PROPOSED NEGATIVE DECLARATION

ALTA AVENUE (ROAD 80) AND NEBRASKA AVENUE (AVENUE 424) ROUNDABOUT PROJECT

PREPARED FOR:

CITY OF DINUBA

Together, A Better Community

CALIFORNIA • 1906

www.dinuba.org

OCTOBER 2020

PREPARED BY:

Yamabe & Horn Engineering, Inc.

CIVIL ENGINEERS • LAND SURVEYORS

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1. INTRODUCTION

1.1 Regulatory Guidance

The Initial Study as prepared in accordance with CEQA, Public Resources Code 21000 et. Seq., and the State CEQA Guidelines, Title 14 California Code of Regulations (CCR) 15000 et. Seq. An Initial Study is prepared by a lead agency to determine if a project may have a significant effect on the environment. The Initial Study relies on expert opinion based on facts, technical studies, or other substantial evidence to document its findings.

In accordance with State CEQA Guidelines 15064(a), an Environmental Impact Report (EIR) must be prepared if there is substantial evidence that a project may have a significant effect on the environment. A Negative Declaration is prepared if the agency finds that a proposed project would not have a significant effect on the environment, and if the lead agency prepared a written statement supporting that finding. A Mitigated Negative Declaration shall be prepared with the Initial Study when the study identifies potentially significant effects, but revisions made to the project and agreed to by the project applicant would avoid or mitigate the effects of the project.

1.2 Lead Agency

The lead agency is the public agency with primary responsibility over the proposed project. In accordance with State CEQA Guidelines 15051 (b)(1), "the lead agency will normally be the agency with general governmental powers, such as a city or county, rather than an agency with a single or limited purpose." The lead agency for the Proposed Project is the City of Dinuba.

1.3 Project Objective

The proposed project consists of constructing a single lane roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424). The project will include concrete curb and gutter, sidewalk, median islands, landscape and irrigation, storm drain facilities, and other miscellaneous street improvements.

The Project Location and Vicinity Map for the proposed project are provided in Appendix A as Exhibit 1 and 2, respectively. Right-of-way acquisition will be required from 12 property owners around the roundabout (APNs 013-050-012, 013-100-03, 013-100-04, 013-100-05, 013-100-06, 03-100-07, 03-100-08, 014-071-001, 014-071-002, 014-071-003, 014-072-003, 014-072-004, 014-380-021, 014-380-022, 014-380-023 and 014-380-024).

1.4 Summary of Findings

This Negative Declaration includes the Initial Study and Environmental Checklist that identifies potential environmental impacts and a discussion of each impact that would result from implementation of the proposed project. Based on the Initial Study, Environmental Checklist and the supporting environmental analysis provided in this document, development of the proposed project would result in the following impacts:

- No Impact: Aesthetics, Agriculture and Forestry Resources, Biological Resources, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation/Traffic, Tribal Cultural Resources, Utilities and Services Systems, and Mandatory Findings of Significance

- Less than Significant Impacts: Air Quality, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Wildlife, and Noise

In accordance with State CEQA Guidelines 15070, a Negative Declaration (ND) may be prepared if the proposed project will not have a significant effect on the environment. There is no substantial evidence that the proposed project would have a significant effect on the environment based on the available project information and the environmental analysis presented in this document. Therefore, a Negative Declaration is proposed to be adopted in accordance with CEQA Guidelines.

1.5 Acronyms Used in this Document

Air District..... San Joaquin Valley Unified Air Pollution Control District
APN..... Assessor's Parcel Number
ARB..... Air Resources Board
BMP ..... Best Management Practices
CAAQS ..... California Ambient Air Quality Standards
Caltrans..... California Department of Transportation
CARB ..... California Air Resources Board
CCAA ..... California Clean Air Act
CCR ..... California Code of Regulations
CDFW ..... California Department of Fish and Wildlife
CEQA..... California Environmental Quality Act
CITY..... City of Dinuba
CMAQ ..... Congestion Mitigation and Air Quality Improvement Programs
CO..... Carbon Monoxide
CO2e..... Carbon Dioxide Equivalents
EIR ..... Environmental Impact Report
FHWA ..... Federal Highway Administration
GHG..... Greenhouse Gases
HAP..... Hazardous Air Pollutants
HFC..... Hydrofluorocarbons
IS/MND ..... Initial Study / Mitigated Negative Declaration
NAHC..... Native American Heritage Commission
NAAQS ..... National Ambient Air Quality Standards
ND..... Negative Declaration
NESHAP ..... Nation Emission Standards for Hazardous Air Pollutants
NHTSA..... National Highway Traffic Safety Administration
PM_{10} ..... Particulate Matter less than 10 Microns in Diameter
$PM_{2.5}$ ..... Particulate Matter less than 2.5 Microns in Diameter
PROPOSED PROJECT..... Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project
RWQCB ..... Regional Water Quality Control Board
SCH ..... State Clearinghouse
SJVAB..... San Joaquin Valley Air Board
SJVAPCD ..... San Joaquin Valley Air Pollution Control District
SRRTYT..... Santa Rosa Rancheria Tachi Yokut Tribe
U.S. EPA..... United States Environmental Protection Agency

2. ENVIRONMENTAL SETTING

2.1 Site-Specific Environmental Setting

The project is located at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424), in the City of Dinuba, within the County of Tulare, in the San Joaquin Valley, California.

The topography of the project limits is characterized by relatively flat terrain, typical of the City and the San Joaquin Valley. Existing plant life surrounding the project consists primarily of undeveloped areas, residential landscape planting, including trees, shrubs, and grass lawns, and few orchard trees. Due to development of the area, there is no suitable habitat for native plant or animal species.

The area climate is Mediterranean which is characterized by hot dry summers and mild winters. It is not uncommon for maximum temperatures to exceed 100 degrees during the summer months. The rainy season generally extends from November through April. Average annual precipitation is approximately 10 inches.

The area soils are generally composed of Sandy Loam and Flamen Loam. These soils are well drained and are formed from granitic alluvium.

The City of Dinuba is located within the San Joaquin Valley Air Basin (SJVAB), which currently does not meet Ozone and Particulate Matter National and State Ambient Air Quality Standards. The City is under the jurisdiction of the San Joaquin Valley Air Pollution Control District (SJVAPCD).

2.2 Land Use

The City supports a variety of land uses including residential, commercial, industrial, and agricultural uses.

The project will be located within City public street right-of-way and is surrounded by one-family residential (R-1-10), community commercial (C-3), and residential acreage (R-A) land use, see Exhibit 3 and 4 in Appendix A.

3. PROJECT INFORMATION

3.1 Background

The intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) is currently improved with a traffic signal.

The proposed project has received Federal funding through the Measure – R and the Congestion Mitigation and Air Quality Improvement Programs (CMAQ). The proposed project will consist of a single lane roundabout to help mitigate the current pollution that occurs with the existing traffic signals.

3.2 Location

The proposed project is located in the City of Dinuba, County of Tulare, California. The proposed project is located at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424), as shown on the Vicinity Map, see Exhibit 2 in Appendix A.

3.3 Project Description

The proposed project consists of a single lane roundabout. A Location Map and Vicinity Map for the proposed project are provided in Appendix A as Exhibit 1 and 2, respectively.

The project will consist of constructing a single lane roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424). The construction of the roundabout will include concrete curb and gutter, sidewalk, median islands, landscape and irrigation, storm drain facilities, and other miscellaneous street improvements.

Right-of-way acquisition will be required from 12 property owners around the roundabout (APNs 013-050-012, 013-100-03, 013-100-04, 013-100-05, 013-100-06, 03-100-07, 03-100-08, 014-071-001, 014-071-002, 014-071-003, 014-072-003, 014-072-004, 014-380-021, 014-380-022, 014-380-023 and 014-380-024).

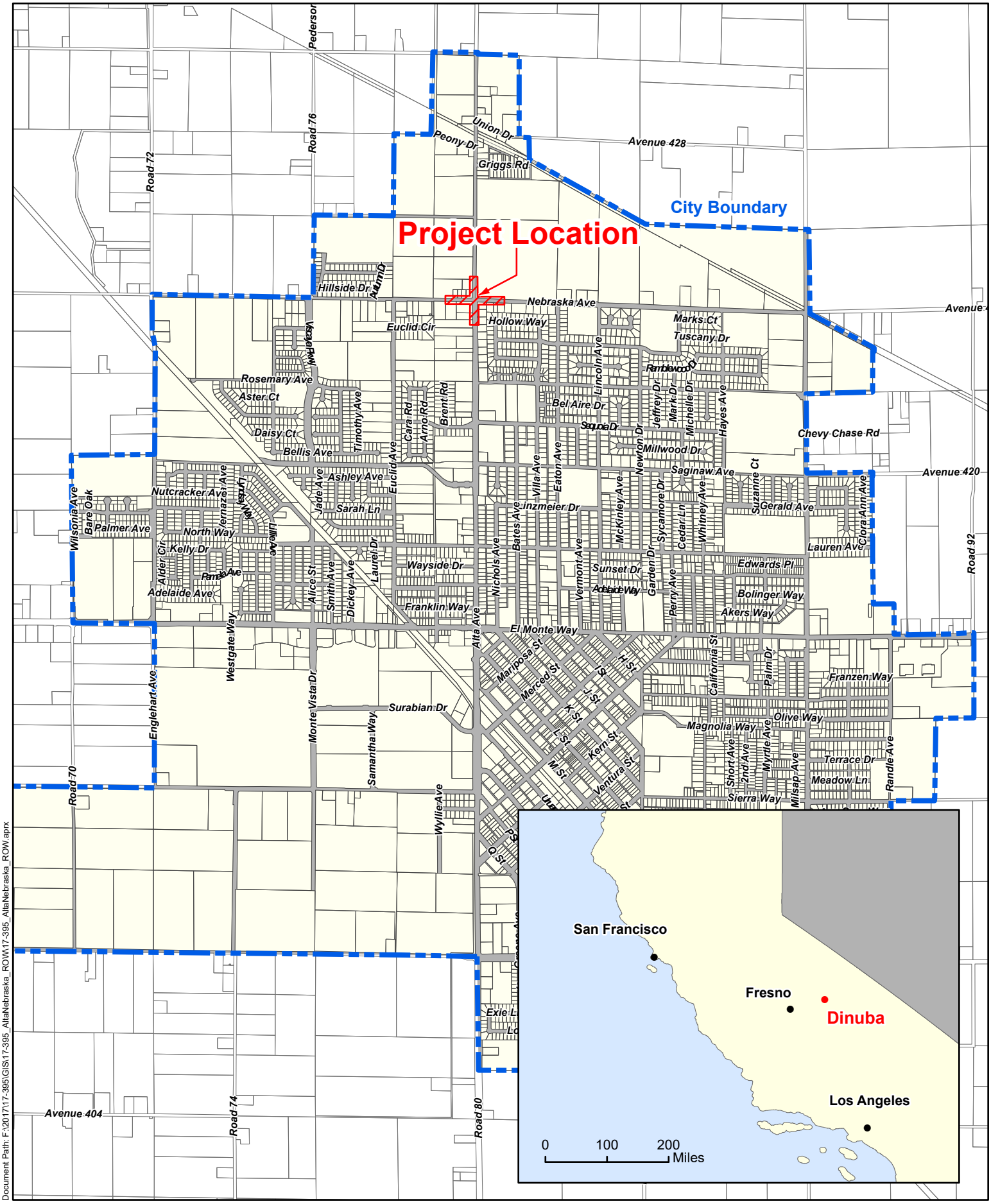
3.4 Proposed Project Schedule

Construction on the proposed project is scheduled to begin Spring 2021.

4. FINDINGS AND CONCLUSIONS

Based on the initial findings and conclusion of the environmental checklist, provided within this document, it is concluded that implementation of the proposed project will not have a significant effect on the environment. The City will be preparing a Negative Declaration for the Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project.

APPENDIX A – Maps and Plans



Document Path: F:\2017\17-395\GIS\17-395_AltaNebraska_ROW\17-395_AltaNebraska_ROW.aprx

Location Map

Exhibit 1

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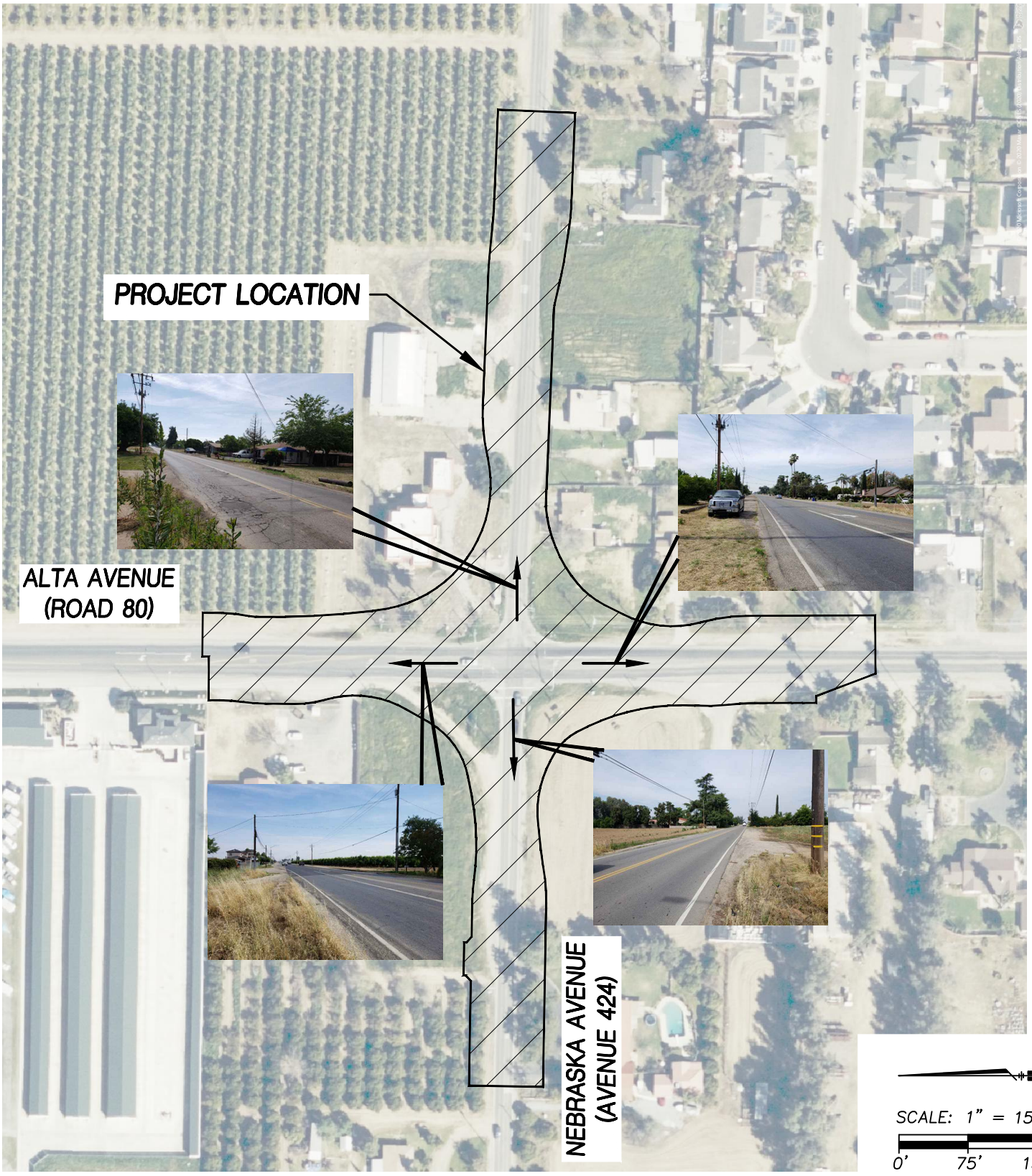

Yamabe & Horn Engineering, Inc.
CIVIL ENGINEERS • LAND SURVEYORS
2985 N. BURL AVENUE SUITE 101 FRESNO, CA 93727
TEL (559) 244-3123 WEBSITE YANDHENGR.COM

Ref. & Rev.

CITY OF DINUBA

ALTA AVENUE AND NEBRASKA AVENUE ROUNDABOUT PROJECT VICINITY MAP

Dr. By: TJ
Ch. By: JW
Date: 10/08/2020

YH Job No. 17-395
Sheet No. 1
of 1 Sheets

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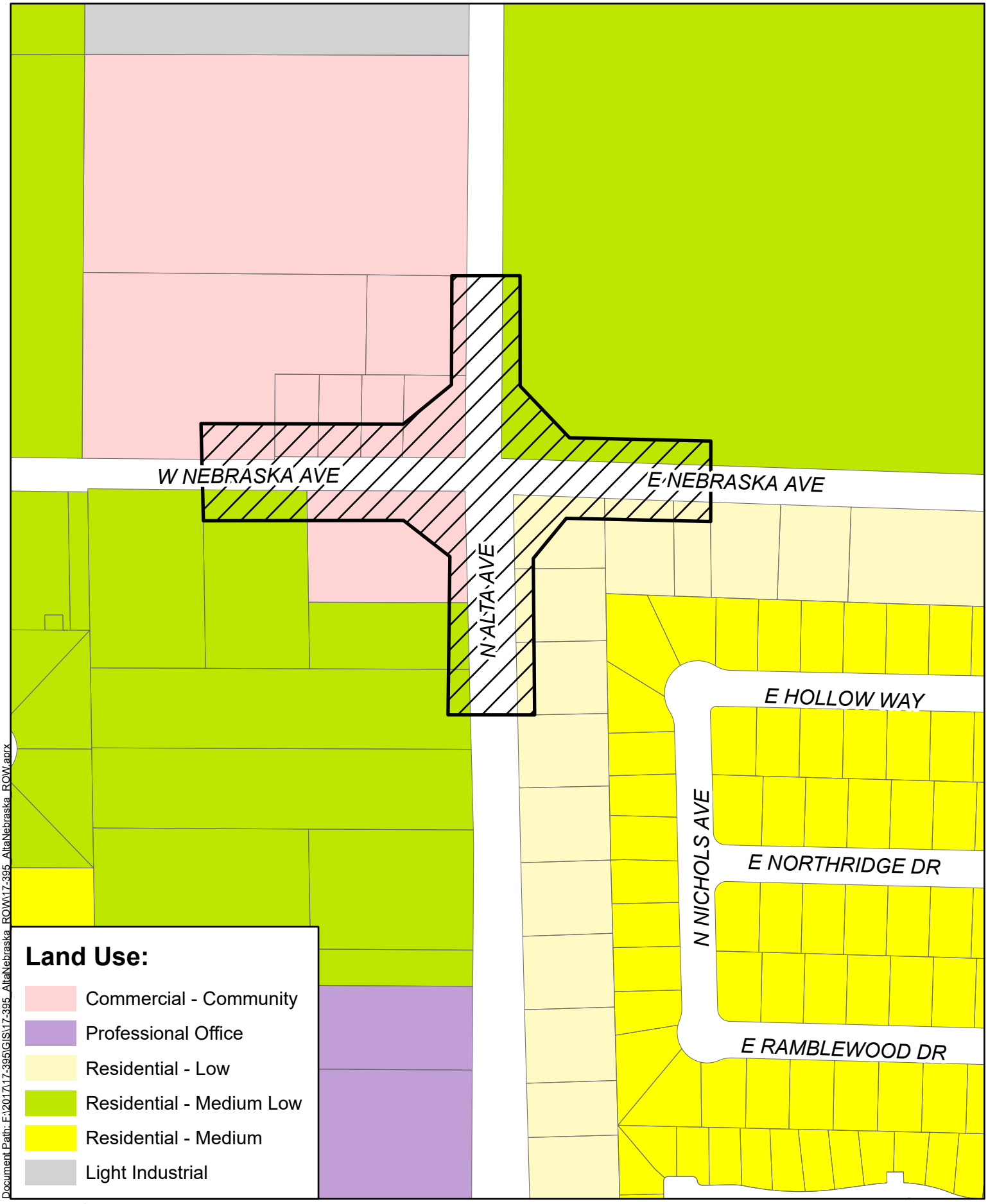

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Project Location

0 100 200 Feet

Alta Avenue and Nebraska Avenue Roundabout Project
Land Use Map

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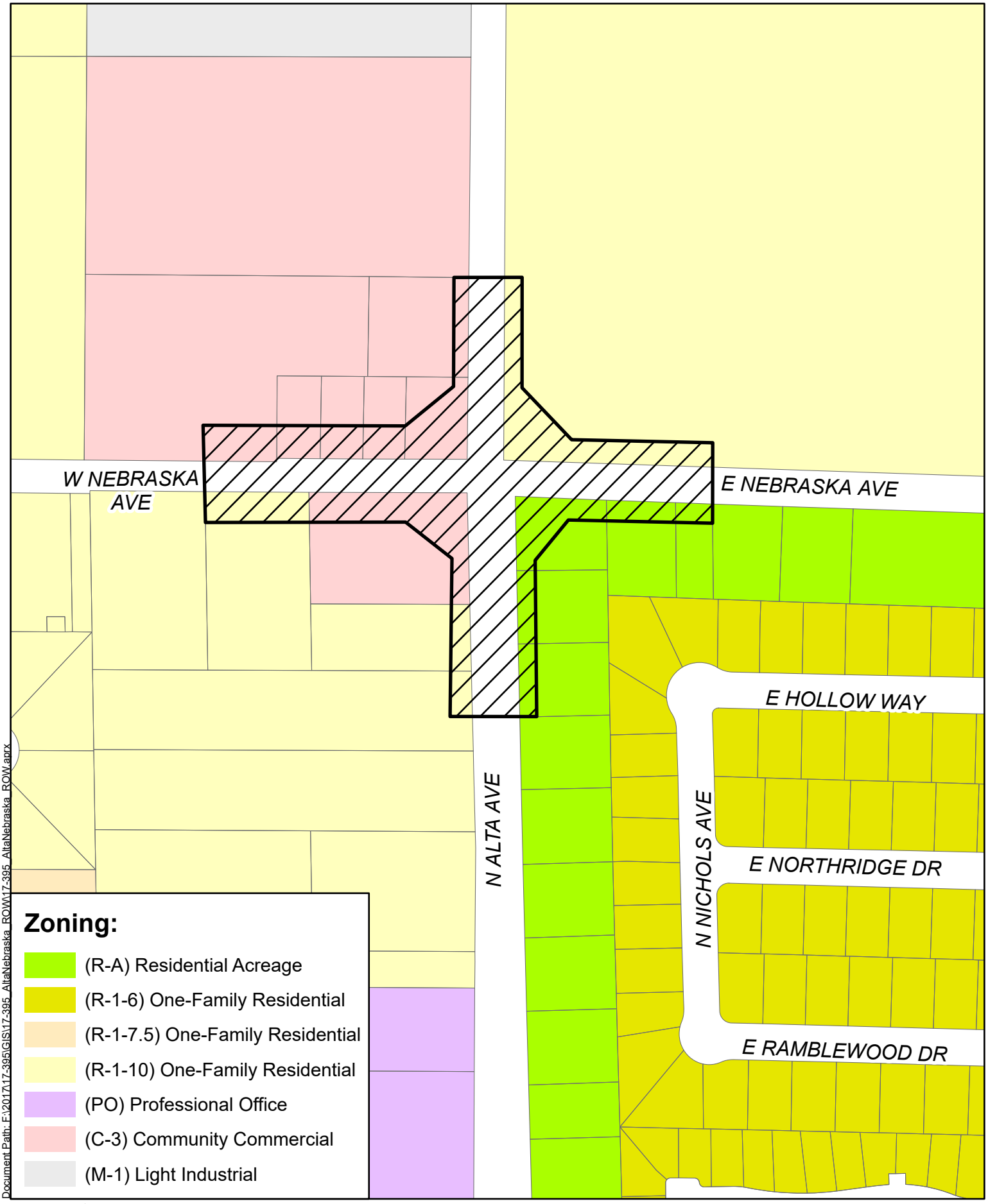

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Alta Avenue and Nebraska Avenue Roundabout Project
Zoning Map

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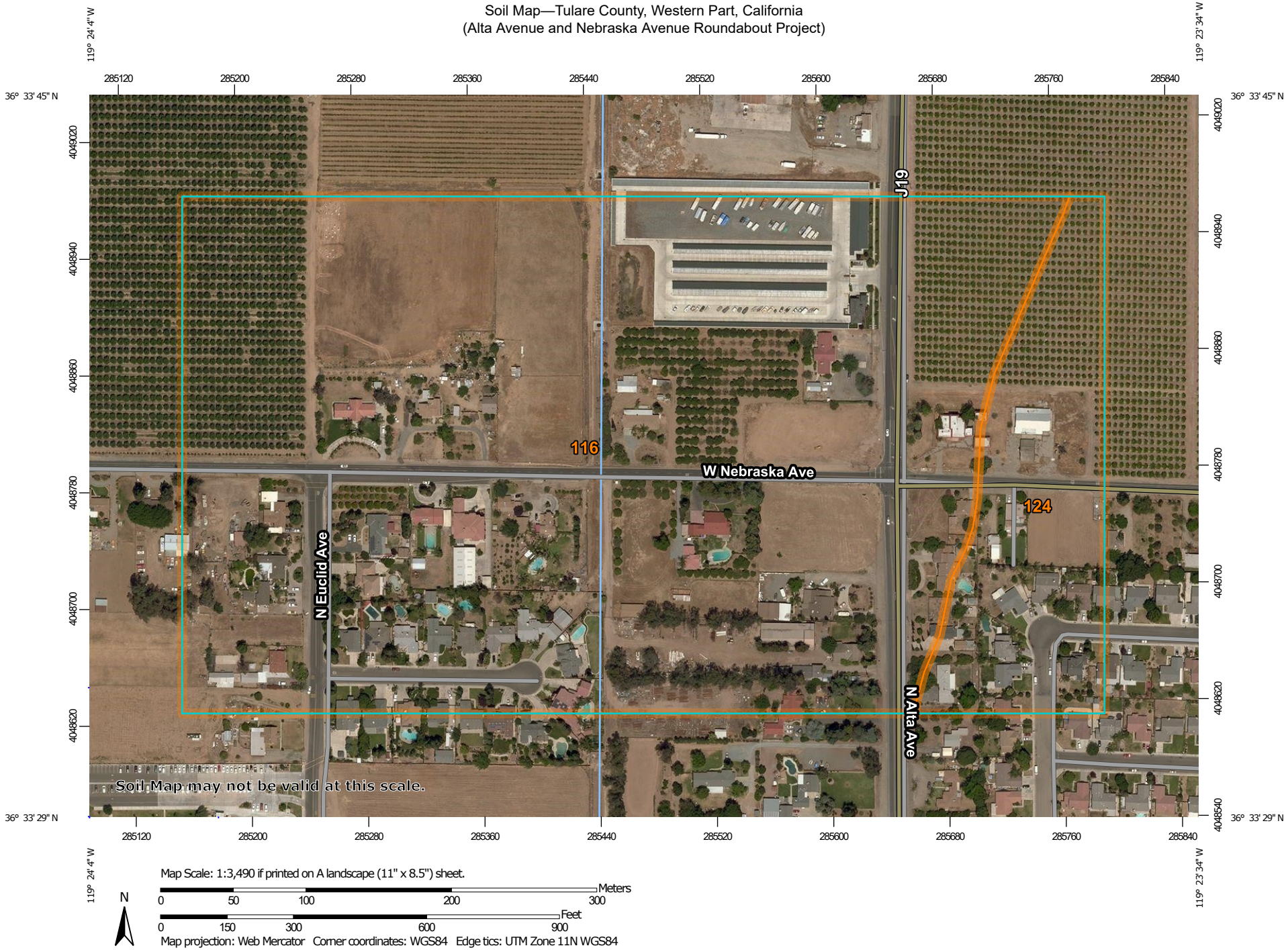
Soil Map—Tulare County, Western Part, California
(Alta Avenue and Nebraska Avenue Roundabout Project)



MAP LEGEND

Area of Interest (AOI)
- Area of Interest (AOI)

Soils
- Soil Map Unit Polygons
- Soil Map Unit Lines
- Soil Map Unit Points

Special Point Features
- Blowout
- Borrow Pit
- Clay Spot
- Closed Depression
- Gravel Pit
- Gravelly Spot
- Landfill
- Lava Flow
- Marsh or swamp
- Mine or Quarry
- Miscellaneous Water
- Perennial Water
- Rock Outcrop
- Saline Spot
- Sandy Spot
- Severely Eroded Spot
- Sinkhole
- Slide or Slip
- Sodic Spot
- Spoil Area
- Stony Spot
- Very Stony Spot
- Wet Spot
- Other
- Special Line Features

Water Features
- Streams and Canals

Transportation
- Rails
- Interstate Highways
- US Routes
- Major Roads
- Local Roads

Background
- Aerial Photography

MAP INFORMATION

The soil surveys that comprise your AOI were mapped at 1:24,000.

Warning: Soil Map may not be valid at this scale.

Enlargement of maps beyond the scale of mapping can cause misunderstanding of the detail of mapping and accuracy of soil line placement. The maps do not show the small areas of contrasting soils that could have been shown at a more detailed scale.

Please rely on the bar scale on each map sheet for map measurements.

Source of Map: Natural Resources Conservation Service
Web Soil Survey URL:
Coordinate System: Web Mercator (EPSG:3857)

Maps from the Web Soil Survey are based on the Web Mercator projection, which preserves direction and shape but distorts distance and area. A projection that preserves area, such as the Albers equal-area conic projection, should be used if more accurate calculations of distance or area are required.

This product is generated from the USDA-NRCS certified data as of the version date(s) listed below.

Soil Survey Area: Tulare County, Western Part, California
Survey Area Data: Version 12, Sep 12, 2018

Soil map units are labeled (as space allows) for map scales 1:50,000 or larger.

Date(s) aerial images were photographed: May 12, 2015—May 16, 2015

The orthophoto or other base map on which the soil lines were compiled and digitized probably differs from the background imagery displayed on these maps. As a result, some minor shifting of map unit boundaries may be evident.

Map Unit Legend

Map Unit Symbol	Map Unit Name	Acres in AOI	Percent of AOI
116	Flamen loam, 0 to 2 percent slopes	48.5	87.0%
124	Hanford sandy loam, 0 to 2 percent slopes	7.3	13.0%
Totals for Area of Interest		**55.8**	**100.0%**

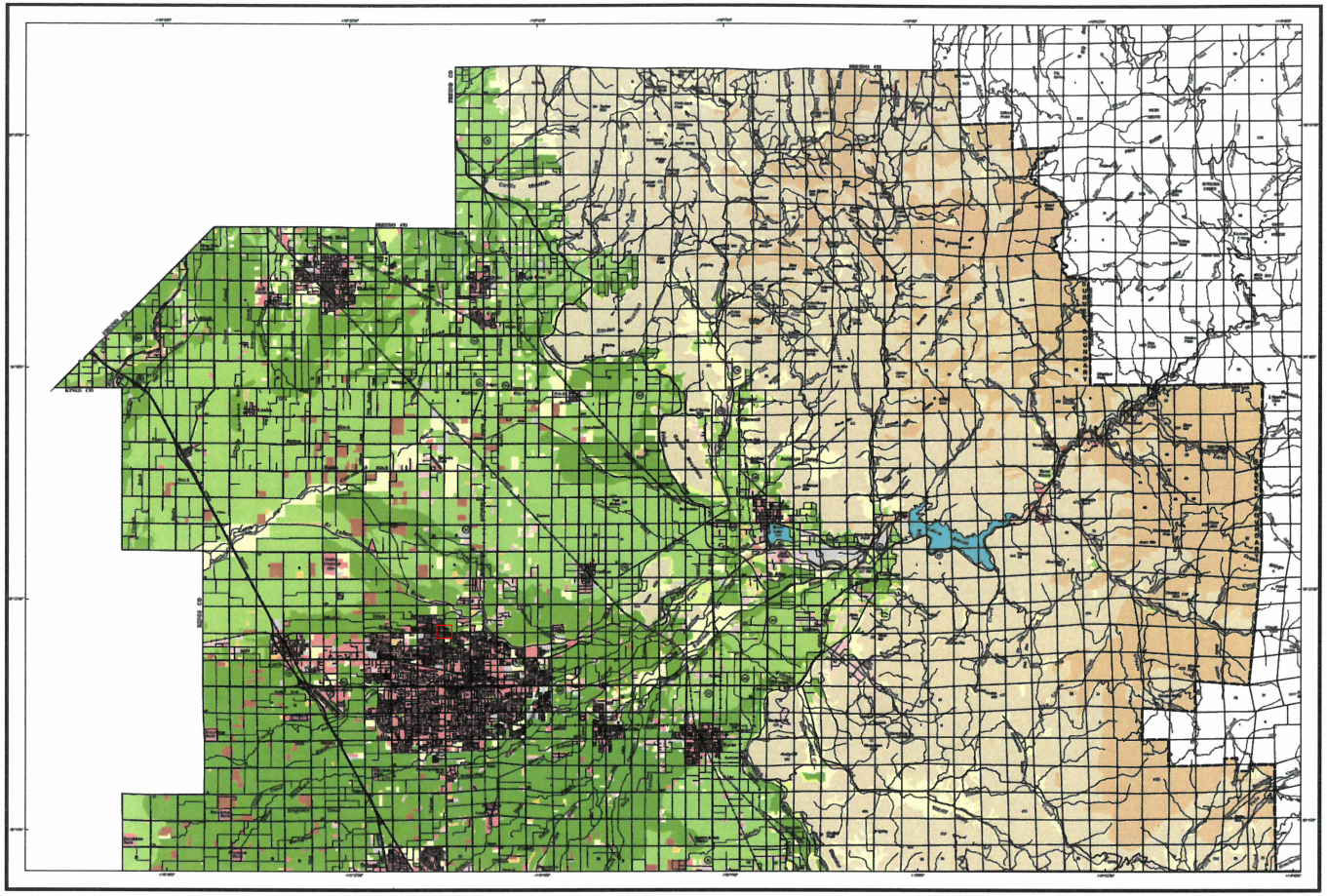
STATE OF CALIFORNIA
Edmund G. Brown Jr., Governor
THE NATURAL RESOURCES AGENCY
John Laird, Secretary
DEPARTMENT OF CONSERVATION
David Bunn, Director

RURAL LAND MAPPING EDITION

TULARE COUNTY IMPORTANT FARMLAND 2016

SHEET 1 OF 2

CALIFORNIA DEPARTMENT OF CONSERVATION
DIVISION OF LAND RESOURCE PROTECTION
FARMLAND MAPPING AND MONITORING PROGRAM



PRIME FARMLAND
PRIME FARMLAND HAS THE BEST COMBINATION OF PHYSICAL AND CHEMICAL FEATURES ABLE TO SUSTAIN THE LONG TERM AGRICULTURAL PRODUCTION. THIS LAND HAS THE SOIL QUALITY, GROWING SEASON, AND MOISTURE SUPPLY NEEDED TO PRODUCE SUSTAINED HIGH YIELDS. LAND MUST HAVE BEEN USED FOR IRRIGATED AGRICULTURAL PRODUCTION AT SOME TIME DURING THE FOUR YEARS PRIOR TO THE MAPPING DATE.

