the south elevation and has at least one covered entrance facing a parking area. Windows and other door features cannot be seen along the south elevation. The west elevation has no visible windows and one secondary entrance. The north elevation has a fenced backyard area with at least one secondary entrance. The east elevation is partially obscured and features no visible secondary entrances or doorways.

The parcel landscaping consists of dry, cut grass areas and concrete and asphalt parking areas. Two gated entrances appear along the southeast corner (accessing by Highway 59) and northwest corner of the parcel (accessing Cooper Avenue). The buildings appear to be in good condition.

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the this property include the history of the San Joaquin Valley, World War II Era Industry and Postwar Era Development, and post-World War II commercial warehouses as a building type.

SAN JOAQUIN VALLEY

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining. Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization. The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse. The bulk of the more than 800 rancho grants were bestowed during the Mexican Period. Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro-Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy.

WORLD WAR II ERA INDUSTRY AND POSTWAR ERA DEVELOPMENT

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island. The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs. During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and

later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico.

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has maintained its rural character since the 1960s.

POST-WORLD WAR II COMMERCIAL WAREHOUSES

Warehouse buildings' main function centers on goods (e.g., storing, processing, distributing, and often light manufacturing). Warehouse buildings exhibit utilitarian features by the nature of their use. Several issues have historically inspired their design. Fire safety and theft prevention needs resulted in builders using thick masonry walls and fire-resistant materials, such as iron for doors and shutters. The need to economize space led to the elimination of features, such as interior ceilings, partitions, and exterior ornamentation. Changing construction technologies allowed builders to adapt warehouse designs, from load-bearing brick to concrete construction (Page & Turnbull, Inc. 2009:93).

In 1916, creation of the forklift enabled warehouses to be organized more compactly, eventually changing the building typology from a multistory to single-story construction. Because of their utilitarian nature, warehouses often have compact rectangular footprints, with building heights made to accommodate multiple, stacked shipping pallets for storage. During the post-World War II period, warehouse development increased across the nation as industry became decentralized through the use of automobile/truck transportation (Munce 1960:54–55).

As technology improved, warehouses became less dependent on ventilation and natural light. Lighting, air-conditioning, and heating systems were eventually moved inside warehouses, which stripped exterior façades to having few or no windows, further reducing exterior detail. Additionally, as building materials improved, low-cost prefabrication options further stripped warehouse façades. Most warehouses became simple utilitarian buildings with simplistic footprints, boxed massing, flat roofs, and modest siding with exposed concrete or concrete block (Munce 1960:47–48).

Hybrid commercial warehouse buildings are often zoned for commercial use, but their exteriors resemble standard warehouses. Commercial warehouse buildings emerged from the post-World War II era. During that time, commercial warehouse, warehouse, and light-industrial buildings across the United States were built at city peripheries, in areas outside of older downtowns where trucking and shipping of goods could be accommodated. Often cities zoned such developments nearby but not intermixed with new housing developments. Commercial warehouses usually contain smaller business enterprises than dedicated warehouses; they contain space for warehouse use (e.g., storing, processing, and distributing goods), as well as consumer use with designated space for retail.

Commercial warehouse buildings have architectural elements of the standard warehouse typology. Key features include a rectangular footprint, one-story height, simple massing, raised foundation with loading docks, roll-up doors for vehicular use, minimal fenestration or complete lack of windows, utilitarian style, often with no ornamentation, prefabricated materials, and simple siding. In addition to their warehouse function, commercial warehouse buildings also feature architectural elements representing their commercial use, such as a discernable primary entrance, often with glazed doors, interior space for visitors, such as product showrooms, building signage displaying a product name, and adjacent parking for visitors. Finally, some smaller commercial warehouse properties have less interior storage space and rely on paved outdoor lots or yards for mechanical equipment, materials, or vehicles.