FARMLAND OF STATEWIDE IMPORTANCE
FARMLAND OF STATEWIDE IMPORTANCE IS SIMILAR TO PRIME FARMLAND BUT WITH MINOR SHORTCOMINGS, SUCH AS GREATER SLOPES OR LESS ABILITY TO STORE SOIL MOISTURE. LAND MUST HAVE BEEN USED FOR IRRIGATED AGRICULTURAL PRODUCTION AT SOME TIME DURING THE FOUR YEARS PRIOR TO THE MAPPING DATE.

UNIQUE FARMLAND
UNIQUE FARMLAND CONSISTS OF LESSER QUALITY SOILS USED FOR THE PRODUCTION OF THE STATE'S LEADING AGRICULTURAL CROPS. THIS LAND IS USUALLY IRRIGATED, BUT MAY INCLUDE NONIRRIGATED ORCHARDS OR VINEYARDS AS FOUND IN SOME CLIMATIC ZONES IN CALIFORNIA. LAND MUST HAVE BEEN CROPPED AT SOME TIME DURING THE FOUR YEARS PRIOR TO THE MAPPING DATE.

FARMLAND OF LOCAL IMPORTANCE
LAND THAT PRODUCES DRYLAND GRAINS (BARLEY AND OTHERS). LANDS THAT HAVE PHYSICAL CHARACTERISTICS THAT WOULD QUALIFY FOR "PRIME" OR "STATEWIDE IMPORTANT" FARMLANDS EXCEPT FOR THE LACK OF IRRIGATION WATER, AND LANDS THAT CURRENTLY SUPPORT CONFINED LIVESTOCK, POULTRY, AND/OR AQUACULTURE OPERATIONS.

GRAZING LAND
GRAZING LAND IS LAND ON WHICH THE EXISTING VEGETATION IS SUITED TO THE GRAZING OF LIVESTOCK.

CONFINED ANIMAL AGRICULTURE
CONFINED ANIMAL AGRICULTURAL LANDS INCLUDE POULTRY FACILITIES, FEEDLOTS, DAIRY FACILITIES, AND FISH FARMS. IN SOME COUNTIES, CONFINED ANIMAL AGRICULTURE IS A COMPONENT OF THE FARMLAND OF LOCAL IMPORTANCE CATEGORY.

NONAGRICULTURAL AND NATURAL VEGETATION
NONAGRICULTURAL AND NATURAL VEGETATION INCLUDES HEAVILY WOODED, ROCKY OR BARREN AREAS, RIPARIAN AND WETLAND AREAS, GRASSLAND AREAS TOO WET (QUALIFY FOR GRAZING LAND DUE TO THEIR SIZE OR LAND MANAGEMENT RESTRICTIONS), SMALL WATER BODIES AND RECREATIONAL WATER BODIES. CONSTRUCTED WETLANDS ARE ALSO INCLUDED IN THIS CATEGORY.

SEMI-AGRICULTURAL AND RURAL COMMERCIAL LAND
SEMI-AGRICULTURAL AND RURAL COMMERCIAL LAND INCLUDES FARMSTEADS, AGRICULTURAL STORAGE AND PACKING SHEDS, UNPAVED PARKING AREAS, COMPOSTING FACILITIES, EQUINE FACILITIES, FIREWOOD LOTS, AND CHRISTMAS TREE PLANTATIONS.

VACANT OR DISTURBED LAND
VACANT OR DISTURBED LAND INCLUDES OPEN FIELD AREAS THAT DO NOT QUALIFY FOR AN AGRICULTURAL CATEGORY, MINERAL AND OIL EXTRACTION AREAS, OFF ROAD VEHICLE AREAS, ELECTRICAL SUBSTATIONS, CHANNELIZED CANALS, AND RURAL FREEWAY INTERCHANGES.

RURAL RESIDENTIAL LAND
RURAL RESIDENTIAL LAND INCLUDES RESIDENTIAL AREAS OF ONE TO FIVE STRUCTURES PER TEN ACRES.

URBAN AND BUILT-UP LAND
URBAN AND BUILT-UP LAND IS OCCUPIED BY STRUCTURES WITH A BUILDING DENSITY OF AT LEAST 1 UNIT TO 1.5 ACRES, OR APPROXIMATELY 0.67 STRUCTURES TO A 10 ACRE PARCEL. COMMON EXAMPLES INCLUDE RESIDENTIAL, INDUSTRIAL, COMMERCIAL, INSTITUTIONAL FACILITIES, GRAVEL MINES, AIRPORTS, GOLF COURSES, SANITARY LANDFILLS, SEWAGE TREATMENT, AND WATER CONTROL STRUCTURES.

WATER
PERENNIAL WATER BODIES WITH AN EXTENT OF AT LEAST 40 ACRES.

SCALE: 1:100,000

INDEX 1 OF 2

Important Farmland Maps are compiled by the Farmland Mapping and Monitoring Program (FMMP) pursuant to Section 65570 of the California Government Code. To create the maps, FMMP combines current land use information with U.S. Department of Agriculture Natural Resources Conservation Service (NRCS) soil survey data. Soil units qualifying for Prime Farmland and Farmland of Statewide Importance are determined by the NRCS. Changes to soil profiles subsequent to publication of NRCS-fielded Soil Survey Geographic (SSURGO) Database for California, November 29, 2016 are not reflected on this map. This map was developed using NRCS-gridded digital soil data (gSSURGO) and may contain individual soil units less than one acre.

Land use status is determined using current and historic aerial imagery, supplemental GIS data, and field verification. Imagery sources may include public domain datasets, web-based information, and commercially purchased data, depending on data availability. Supplemental data on land management status is obtained from federal, state, and local governments. Map reviewers at the local level contribute valuable information with their comments and suggestions. Please refer to FMMP field analyst reports for each county to obtain specific citations.

County boundaries for the 2016 Important Farmland Series are from the California Department of Forestry and Fire Protection's Fire and Resource Assessment Program (FRAP) 2009 version of California Counties GIS data.

Cultural base information for the Important Farmland Maps was derived from public domain data sets, based upon design of the U.S. Geological Survey, with updates generated by digitizing over current imagery.

This map should be used within the limits of its purpose – as a current inventory of agricultural land resources. This map does not necessarily reflect general plan or zoning designations, city limit lines, changing economic or market conditions, or other factors which may be taken into consideration when land use policies are determined. This map is not designed for parcel-specific planning purposes due to its scale and the ten-acre minimum land use mapping unit. Classification of important farmland and urban areas on this map is based on best available data. The information has been delineated as accurately as possible at 1:24,000-scale, but no data is more 1:24,000 National Map Accuracy Standards is made due to variations in the quality of source data.

The Department of Conservation makes no warranties as to the suitability of this product for any particular purpose.

Additional data is available at www.conservation.ca.gov/dlrp/fmmp, including detail on the program, full size PDF maps, map categories, statistics, field summaries, and GIS data for download. Contact the:

Farmland Mapping and Monitoring Program
801 K Street, MS 14-15
Sacramento, CA 95814
Phone: (916) 324-0850
e-mail: fmmp@conservation.ca.gov

Map published December 2017.

National Flood Hazard Layer FIRMette

FEMA

119°24'1"W 36°33'52"N

119°23'24"W 36°33'23"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- 513 Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 10/8/2020 at 7:20 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

APPENDIX B – Site Photos

Figure 1
From the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424): Looking West on Nebraska Avenue (Avenue 424) towards Euclid Avenue.

Figure 2
From the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424): Looking North on Alta Avenue (Road 80) towards “The Storage Station”.

Figure 3
From the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424): Looking East on Nebraska Avenue (Avenue 424) towards Eaton Avenue.

Figure 4
From the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424): Looking South on Alta Avenue (Road 80) towards Davis Drive.

Figure 5
Looking onto the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) from the Southeast corner property towards the Northwest

APPENDIX C – Initial Study

CEQA Appendix H
Environmental Information Form

Date Filed _____

General Information

1. *Name and Address of developer or project sponsor:*

   City of Dinuba, 405 E. El Monte Way (Avenue 416), Dinuba, CA 93618

2. *Address of project:* Intersection of Alta Avenue and Nebraska Avenue

   Assessor's Block and Lot Number:
   APNs 013-050-012, 013-100-03, 013-100-04, 013-100-05, 013-100-06, 03-100-07, 03-100-08, 014-071-001, 014-071-002, 014-071-003, 014-072-003, 014-072-004, 014-380-021, 014-380-022, 014-380-023 & 014-380-024.

3. *Name, address, and telephone number of the person to be contacted concerning this project*

   Jason Watts, P.E., City Engineer
   2985 N. Burl Ave. Suite #101, Fresno, CA 93727
   (559) 244-3123

4. *Indicate number of the permit application for the project to which this pertains*

   N/A

5. *List and describe any other related permits and other public approvals required for this project, including those required by city, regional, state, and federal agencies*

   N/A

6. *Existing Zoning District*

   The proposed project will be within existing and proposed public street right-of-way. The surrounding area is zoned as community commercial, one-family residential, and residential acreage use.

7. *Proposed use of site*

   Public roundabout and public street.

Project Description

8. *Site size*

3.75 +/- Acres

9. *Square footage*

163,780+/- Sq. Ft.

10. *Number of floors construction*

N/A

11. *Amount of off-street parking provided*

N/A

12. *Attach Plans*

No

13. *Proposed Scheduling*

See Section 3.4

14. *Associated Projects*

None

15. *Anticipated incremental development*

No

16. *If residential, include the number of units, schedule of unit sizes, range of sale prices or rents, and type of household size expected.*

N/A

17. *If commercial, indicate the type, whether neighborhood, city, or regionally oriented, square footage of sales area, and loading facilities.*

N/A

18. *If industrial, indicate type, estimated employment per shift, and loading facilities.*

N/A

19. *If institutional, indicate the major function, estimated employment per shift, estimated occupancy, loading facilities, and community benefit to be derived from the project.*

N/A

20. *If the project involves a variance, conditional use or rezoning application, state this and indicate clearly why the application is required.*

N/A

21. *Change in existing features of any bays, tidelands, beaches, or hills, or substantial alteration of ground contours.*

No

22. *Change in scenic view of vistas from existing residential areas or public lands or roads.*

No

23. *Change in pattern, scale, or character of general area of project*

Yes, from standard signal intersection to single lane roundabout.

24. *Significant amounts of solid waste or litter*

No

25. *Change in dust, ash, smoke, fumes, or odors in vicinity*

Yes, the project will create fugitive dust during construction activities. The project will conform to the requirements of San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII.

26. *Change in ocean, bay, lake, stream or ground water quality or quantity, or alteration of existing drainage patterns*

No

27. *Substantial change in existing noise or vibration levels in the vicinity*

Yes, during construction of the proposed project, there will be an increase in daytime noise levels in the project vicinity due to construction operations and equipment. Upon completion, the project will not cause an increase in noise levels.

28. *Site on filled land or on slope of 10 percent or more.*

No

29. *Hazardous Materials*

Yes, construction of the proposed project will require the use of diesel fuel, gasoline, oil, and lubricants for construction equipment.

30. *Substantial change in demand for municipal services (police, fire, water, sewage, etc.).*

No

31. *Substantially increase fossil fuel consumption (electricity, oil, natural gas, etc.).*

No

32. *Relationship to a larger project of series of projects.*

No

Environmental Setting

33. *Project Site Description*

The topography of the project limits is characterized by relatively flat terrain, typical of the City and the San Joaquin Valley. Existing plant life surrounding the project consists primarily of undeveloped areas, residential landscape planting, including trees, shrubs, and grass lawns, and few orchard trees. Due to development of the area, there is no suitable habitat for native plant or animal species. The project will be located within existing public street right-of-way.

34. *Project Surroundings*

The project is located within an urban area. The project is surrounded by community commercial, one-family residential, and residential acreage land use (see Exhibits 3 and 4).

Certification

I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this initial evaluation to the best of my ability, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

Date October 28, 2020 Signature _____

Jason Watts

CEQA APPENDIX G – Environmental Checklist Form

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

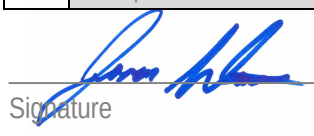
The environmental factors checked below would be potentially affected by this Project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages

☐	Aesthetics	☐	Agriculture Resources and Forest Resources	☐	Air Quality
☐	Biological Resources	☐	Cultural Resources	☐	Energy
☐	Geology / Soils	☐	Greenhouse Gas Emissions	☐	Hazards & Hazardous Materials
☐	Hydrology / Water Quality	☐	Land Use / Planning	☐	Mineral Resources
☐	Noise	☐	Population / Housing	☐	Public Services
☐	Recreation	☐	Transportation	☐	Tribal Cultural Resources
☐	Utilities / Service Systems	☐	Wildfire	☐	Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☒	I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
☐	I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
☐	I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
☐	I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
☐	I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature — October 28, 2020 (Date)

Signature — Date

ENVIRONMENTAL CHECKLIST

Aesthetics				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?	☐	☐	☐	☒
d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☒

AESTHETICS

a. Have a substantial adverse effect on a scenic vista?

No Impact: There are no scenic vistas within the Project vicinity therefore there is no impact.

Mitigation: None

b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact: The Project is not located along a state scenic highway. The project will include landscape and irrigation which will improve the site aesthetics.

Mitigation: None

c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and regulations governing scenic quality?

No Impact: The Project will not substantially degrade the existing visual quality of the project site or its surroundings.

Mitigation: None

d. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

No Impact: The Project will include installation of street lights typical of city street lighting, however no additional light sources will be installed, therefore there will be no impact.

Mitigation: None

Agriculture and Forest Resources					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d.	Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

AGRICULTURE AND FOREST RESOURCES

a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact: The Project will not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. The Project will be located in public street right-of-way in an urban area. (see Exhibits 3 and 4).

Mitigation: None

b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact: The Project will not conflict with existing zoning for agricultural use or Williamson Act contract. The surrounding properties within the Project limits are not zoned for agricultural land use and are not a part of a Williamson Act contract.

Mitigation: None

c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact: There is no forest land or timberland located within the Project vicinity.

Mitigation: None

d. Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact: There is no forest land within the Project vicinity.

Mitigation: None

e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact: The Project will not involve changes in the existing environment which will result in the conversion of farmland to non-agricultural use.

Mitigation: None

Air Quality					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒
b)	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☐	☒
c)	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☐	☒
d)	Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒
e)	Create objectionable odors affecting a substantial number of people?	☐	☐	☐	☒

AIR QUALITY

The Project is located within the San Joaquin Valley Air Basin (SJVAB). The SJVAB is a non-attainment area for ozone based on National Ambient Air Quality Standards (NAAQS) and State Ambient Air Quality Standards (SAAQS). The SJVAB is a non-attainment area for $PM^{2.5}$ based on NAAQS and SAAQS. The SJVAB is an unclassified/attainment area for Carbon Monoxide (CO) based on NAAQS and SAAQS. The SJVAB is designated as non-attainment for PM^{10} based on SAAQS and attainment based on NAAQS.

a. Conflict with or obstruct implementation of the applicable air quality plan?

No Impact: The Project will not conflict with or obstruct implementation of the applicable air quality plan.

Mitigation: None

b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

No Impact: The Project will create fugitive dust during construction activities. Fugitive dust is a contributor to PM10 levels, for which the SJVAB is a non-attainment area. The Project will conform to the requirements of San Joaquin Valley Air Pollution Control District (SJVAPCD) Regulation VIII. Regulation VIII is a series of rules designed to reduce fugitive dust from construction sites and other areas. Conformance with Regulation VIII reduces the impact of fugitive dust contributions to PM^{10} levels during construction to less than significant.

Mitigation: None

c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

No Impact: The Project will not result in a cumulatively considerable net increase of any criteria pollutant.

Mitigation: None

d. Expose sensitive receptors to substantial pollutant concentrations?

No Impact: During construction, the Project will expose sensitive receptors to fugitive dust and PM_{10}. The sensitive receptors in the area are primarily residences. However, through conformance with SJVAPCD Regulation VIII, the level of fugitive dust created by the project is considered to have a less than significant impact on the sensitive receptors in the area.

Mitigation: None

e. Create objectionable odors affecting a substantial number of people?

No Impact: The Project will not create objectionable odors affecting a substantial number of people.

Mitigation: None

Biological Resources				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

BIOLOGICAL RESOURCES

a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact: The project is to be located within existing right of way. The existing right of way does not provide suitable habitat for any native species due to existing street improvements and residential development. Field review of the project limits did not reveal any suitable habitat for native species

Mitigation: None

b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

No Impact: The Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community. There is no riparian habitat or sensitive natural community within the Project limits.

Mitigation: None

c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact: The Project will not have a substantial adverse effect on any federally protected wetlands. There are no wetlands within the Project limits.

Mitigation: None

d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact: The Project will not interfere with the movement of any native resident migratory fish or wildlife species. There are no water courses within the Project limits. There are no wildlife corridors or nursery sites within the Project limits.

Mitigation: None

e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact: The Project does not conflict with any policies or ordinances protecting biological resources.

Mitigation: None

f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact: There are no Habitat Conservation Plans, Natural Community Conversation Plans, or other approved local, regional, or state habitat conservation plans in place in the Project vicinity.

Mitigation: None

Cultural Resources					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☐	☐	☒
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☐	☐	☒
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
d)	Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☐	☒

CULTURAL RESOURCES

The City requested a records search of the California Native American Heritage Commission (NAHC) Sacred Lands Inventory. The records search failed to indicate the presence of Native American traditional cultural places in the area of potential effect (APE). In addition, the City sent letters to the tribal governments and Native American individuals who may have knowledge of cultural resources or sacred sites within the APE. No cultural resources or sacred sites were indicated as being present in the APE by the Native American contacts. Correspondence with the NAHC and Native American contacts provided by the NAHC is included in Appendix D.

The City also requested a cultural resources records search from the Southern San Joaquin Valley Information Center. The search revealed no recorded cultural resources within the Project area and a low cultural sensitivity of the area. The results of the records search are provided in Appendix E.

Additionally, to ensure all cultural aspects were addressed, and to adhere to Caltrans requirements, the City had a consultant prepare an archeological survey and historical resource evaluation report. Please see Appendix F and Appendix G.

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

No Impact: No substantial adverse change will occur on a historical resource.

Mitigation: None

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

No Impact: There are no known archaeological resources located within the Project limits. If prehistoric or historic-era materials are encountered, all work in the vicinity will halt until a qualified archaeologist can evaluate the discovery and make recommendations.

Mitigation: None

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact: There are no known paleontological resources or unique geologic features within the Project limits.

Mitigation: None

d) Disturb any human remains, including those interred outside of dedicated cemeteries?

No Impact: There are no known human remains within the Project limits.

Mitigation: None

Geology and Soils				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☒
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒
d) Be located on expansive soil, as defined in Chapter 18 of the most recently adopted California Building Code creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒

GEOLOGY AND SOILS

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

I. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

No Impact: There are no known earthquake faults within the Project vicinity based on most recent Alquist-Priolo Earthquake Fault Zoning Map.

Mitigation: None

II. Strong seismic ground shaking

No Impact: The Project will not expose people or structures to substantial adverse effects from strong seismic ground shaking.

Mitigation: None

III. Seismic-related ground failure, including liquefaction?

No Impact: The Project will not expose people or structures to substantial adverse effects from strong seismic-related ground failure. The soils within the Project vicinity are not conducive to liquefaction.

Mitigation: None

IV. Landslides

No Impact: The topography of the Project area is relatively flat, with no potential for landslides.

Mitigation: None

b) Result in substantial soil erosion or the loss of topsoil?

No Impact: The Project area is relatively flat and thus not prone to erosion. Soil erosion during construction will be minimized through the use of appropriate construction techniques and best management practices.

Mitigation: None

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

No Impact: The Project will not be located on a geologic unit or soil that is unstable.

Mitigation: None

d) Be located on expansive soil, as defined in Chapter 18 of the most recently adopted California Building Code creating substantial risks to life or property?

No Impact: The Project will not be located on expansive soil.

Mitigation: None

e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of wastewater?

No Impact: The Project does not include, nor will it require, the construction of septic tanks or alternative waste disposal systems.

Mitigation: None

Greenhouse Gas Emissions				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

GREENHOUSE GAS EMISSIONS

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less Than Significant Impact: During construction greenhouse gas emissions will be generated from the use of vehicles to transport workers and materials to and from the site and from the use of construction equipment on site. The greenhouse gas emissions generated by the construction process are considered less than significant.

Mitigation: None

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

No Impact: The Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

Mitigation: None

Hazards and Hazardous Materials					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g)	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h)	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☐	☒

HAZARDS AND HAZARDOUS MATERIALS

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less Than Significant Impact: During construction, there will be routine use of diesel fuel, gasoline, oil, and lubricants for construction equipment. The City will require that all construction machinery is in good working condition and free of fluid leaks. Due to the relatively small amounts of these materials, the hazard to the public and the environment is considered to be less than significant.

Mitigation: None

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less Than Significant Impact: See Part a.) above.

Mitigation: None

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

No Impact: The project will not be constructed within a one-quarter mile of an existing or proposed school. There will be emissions released from construction equipment, but the impact is considered less than significant as the construction equipment will be required to comply with all requirements regarding emissions controls set forth by regulating agencies. The impact of the handling of hazardous materials is considered to be less than significant, see Part a.)

Mitigation: None

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

No Impact: The Project will not be located on a site included on the list of hazardous material sites.

Mitigation: None

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?

No Impact: The Project is not located within an airport land use plan or within two miles of a public airport or public use airport.

Mitigation: None

f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the project area?

No Impact: The Project is not located within the vicinity of a private airstrip.

Mitigation: None

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

No Significant Impact: The Project could possibly impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, there will be modified parts of the Project to accommodate for emergency response vehicles.

Mitigation: None

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact: There are no wildlands in the Project vicinity.

Mitigation: None

Hydrology and Water Quality					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☐	☒
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☐	☒
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☐	☒
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☐	☒
f)	Otherwise substantially degrade water quality?	☐	☐	☐	☒
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i)	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j)	Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

HYDROLOGY AND WATER QUALITY

a) Violate any water quality standards or waste discharge requirements?

No Impact: The Project will not violate any water quality standards or waste discharge requirements.

Mitigation: None

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact: The Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. Dust control operations will require water during construction, but the amount of water used will not substantially deplete groundwater supplies. Therefore, the Project is of no impact to the groundwater supplies.

Mitigation: None

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

No Impact: The Project will not alter the existing drainage pattern of the area in a manner that would result in substantial erosion or siltation on- or off-site. There are no streams or rivers within the Project vicinity.

Mitigation: None

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

No Impact: The Project will not alter the existing drainage pattern of the area. There are no streams or rivers within the Project vicinity. There will be a net increase in the amount of surface runoff due to the construction of impervious concrete sidewalks and new asphalt concrete pavement. However, this increase in runoff is expected when improvements are constructed within public street right-of-way and is accounted for by City drainage facilities. Therefore, the additional surface runoff will be handled by City drainage facilities and no flooding on- or off-site will result from the Project.

Mitigation: None

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

No Impact: The additional runoff created by the Project will not exceed the capacity of existing or planned stormwater drainage systems.

Mitigation: None

f) Otherwise substantially degrade water quality?

No Impact: The Project will not substantially degrade water quality.

Mitigation: None

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

No Impact: There is no housing included as part of the Project. The Project is in a Zone 'A' Flood Plain, but the existing drainage pattern will remain the same, see Exhibit 9.

Mitigation: None

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact: The Project is in a Zone 'A' Flood Plain, but the existing drainage pattern will remain the same, see Exhibit 9.

Mitigation: None

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

No Impact: The Project will not expose people or structures to a significant risk of loss, injury, or death involving flooding. There are not levees or dams in the Project vicinity.

Mitigation: None

j) Inundation by seiche, tsunami, or mudflow?

No Impact: There is no potential for inundation by seiche, tsunami, or mudflow.

Mitigation: None

Land Use and Planning					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Physically divide an established community?	☐	☐	☐	☒
b)	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c)	Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

LAND USE AND PLANNING

a) Physically divide an established community?

No Impact: The Project will not physically divide an established community.

Mitigation: None

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the General Plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact: The Project will not conflict with any applicable land use plan, policy, or regulation of any agency with jurisdiction over the Project adopted for the purpose of avoiding or mitigating an environmental effect.

Mitigation: None

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact: There are no applicable habitat conservation plans or natural community conversation plans within the Project vicinity.

Mitigation: None

Mineral Resources					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

MINERAL RESOURCES

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact: There are no known mineral resources within the Project limits.

Mitigation: None

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?

No Impact: The Project will not result in the loss of availability of a locally imported mineral resource recovery site. There are no delineated mineral resource recovery sites within the Project vicinity.

Mitigation: None

Noise					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b)	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

NOISE

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less Than Significant Impact: During construction, there will be an increase in noise levels generated by construction equipment and operations. However, construction operations will be restricted to daytime hours, per City policy. Therefore, the impact of the elevated noise levels during construction is considered less than significant.

Mitigation: None

b) Exposure of persons to or general of excessive groundborne vibration or groundborne noise levels?

No Impact: The Project will not expose people to or generate excessive groundborne vibration or groundborne noise levels.

Mitigation: None

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

No Impact: The Project will not create a permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project.

Mitigation: None

d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?

Less Than Significant Impact: There will be a temporary increase in ambient noise levels in the Project vicinity during construction. However, construction operations will be restricted to daytime hours, per City policy. Therefore, the impact of the elevated noise levels during construction is considered less than significant.

Mitigation: None

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

No Impact: The Project is not located within an airport land use plan or within two miles of a public airport or public use airport.

Mitigation: None

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact: The Project is not located within the vicinity of a private airstrip.

Mitigation: None

Population and Housing					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b)	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c)	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

POPULATION AND HOUSING

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

No Impact: The Project will not induce substantial population growth.

Mitigation: None

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact: The Project will not displace a substantial number of existing homes.

Mitigation: None

c) Displace substantial numbers of people, necessitating the construction of replacement ?

No Impact: The Project will not displace substantial numbers of people. No people will be displaced as a result of this Project.

Mitigation: None

Public Services				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☐	☒
Police protection?	☐	☐	☐	☒
Schools?	☐	☐	☐	☒
Parks?	☐	☐	☐	☒
Other public facilities?	☐	☐	☐	☒

PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:?

No Impact: No additional public service facilities will be required as a result of this Project.

Mitigation: None

Recreation				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

No Impact: The Project will not increase the use of existing neighborhood and regional parks such that substantial physical deterioration of the facility would occur or be accelerated.

Mitigation: None

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

No Impact: The Project does not include recreational facilities or require the construction or expansion of recreational facilities.

Mitigation: None

Transportation / Traffic					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☐	☒
b)	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☐	☒
c)	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	☐	☐	☐	☒
d)	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e)	Result in inadequate emergency access?	☐	☐	☐	☒
f)	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

TRANSPORTATION / TRAFFIC

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

No Impact: The Project will not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. There may be a minor increase in traffic during construction due to the arrival and departure of construction workers and the operation of construction equipment.

Mitigation: None

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

No Impact: The Project will not conflict with an applicable congestion management program.

Mitigation: None

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?

No Impact: The Project will not result in a change in air traffic patterns.

Mitigation: None

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact: The Project will not substantially increase hazards due to a design feature.

Mitigation: None

e) Result in inadequate emergency access?

No Impact: Adequate emergency access will be maintained during construction operations. The completed project will not affect emergency access.

Mitigation: None

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

No Impact: The project will not conflict with adopted policies, plans, or programs supporting alternative transportation.

Mitigation: None

Tribal Cultural Resources				
Would the project:	Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:	☐	☐	☐	☒
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

TRIBAL CULTURAL RESOURCES

The City requested a records search of the NAHC sacred Lands Inventory. The records failed to indicate the presence of Native American traditional cultural places in the APE. In addition, the City sent letters to the tribal governments and Native American individuals who may have knowledge of cultural resources or sacred sites within the APE. No cultural resources or sacred sites were indicated as being present in the APE by the Native American contacts. Correspondence with the NAHC and Native American contacts provided by the NAHC is included in Appendix D.

The City also requested a cultural resources records search from the Southern San Joaquin Valley Information Center. The search revealed no recorded cultural resources within the Project area and a low cultural sensitivity of the area. The results of the records are provided in Appendix E.

Additionally, to ensure all cultural aspects were addressed, and to adhere to Caltrans requirements, the City had a consultant prepare an archeological survey and historical resource evaluation report. Please see Appendix F and Appendix G.

a) Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is?

i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

No Impact: The Project is not listed or eligible for listing in the California or local register of historical resources.

Mitigation: None

ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

No Impact: No resources were determined to be significant pursuant to the public resources code section.

Mitigation: None

Utilities and Service Systems					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b)	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c)	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
d)	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e)	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f)	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☐	☒
g)	Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒

TRIBAL CULTURAL RESOURCES

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

No Impact: The Project will not contribute any wastewater and thus will not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.

Mitigation: None

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact: The Project will not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities.

Mitigation: None

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

No Impact: The Project will require construction of new storm water drainage facilities. However, the increase in runoff is expected when improvements are constructed within public street light right-of-way and is accounted for by City drainage facilities. Therefore, the additional surface runoff will be handled by City drainage facilities and will not cause any significant effects.

Mitigation: None

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact: The City has sufficient water supplies to serve the Project's water demands during construction. The completed Project will not require any water.

Mitigation: None

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

No Impact: The Project will not require wastewater treatment service.

Mitigation: None

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

No Impact: Construction debris and waste will be required to be disposed of at a suitable and legal disposal site with sufficient capacity. The completed Project will not generate any solid waste.

Mitigation: None

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact: See part f.) above.

Mitigation: None

Wildifre					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a.	Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b.	Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒
c.	Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d.	Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

WILDFIRE

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

No Impact: The Project could possibly impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. However, there will be modified parts of the Project to accommodate for emergency response vehicles.

Mitigation: None

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

No Impact: The Project area is flat in nature which would limit the risk of any wildfire spread.

Mitigation: None

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

No Impact: The Project will include a single lane roundabout. The construction of the roundabout will not exacerbate fire risk.

Mitigation: None

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

No Impact: The topography of the Project area is relatively flat, with no potential for downslope or downstream flooding or landslides as a result of runoff, post-fire instability, or drainage changes.

Mitigation: None

Mandatory Findings of Significance					
Would the project:		Potentially Significant Impact	Less than Significant With Mitigation Incorporation	Less than Significant Impact	No Impact
a)	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b)	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c)	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

No Impact: The Project does not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Mitigation: None

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

No Impact: The Project does not have impacts that are individually limited, but cumulatively considerable.

Mitigation: None

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

No Impact: The Project will not cause any environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly.

Mitigation: None

APPENDIX D – Native American Heritage Correspondence

CITY OF DINUBA
Together, A Better Community
CALIFORNIA • 1906

City Manager's Office
559/591-5904

City Attorney
559/734-6729

Administrative Services
559/591-5900

Development Services
559/591-5906

Public Works Services
559/591-5924

Engineering Services
559/591-5906

Parks & Community Services
559/591-5940

Fire/Ambulance Services
559/591-5931

Police Services
559/591-5914

June 17, 2019

Native American Heritage Commission
1560 Harbor Boulevard, Suite 100
West Sacramento, CA 95691

RE: Sacred Lands File Search and Native American Contacts List for the
"Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project,"
located in the City of Dinuba; Tulare County, California

Dear Mr. Singleton,

The City of Dinuba is requesting a record search of the NAHC Sacred Lands file and a Native American Contacts list for the subject project. The City is developing plans for the construction of a roundabout at the intersection of Alta Avenue (Road80) and Nebraska Avenue (Avenue 424) and the widening of Nebraska Avenue (Avenue 424) from Euclid Avenue to the proposed roundabout. In addition, the project will include the construction of concrete curb and gutter, sidewalk, median islands, landscape and irrigation, storm drain facilities, and other miscellaneous street improvements.

If you have any questions, please call me at (559) 244-3123. Your cooperation is appreciated.

Sincerely,

Jason Watts, P.E.
Dinuba City Engineer

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

November 26, 2019

Mary Baloian
Applied EarthWorks, Inc.

VIA Email to: mbaloian@appliedearthworks.com

RE: Alta and Nebraska Roundabout City of Dinuba (4124) Project, Tulare County

Dear Ms. Baloian:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

Attachment

Native American Heritage Commission
Native American Contacts List
November 26, 2019

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella ,CA 93240
(661) 340-0032 Cell

Kawaiisu
Tubatulabal

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella ,CA 93240
bbutterbredt@gmail.com
(760) 378-2915 Cell

Tubatulabal
Kawaiisu

Kern Valley Indian Community
Brandy Kendricks
30741 Foxridge Court
Tehachapi ,CA 93561
krazykendricks@hotmail.com
(661) 821-1733
(661) 972-0445

Kawaiisu
Tubatulabal

Santa Rosa Rancheria Tachi Yokut Tribe
Rueben Barrios Sr., Chairperson
P.O. Box 8
Lemoore ,CA 93245
(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226
Lake Isabella ,CA 93240
(760) 379-4590
(760) 379-4592 Fax

Tubatulabal

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville ,CA 93258
neil.peyron@tulerivertribe-nsn.gov
(559) 781-4271
(559) 781-4610 Fax

Yokuts

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas ,CA 93906
kwood8934@aol.com
(831) 443-9702

Foothill Yokuts
Mono
Wuksache

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed:
Alta and Nebraska Roundabout City of Dinuba (4124) Project, Tulare County.

Applied EARTHWORKS Inc.

Native American Outreach

Alta Avenue and Nebraska Avenue Roundabout Project, City of Dinuba

Organization	Name	Position	Letter	E-mail	Phone	Summary of Contact
Native American Heritage Commission	Andrew Green	Staff Services Analyst		11/27/19; 11/26/19		Request sent 11/21 - JJ/FS; Response received 11/26 - CVO
Kern Valley Indian Community	Julie Turner	Secretary	12/05/19			Outreach letter sent - FS. Ms. Turner previously requested that AE only contact her for projects in her tribal territory (Kern County). Therefore, AE will not attempt to follow-up with Ms. Turner.-JJ
Kern Valley Indian Community	Robert Robinson	Chairperson	12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.
Kern Valley Indian Community	Brandy Kendricks		12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.
Santa Rosa Rancheria Tachi Yokut Tribe	Rueben Barrios, Sr.	Chairperson	12/05/19			Outreach letter sent - FS.
Tubatulabals of Kern Valley	Robert L. Gomez, Jr.	Tribal Chairperson	12/05/19			Outreach letter sent - FS.
Tule River Indian Tribe	Neil Peyron	Chairperson	12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.
Wuksache Indian Tribe/Eshom Valley Band	Kenneth Woodrow	Chairperson	12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.

APPENDIX E – Southern San Joaquin Valley Information Center Record Search Results

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

12/2/2019

Mary Baloian
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

Re: Alta and Nebraska Roundabout, City of Dinuba (#4124)
Records Search File No.: 19-246 Additional Information

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Reedley USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ custom GIS maps ☒ shapefiles

Resources within project area:	P-54-004899
Resources within 0.5 mile radius:	P-54-004632
Reports within project area:	TU-00162, 00210
Reports within 0.5 mile radius:	TU-00185, 00568, 00769, 01185, and 01533

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed
OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see

http://www.dot.ca.gov/hq/structur/strmaint/historic.htm

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see
http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see
http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or
http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see
http://www.slc.ca.gov/Info/Shipwrecks.html

Soil Survey Maps: Not available at SSJVIC; please see
http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Celeste M. Thomson
Coordinator

APPENDIX F – Archaeological Survey Report

ARCHAEOLOGICAL SURVEY REPORT

Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California

CML-5143(035)

Prepared By: _____ _____

Jessica Jones (B.A.) Date
Applied EarthWorks, Inc.
1391 W. Shaw Avenue, Suite C, Fresno, CA 93711

Prepared For: **City of Dinuba**
405 E. El Monte Way, Dinuba, CA 93618

Reviewed By: _____

John Whitehouse, Principal Investigator – Prehistoric and Historical Archaeology
Environmental Analysis, Planning and Local Programs
California Department of Transportation, District 6
855 M Street, Suite 200, Fresno, CA 93721

Approved By: _____ _____

Shane Gunn, Branch Chief Date
Environmental Analysis, Planning and Local Programs
California Department of Transportation, District 6
855 M Street, Suite 200, Fresno, CA 93721

March 2020

USGS Reedley 7.5-min. quad
5.5 acres
Keywords: No archaeological resources; Dinuba Town Ditch (P-54-004899), several historical residential properties

SUMMARY OF FINDINGS

The City of Dinuba (City), under the Federal State Transportation Improvement Program as administered through the California Department of Transportation (Caltrans), plans to construct a roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) and widen the roadway approach along Nebraska Avenue. Because the project will receive support from the Federal Highway Administration (FHWA) via the California Department of Transportation (Caltrans), it is considered a federal undertaking subject to the National Historic Preservation Act (NHPA) of 1966, as amended. Yamabe & Horn Engineering, under contract to the City, retained Applied EarthWorks, Inc. to perform the cultural resource inventory necessary for compliance with Section 106 of the NHPA.

The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Applied EarthWorks' inventory efforts included: (1) a records search at the Southern San Joaquin Valley Information Center of the California Historical Resources Information System; (2) a cursory review of materials from historical archives; (3) Native American consultation; and (4) a pedestrian survey of the 5.5-acre Direct Area of Potential Effects (APE) for archaeological resources.

The records search identified one cultural resource, Dinuba Town Ditch (P-54-004899), and two prior studies (TU-00162 and TU-00210) within the Direct APE. A segment of the Atchison, Topeka, and Santa Fe Railroad (P-54-004632/CA-TUL-2885H) and five prior studies are documented within 0.5 miles of the APE. Applied EarthWorks' pedestrian survey on December 18, 2019, did not identify any prehistoric or historic-era archaeological resources within the Direct APE, and no sacred areas were identified as a result of the Native American Heritage Commission Sacred Lands File search. Similarly, consultation with local Native American representatives did not yield specific information pertaining to Native American resources within the APE. A segment of the Dinuba Town Ditch (P-54-004899) and several historical residential properties occur within the Indirect APE, which extends to the first-tier parcels touching the Direct APE. These resources are discussed in detail in the Historical Resources Evaluation Report for this project.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, it is Caltrans' policy that work stop in that area until a qualified archaeologist can evaluate the nature and significance of the find. Additional survey will be required if the project changes to include areas not previously surveyed.

CONTENTS

APPENDICES

FIGURES

1 INTRODUCTION

The City of Dinuba (City), with support from the Federal Highway Administration (FHWA) via the California Department of Transportation (Caltrans), proposes to construct a roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) in Tulare County, California. In addition to roundabout construction, the Alta Avenue and Nebraska Avenue Roundabout Project (Project) will widen and improve roadway approaches along Nebraska Avenue.

The project is considered a federal undertaking subject to the National Historic Preservation Act (NHPA) of 1966, as amended. The environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and executed by the FHWA and Caltrans. The studies for this undertaking were carried out in a manner consistent with Caltrans' regulatory responsibilities under Section 106 of the National Historic Preservation Act (36 CFR Part 800) and pursuant to the January 2014 *First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act* (Section 106 PA).

Applied EarthWorks, Inc. performed the cultural resource inventory necessary for compliance with Section 106 of the NHPA. As part of the inventory, Applied EarthWorks requested a records search from the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System and reviewed the results; initiated Native American consultation; and performed an archaeological survey of the Direct Area of Potential Effects (APE). These investigations were conducted in accordance with the guidelines for identification of cultural resources provided in *Caltrans Standard Environmental Reference, Volume 2: Cultural Resources*, available online.

This report documents the background research, results from the Native American Heritage Commission Sacred Lands File Search and communication with local Native American representatives, and archaeological survey conducted for the proposed Project. Staff Archaeologist Jessica Jones, who holds a bachelor's degree in anthropology (2013), conducted the pedestrian survey on December 18, 2019, and prepared this technical report. Jones has more than six years of experience performing and documenting archaeological investigations throughout California. Principal Archaeologist Mary Baloian provided technical oversight for the Project. She holds a doctoral degree in anthropology (2003) and is a Registered Professional Archaeologist (RPA 15189) with more than 28 years of experience in California archaeology.

2 PROJECT LOCATION AND DESCRIPTION

The Project is in the city of Dinuba in Tulare County within Caltrans District 6 (Map 1). The Project is in Sections 5, 6, 7, and 8 of Township 16 South, Range 24 East, as depicted on the U.S. Geological Survey (USGS) Reedley, CA, 7.5-minute quadrangle (Map 2). Nebraska Avenue is a two-lane paved road marking the northern extent of urban development in Dinuba.

The APE includes a mix of rural farms with orchards and row crops and residences on lots of various sizes.

The City proposes to construct a roundabout at the intersection of Alta Avenue and Nebraska Avenue and widen Nebraska Avenue from approximately 350 feet west of Alta Avenue to Euclid Avenue. Roundabout and road work will include the construction of new pavement sections, curbs and gutters, ramps, sidewalks, median islands, landscape and irrigation, and other miscellaneous street improvements. Project work also will require vegetation and tree removal, utility relocation, demolition, road cut and fill, equipment staging, and partial or full ramp and street closure. The City will acquire easements and right-of-way from properties adjacent to the roadway.

Figure 1 Intersection of Alta Avenue and Nebraska Avenue, facing northeast.

The APE defines the area within which the Project has the potential to directly or indirectly cause alterations to historic properties per 36 CFR 800.16(d). Archaeological investigations for the present undertaking are intended to encompass all areas that may be directly affected during Project construction (Map 3). These areas include 5.5 acres of roadway and proposed right-of-way acquisitions from adjacent properties. Project excavation is expected to reach a maximum depth of 22 inches.

3 SOURCES CONSULTED

3.1 RECORDS SEARCH

On July 1, 2019, the staff of the SSJVIC at California State University, Bakersfield, performed a records search of the California Historical Resources Information System, which encompassed the APE and a 0.5-mile surrounding radius (Records Search File No. 19-246; Appendix B).

SSJVIC staff examined site location maps and site record files as well as the California Office of Historic Preservation (OHP) Historic Properties Directory, Archaeological Determinations of Eligibility, and the California Inventory of Historic Resources (1976).

The records search identified one cultural resource, Dinuba Town Ditch (P-54-004899), and two prior studies (TU-00162 and TU-00210) within the Direct APE. A segment of the Atchison, Topeka, and Santa Fe Railroad (P-54-004632/CA-TUL-2885H) and five prior studies (TU-00185, -00568-, -00769, -01185, and -01533) are within 0.5 miles of the Direct APE (Appendix B). Dinuba Town Ditch and the Atchison, Topeka, and Santa Fe Railroad are listed on the OHP Historic Properties Directory.

3.2 NATIVE AMERICAN CONSULTATION

On November 21, 2019, Applied EarthWorks sent an e-mail to the Native American Heritage Commission (NAHC) requesting a search of their Sacred Lands File and the contact information for local Native American representatives who may have information about the area or an interest in the Project. The NAHC responded on November 26, 2019, stating that it did not identify any sacred sites within or adjacent to the APE (Appendix C). The commission cautioned that its Sacred Lands Inventory is not exhaustive, and the absence of recorded sites does not preclude the discovery of cultural resources during Project activities. The NAHC also provided the names and contact information for six Native American tribal representatives or individuals who may have an interest in the Project. On December 5, 2019, Applied EarthWorks sent a letter to each contact describing the Project, including a map of its location, and requesting information about the study area. On January 28, 2019, Applied EarthWorks attempted follow-up contact with the representatives by telephone, e-mail, or both. No responses have been received to date (Appendix C).

3.3 ARCHIVAL RESEARCH

The purpose of archival research for archaeological studies is to provide information regarding the potential for historical deposits to exist within the APE. The investigation compiled information from several sources, including:

- Map Aerial Locator Tool (MALT) of the Henry Madden Library at California State University, Fresno (http://malt.lib.csufresno.edu/MALT/);
- Various online resources for historical maps and documents; and
- Applied EarthWorks' in-house library, which includes local histories.

The Project vicinity was originally surveyed in 1854 by the U.S. General Land Office (GLO). The 1854 GLO survey map does not identify any major structures, waterways, or agricultural activity within the township. Thus, it is possible that the APE was undeveloped by Euro-American settlers at the time of the map's publication. Although some farmers and ranchers moved to the region as early as the 1850s, large-scale settlement of the Dinuba area did not begin until the mid to late 1880s, and the first auction of city lots took place in 1889 (Dial 2016:24). An 1892 atlas depicts a well-established townsite and vicinity, and all of the parcels intersecting

the APE were under private ownership (Thompson 1892). The 76 Canal (known as Dinuba Town Ditch today), which intersects the APE, is visible in its present-day alignment (Figure 2).

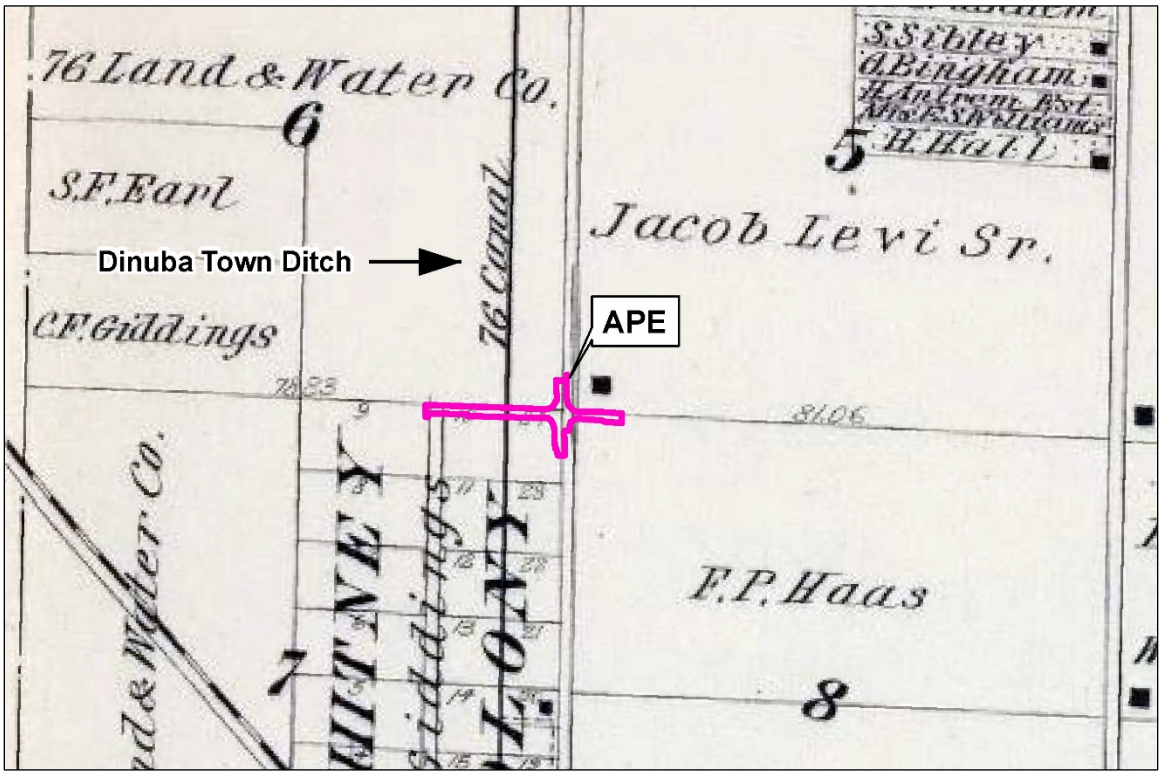


Figure 2 **Project area depicted in a historical Tulare County atlas (Thompson 1892:41).**

Examination of aerial photographs dated between 1937 and the present reveal that the APE and its immediate vicinity have remained predominately agricultural since the late nineteenth century. Fewer than 10 structures are visible near the APE along Nebraska Avenue on 1937 aerial photographs; some of these structures appear to be extant. Relatively few residences were constructed over the subsequent 70 years until a surge of development occurred south of Nebraska Avenue in the late 1990s and early 2000s. At present, the southern portion of the APE is predominately residential; however, the northern and eastern portions of the APE are primarily used for crop cultivation and animal ranching.

A list of all historical maps and aerial photographs consulted is provided in Appendix B.

4 BACKGROUND

4.1 ENVIRONMENT

The Project is in the San Joaquin Valley, the southern two-thirds of an elongated trough known as the Great Valley, or more commonly known as the Central Valley. The valley is a 50-mile-wide lowland that extends approximately 400 miles south from the Cascade Range to the Tehachapi Mountains. Between the Mesozoic and Cenozoic eras, the valley served as a shallow marine embayment containing numerous lakes (Norris and Webb 1990:412). Layers of marine

and nonmarine rocks, including sandstone, basalt, and various cryptocrystalline sediments underlie alluvial soils.

Tulare County is within the Tulare hydrologic basin. Before historic drainage projects and modern land reclamation, seasonal flooding in the Tulare Basin during the Holocene produced extensive wetlands. Lakes, marshes, and sloughs once covered more than 5,000 square kilometers in the valley (Moratto 1984:168; Preston 1981). The largest of these was ancient Tulare Lake, which spanned as much as 45 kilometers across from shore to shore (Davis et al. 1959).

The Kings River is within 5 miles of the APE and provided rich habitat for plants and animals during prehistory and into the historic period. Common native plants likely present in the APE during prehistory include white, blue, and live oaks (*Quercus* spp.) as well as walnut (*Juglans* sp.), cottonwood (*Populus fremontii*), willow (*Salix* sp.), and tule (*Schoenoplectus* sp.) species, especially hardstem bulrush (*Scirpus acutus*). Also prominent is cattail (*Typha* sp.) and various grasses, forbs, and sedges. A variety of animals lived in and around the APE prior to the modern era, including mule deer (*Odocoileus hemionus*), white-tailed deer (*O. virginianus*), tule elk (*Cervus* sp.), pronghorn (*Antilocapra americana*), grizzly bears (*Ursus arctos californicus*), black bears (*U. americanus*), and mountain lions (*Puma concolor*) (Preston 1981:245–247).

Mammals commonly noted during the historic era include the valley coyote (*Canis latrans*), bobcat (*Lynx rufus*), gray fox (*Urocyon cinereoargenteus*), kit fox (*Vulpes macrotis*), and rabbit (Leporidae). Avian species include American osprey (*Panidon* sp.), redwing blackbird (*Agelaius phoeniceus*), marsh hawk (*Circus cyaneus*), Nuttall's woodpecker (*Dryobates nuttallii*), western meadowlark (*Sturnella neglecta*), and quail (Odontophoridae). Within the Kings River system, habitat was suitable for potamodromous fish, such as thick-tailed chub (*Gila crassicauda*) and Sacramento sucker (*Catostomidae* sp.); however, these fish species have not been documented within the APE and immediate surrounding area.

Agriculture, ranching, and damming of natural watercourses has spurred the replacement of native plants and animals with domesticated species in most parts of the valley. Urban development of the valley floor and adjacent foothill areas has further reduced available habitat for native flora and fauna. The APE contains relatively few native plant and animal species as it has undergone extensive agricultural and residential modifications since the nineteenth century. For example, the thick-tailed chub was once a major dietary component for Native Americans in the valley but is now extinct. Other native flora and fauna are extant in the APE, albeit in exponentially smaller populations.

4.2 ETHNOGRAPHY

The Project is in the Southern Valley Yokuts ethnographic territory. The Yokuts are one of eight subgroups of the Penutian linguistic phylum that is present across the western coast and inland regions of North America from Canada to Mexico (Golla 2011:128). The Yokuts had many language subgroups and spoke a variety of dialects across the southern and central San Joaquin Valley as well as the Sierra Nevada. Many groups could converse across dialects with relative ease (Golla 2011). The Southern Valley Yokuts populated the areas around Tulare, Buena Vista, and Kern lakes, their connecting sloughs, and the lower portions of the Kings, Kaweah, Tule, and

Kern rivers (Latta 1999; Silverstein 1978). At the beginning of the historic period, 15 tribelets of Southern Valley Yokuts lived within the Tulare Basin (Moratto 1984; Wallace 1978a, 1978b). Kroeber (1939) estimated that Yokuts political units averaged 350 persons each; however, a much higher population figure of 15,700 persons was based on estimates made by Spanish expeditions exploring the Central Valley and California coastal regions in the early nineteenth century (Cook 1955).

The APE is between territory claimed by the Wechihit and Ayticha to the north along the Kings River and the Tulumne to the south along the Kaweah River (Latta 1999; Wallace 1978b). These groups subsisted on the abundant resources of the Kaweah and Kings rivers and their tributaries. The Wechihit villages *Musahau* and *Wewayo* are 6–10 miles north of the APE, near what is now the city of Reedley (Wallace 1978b:448). East-southeast of the Project, the Wikchamni lived along the lower foothill stretches of the Tule and Kaweah rivers (Golla 2011:149). A primary Wikchamni settlement, *Tawponga*, is within 15 miles of the Project APE (Golla 2011; Wallace 1978a).

Intensive European exploration of Yokuts territory did not take place until the early nineteenth century (Wallace 1978b). Native American population in the San Joaquin Valley was significantly reduced by disease, and settlement patterns were disrupted as a result of recruitment for Mission Soledad, Mission San Luis Obispo, Mission San Antonio de Padua, and Mission San Juan Bautista. Additional reduction of the Native American population resulted from exposure to a series of parasitic diseases (i.e., malaria) and viral epidemics (e.g., influenza) that began in 1833. The diseases struck with such virulence that by 1846 an estimated 40–75 percent of Native Americans had died during outbreaks in California. The Southern Valley Yokuts, residing in their lake-slough-marsh environment, would have been particularly vulnerable to malaria. Of the estimated 15,700 people constituting the 15 tribelets of the Southern Valley Yokuts in 1850, only approximately 3,680 are estimated to have survived into the mid-twentieth century (Cook 1955).

Currently there are five Native American tribal groups identified by the NAHC with ancestral ties to the APE, including the Santa Rosa Rancheria Tachi Yokut Tribe, Kern Valley Indian Community, Tule River Indian Tribe, Wuksache Indian Tribe/Eshom Valley Band, and the Tubatulabals of Kern Valley. Several Southern Valley Yokuts tribes have survived the effects of colonization. Yokuts today have developed language apprenticeship programs and early childhood education centers to serve tribal members, including the Wukchumne of the Tule-Kaweah near Porterville, Choynimni speakers of the Kings River tribes, and Yawelmani speakers of the Tule River Reservation (Golla 2011:154). Several Yokuts tribal groups are governed by elders' councils and operate auxiliary departments that serve local tribal populations in areas of healthcare, education, and cultural resource management.

4.3 PREHISTORY

The San Joaquin Valley prehistoric record is among the least understood of all regions in California. Reconstruction of past cultural patterns, particularly in the southern San Joaquin Valley, has been stymied by two key factors: geomorphology and human activity (Dillon 2002; Siefkin 1999). The valley floor that encompasses the APE has been inundated with thick alluvial deposits resulting from granitic and sedimentary outflow from the Kings, Tulare, and Kaweah rivers, particularly during mass flood events. This pattern has continued for millennia and has

resulted in the burial of early to middle Holocene archaeological sites, estimated to be buried at depths up to 10 meters along the lower stretches of the San Joaquin Valley drainage systems (Moratto 1984:214). Thus, compared to other regions in the state, there is a paucity of archaeological research and a related lack of data from which to build a complete understanding of past human behavior specific to Tulare County.

Nevertheless, available data for sites in valley lacustrine environs help identify key cultural changes within the APE and surrounding environs. The summary of cultural traits presented below is based on a review of San Joaquin Valley lacustrine, riverine, and valley floor site data discussed in Rosenthal et al. (2007). Cultural periods and accompanying dates (given as calibrated calendar years [cal B.C. or A.D.]) are based on chronologies established by Rosenthal et al. (2007:150–159), Moratto (1984:333), McGuire and Garfinkel (1980:49–53), and Bennyhoff and Fredrickson (Fredrickson 1973, 1974).

The Paleo-Indian Period (11,500–8550 cal B.C.) is represented by ephemeral lacustrine sites dominated by atlatl dart and spear projectile points. The earliest evidence of distinct valley cultural patterns is associated with the Lower Archaic Period (8550–5550 cal B.C.), when crescents and stemmed projectile points were first used. Sites from this period contain dietary evidence of freshwater fish, waterfowl, mussels, deer, and pronghorn. The Middle Archaic (5550–550 cal B.C.) includes a time, estimated between 5950 and 3150 cal B.C., when semipermanent villages first appeared along riverbanks in tandem with larger, more established lacustrine villages. Flaked stone tools were used in abundance, meanwhile ground stone tool kits emerged along with long-distance trade and exchange networks focused on obsidian, shell beads, and ornaments.

New cultural patterns emerged during the Upper Archaic Period (550 cal B.C. to cal A.D. 1100) when a distinct shift in burial practices and new differences in site and artifact types appeared across the valley (Moratto 1984:13, 181, 211; Rosenthal et al. 2007). In particular, the emergence of mound sites throughout the valley along riparian zones and marsh environments occurred. Widespread proliferation of specialized technology is evident, including new types of bone tools, projectile points, and ceremonial objects such as wands and blades. Paleoethnobotanical studies also suggest an expansion in the use of labor-intensive and seasonally abundant resources, including acorns, pine nuts, salmon, and shellfish. Similarly, the Emergent Period, extending from cal A.D. 1000 to the historic era, is marked by more diverse settlement and burial patterns across the valley, coupled with the replacement of atlatl and dart tool kits with bow-and-arrow technology (i.e., small corner-notched and Desert series projectile points) at about cal A.D. 1000. Fishing tool kits also expanded to include more efficient harpoons, bone fishhooks, and gorge hooks. In the Tulare Basin, pottery obtained via trade appears as well as baked clay balls used for cooking and making carved clay effigies.

4.4 HISTORY

Spanish soldiers and priests were the first non-Indians to encounter the Southern Valley Yokuts when Pedro Fages led a group of soldiers through Tejon Pass into the San Joaquin Valley in 1772 (Wallace 1978b:549). Four years later, Francisco Garcés also explored the region. Other Europeans did not follow until Lieutenant Gabriel Moraga led a group of Spanish explorers into

the valley in 1806 (Clough and Secrest 1984:25–27). This party intended to locate new lands for missions, find and return runaway neophytes, and relocate stolen livestock.

Expansion of missions in California ceased by the early 1820s as a result of Mexico's independence from Spain, thus preventing the construction of additional missions in the San Joaquin Valley. The Mexican government granted several large tracts of land (ranchos) to individuals during the 1830s and 1840s. In addition, fur trappers began their forays into the California interior. Jedediah S. Smith likely entered the area during a fur trapping expedition in 1827. Smith's adventures included friendly encounters with the Southern Valley Yokuts near the Kings River and trapping and camping along the San Joaquin River (Clough and Secrest 1984:27). In 1844, John C. Frémont led an expedition to the Tulare Lake basin; his favorable reports of the Kings River fan foreshadowed the agricultural development of the area (Preston 1981:62).

The discovery of gold in the Sierra Nevada in 1848 and the accession of California to the Union in 1850 were watershed events in the history of the state and valley. During the late 1840s and early 1850s, prospectors from across the nation and around the world flocked to California to mine the precious ore. Many of the prospectors entered and traveled through the valley via the Stockton–Los Angeles Road, which later became the Butterfield Overland Mail Route. The road hugged the western edge of the foothills, passed through nearby Visalia, and crossed the countless rivers and streams flowing down from the highlands as well as the valley sloughs.

Although ranching had been a part of the state's economy since the Mexican period, the industry's growth accelerated as many successful prospectors and businessmen reinvested their profits from the gold rush in cattle and sheep herds. In the early days of ranching, sheep were a valued commodity because they not only could be sold for consumption but could be sheared for their wool. From 1857 to 1871, the amount of wool produced in California increased more than twenty-fold, while revenue grew at an average annual rate of 30 percent (Vandor 1919:164). Similarly, cattle provided beef and dairy products as well as hides.

By the early 1870s, however, scales began to tip in favor of agriculture. The construction of extensive irrigation systems, typically financed by developers like A. Y. Easterby, converted the valley's dry soils into fertile farmlands. The 1874 "no fence" law underscored the growing dominance of agricultural interests and resulted in both operation and monetary repercussions to the sheep and cattle industry:

> The "no fence" law obligated the stock owner to herd his cattle and sheep, whereas before the stock roamed at will and was not assembled except for the annual rodeo. He was also made responsible for damage done by his beasts. The farmer was not required to fence his holdings, though . . . he occasionally did so [Vandor 1919:163].

The San Joaquin Valley, and specifically Tulare County, experienced an influx of settlers and economic prosperity in the mid to late 1800s. Economic prosperity was fostered in large part by the arrival of such railroad lines as the Visalia and Goshen Railroad and the Visalia and Tulare Railroad, constructed in 1874 and 1888, respectively (Menefee and Dodge 1913). In 1896, the San Francisco and San Joaquin Valley Railroad began construction of a new rail line extending north from Bakersfield. Soon after its completion in 1897, the line was sold to the Atchison, Topeka, and Santa Fe (AT&SF) Railroad. Despite their role in fostering long-distance travel and

commerce, the construction of railroads in the United States was a highly contentious process that resulted in years of litigious and sometimes bloody hostilities between railroad companies, states, and landowners. Examples of land disputes between citizens and the railroad peppered the United States in the late 1800s, but few were quite so dramatic or memorable as the Mussel Slough Tragedy of 1888 (Dial 2016).

Mussel Slough and the community of Traver, 10–20 miles southwest of Dinuba, was a hub for wheat cultivation in the San Joaquin Valley in the 1880s. Settlers from around the country flocked to the region to farm the grain, which was selling for a premium at the time. Some settled the land legally through the Homestead Act of 1862, while others squatted on unoccupied parcels. These settlers ultimately ended up in the path of the Southern Pacific Railroad's Goshen line. The Southern Pacific Railroad Company, armed with federally issued patents for all land within 10 miles of its right-of-way, gave the settlers in Mussel Slough an ultimatum: buy back the land at a much higher price or be evicted (Dial 2016). The ensuing lawsuits and attempts by the Southern Pacific Railroad to enforce its ownership of the land culminated in a shoot-out between prominent antirailroad landowners and representatives of the Southern Pacific Railroad. Seven people died and several were wounded, and the incident received national attention.

After the shooting, many Mussel Slough residents moved east to cultivate what is now known as the city of Dinuba. Having been displaced by eviction and the growing threat of soil alkalinity in the Mussel Slough region, the relocated settlers reestablished their farms and community in the fertile eastside. Promoters who designed the Dinuba townsite in 1888 originally referred to it as "Sibleyville" in honor of James Sibley, a prominent landowner (Dial 2006). However, the name was short lived because the Southern Pacific Railroad officially dubbed the town "Dinuba." The Dinuba post office was established in 1889, and the city was incorporated in 1906 (City of Dinuba 2020).

Intensification of local farming continued in the valley until the 1930s when individual farmers emerging from the Great Depression no longer found agriculture to be a lucrative endeavor. Since that time, farmland has increasingly been developed for other commercial purposes. However, the legacy of agricultural development is still ever-present in the Dinuba region, which produces over 300,000 tons of raisins annually. Dinuba is also home to several food manufacturing facilities and distribution warehouses, one of which is the largest private employer in Tulare County (City of Dinuba 2020).

5 FIELD METHODS

On December 18, 2019, Staff Archaeologist Jessica Jones performed an intensive pedestrian survey of the 5.5-acre Direct APE (Map 3) using parallel transects spaced 5–10 meters apart. Jones photographed the survey area with a digital camera and documented field conditions on a Survey Field Record. All field notes and photographs are on file at Applied EarthWorks' office in Fresno.

Ground visibility within the survey area varied from poor (little to no visibility) to excellent (90–100 percent visibility). Most of the native ground surface in the Direct APE was covered by concrete or asphalt pavement or seasonal weeds and grasses (Figure 3). Jones did not survey

paved roads as they obscured the natural ground surface (Map 3; Figure 4). In total, Applied EarthWorks surveyed 2.78 acres of the 5.5-acre Direct APE. Areas with excellent visibility include unpaved road shoulders along Alta and Nebraska avenues, citrus orchards, and a vacant lot on the southwest corner of Alta Avenue and Nebraska Avenue (Figure 5).

Figure 3 **Overview of the APE showing ground visibility along Nebraska Avenue, facing east.**

Figure 4 **Representative overview of survey conditions in citrus orchards and along road shoulders, facing west-southwest.**

Figure 5 **Ground visibility in a vacant lot on the southwest corner of Alta and Nebraska avenues.**

6 STUDY FINDINGS AND CONCLUSIONS

No prehistoric or historical archaeological resources were identified during the survey, and no sacred areas were identified in the APE as a result of the NAHC Sacred Lands File search, Native American consultation, or the records search at the SSJVIC. A segment of the previously recorded Dinuba Town Ditch (built 1884) occurs within the Direct APE as well as portions of several historical properties along Nebraska and Alta avenues. These resources are discussed in detail in the Historical Resources Evaluation Report for this project (van Onna 2020). Additional archaeological survey will be needed if Project limits are extended beyond the present survey limits.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if project limits are extended beyond the present survey limits.