PRIOR OWNERSHIP RECORD

As of 2020 the property's documented owner is Hyway 59 Properties LLC, which has been in business since 2010 and has one registered agent, David H. Long. David Long is the CEO and founder of Hilltop Ranch, an agricultural processing company based in Ballico, CA. (Hilltop Ranch 2018). David Long also served as the Division 3 Director of the Merced Irrigation District, being elected to the MID Board in 2009 and re-elected in 2014 (Merced Irrigation District 2021). Associated tenants in 2020 include Mauser USA LLC- Fiber Drum and Clark Pest Control. As of 2020, the property is advertised as a lease by Tinetti Realty Group (ParcelQuest 2020; Google LLC).

EVALUATION

Under NRHP Criterion A and CRHR Criterion 1, 2777 N Highway 59 has casual association with the theme of community development in the San Joaquin Valley. No evidence suggests an important association with any theme of historic significance. No evidence suggests that 2777 N Highway 59 best embodies "new agricultural, industrial, and real estate industries" that emerged in San Joaquin, Stanislaus, and Merced Counties after World War II which influenced residential and population growth. No evidence suggests this property has an important association with the internment of Japanese Americans in World War II. Finally, while the property casually reflects the theme of commercial warehouses in the postwar period, no evidence suggests this complex best reflects the early adoption

of the property type in the Merced area or that the building imparted an important influence on development of the building type. Thus, 2777 N Highway 59 does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, 2777 N Highway 59 does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Investigation into Hyway 59 Properties LP revealed no evidence of work significant to history. David Long, the registered Agent for Hyway 59 Properties LP, is the founder and CEO of Hilltop Ranch, an almond huller-sheller and processing company founded in 1980 in Ballico. Research suggests that this property does not best embody the location of the productive life of David Long, who began in the almond industry in 1980 with his purchase of an almond orchard in Ballico, nor did research show that David Long himself has an important association with this property. Hilltop Ranch runs its core operations in Ballico and has remained in that area through its 2002 expansions along Turlock Road (Hilltop Ranch 2018). Occupants currently associated with the property include Clark Pest Control and Mauser USA LLC. No research revealed that this location holds important association with the productive life of any notable agents of these businesses. Research revealed no works of these occupants that had historic significance with important associations to the property. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3, 2777 N Highway 59 does not have architectural significance. 2777 N Highway 59 reflects common hallmarks of the warehouse typology, including modest exterior architectural embellishments, fire-resistant wall cladding and construction materials, simple rectangular footprints, modest utilitarian fenestration patterns, industrial type roll-top doors, metal pedestrian doors with secure locking mechanisms, and warehouse loading docks with canopies. Commercial warehousing dates to the immediate postwar period as technology surrounding organization and storage of products improved throughout World War II. Warehouse properties became ubiquitous across the country as transportation networks improved in the 1950s and warehouse construction and use expanded on the fringes of established communities where space allowed greater functionality. These types of properties rarely express a distinct architectural style, which reflects their utilitarian function of storage, processing, and light manufacturing. As such, the commercial and industrial warehouse buildings at 2777 N Highway 59 do not have architectural significance as they embody typical features of the building type. The commercial office building dates to 1981 and does not appear to be a high-style example of a particular method, type, or period of construction nor does it display high artistic values nor ties to a master builder or architect. No evidence suggests that the commercial warehouse buildings have any connections to a master builder or architect nor that the warehouse buildings best reflect a particular method, type, or period of construction. No evidence suggests that 2777 N Highway 59 represents the first or foremost example, or a novel or innovative example of these building typologies. The property as a whole does not display high artistic values. Thus, 2777 N Highway 59 is not significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that 2777 N Highway 59 is not likely to yield information important to history. Thus, the property does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 2777 N Highway 59 is not eligible for listing in the NRHP/CRHR under A/1, C/3, and D/4 as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. “Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites.” In *Publications in Anthropology 74* (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Military Department. 2016. *California and the Second World War: San Francisco Metropolitan Area during World War II*. Sacramento, CA: California State Military Museums. Available: http://www.militarymuseum.org/SFWWII.html. Accessed December 11, 2020.