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1978b Southern Valley Yokuts. In *California*, edited by Robert F. Heizer, pp. 448–461. Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

APPENDIX A

Maps

SCALE 1:2,000,000

0 10 20 30 40 50 60 Miles

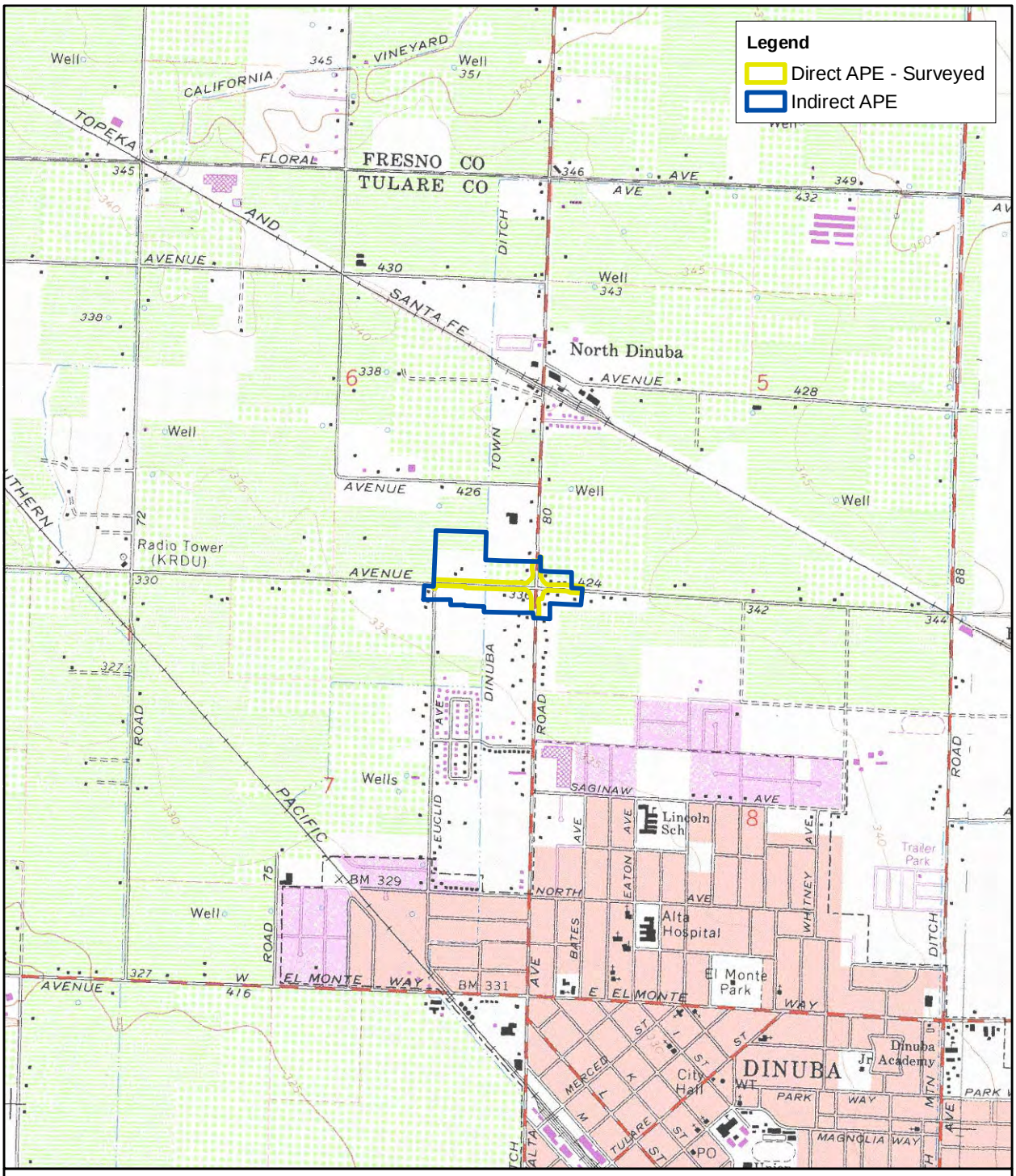
10 0 10 20 30 40 50 Kilometers

STUDY VICINITY

Alta Avenue and Nebraska Avenue Roundabout Project

Caltrans District 6
Tulare County
CML-5143(035)

MAP 1



STUDY LOCATION

Alta Avenue and Nebraska Avenue Roundabout Project

SCALE 1:24,000

0.5 0 0.5 Miles

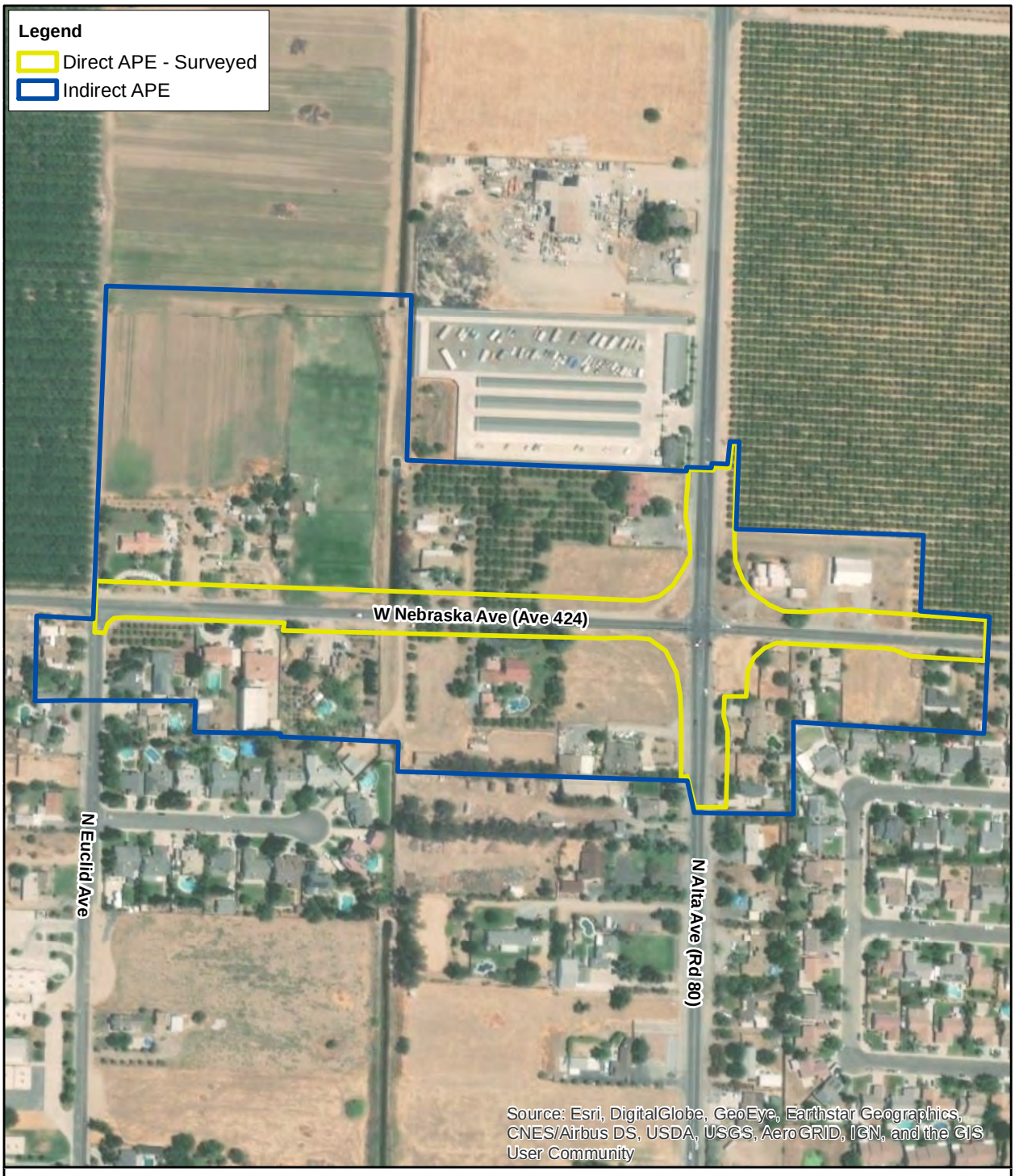
1,000 0 1,000 2,000 3,000 Feet

0.5 0 0.5 Kilometers

Caltrans District 6
Tulare County
CML-5143(035)

Township 16S /Range 24E, Section 5, 6, 7, 8
Fresno (1947-PR1967), CA 7.5' USGS Quadrangle

MAP 2



SURVEY COVERAGE

Alta Avenue and Nebraska Avenue Roundabout Project

SCALE 1:4,000

300 0 300 600 900 Feet

150 0 150 Meters

Caltrans District 6
Tulare County
CML-5143(035)

MAP 3

APPENDIX B

Records Search Results

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

To: Jason Watts
Yamabe & Horn Engineering, Inc.
2985 N. Burl Ave., Suite 101
Fresno, CA 93727

RECEIVED
JUL 05 2019
YAMABE & HORN

Record Search 19-246

Date: July 1, 2019

Re: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba

County: Tulare

Map(s): Reedley 7.5'

CULTURAL RESOURCES RECORDS SEARCH

The California Office of Historic Preservation (OHP) contracts with the California Historical Resources Information System's (CHRIS) regional Information Centers (ICs) to maintain information in the CHRIS inventory and make it available to local, state, and federal agencies, cultural resource professionals, Native American tribes, researchers, and the public. Recommendations made by IC coordinators or their staff regarding the interpretation and application of this information are advisory only. Such recommendations do not necessarily represent the evaluation or opinion of the State Historic Preservation Officer in carrying out the OHP's regulatory authority under federal and state law.

The following are the results of a search of the cultural resource files at the Southern San Joaquin Valley Information Center. These files include known and recorded cultural resources sites, inventory and excavation reports filed with this office, and resources listed on the National Register of Historic Places, Historic Property Directory, California State Historical Landmarks, California Register of Historical Resources, California Inventory of Historic Resources, and California Points of Historical Interest. Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area.

PRIOR CULTURAL RESOURCE STUDIES CONDUCTED WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

According to the information in our files, there have been two previous cultural resource studies conducted within the project area, TU-00162 and TU-00210. There have been five additional studies within the one-half mile radius, TU-00185, 00568, 00769, 01185, and 01533.

KNOWN/RECORDED CULTURAL RESOURCES WITHIN THE PROJECT AREA AND THE ONE-HALF MILE RADIUS

There is one recorded cultural resource within the project area, P-54-004899, Dinuba Town Ditch. There is one recorded resource within the one-half mile radius, P-54-004632, an historic era railroad.

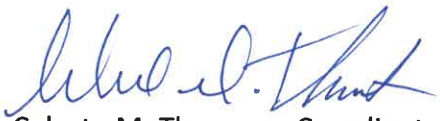
There are no recorded cultural resources within the project area that are listed in the National Register of Historic Places, the California Register of Historical Resources, the California Points of Historical Interest, California Inventory of Historic Resources, or the California State Historic Landmarks.

COMMENTS AND RECOMMENDATIONS

We understand this project consists of construction of a roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424). Additionally, we understand this project will include construction of a concrete curb and gutter, sidewalk, median islands, landscape and irrigation, storm drain facilities, and other miscellaneous street improvements. Study TU-00162 was conducted along Road 80 and study TU-00210 was conducted along Avenue 424. Both studies were completed more than 40 years ago. Therefore, prior to project activities, we recommend a qualified, professional consultant conduct a new field survey of any vacant land that will be impacted bay this project. A list of qualified consultants can be found at www.chrisinfo.org.

We also recommend that you contact the Native American Heritage Commission in Sacramento. They will provide you with a current list of Native American individuals/organizations that can assist you with information regarding cultural resources that may not be included in the CHRIS Inventory and that may be of concern to the Native groups in the area. The Commission can consult their "Sacred Lands Inventory" file in order to determine what sacred resources, if any, exist within this project area and the way in which these resources might be managed. Finally, please consult with the lead agency on this project to determine if any other cultural resource investigation is required. If you need any additional information or have any questions or concerns, please contact our office at (661) 654-2289.

By:



Celeste M. Thomson, Coordinator **Date:** July 1, 2019

Please note that invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

California Historical Resources Information System

Fresno
Kern
Kings
Madera
Tulare

Southern San Joaquin Valley Information Center
California State University, Bakersfield
Mail Stop: 72 DOB
9001 Stockdale Highway
Bakersfield, California 93311-1022
(661) 654-2289
E-mail: ssjvic@csub.edu
Website: www.csub.edu/ssjvic

12/2/2019

Mary Baloian
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

Re: Alta and Nebraska Roundabout, City of Dinuba (#4124)
Records Search File No.: 19-246 Additional Information

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on the Reedley USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.5 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ custom GIS maps ☒ shapefiles

Resources within project area:	P-54-004899
Resources within 0.5 mile radius:	P-54-004632
Reports within project area:	TU-00162, 00210
Reports within 0.5 mile radius:	TU-00185, 00568, 00769, 01185, and 01533

Resource Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Resource Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (list):	☒ enclosed	☐ not requested	☐ nothing listed
Report Database Printout (details):	☒ enclosed	☐ not requested	☐ nothing listed
Report Digital Database Records:	☒ enclosed	☐ not requested	☐ nothing listed
Resource Record Copies:	☒ enclosed	☐ not requested	☐ nothing listed
Report Copies:	☐ enclosed	☒ not requested	☐ nothing listed
OHP Historic Properties Directory:	☒ enclosed	☐ not requested	☐ nothing listed
Archaeological Determinations of Eligibility:	☐ enclosed	☐ not requested	☒ nothing listed
CA Inventory of Historic Resources (1976):	☐ enclosed	☐ not requested	☒ nothing listed

Caltrans Bridge Survey: Not available at SSJVIC; please see

http://www.dot.ca.gov/hq/structur/strmaint/historic.htm

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

Historical Maps: Not available at SSJVIC; please see
http://historicalmaps.arcgis.com/usgs/

Local Inventories: Not available at SSJVIC

GLO and/or Rancho Plat Maps: Not available at SSJVIC; please see
http://www.glorecords.blm.gov/search/default.aspx#searchTabIndex=0&searchByTypeIndex=1 and/or
http://www.oac.cdlib.org/view?docId=hb8489p15p;developer=local;style=oac4;doc.view=items

Shipwreck Inventory: Not available at SSJVIC; please see
http://www.slc.ca.gov/Info/Shipwrecks.html

Soil Survey Maps: Not available at SSJVIC; please see
http://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx

Please forward a copy of any resulting reports from this project to the office as soon as possible. Due to the sensitive nature of archaeological site location data, we ask that you do not include resource location maps and resource location descriptions in your report if the report is for public distribution. If you have any questions regarding the results presented herein, please contact the office at the phone number listed above.

The provision of CHRIS Data via this records search response does not in any way constitute public disclosure of records otherwise exempt from disclosure under the California Public Records Act or any other law, including, but not limited to, records related to archeological site information maintained by or on behalf of, or in the possession of, the State of California, Department of Parks and Recreation, State Historic Preservation Officer, Office of Historic Preservation, or the State Historical Resources Commission.

Due to processing delays and other factors, not all of the historical resource reports and resource records that have been submitted to the Office of Historic Preservation are available via this records search. Additional information may be available through the federal, state, and local agencies that produced or paid for historical resource management work in the search area. Additionally, Native American tribes have historical resource information not in the CHRIS Inventory, and you should contact the California Native American Heritage Commission for information on local/regional tribal contacts.

Should you require any additional information for the above referenced project, reference the record search number listed above when making inquiries. Invoices for Information Center services will be sent under separate cover from the California State University, Bakersfield Accounting Office.

Thank you for using the California Historical Resources Information System (CHRIS).

Sincerely,

Celeste M. Thomson Digitally signed by Celeste M. Thomson
Date: 2019.12.02 08:53:38 -08'00'

Celeste M. Thomson
Coordinator

Resource List

Additional Information for SSJVIC Record Search 19-246

Primary No.	Trinomial	Other IDs	Type	Age	Attribute codes	Recorded by	Reports
P-54-004632	CA-TUL-002885H	Resource Name - JTU-204; Resource Name - Atchison, Topeka, Santa Fe Railroad Branch Line; Resource Name - Historic Railroad Segment	Structure, Object, Site	Historic	AH04; AH07	1995 (Carrie D. Wills, Allen Estes, William Self Associates); 2001 (S. Ashkar, C. Fish, Jones & Stokes); 2007 (M. Armstrong, R. Ottenhoff, P. Paramoure, L. MacDonald, Pacific Legacy, Inc.); 2009 (Steven J. Melvin, Rebecca Flores, JRP Historical Consulting, LLC.); 2012 (M. O'Neill, M. Walton, Pacific Legacy, Inc.)	
P-54-004899	CA-TUL-003033H	Resource Name - B- Dinuba Town Ditch (segment of)	Structure	Historic	HP20	2000 (Mark Brown, Jones & Stokes); 2001 (Tracy Bakic, PAR Environmental Services, Inc.)	

Report List

Additional Information for SSJVIC Record Search 19-246

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
TU-00162		1977	Cantwell, R.J.	Archaeological Survey Report for Road 80 from Avenue 419 to Avenue 432	California State University, Fresno	
TU-00185		1977	Cantwell, R.J.	Archaeological and Historical Survey Report for the Railroad Crossing at Road 80 and Avenue 428	Individual Consultant	
TU-00210		1978	Cantwell, R.J.	Archaeological and Historical Survey Report Avenue 424 from Road 64 to Road 88	Individual Consultant	
TU-00568		1988	Weinberger, Gay	Archaeological Reconnaissance of Valley View Apartments in Dinuba	Individual Consultant	
TU-00769		1987	Unknown	Cultural Resource Assessment of an Apartment Complex Site Dinuba, Tulare County, California	Peak & Associates, Inc.	
TU-01185		2003	Grant, Shelly L.	1151 N. Villa, Dinuba, California	Micon Real Estate	
TU-01533		2011	Varner, Dudley M.	A Cultural Resources Study for a Multi-Family Rental Housing Project in Dinuba, Tulare County, California	Varner Associates, Fresno	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
189147		SR 43	COLONEL ALLENSWORTH STATE HISTORIC	(VIC) ALLENSWORTH	S	1908	ST.HS.LDMK	54-0021	05/10/12	7J	
052388		GENERALS HWY	CABIN CREEK RANGER RESIDENCE AND D	BADGER	F	1934	HIST.RES.	NPS-78000368-0000	04/27/78	1S	
							HIST.SURV.	3603-0001-0000	01/01/78	1S	
069652		SR 190	TULE RIVER HYDROELECTRIC COMPLEX	CAMP NELSON	U		PROJ.REVW.	65001070	01/22/82	2S	
051064		SR 190	BRIDGE #46-10	(VIC) CAMP NELSON	S	1911	HIST.SURV.	3208-0001-0000		3S	
051073		SR 137	AX CANAL BRIDGE / BRIDGE #45-24	(VIC) CORCORAN	S	1918	HIST.SURV.	3212-0001-0000		7R	
051074		SR 137	BRIDGE #46-0114	(VIC) CORCORAN	S	1920	HIST.SURV.	3212-0002-0000		7R	
129128	12640	2ND DR		CUTLER	P	1934	HIST.RES.	DOE-54-01-0024-0000	10/29/01	6Y	
							PROJ.REVW.	HUD010921F	10/29/01	6Y	
150948	40526	OROSI DR		CUTLER	M	1950	HIST.RES.	DOE-54-07-0029-0000	10/13/04	6Y	
							PROJ.REVW.	FCC040902A	10/13/04	6Y	
052394	12786	RAILROAD	K SHINODA, G R PAUL SEED CO	CUTLER	P	1919	HIST.SURV.	3615-0001-0000		7R	
073156			SMITH MOUNTAIN CANAL	DINUBA	U	1884	HIST.RES.	DOE-54-91-0011-0000	10/10/91	6Y	
							PROJ.REVW.	FHWA910903C	10/10/91	6Y	
073155			DINUBA TOWN DITCH	DINUBA	D	1884	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
							HIST.RES.	DOE-54-91-0010-0000	10/10/91	6Y	
							PROJ.REVW.	FHWA910903C	10/10/91	6Y	
174558			HORSMAN DITCH SEGMENT	DINUBA	D	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174557			AVE 416 OVER TRAVER CANAL	DINUBA	C	1948	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174546			SEGMENT OF SAN JOAQUIN VALLEY RAIL	DINUBA	P	1888	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174547			SAND RIDGE DITCH SEGMENT	DINUBA	D	1922	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
150575	742	1ST AVE		DINUBA	P	1939	HIST.RES.	DOE-54-04-0025-0000	06/28/04	6Y	
							PROJ.REVW.	HUD040517S	06/28/04	6Y	
186607	1098	ACADEMY WY		DINUBA	P	1912	PROJ.REVW.	HUD100513J	06/02/10	6Y	
174407		AVE 416		DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174690	3345	AVE 416		DINUBA	P	1933	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174689	3659	AVE 416		DINUBA	P	1911	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174681	6511	AVE 416		DINUBA	P	1952	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174680	6525	AVE 416		DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174679	6555	AVE 416		DINUBA	P	1931	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174396	6702	AVE 416		DINUBA	P	1907	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174678	6713	AVE 416		DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174397	6814	AVE 416		DINUBA	P	1930	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174677	6825	AVE 416		DINUBA	P	1952	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174398	6872	AVE 416		DINUBA	P	1960	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174399	6876	AVE 416		DINUBA	P	1927	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174401	6914	AVE 416		DINUBA	P	1930	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174676	6951	AVE 416		DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174402	6952	AVE 416		DINUBA	P	1940	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174403	7076	AVE 416		DINUBA	P	1915	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174404	7092	AVE 416		DINUBA	P	1960	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174405	7116	AVE 416		DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174406	7146	AVE 416		DINUBA	P	1900	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174675	7179	AVE 416		DINUBA	P	1920	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174511	9052	AVE 416	SPARKS HOUSE	DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174512	9116	AVE 416		DINUBA	P		PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174513	9154	AVE 416		DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174514	9168	AVE 416		DINUBA	P	1940	PROJ.REVW.	FHWA050118A	06/27/05	6Y	
174565	9257	AVE 416	WMJ FARMS	DINUBA	P	1921	PROJ.REVW.	FHWA050118A	06/27/05	6Y	

PROPERTY-NUMBER	PRIMARY-#	STREET.ADDRESS.....	NAMES.....	CITY.NAME.....	OWN	YR-C	OHP-PROG..	PRG-REFERENCE-NUMBER	STAT-DAT	NRS	CRIT
051864		444 W KERN AVE		TULARE	U	1899	HIST.SURV.	3274-0059-0120		7N	
051742		1305 W KERN AVE		TULARE	P	1930	HIST.SURV.	3274-0055-0000		5S2	
051913		136 W KING AVE		TULARE	U	1906	HIST.SURV.	3274-0059-0169		7N	
051798		227 W KING AVE		TULARE	P	1915	HIST.SURV.	3274-0059-0053		7N	
051809		228 W KING AVE	BRICK RAILROAD HOUSE	TULARE	U	1870	HIST.SURV.	3274-0059-0065		7N	
051787		233 W KING AVE	BRICK RAILROAD HOUSE	TULARE	P	1870	HIST.SURV.	3274-0059-0042		7N	
051789		234 W KING AVE	BRICK RAILROAD HOUSE	TULARE	P	1870	HIST.SURV.	3274-0059-0044		7N	
051805		239 W KING AVE	BRICK RAILROAD HOUSE	TULARE	P	1870	HIST.SURV.	3274-0059-0061		7N	
051791		240 W KING AVE	BRICK RAILROAD HOUSE	TULARE	P	1870	HIST.SURV.	3274-0059-0046		7N	
051783		246 W KING AVE	BRICK RAILROAD HOUSE	TULARE	P	1870	HIST.SURV.	3274-0059-0038		7N	
051786		247 W KING AVE	BRICK RAILROAD HOUSE	TULARE	P	1870	HIST.SURV.	3274-0059-0041		7N	
131386		669 W MATHENY AVE		TULARE	P	1946	HIST.RES.	DOE-54-02-0006-0000	06/05/02	6Y	
							PROJ.REVW.	HUD020506Q	06/05/02	6Y	
051908		109 W OWENS AVE		TULARE	U	1910	HIST.SURV.	3274-0059-0164		7N	
051831		236 W SAN JOAQUIN AVE		TULARE	U	1908	HIST.SURV.	3274-0059-0087		7N	
051830		247 W SAN JOAQUIN AVE		TULARE	U	1927	HIST.SURV.	3274-0059-0086		7N	
051686		88 W TULARE AVE	LIBRARY HALL, SENIOR CITIZENS CENT	TULARE	P	1882	HIST.SURV.	3274-0003-0000		5S2	
051784		120 W TULARE AVE	MARY CARTMILL HOUSE	TULARE	P	1885	HIST.SURV.	3274-0059-0039		7N	
051865		126 W TULARE AVE		TULARE	U	1895	HIST.SURV.	3274-0059-0121		7N	
051808		135 W TULARE AVE	L. A. PRATT BUILDING	TULARE	P	1888	HIST.SURV.	3274-0059-0064		7N	
051753		220 W TULARE AVE	TULARE CONGREGATIONAL CHURCH PARSO	TULARE	P	1907	HIST.SURV.	3274-0059-0008		7N	
051826		250 W TULARE AVE		TULARE	P	1887	HIST.SURV.	3274-0059-0082		7N	
051781		304 W TULARE AVE	DR W F CARTMILL HOUSE	TULARE	U	1885	HIST.SURV.	3274-0059-0036		7N	
051796		305 W TULARE AVE	D L WILSON HOUSE	TULARE	P	1873	HIST.SURV.	3274-0059-0051		7N	
051827		320 W TULARE AVE		TULARE	U	1925	HIST.SURV.	3274-0059-0083		7N	
051829		327 W TULARE AVE		TULARE	U	1875	HIST.SURV.	3274-0059-0085		7N	
051806		346 W TULARE AVE	TARKINGTON HOUSE	TULARE	P	1888	HIST.SURV.	3274-0059-0062		7N	
051840		504 W TULARE AVE		TULARE	U	1910	HIST.SURV.	3274-0059-0096		7N	
051793		545 W TULARE AVE	J F MOODY HOUSE	TULARE	P	1912	HIST.SURV.	3274-0059-0048		7N	
051748		709 W TULARE AVE	AL HIGGINS HOUSE	TULARE	P	1891	HIST.SURV.	3274-0059-0003		7N	
051716		846 W TULARE AVE		TULARE	P	1900	HIST.SURV.	3274-0029-0000		7N	
051720		805 WRIGHT WY		TULARE	P	1895	HIST.SURV.	3274-0033-0000		5S2	
172980			ROCKYFORD CANAL	(VIC) TULARE	D	1950	PROJ.REVW.	BUR080605B	08/29/08	6Y	
051684		SR 137	BRIDGE #46-115	(VIC) TULARE	S	1920	HIST.SURV.	3274-0001-0000		7R	
067707			PERSIAN DITCH-SEGMENT 3	VISALIA	U	1854	HIST.RES.	DOE-54-90-0037-0000	05/21/90	2S2	AC
							PROJ.REVW.	FHWA900423A	05/21/90	2S2	AC
127065			EVANS DITCH	VISALIA	Y		PROJ.REVW.	COE051031A	03/06/06	6Y	
							HIST.RES.	DOE-54-99-0006-0000	11/15/99	6Y	
							PROJ.REVW.	FHWA990927A	11/15/99	6Y	
126346			ATCHISON, TOPEKA, AND SANTA FE RAI	VISALIA	P	1898	HIST.RES.	DOE-54-00-0005-0000	02/25/00	6Y	
							PROJ.REVW.	FHWA000203A	02/25/00	6Y	
185270			PERSIAN DITCH-SEGMENT 1	VISALIA	U	1854	PROJ.REVW.	FHWA900423A	05/21/90	6Y	
185271			PERSIAN DITCH-SEGMENT 2	VISALIA	U	1854	PROJ.REVW.	FHWA900423A	05/21/90	6Y	
185272			PERSIAN DITCH-SEGMENT 4	VISALIA	U	1854	PROJ.REVW.	FHWA900423A	05/21/90	6Y	
113968		AVE 368	SEQUOIA FIELD/VISALIA-DINUBA SCHOO	VISALIA	M	1941	HIST.RES.	NPS-99001591-9999	01/18/98	1S	A
							NAT.REG.	54-0010	01/18/98	3S	A
126517		AVE 368	SEQUOIA FIELD LINK TRAINING BLDG/M	VISALIA	M	1941	HIST.RES.	NPS-99001591-0023	06/09/00	6X	
126510		AVE 368	SEQUOIA FIELD CADET BARRACKS/SHOP	VISALIA	M		HIST.RES.	NPS-99001591-0017	06/09/00	6X	
126512		AVE 368	SEQUOIA FIELD BASE HOSPITAL/TCSD D	VISALIA	M		HIST.RES.	NPS-99001591-0018	06/09/00	1D	A
126480		AVE 368	SEQUOIA FIELD GROUND ACCESS ROAD	VISALIA	M	1941	HIST.RES.	NPS-99001591-0002	06/09/00	1D	A
126513		AVE 368	SEQUOIA FIELD CADET GROUND SCHOOL	VISALIA	M		HIST.RES.	NPS-99001591-0019	06/09/00	1D	A
126482		AVE 368	SEQUOIA FIELD FLAG POLE	VISALIA	M		HIST.RES.	NPS-99001591-0004	06/09/00	1D	A
126514		AVE 368	SEQUOIA FIELD CADET GROUND SCHOOL/	VISALIA	M		HIST.RES.	NPS-99001591-0020	06/09/00	1D	A
126484		AVE 368	SEQUOIA FIELD CADET BARRACKS/ADULT	VISALIA	M		HIST.RES.	NPS-99001591-0006	06/09/00	1D	A

Map and Aerial Imagery Consulted

Date	Name	Author	Reference	Notes
1885	Detail Irrigation Map: Centerville and Kingsburgh Sheet	Hall, W. M.	1885 Detail Irrigation Map: Centerville and Kingsburgh Sheet, David Rumsey Map Collection, https://www.davidrumsey.com/, accessed January 2020.	
1891	Atlas of Fresno County, California	Thompson, Thos. H.	1891 Atlas of Fresno County, California. Thos. H. Thompson, Tulare, California, https://www.davidrumsey.com/, accessed January 2020.	
1892	Historical Atlas of Tulare County, California, Township 16 South, Range 24 East	Thompson, Thos. H.	1892 Historical Atlas of Tulare County, California. Thos. H. Thompson, Tulare, California, , https://www.davidrumsey.com/, accessed January 2020.	"76" Canal visible in its present alignment. Mt. Whitney Colony lots identified on map.
1924	Reedley, CA (1924 ed.) Scale 1:31,680	U.S. Geological Survey	1924 Reedley, CA. 1:31,680 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.	
1949	Reedley, CA (1958 ed.) Scale 1:24,000	U.S. Geological Survey	1949 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.	
1951	Reedley, CA (1951 ed.) Scale 1:24,000	U.S. Geological Survey	1951 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.	
1966	Reedley, CA (1967 ed.) Scale 1:24,000	U.S. Geological Survey	1966 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.	
1966	Reedley, CA (1982 ed.) Scale 1:24,000	U.S. Geological Survey	1966 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.	
1937	Fresno County, California, Aerial Survey No. 1937 13-ABI 63-50	Agricultural Adjustment Administration	1937 Fresno County, California, Aerial Survey No. 1937 13-ABI 63-50, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/856, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	Fewer than 10 structures visible. Some appear to be extant.
1942	Fresno County, California, Aerial Survey No. 1942 ABI-11B-140	Agricultural Adjustment Administration	1942 Fresno County, California, Aerial Survey No. 1942 ABI-11B-140, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/22139, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	
1950	Fresno County, California, Aerial Survey No. 1950 ABI-20G 99	Agricultural Adjustment Administration	1950 Fresno County, California, Aerial Survey No. 1950 ABI-20G 99, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	

Map and Aerial Imagery Consulted

Date	Name	Author	Reference	Notes
1957	Fresno County, California, Aerial Survey No. 1957 ABI-55T-94	Agricultural Adjustment Administration	1957 Fresno County, California, Aerial Survey No. 1957 ABI-55T-94, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/3783, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	
1965	Fresno County, California, Aerial Survey No. 1965 FRE-10-1	Agricultural Adjustment Administration	1965 Fresno County, California, Aerial Survey No. 1965 FRE-10-1, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/6764, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	
1977	Fresno County, California, Aerial Survey No. 1977 FRE CO 19-2 R	Agricultural Adjustment Administration	1977 Fresno County, California, Aerial Survey No. 1977 FRE CO 19-2 R, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/34383, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	
1987	Fresno County, California, Aerial Survey No. 1987 NAPP 473-133	Agricultural Adjustment Administration	1987 Fresno County, California, Aerial Survey No. 1987 NAPP 473-133, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/9026, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.	Vicinity is still predominately agricultural, with increased residential development south of Nebraska Avenue.
1913	Tulare County Assessor's Map	Tulare County County Assessor	1913 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/Retired%20Maps/1913/imap5custom.html, accessed January 2020.	
1920	Tulare County Assessor's Map	Tulare County County Assessor	1920 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/Retired%20Maps/1920/imap5custom.html, accessed January 2020.	

APPENDIX C

Native American Consultation

Native American Outreach

Alta Avenue and Nebraska Avenue Roundabout Project, City of Dinuba

Organization	Name	Position	Letter	E-mail	Phone	Summary of Contact
Native American Heritage Commission	Andrew Green	Staff Services Analyst		11/27/19; 11/26/19		Request sent 11/21 - JJ/FS; Response received 11/26 - CVO
Kern Valley Indian Community	Julie Turner	Secretary	12/05/19			Outreach letter sent - FS. Ms. Turner previously requested that AE only contact her for projects in her tribal territory (Kern County). Therefore, AE will not attempt to follow-up with Ms. Turner.-JJ
Kern Valley Indian Community	Robert Robinson	Chairperson	12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.
Kern Valley Indian Community	Brandy Kendricks		12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.
Santa Rosa Rancheria Tachi Yokut Tribe	Rueben Barrios, Sr.	Chairperson	12/05/19			Outreach letter sent - FS.
Tubatulabals of Kern Valley	Robert L. Gomez, Jr.	Tribal Chairperson	12/05/19			Outreach letter sent - FS.
Tule River Indian Tribe	Neil Peyron	Chairperson	12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.
Wuksache Indian Tribe/Eshom Valley Band	Kenneth Woodrow	Chairperson	12/05/19	1/28/20		Outreach letter sent - FS. Follow up email sent - JJ.

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov

November 26, 2019

Mary Baloian
Applied EarthWorks, Inc.

VIA Email to: mbaloian@appliedearthworks.com

RE: Alta and Nebraska Roundabout City of Dinuba (4124) Project, Tulare County

Dear Ms. Baloian:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information. If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green

Andrew Green
Staff Services Analyst

Attachment

Native American Heritage Commission
Native American Contacts List
November 26, 2019

Kern Valley Indian Community
Julie Turner, Secretary
P.O. Box 1010
Lake Isabella ,CA 93240
(661) 340-0032 Cell

Kawaiisu
Tubatulabal

Kern Valley Indian Community
Robert Robinson, Chairperson
P.O. Box 1010
Lake Isabella ,CA 93240
bbutterbredt@gmail.com
(760) 378-2915 Cell

Tubatulabal
Kawaiisu

Kern Valley Indian Community
Brandy Kendricks
30741 Foxridge Court
Tehachapi ,CA 93561
krazykendricks@hotmail.com
(661) 821-1733
(661) 972-0445

Kawaiisu
Tubatulabal

Santa Rosa Rancheria Tachi Yokut Tribe
Rueben Barrios Sr., Chairperson
P.O. Box 8
Lemoore ,CA 93245
(559) 924-1278
(559) 924-3583 Fax

Tache
Tachi
Yokut

Tubatulabals of Kern Valley
Robert L. Gomez, Jr., Tribal Chairperson
P.O. Box 226
Lake Isabella ,CA 93240
(760) 379-4590
(760) 379-4592 Fax

Tubatulabal

Tule River Indian Tribe
Neil Peyron, Chairperson
P.O. Box 589
Porterville ,CA 93258
neil.peyron@tulerivertribe-nsn.gov
(559) 781-4271
(559) 781-4610 Fax

Yokuts

Wuksache Indian Tribe/Eshom Valley Band
Kenneth Woodrow, Chairperson
1179 Rock Haven Ct.
Salinas ,CA 93906
kwood8934@aol.com
(831) 443-9702

Foothill Yokuts
Mono
Wuksache

This list is current as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code,Section 5097.94 of the Public Resources Code, or Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans Tribes for the proposed:
Alta and Nebraska Roundabout City of Dinuba (4124) Project, Tulare County.

EXAMPLE

Applied EARTHWORKS Inc.

1391 W. Shaw Ave., Suite C
Fresno, CA 93711-3600
O: (559) 229-1856 | F: (559) 229-2019

December 5, 2019

Ms. Julie Turner, Secretary
Kern Valley Indian Community
P.O. Box 1010
Lake Isabella, CA 93240

RE: Alta Avenue and Nebraska Avenue Roundabout Project, City of Dinuba, Tulare County, California

Dear Secretary Julie Turner,

Applied EarthWorks, Inc. (Æ) is conducting cultural resource services in support of the Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project (Project). The Project involves the construction of a roundabout at the intersection of Alta and Nebraska Avenues, and the widening of Nebraska Avenue from Euclid to Alta Avenue. It lies north of the City of Dinuba in Tulare County within Township 16 South, Range 24 East, Sections 5, 6, 7, and 8 on the USGS Fresno quadrangle (see attached map).

Because the Project will receive support from the Federal State Transportation Improvement Program via the California Department of Transportation (Caltrans), it is considered a federal undertaking (per 36 CFR 800.16[y]) subject to the National Historic Preservation Act of 1966, as amended. On behalf of the City of Dinuba, Æ is conducting Native American outreach per cultural resource management best practices to identify areas of known cultural sensitivity in the Project area. This outreach does not take the place of government-to-government consultation under Assembly Bill 52, Senate Bill 18, or Section 106 of the NHPA. Per Public Resources Code Section 21082.3(c)(1), Æ will protect any sensitive locational information shared regarding tribal or cultural resources in the Project area and will not disclose this information to the general public.

A search of the Native American Heritage Commission's (NAHC) Sacred Lands File was completed on November 26, 2019. The NAHC reported negative results in the Project area; however, the NAHC provided your contact information as someone who may have specific information about the Project area. Æ also requested a records search of the California Historical Resources Information System at the Southern San Joaquin Valley Information Center (SSJVIC) in Bakersfield. The SSJVIC reported no known prehistoric cultural resources sites within the Project area or half-mile radius surrounding the Project. There is, however, one known historic-era resource—the Dinuba Town Ditch—within the Project area.

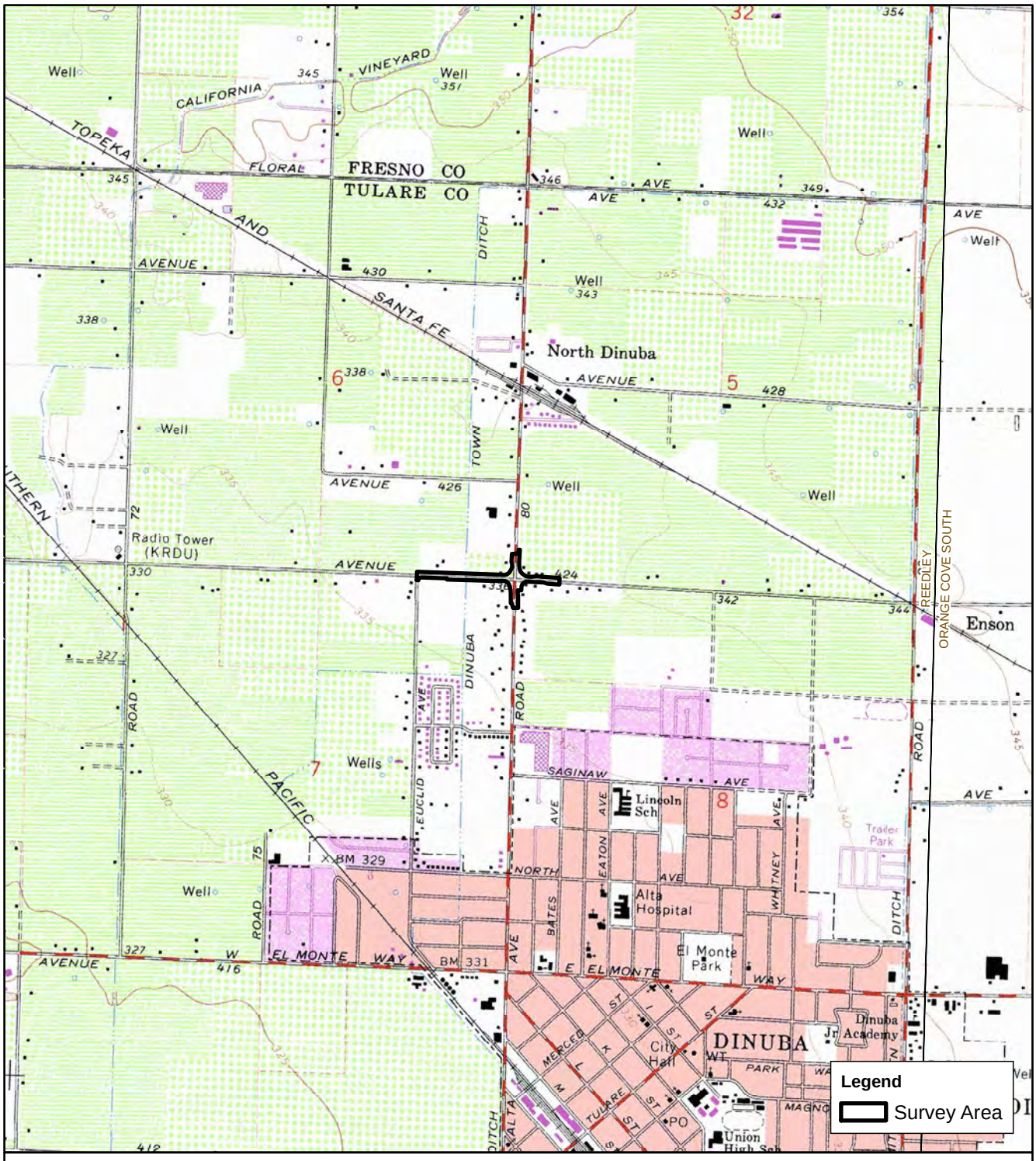
If you have knowledge of cultural resources or sacred sites in the area or are interested in learning more about the Project, please phone (559-229-1856 x. 111), email (mbaloian@appliedearthworks.com), or send a letter to my attention using the address provided above. I would appreciate any information you might provide to assist us with our inventory efforts. Thank you.

Sincerely,

Mary Baloian

Mary Baloian
Principal Archaeologist

encl.: Project Map



NAHC location map for the Alta and Nebraska Roundabout Project.

APPENDIX G – Historical Resources Evaluation Report

HISTORICAL RESOURCES EVALUATION REPORT

Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California

CML-5143(035)

Prepared By: _____ 3/24/2020

Carlos van Onna, M.A. Date
Applied EarthWorks, Inc.
1391 W. Shaw Avenue, Suite C, Fresno, CA 93711

Prepared For: **City of Dinuba**
405 E. El Monte Way, Dinuba, CA 93618

Reviewed By: _____ _____

John Whitehouse, Principal Architectural Historian Date
Environmental Analysis, Planning, and Local Programs
California Department of Transportation, District 6
855 M Street, Suite 200, Fresno, CA 93721

Approved By: _____ _____

Shane Gunn, Branch Chief Date
Environmental Analysis, Planning, and Local Programs
California Department of Transportation, District 6
855 M Street, Suite 200, Fresno, CA 93721

March 2020

SUMMARY OF FINDINGS

The City of Dinuba (City), under the Federal State Transportation Improvement Program as administered through the California Department of Transportation (Caltrans), plans to construct a roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) and widen the roadway approach along Nebraska Avenue. Because the project will receive support from the Federal Highway Administration (FHWA) via the California Department of Transportation (Caltrans), it is considered a federal undertaking subject to the National Historic Preservation Act (NHPA) of 1966, as amended. Yamabe & Horn Engineering, under contract to the City, retained Applied EarthWorks, Inc. to perform the cultural resource inventory necessary for compliance with Section 106 of the NHPA.

This Historical Resources Evaluation Report (HRER) evaluates the potential for the proposed action to affect buildings and structures eligible for listing in the National Register of Historic Places (NRHP)/California Register of Historical Resources (CRHR) or any resources considered historic for the purposes of the California Environmental Quality Act (CEQA). The specific purpose of this HRER is to comply with applicable National Historic Preservation Act Section 106 regulations, especially those that pertain to federally funded undertakings and their impacts on historic properties.

A built environment survey for the Project identified 13 historic-era cultural resources on adjacent parcels within the Area of Potential Effects (APE): 3 farms, 9 single-family residences, and the Dinuba Town Ditch (P-52-004899). None of the farms or single-family residences within the APE possess historical significance under any of the evaluation criteria; therefore, these resources are not eligible for inclusion in the NRHP and CRHR. A 950-foot-long segment of the Dinuba Town Ditch recorded and evaluated as part of the current effort lacks significance is not eligible for inclusion in the NRHP and CRHR. This matches the recommendations of eligibility for the previously evaluated segments of this resource.

CONTENTS

APPENDICES

FIGURES

1 PROJECT DESCRIPTION

The City of Dinuba (City), with the support of the Federal State Transportation Improvement Program (FSTIP), plans to construct a roundabout at the intersection of Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) in Tulare County, California. In addition to roundabout construction, the Alta Avenue and Nebraska Avenue Roundabout Project (Project) will widen and improve roadway approaches along Nebraska Avenue between Euclid and Alta avenues. The City is in the process of acquiring public right-of-way easements. In addition to earthwork and asphalt concrete paving as well as curb, gutter, drain, lighting, and infrastructure work, construction will involve the relocation/reconstruction of a portion of the Dinuba Town Ditch, a historic-era irrigation structure.

The Project is at the northern edge of the city of Dinuba within California Department of Transportation District 6 (Map 1). Specifically, it is in Sections 5, 6, 7, and 8 of Township 16 South, Range 24 East, as depicted on the U.S. Geological Survey (USGS) Reedley, CA 7.5-minute quadrangle (Map 2). The Project area is mostly comprised of Nebraska Avenue (Avenue 424), a two-lane paved road marking the northern extent of urban development in Dinuba.

National Historic Preservation Act (NHPA) Section 106 regulations (36 CFR 800.16[d]) define the Area of Potential Effects (APE) as the area within which a project has the potential to directly or indirectly cause alterations to historic properties. The Direct APE for the current Project includes an approximately 2,000-foot-long corridor along Nebraska Avenue and an approximately 275-foot-long section of North Alta Avenue (Map 3). The Direct APE encompasses 5.5 acres. The Indirect APE extends to the first-tier parcels touching the Direct APE (Map 3).

Yamabe & Horn Engineering, under contract to the City, retained Applied EarthWorks, Inc. to perform the built environment studies necessary for compliance with Section 106 of the NHPA.

2 RESEARCH METHODS

Applied EarthWorks Senior Architectural Historian Carlos van Onna conducted archival research through a series of stepwise tasks. On July 1, 2019, the staff of the Southern San Joaquin Valley Information Center (SSJVIC) at California State University, Bakersfield, performed a records search of the California Historical Resources Information System, which encompassed the APE and a 0.5-mile surrounding radius (Records Search File No. 19-246; Appendix B). SSJVIC staff examined site location maps and site record files as well as the National Register of Historic Places, the California Office of Historic Preservation (OHP) Historic Properties Data file (3/18/13), Archaeological Determinations of Eligibility, California Register of Historical Resources, the California Inventory of Historic Resources (1976), listings of California Historical Landmarks and California Points of Historical Interest. The purpose of the records search is to determine whether any of the subject resources had been previously recorded and evaluated to the identify any other known cultural resources that may exist within the study vicinity.

The records search identified one cultural resource, Dinuba Town Ditch (P-54-004899), and two prior studies (TU-00162 and TU-00210) within the APE. A segment of the Atchison, Topeka, and Santa Fe Railroad (P-54-004632/CA-TUL-2885H) and five prior studies (TU-00185, -00568, -00769, -01185, and -01533) are within 0.5 miles of the APE (Appendix B). Dinuba Town Ditch and the Atchison, Topeka, and Santa Fe Railroad are listed on the OHP Historic Properties Directory.

Because only the Dinuba Town Ditch (P-54-004899) had previously been recorded and evaluated, Applied EarthWorks carried out archival research to construct a historic context for evaluation and to gather property-specific information about the other resources within the APE. The historic context (Section 4) establishes the framework within which decisions about significance are based (National Park Service 1997). The evaluation process essentially weighs the relative importance of the subject resources against the larger backdrop of history; the context provides the comparative standards and/or examples as well as the theme(s) necessary for this assessment. According to the National Park Service (1997:9), a theme is a pattern or trend that has influenced the history of an area for a certain period. A theme is typically couched in geographic (i.e., local, state, or national) and temporal terms to focus and facilitate the evaluation process.

Considering the location and economic function of the subject resources, research focused on the theme of agricultural development in the Dinuba area. The historic context contained in this report is based on research from numerous (unrelated) evaluations performed by Applied EarthWorks in the past 12 years. These evaluations have assessed the historical significance of rural properties and irrigation canals throughout Fresno County. In creating a general historic context for the Dinuba area, Applied EarthWorks consulted several local repositories, including:

- Ancestry.com;
- Newspapers.com;
- Map Aerial Locator Tool (MALT) of the Henry Madden Library at California State University, Fresno (http://malt.lib.csufresno.edu/MALT/);
- General Land Office maps (https://glorecords.blm.gov/default.aspx)
- Various online resources for historical maps and documents;
- Alta District Historical Society, Dinuba;
- Tulare County Assessor’s and Recorder’s Offices, Visalia; and
- Applied EarthWorks’ in-house library, which includes local histories, technical publications about irrigation, and other material related to the topics of water conveyance and farming.

Property-specific research seeks to answer such basic questions as “when was the building/structure built,” “who built, lived in, or used it,” and “why was it built.” Although precise construction dates for old buildings and structures are rarely found in the historical record, a narrow range of dates can be ascertained though a review of archival maps and aerial photographs. Very often, the reasons or circumstances underlying the construction of a particular

building or structure can be revealed by relating property-specific information (e.g., date of construction, owner, etc.) to the chronology of development in the vicinity.

For the current investigation, Applied EarthWorks reviewed archival USGS topographic maps from 1923 to present showing the APE and examined a series of aerial photographs of the Project area dating from 1937 to 1992. Hall's 1885 Detail Irrigation Map and Thompson's 1891 Fresno County and 1892 Tulare County atlases were consulted to trace the development of the Dinuba Town Ditch and the 76 Canal system. Historical Tulare County Assessor's maps were reviewed for APE-specific developments. Details of historical maps and aerial photographs are provided in Appendix B.

Additionally, Applied EarthWorks staff visited the Alta District Historical Society in Dinuba to learn more about potential connections between the APE and events, individuals, or groups significant to the area.

3 FIELD METHODS

On December 18, 2019, Architectural Historian Carlos van Onna visited the Project area to document and photograph historic-era built environment resources. The level of effort was sufficient to provide visual information for recordation and evaluation of the resources. The California Department of Parks and Recreation (DPR) forms for the evaluated resources are provided in Appendix C.

4 HISTORICAL OVERVIEW

4.1 EARLY EXPLORATION AND SETTLEMENT

Spanish soldiers and priests were the first non-Indians to encounter the Southern Valley Yokuts when Pedro Fages led a group of soldiers through Tejon Pass into the San Joaquin Valley in 1772 (Wallace 1978:549). Four years later, Francisco Garcés also explored the region. Other Europeans did not follow until Lieutenant Gabriel Moraga led a group of Spanish explorers into the valley in 1806 (Clough and Secrest 1984:25–27). This party intended to locate new lands for missions, find and return runaway neophytes, and relocate stolen livestock.

Expansion of missions in California ceased by the early 1820s as a result of Mexico's independence from Spain, thus preventing the construction of additional missions in the San Joaquin Valley. The Mexican government granted several large tracts of land (ranchos) to individuals during the 1830s and 1840s. In addition, fur trappers began their forays into the California interior. Jedediah S. Smith likely entered the area during a fur trapping expedition in 1827. Smith's adventures included friendly encounters with the Southern Valley Yokuts near the Kings River and trapping and camping along the San Joaquin River (Clough and Secrest 1984:27). In 1844, John C. Frémont led an expedition to the Tulare Lake basin; his favorable reports of the Kings River fan foreshadowed the agricultural development of the area (Preston 1981:62).

The discovery of gold in the Sierra Nevada in 1848 and the accession of California to the Union in 1850 were watershed events in the history of the state and valley. During the late 1840s and early 1850s, prospectors from across the nation and around the world flocked to California to mine the precious ore. Many of the prospectors entered and traveled through the valley via the Stockton–Los Angeles Road, which later became the Butterfield Overland Mail Route. The road hugged the western edge of the foothills, passed through nearby Visalia, and crossed the countless rivers and streams flowing down from the highlands as well as the valley sloughs.

Although ranching had been a part of the state's economy since the Mexican period, the industry's growth accelerated as many successful prospectors and businessmen reinvested their profits from the gold rush in cattle and sheep herds. In the early days of ranching, sheep were a valued commodity because they not only could be sold for consumption but could be sheared for their wool. From 1857 to 1871, the amount of wool produced in California increased more than twenty-fold, while revenue grew at an average annual rate of 30 percent (Vandor 1919:164). Similarly, cattle provided beef and dairy products as well as hides.

By the early 1870s, however, scales began to tip in favor of agriculture. The construction of extensive irrigation systems, typically financed by developers like A. Y. Easterby, converted the valley's dry soils into fertile farmlands. The 1874 "no fence" law underscored the growing dominance of agricultural interests and resulted in both operation and monetary repercussions to the sheep and cattle industry:

> The "no fence" law obligated the stock owner to herd his cattle and sheep, whereas before the stock roamed at will and was not assembled except for the annual rodeo. He was also made responsible for damage done by his beasts. The farmer was not required to fence his holdings, though . . . he occasionally did so [Vandor 1919:163].

4.2 RAILROAD EXPANSION AND THE BEGINNINGS OF DINUBA

The San Joaquin Valley, and specifically, Tulare County, experienced an influx of settlers and economic prosperity in the mid to late 1800s. Economic prosperity was fostered in large part by the arrival of such railroad lines as the Visalia and Goshen Railroad and the Visalia and Tulare Railroad, constructed in 1874 and 1888, respectively (Menefee and Dodge 1913). In 1896, the San Francisco and San Joaquin Valley Railroad began construction of a new rail line extending north from Bakersfield. Soon after its completion in 1897, the line was sold to the Atchison, Topeka, and Santa Fe (AT&SF) Railroad. Despite their role in fostering long-distance travel and commerce, the construction of railroads in the United States was a highly contentious process that resulted in years of litigious and sometimes bloody hostilities between railroad companies, states, and landowners. Examples of land disputes between citizens and the railroad peppered the United States in the late 1800s, but few were quite so dramatic or memorable as the Mussel Slough Tragedy of 1888 (Dial 2016).

Mussel Slough and the community of Traver, 10–20 miles southwest of Dinuba, was a hub for wheat cultivation in the San Joaquin Valley in the 1880s. Settlers from around the country flocked to the region to farm the grain, which was selling for a premium at the time. Some settled the land legally through the Homestead Act of 1862, while others squatted on unoccupied parcels. These settlers ultimately ended up in the path of the Southern Pacific Railroad's Goshen line. The Southern Pacific Railroad Company, armed with federally issued patents for all land

within 10 miles of its right-of-way, gave the settlers in Mussel Slough an ultimatum: buy back the land at a much higher price or be evicted (Dial 2006, 2016). The ensuing lawsuits and attempts by the Southern Pacific Railroad to enforce its ownership of the land culminated in a shoot-out between prominent antirailroad landowners and representatives of the Southern Pacific Railroad. Seven people died and several were wounded, and the incident received national attention.

After the shooting, many Mussel Slough residents moved east to cultivate what is now known as the city of Dinuba. Having been displaced by eviction and the growing threat of soil alkalinity in the Mussel Slough region, the relocated settlers reestablished their farms and community in the fertile east side of the valley. Promoters who designed the Dinuba townsite in 1888 originally referred to it as "Sibleyville," in honor of James Sibley, a prominent landowner (Dial 2006). However, the name was short lived because the Southern Pacific Railroad officially dubbed the town "Dinuba." The Dinuba post office was established in 1889, and soon after in 1906, the city was incorporated (City of Dinuba 2020).

4.3 EARLY IRRIGATION AND THE ALTA IRRIGATION DISTRICT

The second half of the nineteenth century saw a growing need for irrigation and the subsequent rise of private canal construction companies throughout the San Joaquin Valley. One of the earliest examples was a modest 4-foot-wide and 2-foot-deep ditch from the west bank of the Kings River built in the summer of 1866 by Anderson Akers and S. S. Hyde (Elliott 1882:102). In the late 1860s, however, much of the valley was not irrigated, and a crop's success depended upon nature each year to provide adequate rainfall. Harnessing the Sierra Nevada watershed that flowed into the valley through rivers and streams proved to be key in enabling agricultural growth and diversification. Irrigation became the driving force in the valley's development and economic expansion.

The 76 Land and Water Company, incorporated in 1882, was one of the most influential private canal construction companies on the valley's east side. Its initial objective was to bring water from the Kings River to large landholdings south of the river owned by ranchers A. M. Darwin and E. C. Ferguson, and it was named for the "76" brand associated with their ranch. An initial investment of $280,000 created 14 shares owned between C. F. J. Kitchener, H. P. Merritt, F. Bullard, I. H. Jacobs, D. Hershey, C. Traver, D. K. Zumwalt, and P. Y. Baker (Pacific Rural Press (Pacific Rural Press 1884:vi). The 76 Canal constructed in the subsequent years takes its water from Kings River at a split in the Tivy Valley area, just south of the unincorporated community of Piedra. At the split, the water flows through a cobble weir into a natural channel that runs parallel to the river for 5 miles until it reaches the head gates of the canal. The canal then proceeds in a southeasterly direction, and a large dam was constructed where it intersects Wahtoke Creek, creating Wahtoke Lake. From there, the canal continues in a southeasterly direction, feeding water into the many branches constructed downstream on the canal. By 1884, the company owned 30,000 acres south of the Kings River in Fresno and Tulare counties (Pacific Rural Press 1884:vi).

The 76 Land and Water Company was also the main promotor of the Traver townsite. Located on the Southern Pacific Railroad's Goshen line, parallel to present-day State Route 99, the town was named for Charles Traver, one of the company's original shareholders. A separate branch of the main 76 Canal was constructed to provide the fledgling townsite with water. Traver was set to

compete with Fresno and Tulare, located halfway between those towns, when a fire in 1887 destroyed most of its business district. This boosted the development of Dinuba and Reedley, which were both established the following year (Tulare County Economic Development 2020).

The Alta Irrigation District (AID) was created in August 1888 as a direct result of the 1887 Wright Act, which provided the legal framework for the creation of irrigation districts. Its goal was making irrigation a public, regulated affair rather than a solely private enterprise. Much like the "no fence" laws, the Wright Act is seen as an important step in solidifying the interests of agriculture. Even though most water districts did not become viable entities until the turn of the century when they were finally able to achieve some financial and legal traction, the Wright Act was a legislative expression of the growing need for appropriated water.

The AID purchased the 76 Land and Water Company's system in 1890 through the issuance of $410,000 in bonds (Los Angeles Herald 1890). The district's name comes from the Spanish word *alta*, meaning "high," referring to the 76 Canal's favorable position on the Kings River compared to other canals that tap into its water supply. By 1900, the district provided irrigation to 50,000 acres (Adams 1929:214). Unlike many other districts founded at the time, the AID survived initial financial hurdles and continues to operate today. It is headquartered in Dinuba (Alta Irrigation District 2020).

One of the ditches acquired in the AID's purchase of the 76 system was the present-day Dinuba Town Ditch, which intersects the APE between North Alta Avenue and North Euclid Avenue. The ditch receives its water from the main canal by means of the California Vineyard Ditch. Both ditches were likely constructed around 1884 by the 76 Land and Water Company (Bowen (Bowen 2000). It is unclear when the name Dinuba Town Ditch was first used; however, it likely was sometime after Dinuba was established in 1888. Neither the California Vineyard Ditch nor the Dinuba Town Ditch is indicated on the Centerville and Kingsburgh [*sic*] sheet of the 1885 Detail Irrigation Map (Hall 1885) or an 1891 atlas of Fresno County (Thompson 1891). The 1892 atlas of Tulare County labels the Dinuba Town Ditch as "76 Canal" (Thompson 1892).

4.4 COMMUNITY DEVELOPMENT AND POST-WAR RESIDENTIAL DEVELOPMENT

In a brochure prepared for the 1915 Panama-Pacific Exposition in San Francisco entitled *Dinuba: The Center of the Alta District*, Dinuba is described as "the geographical and business center of the Alta District . . . an incorporated city of about 1,000 inhabitants." Roughly 10 years later, the population had grown to around 4,000, Dinuba's first city hall was constructed, and most roads in town had been paved (Dial 2006:65, 94–97). However, between 1925 and 1933 Dinuba's population dropped by 40 percent due to a steep decline in the price of raisins and a general economic downturn. Financial problems were compounded by the onset of the Great Depression in 1929. Severe drought in large parts of the American Midwest, commonly referred to as the Dust Bowl, led many farmers to migrate west. The influx of new residents provided a much needed boost to Dinuba (Dial 2006:100–104). Population numbers recovered steadily in the following decades, increasing from 3,790 people in 1940 to 4,971 in 1950 (Dial 2006:117).

Dinuba's growth in numbers also meant increased residential development, which is reflected in historical aerial photographs of that time. This ties into contemporary trends on a state and national level. In the 30 years after World War II, 40 million dwellings were constructed in the

United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled in the state after the war. California became the nation's most populous state in 1962. All this growth resulted in construction of a total of 6 million dwellings in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii). The post-war period saw large-scale tract housing developments in the major metropolitan areas, where entire subdivisions were laid out and constructed by builders. These suburbs were increasingly accessible through ambitious infrastructure projects accompanying the growing number of automobiles. Historically significant developments in this era typically show a strong connection with certain architects and builders or demonstrate important advancements in construction, use of materials, or planning.

Pre-war housing development was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a higher variety in style and type (California Department of Transportation 2011:4–5). In some cases, in historically rural areas, individual lots stem from agricultural colonies created in the second half of the nineteenth century. In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century. This is potentially explained by the vital role farming played in these communities and the inherent necessity of open land. In recent decades, farming has increasingly been supplemented by other employment opportunities, which in turn have fostered larger-scale housing developments.

4.5 SITE-SPECIFIC HISTORY

The APE is partially in Sections 5, 6, 7, and 8 of Township 16 South, Range 24 East as shown on the USGS Reedley, CA 7.5-minute quadrangle. The earliest available map of the area is the Centerville and Kingsburgh [*sic*] Sheet of Hall's 1885 Detail Irrigation Map. A notable landowner indicated on this map is Sibley, most likely James Sibley, the landowner for whom the town was originally named. He is indicated to have been in possession of the eastern half of Section 7. The western half of that section and large segments of Sections 5 and 6 were owned by the 76 Land and Water Company. Despite the map's focus on irrigation, the Dinuba Town Ditch is not yet indicated on this map. Constructed in 1884, the ditch was likely built after the survey for the 1885 map.

The 1892 Tulare County atlas shows some notable developments. The eastern half of Section 7, previously owned by Sibley, is now subdivided into 24 lots under the name Mt. Whitney Colony (Thompson 1892:41). E. E. Giddings is listed as owner of this colony. The Dinuba Town Ditch is indicated on this map as the 76 Canal and follows its present-day alignment through the eastern halves of Sections 6 and 7 where it intersects with the APE. A building is indicated on the southwest corner of Section 5, the majority of which was in possession of Jacob Levi Sr.

The 1892 Tulare County atlas shows the Southern Pacific Railroad Visalia and Tulare Line southwest of the APE. In 1897, the AT&SF Railroad was completed north of the APE, diagonally crossing through Sections 5 and 6. Both lines originally met in nearby Reedley to the northeast, leaving a triangular sliver of land between them in which the APE is located.

In 1902, a map was filed with the Tulare County Recorder for a new subdivision named Bella Vista Colony, partially located in the northwest quarter of the southern half of Section 5 and the northern half and southwest quarter of Section 6 (Daily Delta 1902). Along with Mt. Whitney Colony, this early colony created the lots on which several of the mid-century single-family residences in the Indirect APE are located.

The 1913 Tulare County Assessor's map indicates the presence of a road with the alignment of present-day Alta Avenue (Road 80). Nebraska Avenue (Avenue 424) is not yet indicated; however, it is possible that it may have been developed from an unimproved road was already present at that time. The 1920 assessor's map clearly indicates both roads on their current alignments. Alta Avenue is drawn in bold. A 1937 aerial photograph shows both roads. Alta Avenue appears to be paved, or at the very least improved (Agricultural Adjustment Administration 1937). On a 1948 Tulare County Road Map published by the Automobile Club of Southern California, both roads are listed as "hard surfaced dustless roads." An aerial photograph from 1957 clearly shows that both roads are paved (Agricultural Adjustment Administration 1957).

The 1937 aerial photograph also shows the earliest still-extant rural development in the Indirect APE—a farm complex on the northeast corner of the intersection of Alta and Nebraska avenues. The residence and original ancillary structures appear to have been constructed sometime around 1937, potentially by William Hiroshi Wake (1912–2008). Wake graduated from University of California, Berkeley, in 1935 with a degree in architecture. He resided at this Dinuba address in 1937, where he grew peaches. Wake was of Japanese descent and was interned at Poston Relocation Center in Arizona during World War II, where he met his wife Mary. Together, they made their home on the peach farm in Dinuba after the war (San Francisco Chronicle 2008). Wake also served on the board of directors of the Federal Land Bank of Visalia during the 1970s (Tulare Advance-Register 1978). The property transferred to family members in a living trust sometime during the 1990s, and according to research at the Tulare County Assessor's Office, it remains in the possession of his family today.

An aerial photograph from 1942 shows the second oldest property in the Indirect APE, the farm complex at 447 W. Nebraska Avenue. At that point, the remainder of the APE was still comprised of large agricultural parcels, and Dinuba had not yet expanded that far north (Figure 1). Of the initial farm complex at 447 W. Nebraska Avenue, it appears only a wooden barn survives today. An aerial photograph from 1950 shows substantial development south of Nebraska Avenue, particularly along North Alta Avenue. Many of the properties dating to this period are still extant and are currently in use as single-family residential properties. Originally, however, some appear to have served both residential and agricultural purposes based on larger lot sizes.