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Hilltop Ranch. 2018. *Our History*. Electronic Document. Available: https://hilltopranch.com/our-history/. Accessed: February 15, 2021.

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Rice, Richard, William Bullough, and Richard Orsi. 1988. *The Elusive Eden: A New History of California.* McGraw-Hill, Inc. New York, NY.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2777 North Highway 59

*Required information

State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HRI # _____
Trinomial _____
NRHP Status Code _____
Other Listings _____
Review Code _____ Reviewer _____ Date _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-26

P1. Other Identifier: 1743 Ashby Road; 2021-25
***P2. Location: ☐ Not for Publication ☒ Unrestricted**

***a. County** Merced **and** (P2b and P2c or P2d. Attach a Location Map, as necessary.)

***b. USGS 7.5' Quad** Merced **Date** 1962 T 7S; R 13S;__ ¼ of __¼ of **Sec:** 23; M.D.B.M.

c. Address: 1743 Ashby Road **City**: Merced **Zip:** 95348

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) APN 059-051-040-000

***P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)

The property at 1743 Ashby Road is a professional building located in Merced. The property has Spanish design elements. The building consists of two adjoined parts; a one-story building which front Ashby Road and has a low pitch gable roof composed of red clay tiles, textured stucco wall cladding, and modern vinyl windows. There is a full-length front porch sheltered by the extended roof , and supported by stucco-clad posts. Its roof has wooden fasciae. An ADA access ramp has been added in the last twenty years at the front elevation. The second building, adjoined at the gable, is a two-story section of similar make with a cross-gable red tile roof, stucco cladding, and wooden fascia. A secondary entrance is located on the two-story building, facing Miles Court, but the doorway was not visible from public right-of-way. This portion also has vinyl replacement windows, most consisting of a fixed upper window and a small rectangular slider portion at the base for airflow. The building is surrounded by a parking lot with grassy median strips and professional modern-era landscaping, mostly consisting of decorative trees, a combination of what appears to be pear and evergreen.

***P3b. Resource Attributes:** (List attributes and codes) HP6. 1-3 story commercial building,
***P4. Resources Present:** ☐ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5b. Description of Photo: (View, date, accession #) June 12, 2020, view facing southeast

***P6. Date Constructed/Age and Sources:**
☒ Historic ☐ Prehistoric ☐ Both
Built c. 1946-1958, Historicaerials.com

***P7. Owner and Address:**
H&H Properties
PO Box 547
San Jose CA 95106

***P8. Recorded by:** (Name, affiliation, address)
Christine Cruiess
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***P9. Date Recorded:** June 12, 2020
***P10. Survey Type:** (Describe)
Intensive

***P11. Report Citation:** ICF. 2021. *Historical Resource Inventory and Evaluation Report, San Joaquin Regional Rail Commission, ACE Ceres to Merced Extension*. March. (ICF 00144.20). Sacramento, CA. Prepared for San Joaquin Regional Rail Commission, Stockton, CA.

***Attachments:** NONE ☒ Location Map ☐ Sketch Map ☒ Continuation Sheet ☒ Building, Structure, and Object Record ☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record ☐ Photograph Record ☐ Other (list) _____

*NRHP Status Code 6Z
*Resource Name or # (Assigned by recorder) 2021-25

B1. Historic Name: N/A
B2. Common Name: N/A
B3. Original Use: Commercial **B4. Present Use:** Commercial
***B5. Architectural Style:** Commercial Mediterranean
***B6. Construction History:** (Construction date, alteration, and date of alterations) Built between 1946 and 1958. Replacement vinyl windows, retextured stucco and new doors c. 1990s, with ADA ramp added to façade likely in the same time period. Parking lot likely paved in the 1960s and repaved in the late twentieth century.