Between 1950 and 1990, the APE and its immediate surroundings saw a steady increase in housing density. In particular the construction of strictly residential properties on smaller lots along North Alta Avenue and along the south side of East Nebraska Avenue. The 1990s brought strictly residential development to the area. The two most notable examples are the residences

along Euclid Circle, built circa 1992, and the neighborhood on either side of East Northridge Drive dating to circa 1998. Both developments are immediately adjacent to the southern portion of the APE. The area between downtown Dinuba and the APE is now largely filled in (Figure 2).

Figure 1 **The APE in 1942 showing large agricultural parcels in the Project area; the area south of Nebraska Avenue is still undeveloped.**

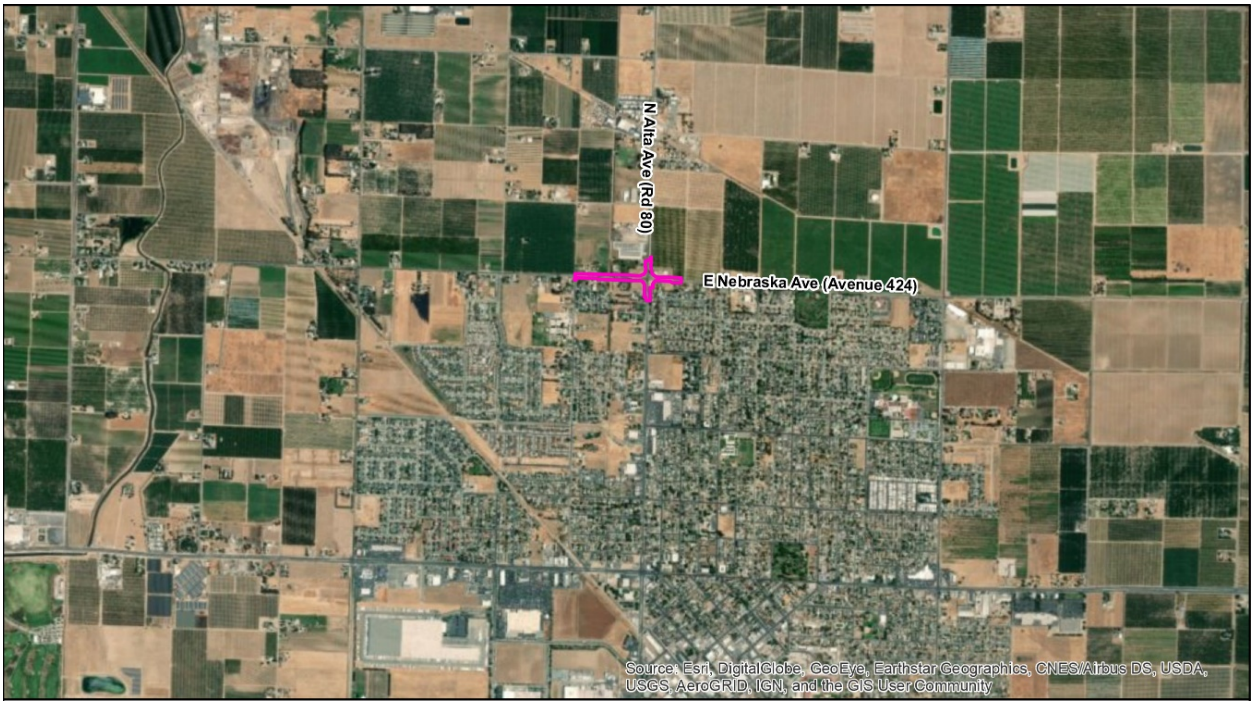


Figure 2 **The APE in 2020 showing residential development south of Nebraska Avenue that fills most of the open space between the APE and downtown Dinuba to the south.**

5 DESCRIPTION OF CULTURAL RESOURCES

The APE is best characterized as an area on the urban-rural fringe of Dinuba. This is evidenced by the types of historic-era resources within the APE. A pedestrian survey for the Project confirmed the presence of 13 historic-era cultural resources on adjacent parcels within the APE: 3 farms, 9 single-family residences, and the Dinuba Town Ditch (P-52-004899).

North of Nebraska Avenue (Avenue 424) are three farms on larger parcels (Figure 3). South of Nebraska Avenue, particularly along North Alta Avenue, are single-family residential properties (Figure 4). Most properties in the Indirect APE date to the middle of the twentieth century. A study of available aerial photographs, topographic maps, regional histories, and a visit to the Alta Historical Society did not provide information about any significant events, persons, or groups in this part of Dinuba. Similarly, research into the ownership history at the Tulare County Assessor's Office did not identify any historically significant owners in the immediate area.

A 950-foot-long recorded segment of the Dinuba Town Ditch is within the APE between North Alta and North Euclid avenues (Figure 5). The segment is piped underground for roughly two-thirds of its length within the APE and has several features. The ditch is owned and operated by the AID and originates from the California Vineyard Ditch northeast of the APE, which in turn takes its water from the Alta Main Canal. The Dinuba Town Ditch is a tertiary branch of the Alta Canal, originally known as the 76 Canal. Segments of the ditch outside the current APE were previously recorded, evaluated, and found not eligible for inclusion in the NRHP and CRHR due to a lack of historical significance (Bakic and Baker 2002; Bowen 2000). More detailed descriptions of the ditch and its features are provided on the California DPR 523 forms in Appendix C.

Figure 3 Example of rural farm home at 219 E. Nebraska Avenue; view to the southeast.

Figure 4 **Example of single-family residence at 186 E. Nebraska Avenue; view to the south.**

Figure 5 **Dinuba Town Ditch; view to the south.**

6 FINDINGS AND CONCLUSION

6.1 FINDINGS

Applied EarthWorks identified 13 cultural resources within the proposed Project APE. The cultural resources fall into the following categories:

Historic properties listed in the National Register: There are no cultural resources in this category.

Historic properties previously determined eligible for the National Register: There are no cultural resources in this category.

Cultural resources previously determined not eligible for the National Register: There are no cultural resources previously determined not eligible for the NRHP within the APE.

Historic properties determined eligible for the National Register as a result of the current study: There are no cultural resources in this category.

Cultural resources determined not eligible for the National Register as a result of the current study: There are 13 cultural resource in this category (see Appendix C):

Name	Address/Location	Community	OHP Status Code	Map Ref. No.
	447 W. Nebraska Ave. (APN 013-100-001)	Dinuba, CA	6Y	MR #1
Dinuba Town Ditch; P-52-004899	APN 14-380-029	Dinuba, CA	6Y	MR #2
	280 W Nebraska Ave. (APN 013-100-003)	Dinuba, CA	6Y	MR #3
	219 E Nebraska Ave. (APN 013-050-012)	Dinuba, CA	6Y	MR #4
	252 E Nebraska Ave. (APN 014-072-004)	Dinuba, CA	6Y	MR #5
	186 E Nebraska Ave. (APN 014-072-001)	Dinuba, CA	6Y	MR #6
	148 E Nebraska Ave. (APN 014-071-001)	Dinuba, CA	6Y	MR #7
	1644 N Alta Ave. (APN 014-071-002)	Dinuba, CA	6Y	MR #8
	1590 N Alta Ave. (APN 014-071-003)	Dinuba, CA	6Y	MR #9
	1613 N Alta Ave. (APN 014-380-024)	Dinuba, CA	6Y	MR #10
	222 W Nebraska Ave. (APN 014-380-022)	Dinuba, CA	6Y	MR #11
	366 W Nebraska Ave. (APN 014-380-028)	Dinuba, CA	6Y	MR #12
	1659 N Euclid Ave. (APN 014-011-014)	Dinuba, CA	6Y	MR #13

Cultural resources for which further study is needed because evaluation was not possible: There are no cultural resources in this category.

Historical resources for the purposes of California Environmental Quality Act (CEQA): There are no cultural resources in this category.

Resources that are not historical resources for the purposes of CEQA, per CEQA Guidelines Section 15064.5, because they do not meet the California Register criteria as outlined in PRC 5024.1: There are 13 resources in this category (see Appendix C).

Name	Address/Location	Community	OHP Status Code	Map Ref. No.
	447 W. Nebraska Ave. (APN 013-100-001)	Dinuba, CA	6Z	MR #1
Dinuba Town Ditch P-52-004899	APN 14-380-029	Dinuba, CA	6Z	MR #2
	280 W. Nebraska Ave. (APN 013-100-003)	Dinuba, CA	6Z	MR #3
	219 E. Nebraska Ave. (APN 013-050-012)	Dinuba, CA	6Z	MR #4
	252 E. Nebraska Ave. (APN 014-072-004)	Dinuba, CA	6Z	MR #5
	186 E. Nebraska Ave. (APN 014-072-001)	Dinuba, CA	6Z	MR #6
	148 E. Nebraska Ave. (APN 014-071-001)	Dinuba, CA	6Z	MR #7
	1644 N. Alta Ave. (APN 014-071-002)	Dinuba, CA	6Z	MR #8
	1590 N. Alta Ave. (APN 014-071-003)	Dinuba, CA	6Z	MR #9
	1613 N. Alta Ave. (APN 014-380-024)	Dinuba, CA	6Z	MR #10
	222 W. Nebraska Ave. (APN 014-380-022)	Dinuba, CA	6Z	MR #11
	366 W. Nebraska Ave. (APN 014-380-028)	Dinuba, CA	6Z	MR #12
	1659 N. Euclid Ave. (APN 014-011-014)	Dinuba, CA	6Z	MR #13

John Whitehouse, who meets the Professionally Qualified Staff Standards in Section 106 PA Attachment 1 as an Architectural Historian or above, has determined that the only other properties present within the APE, including state-owned resources, meet the criteria for Section 106 PA/5024 MOU Attachment 4 (Properties Exempt from Evaluation).

6.2 CONCLUSIONS

Applied EarthWorks' survey of the built environment within the APE identified 13 historic built environment resources: 3 farms (MR #1, MR #3, MR #4), 9 single-family residences (MR #5–MR #13), and a segment of the Dinuba Town Ditch (MR #2).

A 950-foot-long segment of the Dinuba Town Ditch (P-54-004899) was recorded within the APE. Two segments of this ditch outside the APE were previously recorded and found not eligible (Bakic and Baker 2002; Bowen 2000). The segment within the APE is also ineligible for inclusion in the NRHP/CRHR and is not a historical resource for the purposes of CEQA.

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8 PREPARER'S QUALIFICATIONS

Carlos van Onna (M.A., Architectural History & Historic Preservation, Utrecht University, The Netherlands) is an Architectural Historian practicing in Fresno, California. He meets the Professional Qualifications Standards as determined by the Secretary of the Interior. Van Onna has 8 years of experience in built environment research and cultural resource management.

APPENDIX A

Maps

SCALE 1:2,000,000

0 10 20 30 40 50 60 Miles

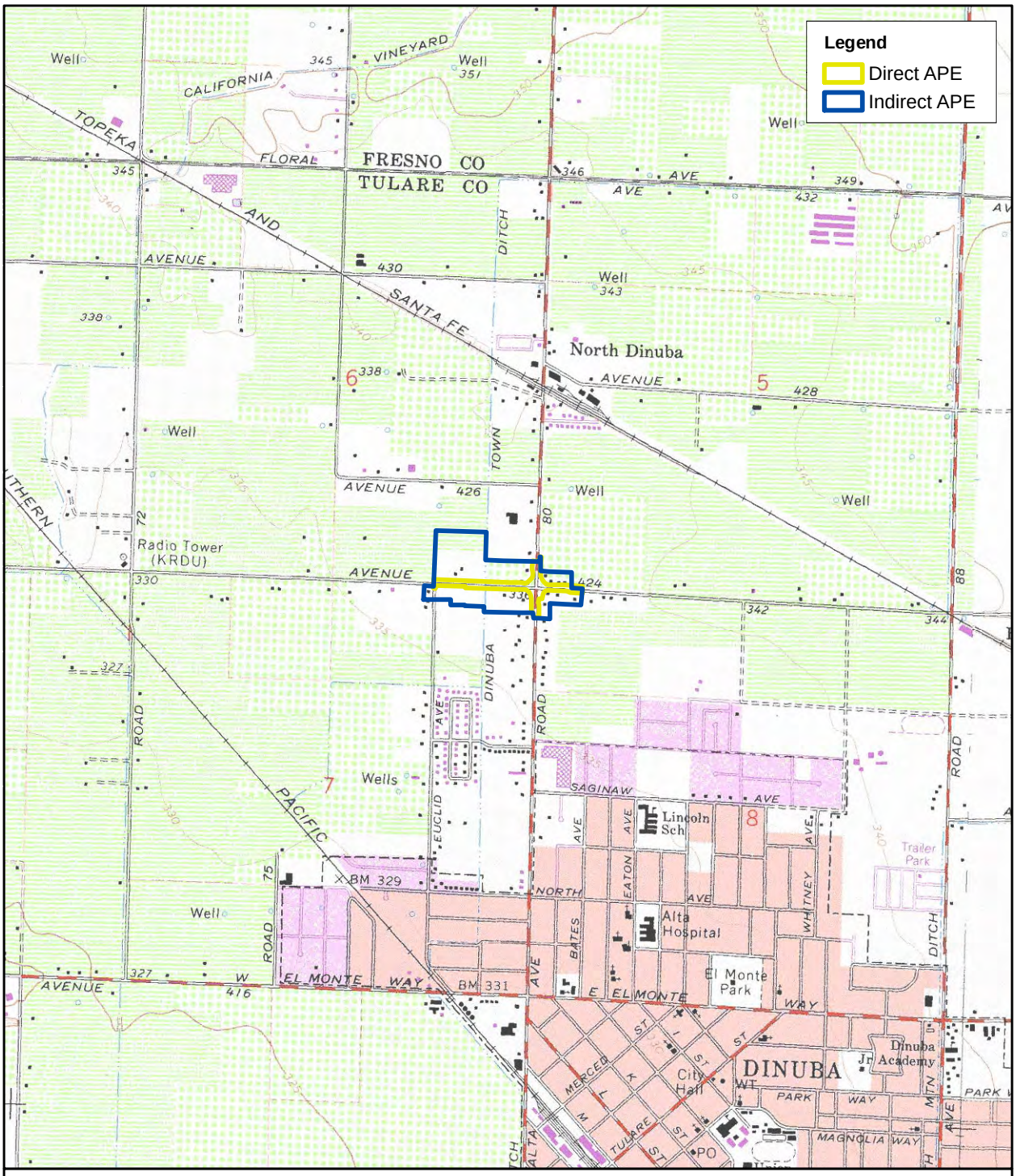
10 0 10 20 30 40 50 Kilometers

STUDY VICINITY

Alta Avenue and Nebraska Avenue Roundabout Project

Caltrans District 6
Tulare County
CML-5143(035)

MAP 1



SCALE 1:24,000

0.5 0 0.5 Miles

1,000 0 1,000 2,000 3,000 Feet

0.5 0 0.5 Kilometers

PROJECT LOCATION

Alta Avenue and Nebraska Avenue Roundabout Project

Caltrans District 6
Tulare County
CML-5143(035)

Township 16S /Range 24E, Section 5, 6, 7, 8
Fresno (1947-PR1967), CA 7.5' USGS Quadrangle

MAP 2

SCALE 1:2,400

0.1 0.05 0 0.1 Miles

200 0 200 400 600 Feet

0.1 0.05 0 0.1 Kilometers

AREA OF POTENTIAL EFFECTS MAP

Alta Avenue and Nebraska Avenue Roundabout Project

Caltrans District 6
Tulare County

CML-5143(035)

Map 3

APPENDIX B

Archival Research References

Archival Sources

Date	Name	Author	Reference
1885	Detail Irrigation Map: Centerville and Kingsburgh Sheet	Hall, W.M.	1885 Detail Irrigation Map: Centerville and Kingsburgh Sheet, David Rumsey Map Collection, https://www.davidrumsey.com/, accessed January 2020.
1891	Atlas of Fresno County, California	Thompson, Thos. H.	1891 Atlas of Fresno County, California. Thos. H. Thompson, Tulare, California, https://www.davidrumsey.com/, accessed January 2020.
1892	Historical Atlas of Tulare County, California, Township 16 South, Range 24 East	Thompson, Thos. H.	1892 Historical Atlas of Tulare County, California. Thos. H. Thompson, Tulare, California, , https://www.davidrumsey.com/, accessed January 2020.
1924	Reedley, CA (1924 ed.) Scale 1:31,680	U.S. Geological Survey	1924 Reedley, CA. 1:31,680 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.
1949	Reedley, CA (1958 ed.) Scale 1:24,000	U.S. Geological Survey	1949 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.
1951	Reedley, CA (1951 ed.) Scale 1:24,000	U.S. Geological Survey	1951 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.
1966	Reedley, CA (1967 ed.) Scale 1:24,000	U.S. Geological Survey	1966 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.
1966	Reedley, CA (1982 ed.) Scale 1:24,000	U.S. Geological Survey	1966 Reedley, CA. 1:24,000 scale. U.S. National Geologic Map Database, Historical Topographic Map Collection (topo View), https://ngmdb.usgs.gov/topoview/, accessed January, 2020.
1937	Fresno County, California, Aerial Survey No. 1937 13-ABI 63-50	Agricultural Adjustment Administration	1937 Fresno County, California, Aerial Survey No. 1937 13-ABI 63-50, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/856, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.
1942	Fresno County, California, Aerial Survey No. 1942 ABI-11B-140	Agricultural Adjustment Administration	1942 Fresno County, California, Aerial Survey No. 1942 ABI-11B-140, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/22139, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.
1950	Fresno County, California, Aerial Survey No. 1950 ABI-20G 99	Agricultural Adjustment Administration	1950 Fresno County, California, Aerial Survey No. 1950 ABI-20G 99, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.
1957	Fresno County, California, Aerial Survey No. 1957 ABI-55T-94	Agricultural Adjustment Administration	1957 Fresno County, California, Aerial Survey No. 1957 ABI-55T-94, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/3783, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.
1965	Fresno County, California, Aerial Survey No. 1965 FRE-10-1	Agricultural Adjustment Administration	1965 Fresno County, California, Aerial Survey No. 1965 FRE-10-1, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/6764, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.
1977	Fresno County, California, Aerial Survey No. 1977 FRE CO 19-2 R	Agricultural Adjustment Administration	1977 Fresno County, California, Aerial Survey No. 1977 FRE CO 19-2 R, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/34383, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.

Archival Sources

Date	Name	Author	Reference
1987	Fresno County, California, Aerial Survey No. 1987 NAPP 473-133	Agricultural Adjustment Administration	1987 Fresno County, California, Aerial Survey No. 1987 NAPP 473-133, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/9026, accessed through Map and Aerial Locator Tool (MALT), Henry Madden Library, California State University, Fresno, January 12, 2020.
1913	Tulare County Assessor's Map	Tulare County County Assessor	1913 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/Retired%20Maps/1913/imap5custom.html, accessed January 2020.
1920	Tulare County Assessor's Map	Tulare County County Assessor	1920 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/Retired%20Maps/1920/imap5custom.html, accessed January 2020.
2009	Tulare County Assessor's Map, Book 14, Page 38	Tulare County County Assessor	2009 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/014-38.pdf, accessed January 2020.
2011	Tulare County Assessor's Map, Book 13, Page 10	Tulare County County Assessor	2011 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/013-10.pdf, accessed January 2020.
2012	Tulare County Assessor's Map, Book 14, Page 7	Tulare County County Assessor	2012 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/014-07.pdf, accessed January 2020.
2015	Tulare County Assessor's Map, Book 13, Page 5	Tulare County County Assessor	2015 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/013-05.pdf, accessed January 2020.
2016	Tulare County Assessor's Map, Book 14, Page 1	Tulare County County Assessor	2016 Assessor's Map, Tulare County, California, http://maps.tularecounty.ca.gov/014-01.pdf, accessed January 2020.

APPENDIX C

Cultural Resource Records
(DPR 523 Forms)

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

 Resource Name or # 447 W. Nebraska Avenue **Map Ref. #:** 1

P1. Other Identifier: N/A

*__P2. Location: a. County:__ Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NE¼ **of** NE¼ **of** Sec. 7 MD **B.M.**
c. Address: 447 W. Nebraska Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 013-100-001

***P3a. Description:** The subject property consists of one vernacular-style residence and several ancillary structures of different sizes. This farm complex was first developed between 1937 and 1942. Based on historical aerial photographs, the residence does not appear to be original to the initial farm complex and was likely constructed around 1950. The easternmost section of the residence appears to be a modern-era addition. The residence is covered by a complex cross-hipped roof with composite shingles. All visible elevations have stucco cladding. The front (south) elevation consists of two parallel gable ends with an elevated front door porch in between. All visible elevations have modern slider windows. The property could not be accessed fully; however, four larger structures can be identified on the property through aerial photographs. A large historic-era wood barn is the most prominent of these structures. The barn has a so-called broken roof, as a result of the attached sheds with different roof pitches. This gives the impression of a broken roofline. On the front (west) elevation, the barn has a hay hood (Noble and Cleek 1996:36, 40-42). The original roof cladding appears to have been removed, and it is currently clad with strand board. It appears to be in a state of disrepair. Between the residence and barn is a freestanding garage that appears to date to the historic-era. A separate residence was constructed on the southwest corner of the parcel around 2000. The remainder of the parcel is used for agricultural purposes.

***P3b. Resource Attributes:** HP33. Farm/Ranch

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Historic barn, facing north.

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

***P7. Owner and Address:**
Hajja and Faten Hasan
447 W. Nebraska Ave.
Dinuba, CA 93706

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93618

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Agriculture/Residential **B4. Present Use:** Agriculture/Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Development on this parcel is first visible on an aerial photograph from 1942 (Agricultural Adjustment Administration 1942). It is likely that the residence and structures dating to the earliest development on this parcel either have been replaced or extensively modified, with the exception of the wood barn. A structure that appears to be the barn is visible on the 1942 aerial photograph, and the barn's presence can be confirmed with great certainty on a 1946 aerial photograph (Agricultural Adjustment Administration 1946). The current residence has a predominantly modern appearance, but an exact construction date could not be ascertained. The current building is either the result of extensive remodeling of a mid-century residence or was newly constructed some time during the last 50 years. A secondary residence was constructed on the southwest corner of the parcel around 2000.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Early Agriculture Area: Dinuba, Tulare County, CA
Period of Significance: None Property Type: Farm/Residence Applicable Criteria: None
Housing development in the Dinuba area was generally small in scale and often the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century. In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 447 W. Nebraska Avenue appears to be situated on a lot that is part of the historical Mt. Whitney Colony, a subdivision from circa 1890.

The subject property is a typical early-twentieth-century farm complex on a large undivided agricultural parcel commonly found throughout the San Joaquin Valley and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of a significant development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the buildings and structures do not appear to be significant under Criterion B/2.

Development on this parcel is first visible on an aerial photograph from 1942. Of this initial farm complex, it appears only a large wooden barn survives on the property today. The residence appears to be an extensively modified modest mid-century farmhouse or may be the result of modern-era construction. The property could not be accessed for further analysis. Regardless, all buildings and structures on the farm are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 447 W. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 447 W. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration
1942 Fresno County, California, Aerial Survey. 1942 ABI-11B-140. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/22139. Henry Madden Library, California State University, Fresno.

1946 Fresno County, California, Aerial Survey. 1946 F-K 14-70. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/16806, . Henry Madden Library, California State University, Fresno.

Noble, Allen G., and Richard K. Cleek
1996 *The Old Barn Book: A Field Guide to North American Barns and Other Farm Structures*. Rutgers University Press, New Brunswick, New Jersey.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

LOCATION MAP

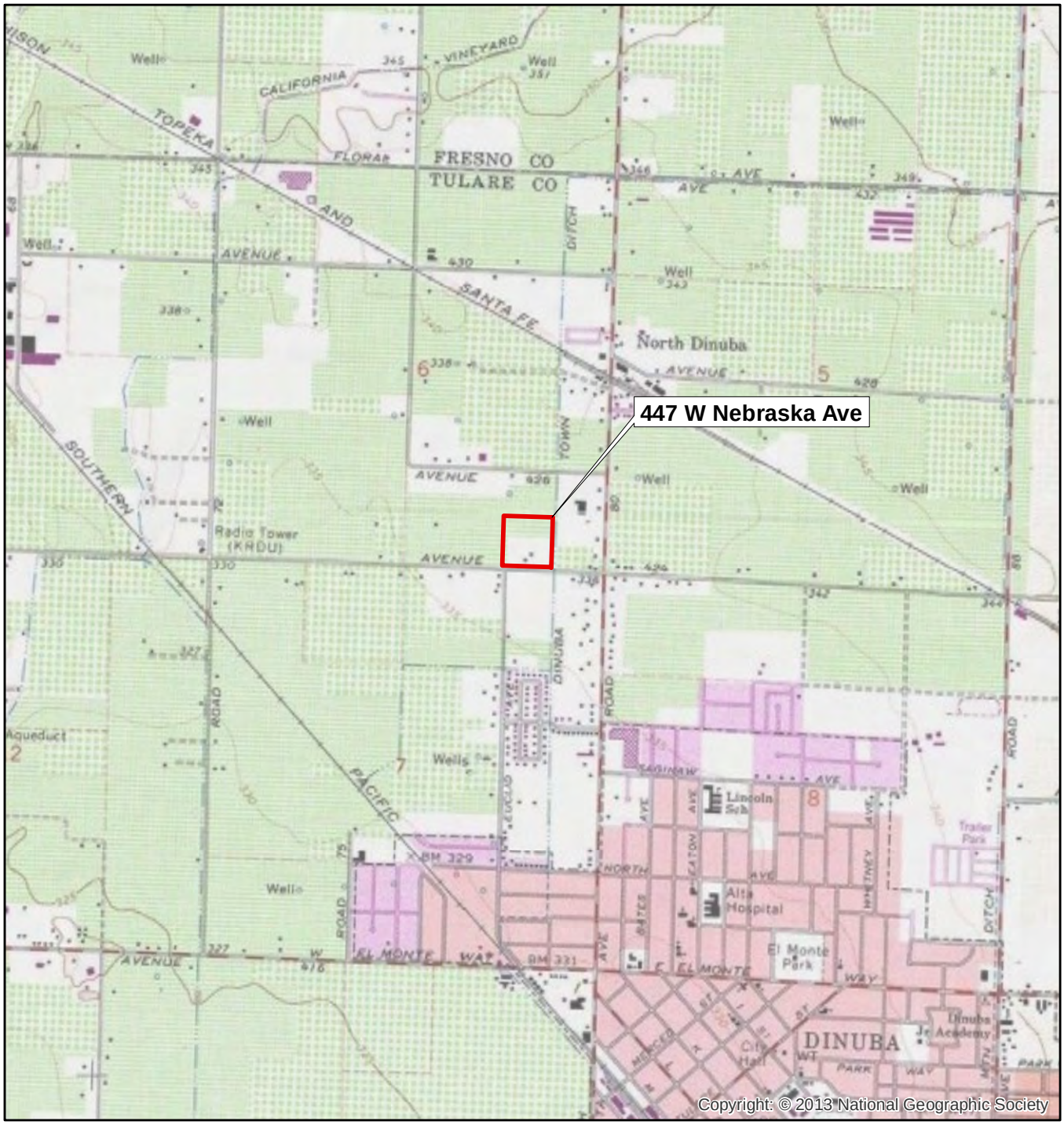
Primary #
HRI#
Trinomial

Resource Name or #: 447 W. Nebraska Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

PRIMARY RECORD

Primary # P-54-004499
HRI #
Trinomial CA-TUL-3033H
NRHP Status Code (6Y1)
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by Recorder) Dinuba Town Ditch

P1. Other Identifier: Map Reference B

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Tulare

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Reedley Date 1969 T____; R____; ____ ¼ of ____ ¼ of Sec____; ____ B.M.

c. Address _____ City _____ Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: 11; 285640 mE/ 4045740 mN

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 Dinuba Town Ditch was previously inventoried and evaluated as part of a survey in 1991. The ditch was recorded at that time and determined not to appear to meet the criteria for listing in the National Register of Historic Places. Because the survey was done over five years prior to the current survey, Jones & Stokes staff revisited and reevaluated the site. Jones & Stokes found the feature to be essentially the same, with the determination of the original survey still valid. The feature is listed on the California Office of Historic Preservation's (OHP) Historic Resources Inventory (HRI).

*P3b. Resource Attributes: (List attributes and codes) HP20

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View Facing North

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1884

*P7. Owner and Address:
Alta Irrigation District
289 N. L Street
Dinuba, CA

*P8. Recorded by: (Name, affiliation, and address) Mark Bowen
Jones & Stokes
2600 V Street
Sacramento, CA 95818

*P9. Date Recorded: June 20, 2000

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2000. Historic Resource Evaluation Report for the Road 80 (Plaza Drive) Widening Project Between Dinuba and Visalia, Tulare County, California.

*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): _____

DPR 523A (1/95) *Required Information

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

Primary # P-54-004499
HRI # CA-TUL-3033H

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code

*Resource Name or # (Assigned by recorder) Dinuba Town Ditch

B1. Historic Name: Dinuba Town Ditch

B2. Common Name:

B3. Original Use: Irrigation B4. Present Use: Irrigation

*B5. Architectural Style: Utilitarian

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

*B7. Moved? [X] No [ ] Yes [ ] Unknown Date: Original Location:

*B8. Related Features:

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme: Area:

Period of Significance: Property Type: Applicable Criteria: N/A

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

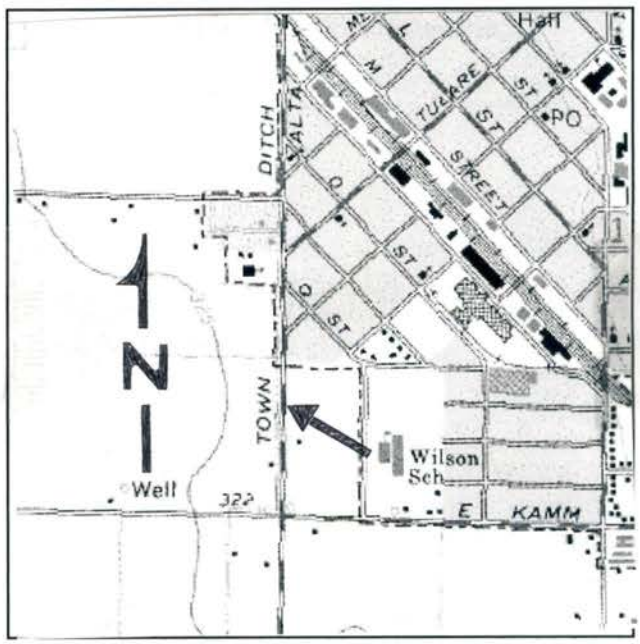
The Dinuba Town Ditch does not appear to meet the criteria for listing in the National Register of Historic Places nor does it appear to be a historical resource for the purposes of CEQA. This feature was previously evaluated in 1991 and is listed on the California Office of Historic Preservation's (OHP) Historic Resources Inventory (HRI).

B11. Additional Resource Attributes: (List attributes and codes) HP 20

*B12. References:

B13. Remarks:

Map Reference: B



*B14.Evaluator: Mark Bowen, Jones & Stokes

2600 V Street Sacramento, CA 95818

*Date of Evaluation: June 20, 2000

(This space reserved for official comments.)

*Required Information

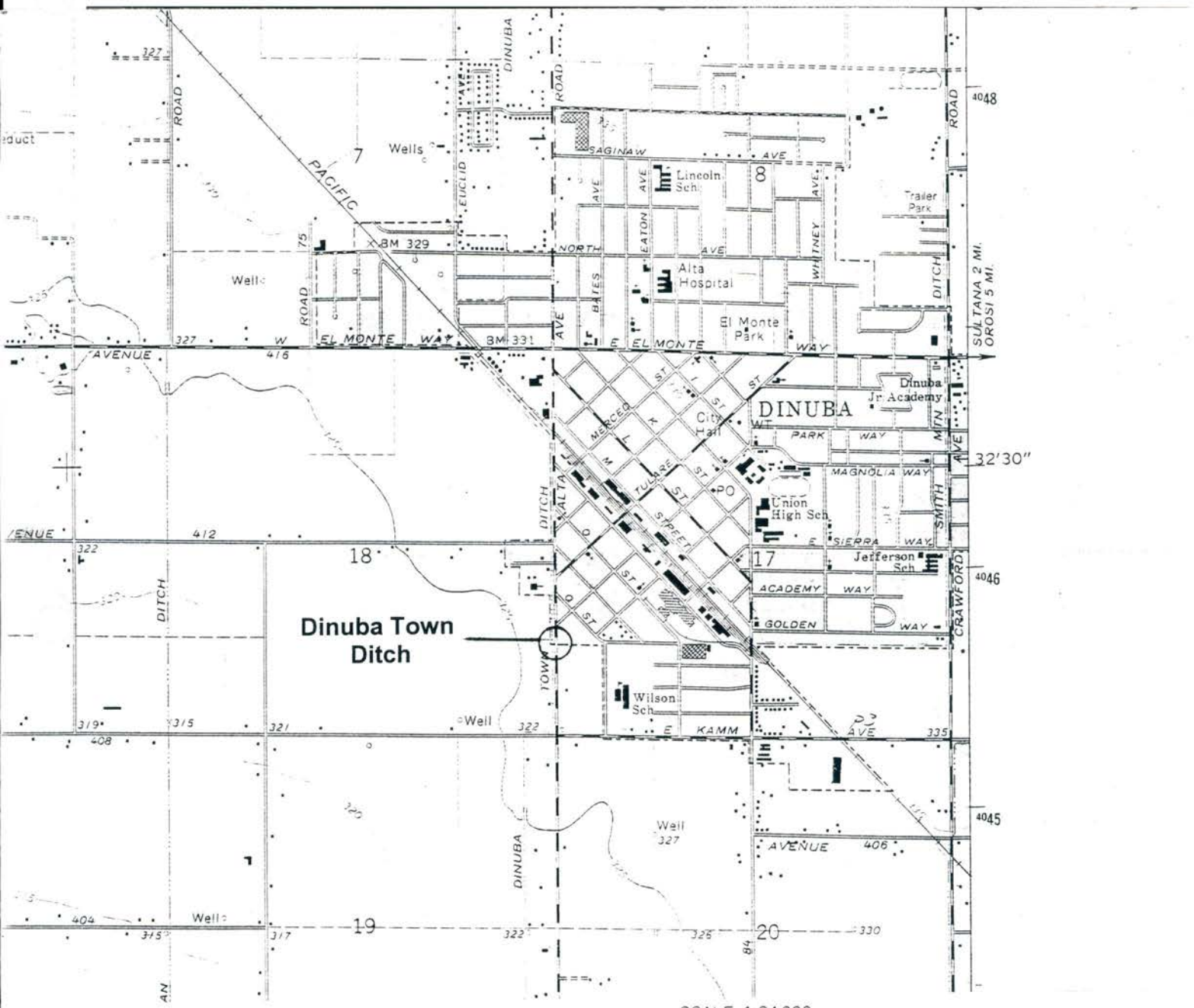
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-54-004899
HRI #
Trinomial CA-TUL-3033H

Page 3 of 3 *Resource Name or #: (Assigned by Recorder) Dinuba Town Ditch

*Map Name: Reedley, CA *Scale: 1:24,000 *Date of Map: 1969



SCALE 1:24000

1 0 1 MILE

1000 0 1000 2000 3000 4000 5000 6000 7000 FEET

1 5 0 1 KILOMETER

CONTOUR INTERVAL 5 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

GN MN
1°27' 26 MILS
15° 267 MILS

UT) AND 1981 MAGNETIC NORTH
I ATION AT CENTER OF SHEET

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U. S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

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

PRIMARY RECORD

Primary # P-54-004899
HRI #
Trinomial CA-TUL-3033H
NRHP Status Code (6Y1)
Other Listings
Review Code _____ Reviewer _____ Date _____

Page 1 of 3 *Resource Name or #: (Assigned by Recorder) Dinuba Town Ditch

P1. Other Identifier: Map Reference B

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Tulare

and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Reedley Date 1969 T____; R____; ____ ¼ of ____ ¼ of Sec____; _____B.M.

c. Address _____ City _____ Zip _____

d. UTM: (Give more than one for large and/or linear resources) Zone: 11; 285640 mE/ 4045740 mN

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 Dinuba Town Ditch was previously inventoried and evaluated as part of a survey in 1991. The ditch was recorded at that time and determined not to appear to meet the criteria for listing in the National Register of Historic Places. Because the survey was done over five years prior to the current survey, Jones & Stokes staff revisited and reevaluated the site. Jones & Stokes found the feature to be essentially the same, with the determination of the original survey still valid. The feature is listed on the California Office of Historic Preservation's (OHP) Historic Resources Inventory (HRI).

*P3b. Resource Attributes: (List attributes and codes) HP20

*P4. Resources present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (isolates, etc.)

P5b. Description of Photo: (View, date, accession #)
View Facing North

*P6. Date Constructed/Age and Sources: ☒ Historic ☐ Prehistoric ☐ Both
1884

*P7. Owner and Address:
Alta Irrigation District
289 N. L Street
Dinuba, CA

*P8. Recorded by: (Name, affiliation, and address) Mark Bowen
Jones & Stokes
2600 V Street
Sacramento, CA 95818

*P9. Date Recorded: June 20, 2000

*P10. Survey Type: (Describe)
Intensive

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Jones & Stokes. 2000. Historic Resource Evaluation Report for the Road 80 (Plaza Drive) Widening Project Between Dinuba and Visalia, Tulare County, California.

*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): _____

DPR 523A (1/95) *Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # P-54-004899
HRI#
Trinomial CA-TUL-3083H
NRHP Status Code 6Z
Other Listings
Review Code _____ Reviewer _____ Date _____

Page P1 of P2 *Resource Name or #: (Assigned by recorder) B – Dinuba Town Ditch (segment of)

P1. Other Identifier: Dinuba Town Ditch (segment of)

*P2. Location: ☐ Not for Publication ☒ Unrestricted *a. County Tulare
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad Reedley Date 1966, photorevised 1981 T 16S R 24E; SE¼ of SE¼ of Sec. 7; MDM
T 16S R 24E; NE¼ of NE¼ of Sec. 18; MDM

c. Address N/A City Dinuba Zip 93618

d. UTM: (Give more than one for large and/or linear resources) Zone 11 ; A 285308 mE/ 4047039 mN
B 285306 mE/ 4046958 mN
C 285355 mE/ 4046957 mN

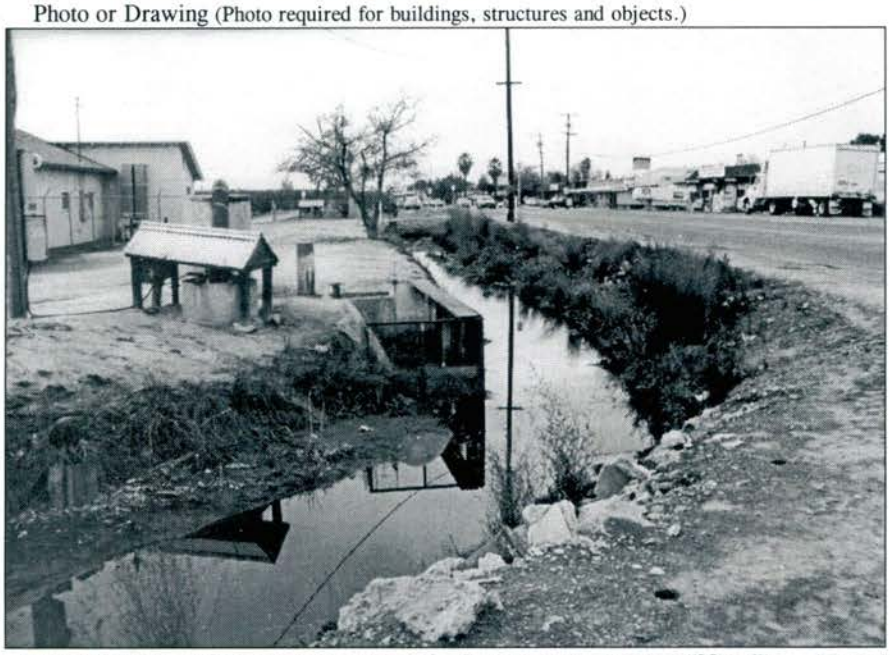
e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
This ditch segment crosses under W. El Monte Way (Avenue 416) and is approximately one-quarter mile (1,300 feet/396 meters) west of the intersection of W. El Monte Way and Alta Avenue (Road 80) in the City of Dinuba. The segment of the Dinuba Town Ditch discussed in this form begins about 125 feet (38.1 meters) north of its intersection with W. El Monte Way and ends about 50 feet (15.2 meters) southeast of W. El Monte Way, adjacent to the San Joaquin Valley Railroad tracks.

*P3a. Description: (Describe resource and its major elements. Include design, materials condition, alterations, size, setting and boundaries)
The Dinuba Town Ditch is an approximately 10-foot-wide irrigation canal that was constructed in 1884 (Jones & Stokes 2000) and appears to have originally been completely earthen. This segment of the ditch is approximately 425 feet long. As part of a 1940 road improvement project by the Works Progress Administration (WPA), this ditch segment was rerouted to its current alignment. The portion of the segment that extends along the south side of Avenue 416 and the western side of the San Joaquin Valley railroad track is earthen and trough-shaped, and includes rock lining, especially at curved areas, and some concrete lining at the entry to the culvert at Avenue 416. The concrete culvert that crosses Avenue 416 over the ditch and the concrete-lined section of the ditch segment to the north of the road appear to have been added by WPA in 1940; impressed letters and numbers in the concrete ditch lining read "WPA 1940." The 1940 concrete section of the ditch segment has a trough-shaped inlet and is approximately 10 feet wide. Other extant concrete elements and pumps appear to have been added around 1940 as well.

*P3b. Resource Attributes: (List attributes and codes) HP20. Canal/Aqueduct

*P4. Resources Present: ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photo or Drawing (Photo required for buildings, structures and objects.)



P5b. Description of Photo: (View, Date, accession #) View of ditch, south of El Monte Ave.; View NW, 12/5/2001, Frame 14, Accession #01-905-C-11

*P6. Date Constructed/Age and Sources: ☒Historic ☐Prehistoric ☐Both
1884, 1940

*P7. Owner and Address:
Alta Irrigation District
289 North L Street
Dinuba, CA 93618

*P8. Recorded by: (Name, affiliation and address) Tracy Bakic
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95814

*P9. Date Recorded: 12/5/2001

*P10. Survey Type: (Describe)
Intensive survey and evaluation

*P11. Report Citation: (Cite survey report and other sources, or enter "None") *Historic Architectural Survey Report for the Mountain View Avenue/Avenue 416/El Monte Way Widening from Bethel Avenue in Fresno County to Road 92 in Tulare County, California* (PAR 2002)

*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)

DPR 523A (1/95) *Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
Primary # P-54-004899
HRI#
CA-TUL-3033H

BUILDING, STRUCTURE, AND OBJECT RECORD

*NRHP Status Code 6Z

Page B1 of B2 *Resource Name or #: (Assigned by recorder) B – Dinuba Town Ditch (segment of)

B1. Historic Name: Dinuba Town Ditch (segment of)

B2. Common Name: Dinuba Town Ditch (segment of)

B3. Original Use: Irrigation B4. Present Use: Irrigation

*B5. Architectural Style: Utilitarian

*B6. Construction History: (Construction date, alterations, and date of alterations)
The earthen Dinuba Town Ditch was originally completed in 1884 (Jones & Stokes 2000). Many alterations appear to have been made around 1940, including the addition of this segment of the ditch.

*B7. Moved? ☒No ☐Yes ☐Unknown Date: Original Location:

*B8. Related Features: Concrete inlets, pumps, etc. that are associated with the ditch.

B9a. Architect: Unknown b. Builder Unknown

*B10. Significance: Theme N/A Area Dinuba, Tulare County
Period of Significance N/A Property Type Ditch 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 original alignment of the Dinuba Town Ditch was first completed in 1884. This ditch alignment's overall length is at least 8.4 miles, beginning at the north end of Wilson Ditch at the intersection of Avenue 400 and Alta Avenue (Road 80), extending close to and largely parallel with the west side of Alta Avenue to the intersection with Floral Avenue (Avenue 432), thence along the south side of Floral Avenue to the intersection with Crawford Avenue, thence along the west side of Crawford Avenue to the ditch's end at its intersection with the California Vineyard Ditch (USGS 1981). The subject 425-foot-long segment of the ditch (that crosses W. El Monte Way) comprises less than one percent of the entire alignment and extends through an area that was formerly part of the Mount Whitney Colony, formed by 1892 (Thompson 1892).

According to historic topographic maps and a field inspection it appears that this segment of the ditch was added around 1940, except for the southernmost original portion that is along the railroad alignment (USGS 1924, 1951). The Works Progress Administration (WPA) made this addition in 1940, as evidenced by the incised "WPA 1940" in the concrete-lined section of ditch north of Avenue 416. Other extant concrete elements and pumps were probably added around 1940 as well. In 2000 Jones & Stokes evaluated a nearby segment of the Dinuba Town Ditch located southeast of this segment, along the west side of Alta Avenue (Road 80). Due to similarities in integrity and engineering and historical significance the evaluation of this segment of Dinuba Town Ditch is the same as the Jones & Stokes segment. "The Dinuba Town Ditch was previously inventoried and evaluated as part of a survey in 1991 (Gualtieri 1991). The ditch was recorded at that time and determined not to appear to meet the criteria for listing in the National Register of Historic Places" (Jones & Stokes 2000). Because the survey was done over five years prior to the Jones & Stokes survey, Jones & Stokes staff revisited and reevaluated the site. Jones & Stokes found their segment of the ditch to be "essentially the same," and found the determination of the original 1991 survey still valid (Jones & Stokes 2000). The Dinuba Town Ditch is listed on the California Office of Historic Preservation's (OHP) Historic Resources Inventory (HRI) as not eligible for listing in the National Register of Historic Places (National Register [California DPR 2002).

The major portion of this ditch segment is not part of the original 1884 Dinuba Town Ditch alignment and, therefore, integrity of this segment is low compared to the extant 1884 sections of the entire ditch alignment. This segment is not a noteworthy example of late 1800s or early 1900s ditch-building skill. Based on Jones & Stokes' previous evaluation of this ditch and on its lack of integrity, this segment of the Dinuba Town Ditch does not appear to meet the criteria for eligibility to the National Register. It does not appear to be an historical resource for the purposes of the California Environmental Quality Act.

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

P-54-004899

CA-TUL-3033H

***B12. References:**

California Department of Parks and Recreation (DPR)
2002 *Directory of Properties in the Historic Resource Inventory*. Department of Parks and Recreation, The Resources Agency, Sacramento.

Gualtieri, K.
1991 Letter to Roger Borg of the Federal Highway Administration regarding Office of Historic Preservation (OHP) concurrence on the HPSR for the proposed widening of Alta Avenue from Kamm Avenue to El Monte Way in Dinuba, Tulare County. Dated October 10, 1991.

Jones & Stokes
2000 Primary Record for Dinuba Town Ditch/Map Reference B. In *Historic Resource Evaluation Report for the Road 80 (Plaza Drive) Widening Project between Dinuba and Visalia, Tulare County, California*. On file, California Historical Resources Information System, Southern San Joaquin Valley Information Center, University of California, Bakersfield.

Thompson, T. H.
1892 Map of Mt. Whitney Colony. *Official Atlas Map of Tulare County, California*, page 39. T. H. Thompson, Tulare, Calif. On file, Tulare County Library, Annie Mitchell Room, Visalia, California.

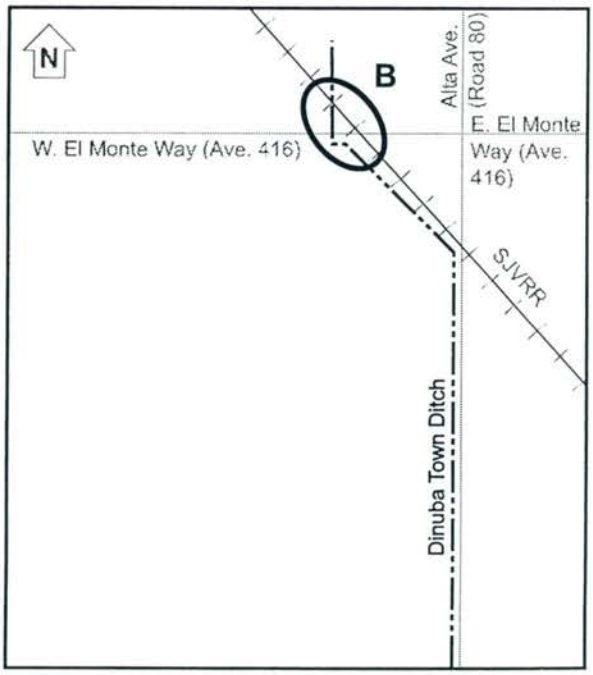
United States Geological Survey (USGS)
1924 Reedley, California. USGS, Washington, D.C. On file, California History Room, Government Publications, Sacramento.

1951 Reedley, California 7.5' Topographic Map. USGS, Washington, D.C. On file, California History Room, Government Publications, Sacramento.

1981 Reedley, California 7.5' Topographic Map. USGS, Washington, D.C. On file, California History Room, Government Publications, Sacramento.

B13. Remarks: None

(Sketch Map with north arrow required.)



***B14. Evaluator:** Tracy Bakic and Cindy Baker, PAR Environmental Services, Inc.
Inc., PO Box 160756, Sacramento, CA 95816
Date of Evaluation: 3/27/2002

(This space reserved for official comments.)

*Required Information

State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LINEAR FEATURE RECORD

Primary # P-54-004899
HRI#
Trinomial CA-TUL-3033H

Page L1 of L1 *Resource Name or #: (Assigned by recorder) B – Dinuba Town Ditch (segment of)

L1. Historic and/or Common Name: Dinuba Town Ditch (segment of)

L2a. Portion Described: ☐Entire Resource ☒ Segment ☐Point Observation **Designation:**

b. Location of point or segment (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map)
Zone 11, A – 285308 mE, 4047039 mN, B – 285306 mE, 4046958 mN, C – 285355 mE, 4046957 mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate
This approximately 10-foot-wide irrigation canal was constructed in 1884 (Jones & Stokes 2000) and appears to have originally been completely earthen. The section of ditch that extends along the south side of Avenue 416 and the western side of the San Joaquin Valley railroad track is earthen and includes rock lining, especially at curved areas, and some concrete lining at the entry to the culvert at Avenue 416. It appears that the concrete culvert that crosses Avenue 416 over the ditch and the concrete-lined section of ditch to the north was added by the Works Progress Administration (WPA) in 1940; impressed letters and numbers in the concrete lining read "WPA 1940." The concrete section has a trough-shaped inlet and is approximately 10 feet wide. Other extant concrete elements and pumps were probably added around 1940 as well.

L4. Dimensions: (In feet for historic features and Meters for prehistoric features)
a. Top Width 10 feet (ft)
b. Bottom Width Approximately 4 ft
c. Height or Depth Approximately 4 ft
d. Length of Segment Approximately 425 ft

L4e. Sketch of Cross-Section (Include scale) **Facing:** South

L5. Associated Resources:
Culvert at intersection with Avenue 416;
Circa 1940 concrete elements (i.e., pumps)

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate)
The segment is situated at the edge of the main urban development, along or within the historic city limits of Dinuba, and is directly surrounded by commercial/industrial properties to the northwest, southwest and southeast and residential development to the northeast Agricultural orchards are immediately adjacent to the commercial property southwest of the tracks.

L7. Integrity Considerations:
See Section B10 of the associated Building, Structure, Object record.

L8a. Photograph, Map or Drawing

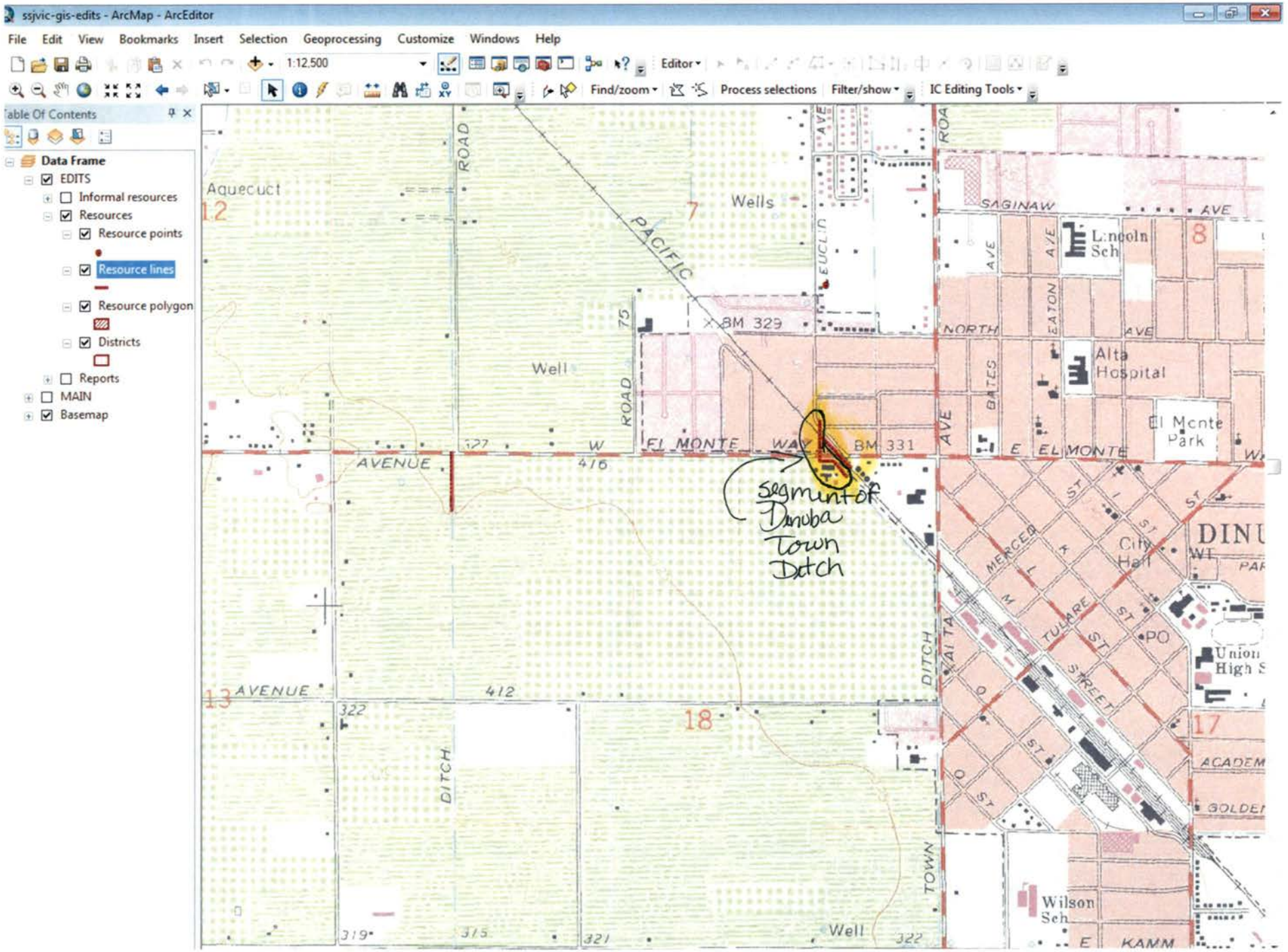
L8b. Description of Photo, Map or Drawing (View, scale, etc.)
View of ditch north of Avenue 416;
View S, 12/5/2002, frame 16,
Accession #01-905-C-11

L9. Remarks:
None

L10. Form Prepared by: (Name, affiliation, and address)
Tracy Bakic
PAR Environmental Services, Inc.
1906 21st Street
Sacramento, CA 95814

L11. Date 3/27/2002

P-54-004899
CA-TUL-3033H



***P2. Location: a. County:** Tulare **☐ Not for Publication** **☒ Unrestricted**

b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NE¼ **of** NE¼ **of** Sec. 7 MD **B.M.**

c. Address: N/A

d. UTM: NAD 83, Zone 11N; 285449 **mE /** 4048994 **mN** (northern end of segment)
285441 **mE /** 4048994 **mN** (southern end of segment)

e. Other Locational Data: The recorded segment of the Dinuba Town Ditch runs perpendicular to West Nebraska Avenue, between North Alta Avenue in the east and North Euclid Avenue in the west. It is visible from the public right-of-way.

***P3a. Description:** The Dinuba Town Ditch was constructed circa 1884 by the 76 Land and Water Company (see Building, Structure and Object Record). It is currently owned, operated, and maintained by the Alta Irrigation District. The north–south segment recorded here is 950 feet long and includes both piped-under and aboveground sections as well as several features (see Linear Feature Record). Other segments of the canal have been previously recorded and evaluated (Bakic and Baker 2002; Bowen 2000). **This update supplements but does not replace the previous records.**

***P4. Resources Present:** ☐ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Dinuba Town Ditch, facing north.

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

***P7. Owner and Address:**
Alta Irrigation District
289 N. L St.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California.* Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: Dinuba Town Ditch

B2. Common Name: Dinuba Town Ditch

B3. Original Use: Irrigation Ditch **B4. Present Use:** Irrigation Ditch

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

***B6. Construction History (construction date, alterations, and dates of alterations):** The Dinuba Town Ditch was constructed circa 1884 by the 76 Land and Water Company. The 76 Land and Water Company also built the 76 Canal (now called the Alta Main Canal), the main canal from which the Dinuba Town Ditch draws its water (Bowen 2000). Through the purchase of the 76 canal system in 1890, the Alta Irrigation District (AID) took ownership of the Dinuba Town Ditch, and the AID has maintained the ditch since. It is primarily an unlined well-maintained aboveground ditch. It originates from the California Vineyard Ditch east of Crawford Avenue, just south of the intersection with East South Avenue in Fresno County. From its starting point at the California Vineyard Ditch, the Dinuba Town Ditch continues south along the east side of Crawford Avenue, crosses underneath East Floral Avenue, and continues west along the south side of Floral Avenue. West of Alta Avenue (Road 80), the ditch flows south through Dinuba. It jogs slightly to the west north of the Southern Pacific Railroad tracks and then runs south, crossing under the tracks and Avenue 416 by means of an altered partially concrete-lined section and culvert constructed in 1940 by the Works Progress Administration (WPA). The ditch turns southeast, paralleling the railroad toward Alta Avenue (Bakic and Baker 2002). At Alta Avenue, it runs parallel and west of the road until 1 mile south of Avenue 400, where it continues as the Wilson Ditch. Various improvements over time have given the ditch a straight, modern appearance, as is common for irrigation ditches throughout the Central Valley.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** Concrete containment well, concrete submersion pipes

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Early Irrigation Area: Dinuba, Tulare County, CA
Period of Significance: None Property Type: Irrigation Ditch Applicable Criteria: N/A

The 76 Land and Water Company constructed its main canal, the 76 Canal, circa 1884. In the same year, the Dinuba Town Ditch is said to have been constructed (Bowen 2000). It was likely established under a different name because it would be another 4 years before the townsite of Dinuba was established. The ditch is not shown on the 1885 Detail Irrigation Map Centerville and Kingsburgh Sheet (Hall 1885). Prominently visible on this map is the Traver Branch of the 76 Canal. The 76 Land and Water Company was one of the main promotors of the new townsite of Traver, and the Traver Branch was arguably one of the primary laterals of the 76 system at that time. When the developing community of Traver was struck by a devastating fire in 1887, development promptly shifted to the newly established communities of Dinuba and Reedley.

The Dinuba Town Ditch can first be seen on Thompson's 1892 Tulare County atlas, on which it is indicated as "76 Canal." Its point of origin to the north, the present-day California Vineyard Ditch, is in Fresno County and, therefore, not indicated on this map. Interestingly, no irrigation ditches are indicated at this location on Thompson's 1891 Fresno County atlas. The AID, founded in 1888 through the Wright Act of 1887, purchased the 76 canal system in 1890. The AID has owned and operated the Dinuba Town Ditch since and was likely responsible for naming it.

This space reserved for official comments.

Sketch Map
(see attached)

*B10. **Significance (cont.):** The Dinuba Town Ditch appears to be a secondary or even tertiary supply line. Irrigation was brought to the region from the King's River by means of the main 76 Canal, the present-day Alta Main Canal. From there, many secondary branches distribute the water into the surrounding areas. Without the existence of the main canal, the Dinuba Town Ditch could not have fulfilled any role within the larger context of bringing irrigation to this area. Consistent with previous evaluations of the ditch (Bakic and Baker 2002; Bowen 2000), the Dinuba Town Ditch is not considered a significant resource at the national, state, or local level under Criterion A/1.

Archival research found no evidence to suggest that the Dinuba Town Ditch is directly linked to individuals significant in the history of the Dinuba area. The ditch appears to have been constructed by the 76 Land and Water Company as one of many branches meant to distribute water from the main 76 Canal, the present-day Alta Main Canal. No specific engineer or builder could be connected to the ditch's construction. For this reason, the Dinuba Town Ditch is not considered significant under Criterion B/2.

Significance under Criterion C/3, when applied to canals, ditches, and similar linear structures, is measured by distinctive or innovative design, methods of construction, or use of technology. Unfortunately, archival research uncovered little data about the original dimensions of the channel (i.e., its shape, width, depth, etc.) or related features, such as distribution gates. While it is possible that the ditch did display innovative design, methods of construction, or use of technology, there is no evidence to demonstrate that the ditch ever possessed these characteristics. The ditch is thus not considered significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, no such remnant exists within the recorded segment. The ditch, including its features, generally appears to be a modern structure. The Dinuba Town Ditch is thus not considered significant under Criterion D/4.

The Dinuba Town Ditch is not eligible for the NRHP and CRHR because it does not possess the required significance under any of the evaluation criteria. Other segments of the Dinuba Town Ditch have been recorded and evaluated previously (Bakic and Baker 2002; Bowen 2000) and were found not eligible for inclusion in the NRHP or CRHR.

B11. **Additional Resource Attributes (list attributes and codes):** None

*B12. **References:**

Bakic, Tracy, and Cindy Baker
2002 P-54-004899: Dinuba Town Ditch Primary Record, Building, Structure and Object Record, and Linear Feature Record. PAR Environmental Services, Inc., Sacramento, California.

Bowen, Mark
2000 54-004899: Dinuba Town Ditch Primary Record and Building, Structure and Object Record. Jones and Stokes, Sacramento, California.

Hall, William Hammond
1885 Detail Irrigation Map: Centerville and Kingsburgh Sheet. California State Engineering Department, Sacramento.

B13. **Remarks:**

*B14. **Evaluator:** Carlos van Onna
Date of Evaluation: January 2020

LINEAR FEATURE RECORD

L1. Historic and/or Common Name: Dinuba Town Ditch

L2a. Portion Described: ☐ Entire Resource ☒ Segment ☐ Point Observation **Designation:**

b. Location of point or segment: See Continuation Sheet

L3. Description: The 950-foot-long recorded segment runs north to south and is a piped section bookended by concrete containment wells, a 295-foot-long unlined aboveground section north of West Nebraska Avenue, and a piped section south of there. The segment has several features, all located north of the road. The northern containment well measures 19 by 19 feet at the top, widening from 6 to 15 feet at the base toward the pipe. The southern containment well is similar in size, and measures 12 by 12 feet at the base. On the southern edge of this containment well is a concrete footbridge with three gates. Wood boards are used in the gates to control the flow of water. The footbridge has a metal handrail across the entire width. From the 295-foot-long aboveground section, water flows into a culvert underneath West Nebraska Avenue. Along the entire west berm of the unpiped section is an unpaved access road. A metal grate is present on the north end of the culvert under West Nebraska Avenue, which is part of a metal walkway with handrail. The year "1956" is stenciled into the south side of the concrete road culvert wall. A concrete pillar with a manually operated metal floodgate is present in the eastern embankment of the ditch directly north of the culvert. The ditch is piped underground from that point on.

L4. Dimensions:

a. Top Width: 10 feet
b. Bottom Width: 5.5 feet
c. Height or Depth: 4 feet
d. Length of Segment: 950 feet

L4e. Sketch or Cross Section ☐ attached **Facing:** ☒ none

L5. Associated Resources:

L6. Setting: The recorded segment is in a rural-urban fringe area on the northern edge of Dinuba. The northern half of the segment is slightly more rural in nature, as the area becomes increasingly agricultural farther north.

L7. Integrity Considerations: The condition of the ditch is in keeping with its original location and agricultural purpose. As it is the case for most historic canals and ditches, periodic cleanouts have reshaped the ditch, in particular the gradient of its berms. At the time of construction, these typically had a more angular V-shaped appearance. This negatively impacts the design, materials, and workmanship aspects of the ditch's integrity.

L8a. Photo, Map, or Drawing:

L8b. Description of Photo, Map, or Drawing: Dinuba Town Ditch north of West Nebraska Avenue, facing north.