***B7. Moved?** ☒ No ☐ Yes ☐ **Date:** _____ **Original Location:** X
***B8. Related Features:**
B9. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The property at 1743 Ashby Road does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), nor does it appear to be an historical resource for purposes of the California Environmental Quality Act (CEQA). The property does not retain integrity to its original construction and does not meet any of the significance criteria necessary for eligibility for listing in the NRHP or CRHR. The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. (See continuation sheet)

B11. Additional Resource Attributes: (List attributes and codes)

***B12. References:**
See continuation sheet.

B13. Remarks:

***B14. Evaluator:**
Amanda Reese
ICF, 980 9th Street, Suite 1200
Sacramento, CA 95814

***Date of Evaluation:**
December 4, 2020
(This space reserved for official comments.)

***B10. Significance:** (continued from page 2)

HISTORIC CONTEXT

The most appropriate contexts for the evaluation of California Register of Historical Resources (CRHR) and National Register of Historic Places (NRHP) eligibility for the this property include the history and development of the San Joaquin Valley and World War II era industry and post-war development.

History of the San Joaquin Valley

Early European exploration of the coastal and inland trade routes of what became California began in the 1500s, but more than a century passed before Spain mounted a concerted colonization effort. The historical era in California began with Spanish colonization and is often divided into three distinctive chronological and historical periods: the Spanish or Mission Period (1542–1821), the Mexican or Rancho Period (1821–1848), and the American Period (1848–present). After Mexican independence in 1821, rule transitioned to the newly-established country of Mexico. The United States took control of California after the Mexican-American War in 1848 with the signing of the Treaty of Guadalupe Hidalgo. California became a state in 1850, and the development patterns in the state during the late nineteenth century were characterized by agricultural ventures, ranching, and mining.

Explorers, soldiers, missionaries, and ranchers led Spain's colonization effort, although the realities of settling a remote region repeatedly undermined Spain's theory and official policy of colonization (Rice et al. 1988). The Spanish government and subsequently the Mexican government issued rancho land grants to reward soldiers, promote settlement in California, and encourage agricultural and ranching enterprises. However, as late as the 1840s, after almost a century of effort, the region's economy remained colonial, its institutions fragmented, its military power negligible, and its population sparse (Rice et al. 1988). The bulk of the more than 800 rancho grants were bestowed during the Mexican Period (Perez 1996). Although exploration of the San Joaquin Valley occurred in the latter half of the Spanish period between 1772 and 1817, it was not until the Mexican Period that Europeans and Euro- Americans began settling in the region. Only one of the numerous ranchos granted between 1841 and 1846 within the San Joaquin Valley intersects the CEQA study area. Rancho Pescadero-Grimes, established in 1843, is in San Joaquin County near the present-day community of Tracy (Bureau of Land Management 2011).

World War II era Industry and Post-war Development

Transit networks connected the San Joaquin Valley to the rest of the nation and the world, enabling the region to play a major role in World War II efforts. War-related industries and activities brought thousands of people to the San Joaquin Valley. Established in 1942, the San Joaquin Depot was made up of distribution facilities at three separate locations—Tracy, Sharpe (Lathrop), and Stockton's Rough and Ready Island (California Military Department 2016a). The depots received, stored, and shipped supplies throughout the United States and the Pacific overseas combat areas. In addition, Permanente Metals, a manufacturer of aircraft parts and magnesium bombs, came to Lathrop. Lathrop was an ideal location for a magnesium plant, because a natural gas pipeline ran underneath the town and was a ready supplier to maintain the numerous furnaces required for production. Between 1942 and 1944, the plant became the most important source of magnesium in California, which was used to make aircraft parts and bombs (Hillman and Covello 1985).

During World War II, the government ordered wartime internment of Japanese Americans, depleting Japanese American communities across the United States. Japanese American internees were evacuated and taken to temporary assembly centers, where they were processed and later relocated to larger internment camps. Temporary assembly centers for Japanese American internees were established throughout the San Joaquin Valley in Stockton, Turlock, Salinas, Merced, Fresno, and Tulare. The Stanislaus County Fairgrounds in Turlock operated as a temporary assembly center from April to August 1942. Over 3,500 detainees from the Sacramento River Delta and Los Angeles areas were held at this location before being transported to a permanent internment camp in Gila, New Mexico (Burton et al. 2000).

New agricultural, industrial, and real estate industries emerged in San Joaquin, Stanislaus, and Merced Counties after the war and resulted in residential and population growth. Since then, the San Joaquin Valley has experienced sporadic periods of residential development; however, the landscape has generally maintained its rural character since the 1960s.

1743 Ashby Road was constructed c. 1946-1958 and extremely limited information about its prior occupants could be obtained due to research restrictions during the COVID-19 pandemic. It is currently occupied by a social services agency.

EVALUATION

Under NRHP Criterion A or CRHR Criterion 1, 1743 Ashby Road has association with the theme of commercial development. However research indicates the property was part of the typical commercial outgrowth of Merced, likely related to the creation of highway 99 to the south, for ease of access to transportation and commerce. It does not appear to be related to pioneer commercial development in Merced, instead representing the haphazard development patterns common among the mid-century businesses built lining Highway 99. Merced. Commercial development is usually considered significant under NRHP Criterion A and CRHR Criterion 1 when associated with trends and events that have made a significant contribution to the broad patterns of history, particularly events that have had a lasting influence on the community and/or economic history of a locale or region. However, given the lack of information regarding the

building at 1743 Ashby Road, it does not appear to have had a lasting influence on the community, instead representing simple patterns of development within Merced. Thus, 1743 Ashby Road does not appear significant NRHP Criterion A or CRHR Criterion 1.

Under NRHP Criterion B or CRHR Criterion 2, this property does not appear to have an association with any significant persons important to history. Research revealed limited records about past owners of the resource. Due to COVID-19 research constraints, research only uncovered minimal information about property ownership. As a result, significance under Criterion B/2 could not be evaluated.

Under NRHP Criterion C or CRHR Criterion 3 this property does not appear to have architectural significance. It is not the work of a master, or representative of a particular style, and is instead a typical commercial building with some limited Spanish influence such as the tile roof, covered porch and stucco siding. However, it is not a good example of the style and has had significant alterations including the replacement of all the windows and resurfacing of the stucco siding. The property does not present a cohesive example of commercial architecture dating to its period of construction. Thus, 1743 Ashby Road does not appear significant under NRHP Criterion C or CRHR Criterion 3.

Finally, the lack of associated historical significance described in the application of NRHP Criteria A or C and CRHR Criteria 1 and 3 supports a conclusion that this built environment resource is not likely to yield information important to history. Thus, 1743 Ashby Road does not appear significant under NRHP Criterion D or CRHR Criteria 4.

CONCLUSION

In conclusion, 1743 Ashby Road is not eligible for listing in the NRHP/CRHR as an individual resource or as part of a potential historic district due to its lack of historical and architectural significance. This property was evaluated in accordance with Section 15064.5(a) (2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code, and appears not to be a historical resource for the purposes of CEQA.

***B12. References**

Bureau of Land Management. 2011. Public Land Survey System Data for California. Available at http://www.geocommunicator.gov/Geocomm/lsis_home/home/index.htm. Accessed February 2016.

Burton, Jeffery F., Mary M. Farrell, Florence B. Lord, and Richard W. Lord. 2000. Confinement and Ethnicity: An Overview of World War II Japanese American Relocation Sites. In Publications in Anthropology 74 (Revised). Tucson, AZ: Western Archaeological and Conservation Center, National Park Service, U.S. Department of the Interior.

California Military Department. 2016a. California and the Second World War: San Francisco Metropolitan Area during World War II. Sacramento, CA: California State Military Museums. Available at http://www.militarymuseum.org/SFWWII.html. Accessed February 2016.

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Perez, C. N. 1996. Land Grant in Alta California. Rancho Cordova, CA: Landmark Enterprises.

Rice, Richard, William Bullough, and Richard Orsi.1988. The Elusive Eden: A New History of California. New York, NY: McGraw-Hill, Inc.

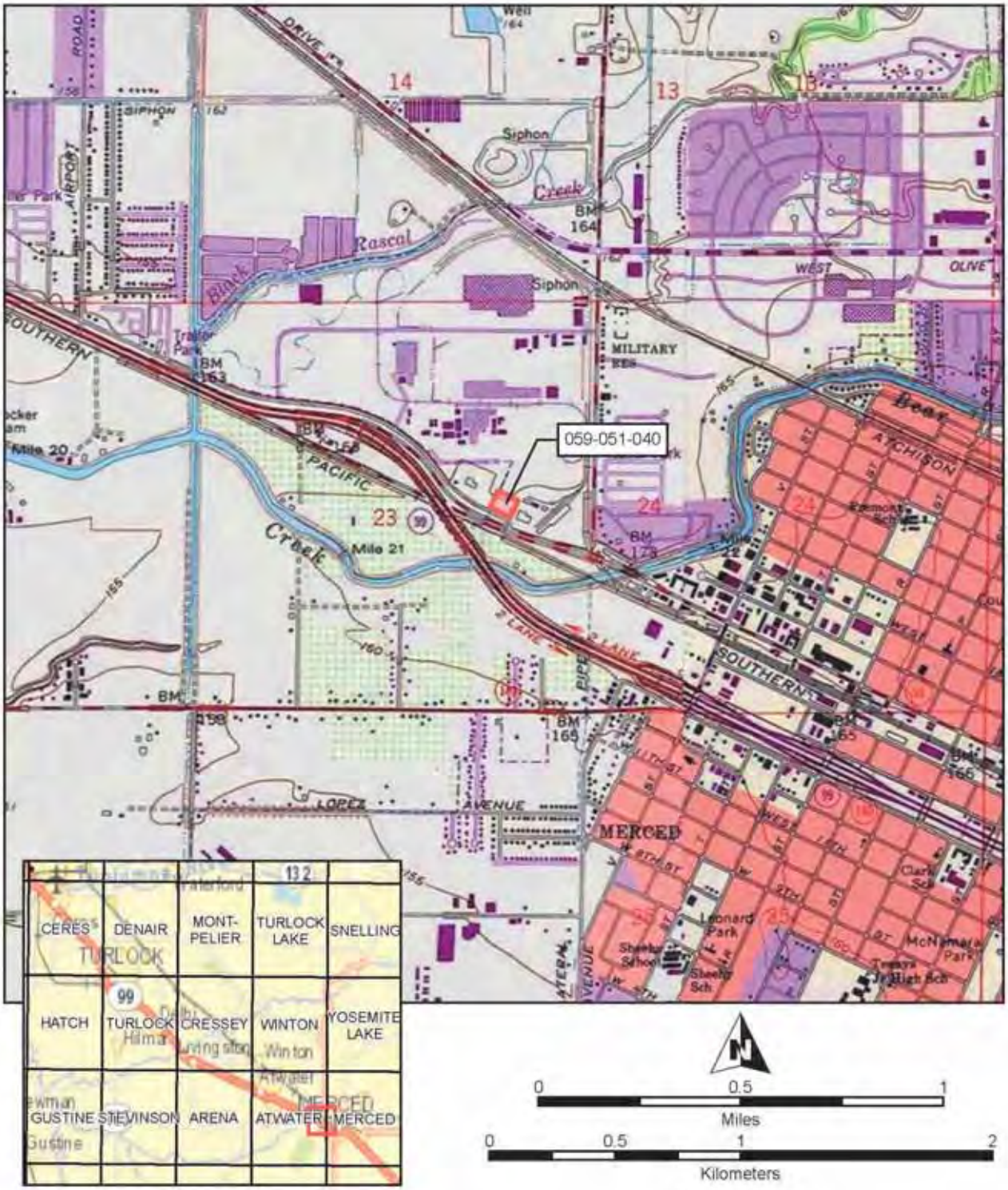
Photograph 2. View northeast.

Photograph 3. View northeast.

LOCATION MAP

Primary #
HRI#
Trinomial

*Resource Name or #: 2021-25



Key to USGS 7.5' quads depicted

SCALE 1:24,000

*Required information