L9. Remarks:

L10. Form Prepared By:
Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

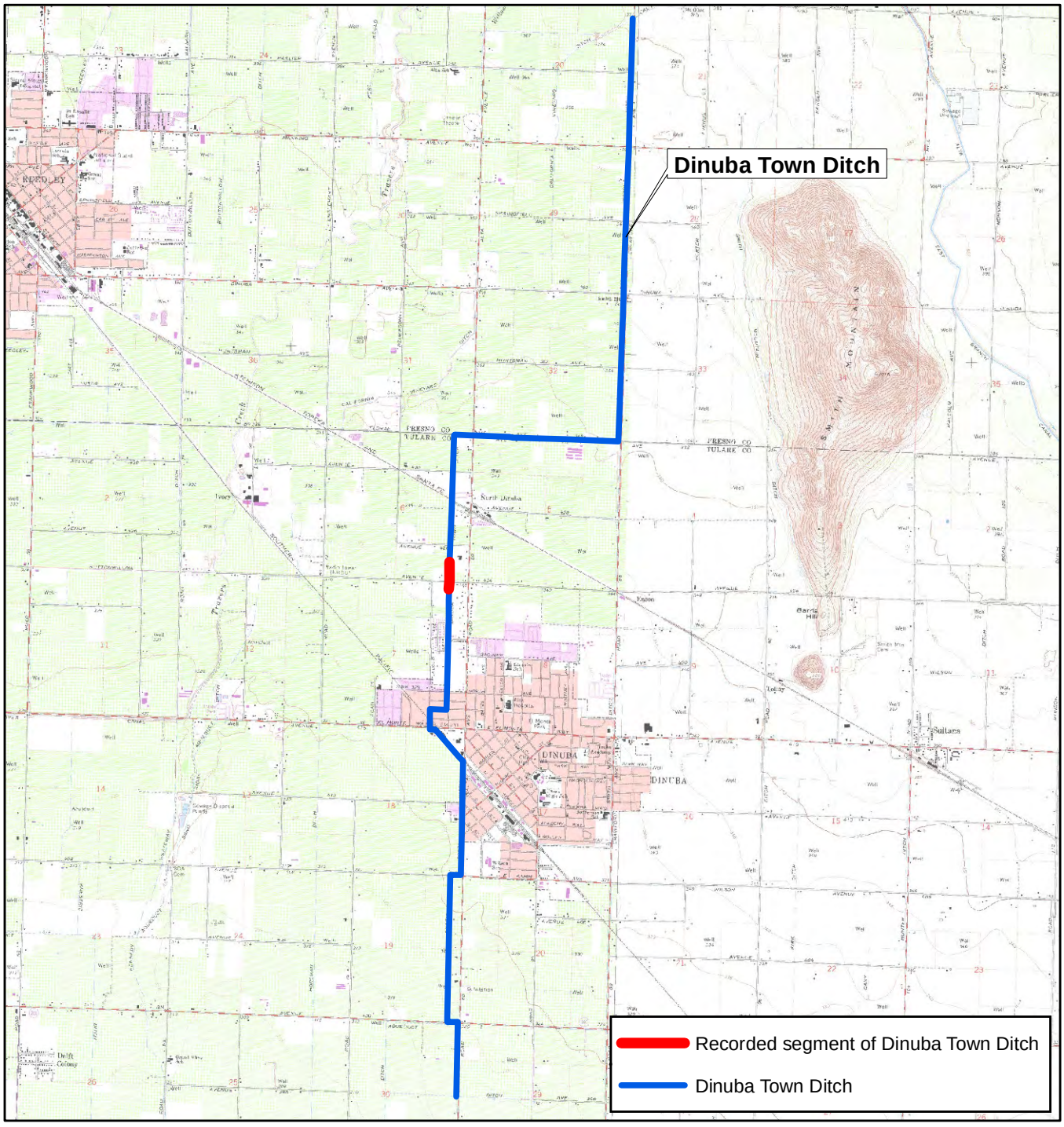
L11. Date: December 18, 2019

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

Primary # 54-004899
HRI#
Trinomial CA-TUL-3033H

Page 5 **of** 6 **Resource Name or #:** Dinuba Town Ditch **Scale:** 1:65,000

Map Name: Reedley, CA, USGS 7.5' quadrangle **Date:** 1966



SCALE 1:65,000

2 1 0 2 Miles

2,000 0 2,000 4,000 6,000 8,000 10,000 12,000 14,000 Feet

2 1 0 2 Kilometers

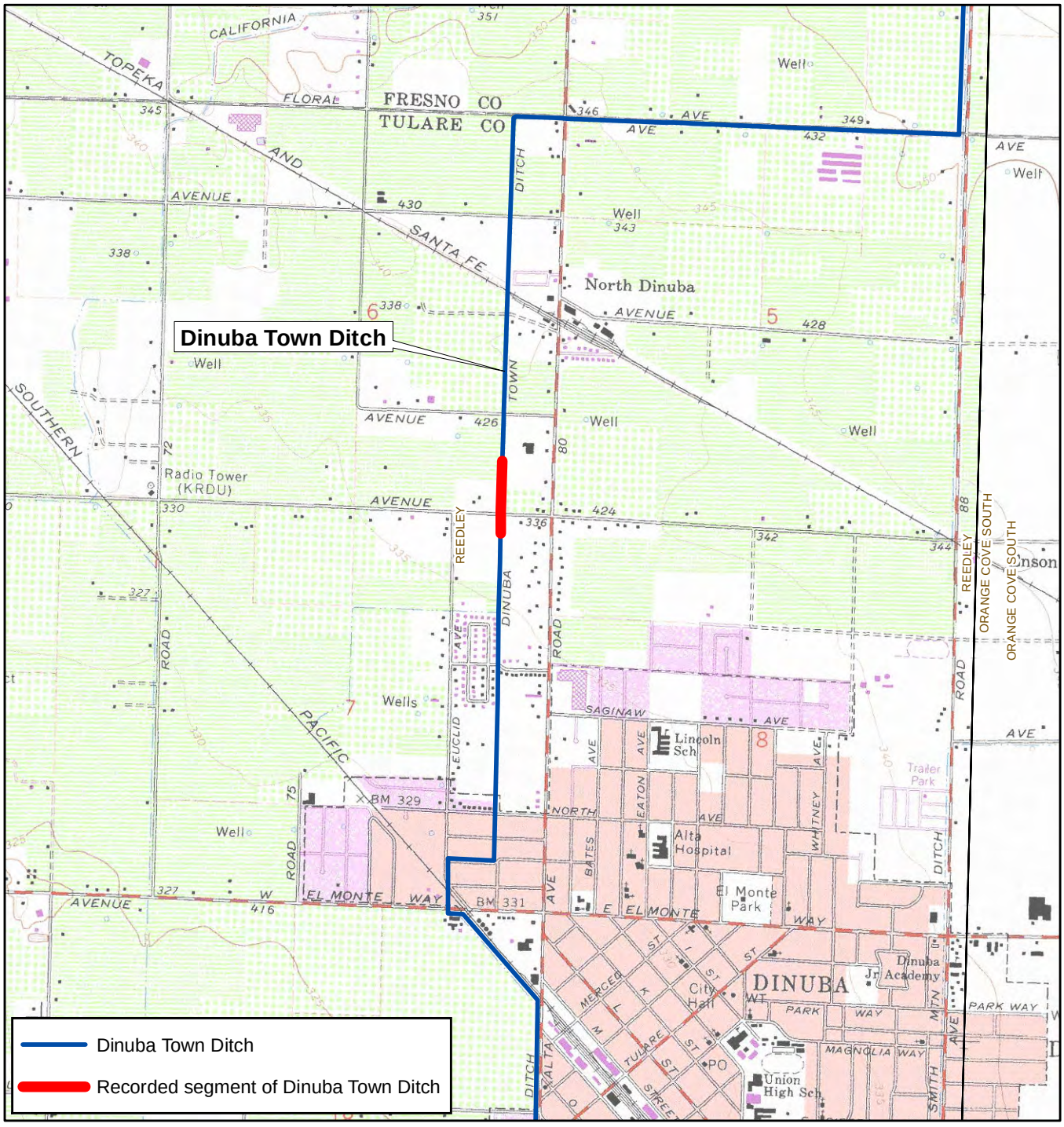
TRUE NORTH

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

Primary # 54-004899
HRI#
Trinomial CA-TUL-3033H

Page 6 **of** 6 **Resource Name or #:** Dinuba Town Ditch **Scale:** 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangles **Date:** 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 280 W. Nebraska Avenue **Map Ref. #:** 3

P1. Other Identifier: N/A

*__P2. Location: a. County:__ Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; SE¼ **of** SE¼ **of** Sec. 6 MD **B.M.**
c. Address: 280 W. Nebraska Avenue, Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 013-100-003

***P3a. Description:** The subject property consists of a residence and three ancillary structures built between 1957 and 1965. The residence is a single-story vernacular-style building with its main elevation facing south. It is covered by a hipped roof with composite shingles, and fenestration on the main elevation consists of slider windows of different sizes, a front door, and two garage doors. The residence is largely stucco-clad with vertical wood siding around the windows and a brick section on the southeast corner. Here, the windows are narrow. The rear of the property could not be accessed; however, aerial photographs show a back porch on the residence and three freestanding structures in the yard. The largest of these structures is a barn with a metal-clad gable roof and an attached shed on the north elevation. The other structures are storage sheds. The easternmost structure is visible from the street and has a metal gable roof and wood siding. The remainder of the parcel is used as an orchard, in keeping with its historical use.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing north.

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

***P7. Owner and Address:**
Santiago and Maria Calvo
280 W. Nebraska Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Agriculture/Residential **B4. Present Use:** Agriculture/Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps.

Based on a review of historic aerial photographs, the residence at 280 W. Nebraska Avenue was constructed between 1957 and 1965. The ancillary structures in the backyard also appear to date from this period (Agricultural Adjustment Administration 1965). The residence appears to be largely unaltered.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Modern Agriculture Area: Dinuba, Tulare County, CA
Period of Significance: Property Type: Farm/Residence Applicable Criteria: None

Housing development in the Dinuba area was generally small in scale and often the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

The subject property is largely typical of early- to mid-twentieth-century residences on large undivided agricultural parcels throughout the San Joaquin Valley and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of a significant development in the area and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the buildings and structures do not appear to be significant under Criterion B/2.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** The subject residence and ancillary structures were built between 1957 and 1965. They are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 280 W. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the residence at 280 W. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration
1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

1965 Fresno County, California, Aerial Survey. 1965 FRE-10-1. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/6764. Henry Madden Library, California State University, Fresno.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

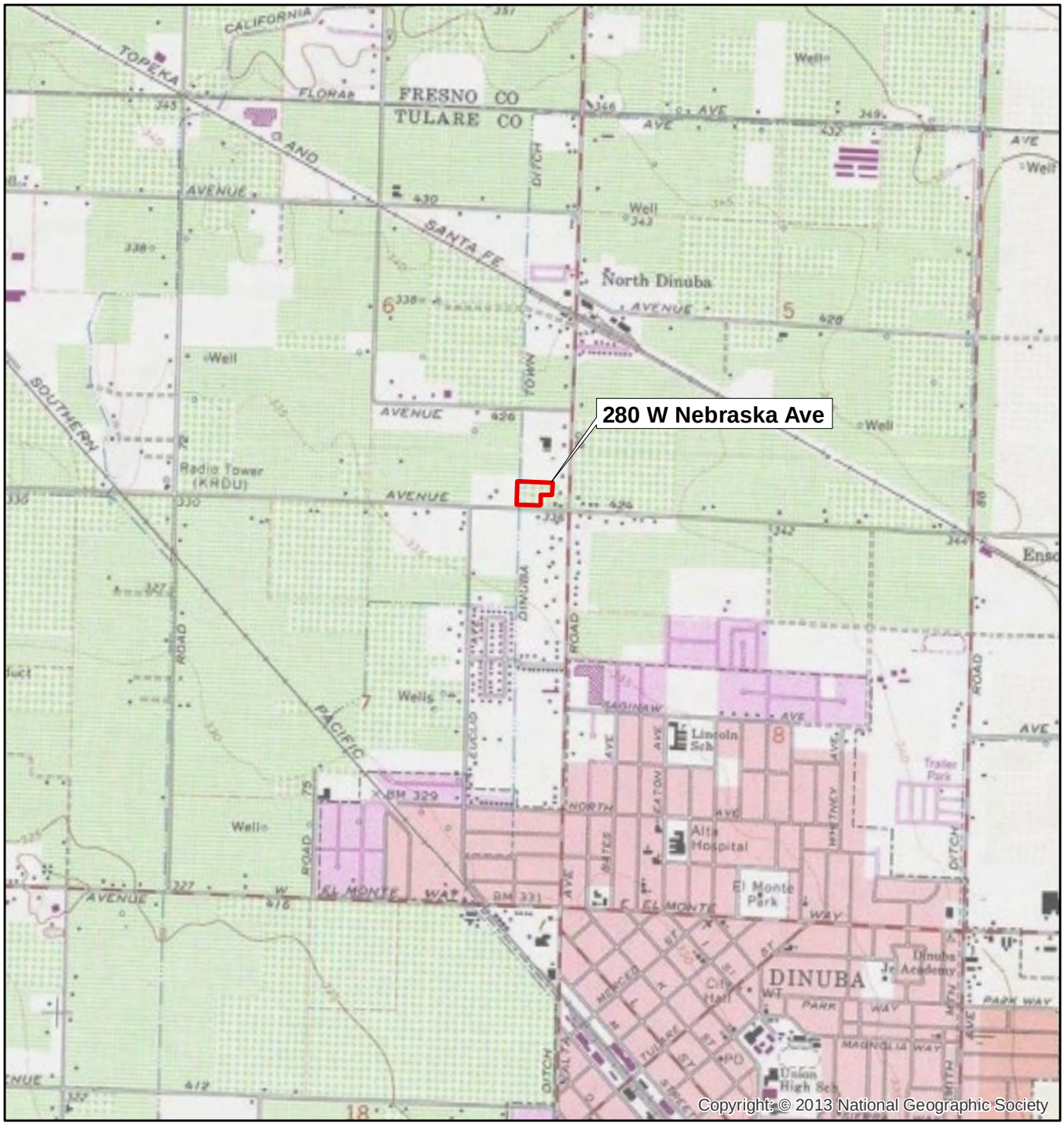
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 4 **of** 4 **Resource Name or #:** 280 W. Nebraska Avenue **Scale:** 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle **Date:** 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 219 E. Nebraska Avenue **Map Ref. #:** 4

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; SW¼ **of** SW¼ **of** Sec. 5 MD **B.M.**
c. Address: 219 E. Nebraska Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 013-050-012

***P3a. Description:** The property consists of a residence and freestanding garage built circa 1937. The residence is a two-story vernacular-style building with Italian Renaissance Revival influences. Its main elevation faces south. It is fronted by a semicircular driveway that leads to a porte cochere on the east side of the residence, adjacent to the detached garage. All elevations are stucco-clad, and there is a flagstone-clad chimney on the east side of the residence. The r multilevel flat roof has tiled awnings along the upper edge of the residence. The awnings are partially collapsed in several places, most notably above the front door. Fenestration consists of clustered single-hung wood windows of various dimensions. The residence has a basement with windows set in concrete window wells on the lower edge of the north and west elevations. The west elevation has terraces on both levels, including a pergola-covered patio on the ground floor.

The freestanding garage matches the architectural style of the residence and has similar windows. The west garage elevation has a metal roll-up door, and there are pedestrian doors on the west and east elevations. A modern-era open-style hay barn stands farther east on the property. The residence and garage are currently not in use and openings have been secured with metal grates to prevent unauthorized access. The remainder of the parcel was historically used as an orchard, and that use continues today.

***P3b. Resource Attributes:** HP2. Single-family Property; HP33. Farm/Ranch

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main (south) elevation, facing northwest.

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

***P7. Owner and Address:**
Phu Yoshino
2753 W. Lake Van Ness Circle
Fresno, CA 93711

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Agriculture/Residential **B4. Present Use:** Agriculture

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** The subject property is a historic-era farm first visible on a 1937 aerial photograph (Agricultural Adjustment Administration 1937). The residence appears to have been constructed around 1937, potentially by William Hiroshi Wake (1912–2008) who graduated from University of California, Berkeley in 1935 with a degree in architecture. He is known to have lived at this Dinuba address around that time where he grew peaches, and the property remains in possession of his descendants (Alta Historical Society 2019; San Francisco Chronicle 2008). A no longer extant freestanding structure northeast of the residence appears to have been demolished around 2018.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: William H. Wake (unconfirmed) **b. Builder:** Unknown

***B10. Significance:** Theme: Early Agriculture Area: Dinuba, Tulare County, CA
Period of Significance: None Property Type: Farm/Residence Applicable Criteria: None

Housing development in the Dinuba area was generally small in scale and often the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century. In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 219 E. Nebraska Avenue is situated on lots that are part of the 1902 Bella Vista Colony (Lots 5 and 6).

The subject property is largely typical of early twentieth-century rural farm residences on large undivided agricultural parcels throughout the San Joaquin Valley but lacks strong associations with the larger narrative of California or local history. The property does not appear to have been constructed as part of a significant development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any groups or individuals with potential historical significance. No evidence was found to indicate that the property's apparent original owner and potential architect, William Wake, played a vital role in the area, and the property does not appear to be illustrative of the accomplishments of any historically important person within a local, state, or national historical context. Therefore, the buildings and structures do not appear to be significant under Criterion B/2.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** The subject residence, including one remaining ancillary structure, was constructed around 1937. The residence and structure are vernacular in style, and although they show some influences of Italian Renaissance Revival architecture, they do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built-environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 219 E. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 219 E. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration
1937 Fresno County, California, Aerial Survey. 1937 13-ABI 63-50. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/856. Henry Madden Library, California State University, Fresno.

Alta Historical Society
2019 Guided Tour of Alta Historical Society Depot Museum, Dinuba, California. December 18, 2019.

California Department of Transportation
2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

San Francisco Chronicle
2008 William Hiroshi "Bill" Wake. 27 April. San Francisco, California.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

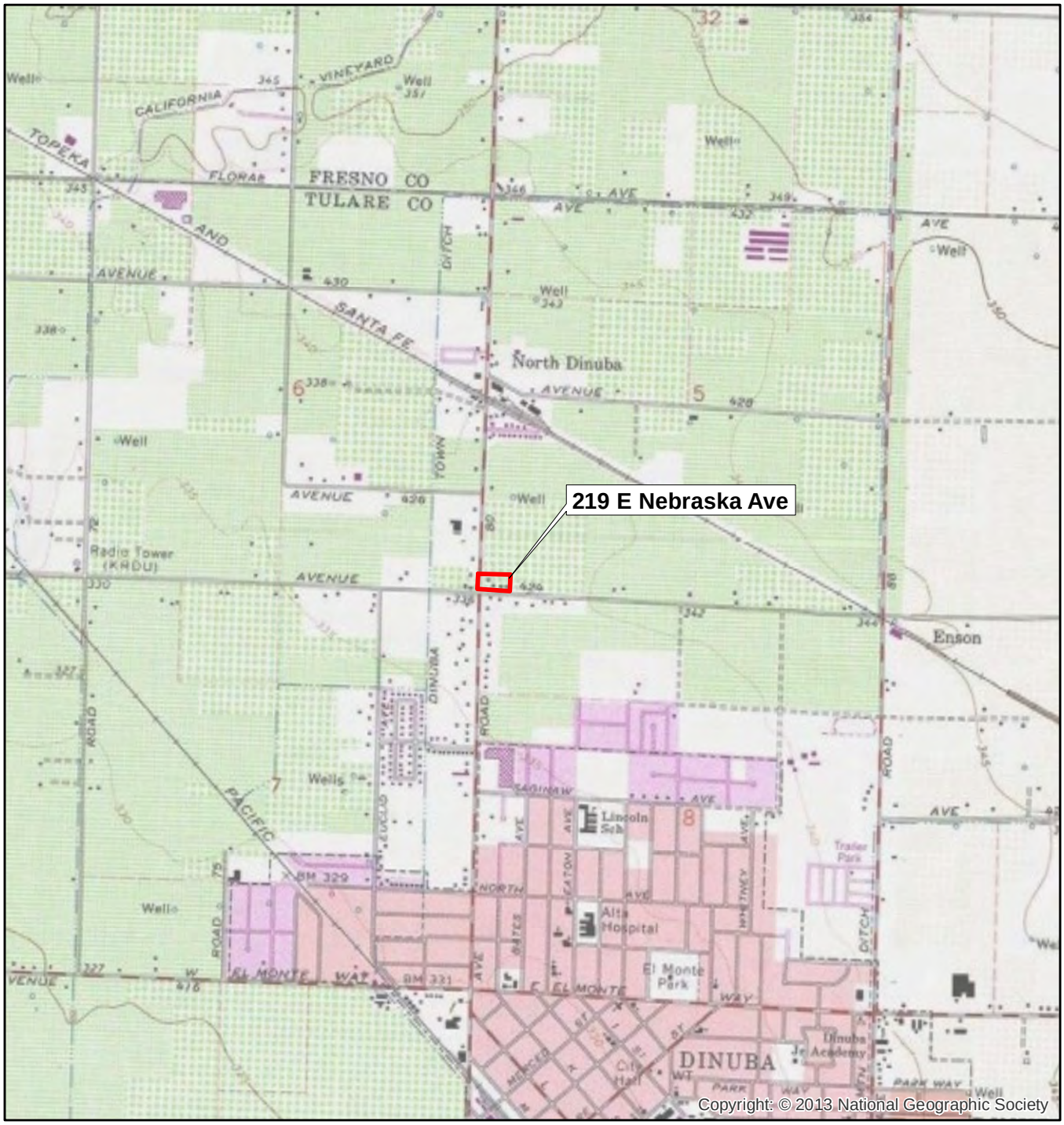
Primary #
HRI#
Trinomial

Resource Name or #: 219 E. Nebraska Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

Page 1 **of** 4 **Resource Name or #** 252 E. Nebraska Avenue **Map Ref. #:** 5

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NW¼ **of** NW¼ **of** Sec. 8 MD **B.M.**
c. Address: 252 E. Nebraska Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN-014-072-004

***P3a. Description:** The subject property consists of one vernacular-style residence constructed between 1950 and 1957. It is a single-story, stucco-clad house built on a concrete pad. The whole building is covered by a cross-hipped roof with composite shingles. Fenestration on the front (north) elevation consists of modern-era slider windows. The side (west) elevation has one single-hung window. A double carport on the east side of the residence is accessed via a concrete driveway. The residence could not be accessed on all sides.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☐ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing south.

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

***P7. Owner and Address:**
Francisco Morfin
330 N. Hayes Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. Based on a review of historic aerials, the property at 252 E. Nebraska Avenue was built sometime between 1950 and 1957 (Agricultural Adjustment Administration 1950, 1957). Originally this property appears to have consisted of a residence and a freestanding garage. Historical imagery from Google Earth indicates that the double carport was added to the residence between 2015 and 2017, replacing the freestanding garage

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Farm/Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 252 E. Nebraska Avenue is on a lot that was created as part of a common numbered tract. The lot does not belong to one of the early mapped subdivisions in the Dinuba area.

The property at 252 E. Nebraska Avenue is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of a significant (residential) development in the area and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the property does not appear to be significant under Criterion B/2.

The subject residence was first constructed around 1957 but has since undergone extensive alterations. The residence is vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. It is a simple and modest examples of a common type in the region. Therefore, it does not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 252 E. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the residence at 252 E. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration

1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

1957 Fresno County, California, Aerial Survey. 1957 ABI-55T-94. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/3783. Henry Madden Library, California State University, Fresno.

California Department of Transportation

2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

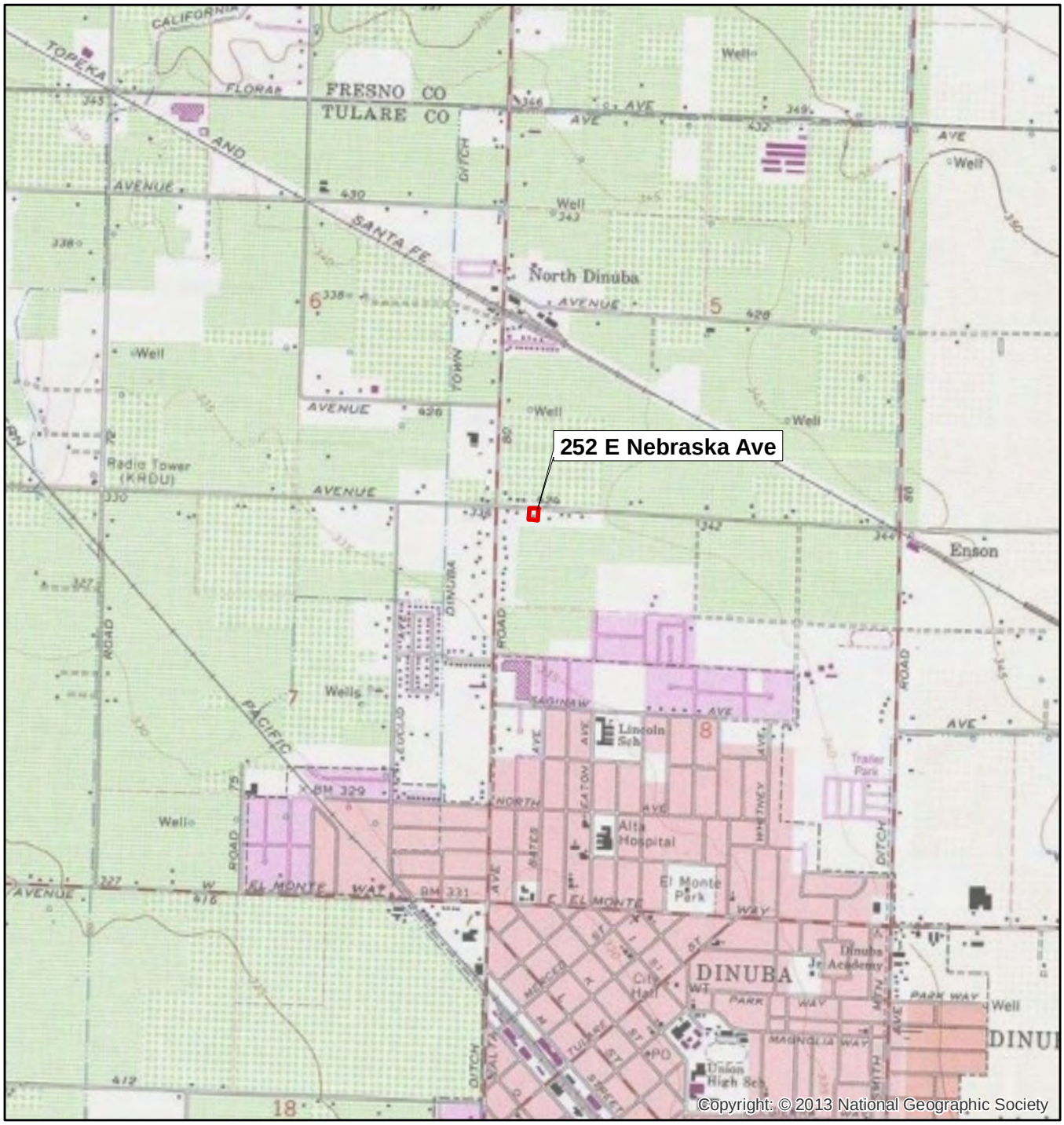
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 4 **of** 4 **Resource Name or #:** 252 E. Nebraska Avenue **Scale:** 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle **Date:** 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 186 E. Nebraska Avenue **Map Ref. #:** 6

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NW¼ **of** NW¼ **of** Sec. 8 MD **B.M.**
c. Address: 186 E. Nebraska Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 014-072-001

***P3a. Description:** The subject property consists of one building and one structure: a residence and a large storage shed. The residence was built circa 1950 and is a single-story building with horizontal wood siding under a gable roof with composite shingles. The residence has an L-shaped floor plan and a carport in the open space on the northwest corner. The front (north) elevation has the front door under an unadorned portico and three single-hung windows with faux mullions. A concrete driveway leads to the carport, and a concrete stoop with a ramp leads to the front door. The rear (south) elevation appears to has a lower sloped addition with a shed roof. Slider windows are present on the addition. Fenestration on the original residence consists largely of modern-era single-hung windows. The covered shed is constructed over a dirt floor with corrugated metal cladding and a metal roof. There are no doors or windows on the shed, and it is partially open.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing south.

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

***P7. Owner and Address:**
Margarita and Jorge V. Camarena
186 E. Nebraska Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not provide a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. Based on a review of historic aerials, the property at 186 E. Nebraska Avenue was built between 1946 and 1950 (Agricultural Adjustment Administration 1946, 1950). The storage shed in the yard south of the residence appears to date from a later time. An exact date for alterations to the residence could not be established.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century. In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 168 E. Nebraska Avenue is on a lot that was created as part of a common numbered tract (Tract 131, Lot 12). The lot does not belong to one of the early mapped subdivisions in the Dinuba area.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** The property at 186 E. Nebraska Avenue is typical of post-war suburban residential development in smaller communities throughout Tulare County and the San Joaquin Valley at large but lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, it does not appear to be significant under Criterion B/2.

The subject property was first constructed around 1950 but has since undergone several alterations. The residence and storage shed are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region; therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 186 E. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 186 E. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration
1946 Fresno County, California, Aerial Survey. 1946 F-K 14-71. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/16734, Henry Madden Library, California State University, Fresno.

1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

California Department of Transportation
2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

LOCATION MAP

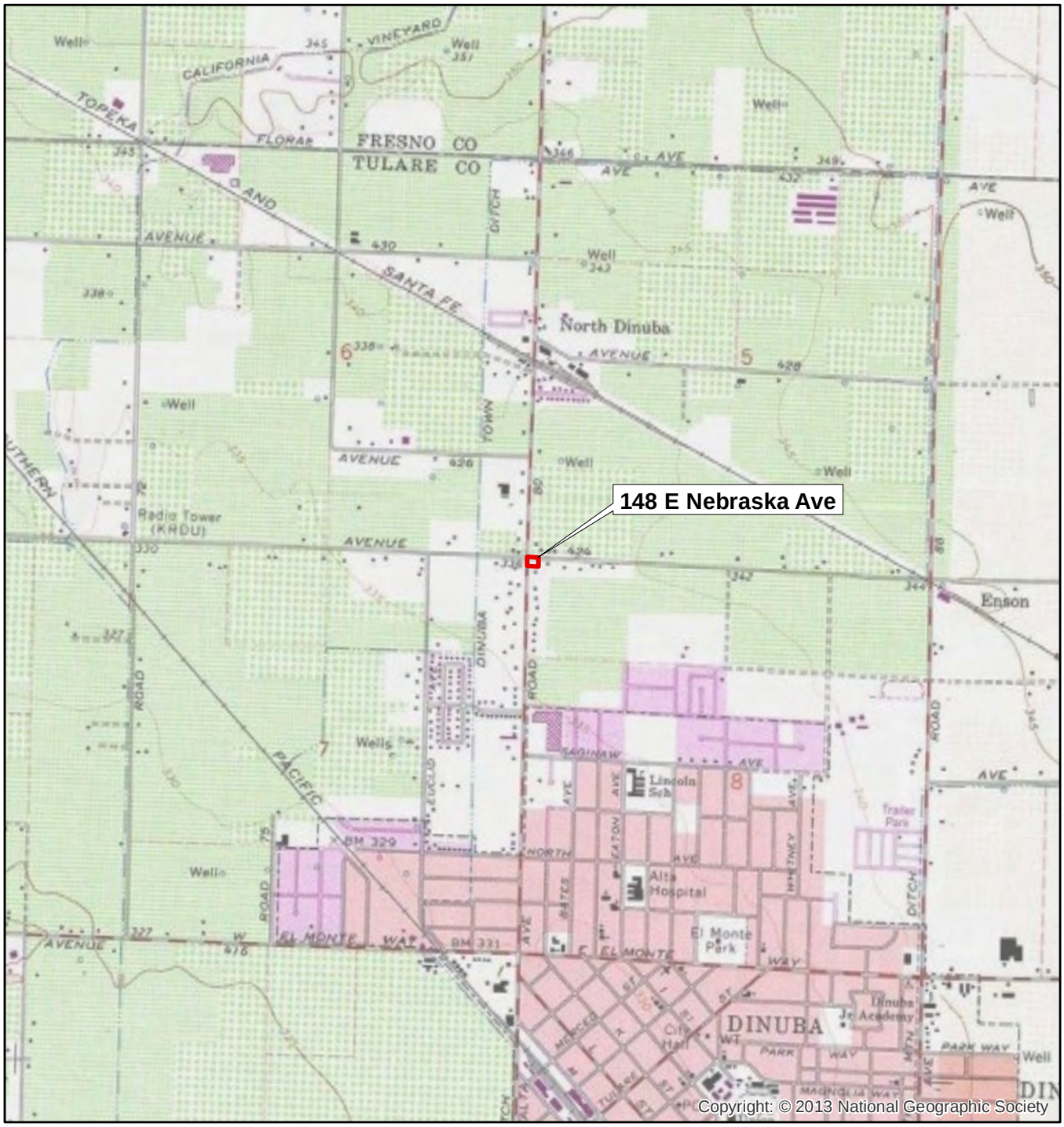
Primary #
HRI#
Trinomial

Resource Name or #: 148 E. Nebraska Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 148 E. Nebraska Avenue **Map Ref. #:** 7

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; N W¼ **of** NW ¼ **of** Sec. 8 MD **B.M.**
c. Address: 148 E. Nebraska Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 014-071-001

***P3a. Description:** The subject property consists of one building and one structure: a residence and storage shed. The residence was constructed circa 1950 and is a rectangular single-story stucco-clad building under a hipped roof with composite shingles. The front (north) elevation has a slider window to either side of the front door. The front door is covered by a narrow porch. The residence has a carport on the east side, which is accessed via a gravel driveway. From there, stepping-stones lead to the front door. The rear (south) elevation has an outdoor water heater closet and two modern-era slider windows. Fenestration of this type is present on all elevations. HVAC equipment is situated on the roof and underneath several side windows. The storage shed in the yard south of the residence is a simple wood structure with a gable roof, and a wood porch on the east elevation. The south elevation has a single narrow slider window and is clad in plywood. The backyard is fenced and could not be accessed. The western half of the parcel is currently vacant.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing south.

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

***P7. Owner and Address:**
Magdaleno Guadalupe Guerrero
696 E. Sierra Way
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California.* Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

***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: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. Based on a review of historic aerials, the property at 148 E. Nebraska Avenue was built between 1946 and 1950 (Agricultural Adjustment Administration 1946, 1950). The original windows on the residence have been replaced by metal slider windows. The composite shingle roofing has a modern appearance. There are several window air-conditioning units on the northwest corner of the residence and a larger HVAC-unit on the south side of the roof. Exact dates of alterations are unknown.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 148 E. Nebraska Avenue is on a lot that was created as part of a common numbered tract (Tract 91, Lot 1). The lot does not belong to one of the early mapped subdivisions in the Dinuba area.

The property at 148 E. Nebraska Avenue is typical of postwar suburban residential development in smaller communities throughout Tulare County and the San Joaquin Valley at large but lacks strong associations with the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within local, state, or national historical context. Therefore, the building and structure do not appear to be significant under Criterion B/2.

The subject property was first constructed in 1950 but has since undergone extensive alterations. The residence and storage shed are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 148 E. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 148 E. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration

1946 Fresno County, California, Aerial Survey. 1946 F-K 14-71. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/16734, Henry Madden Library, California State University, Fresno.

1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

California Department of Transportation

2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

LOCATION MAP

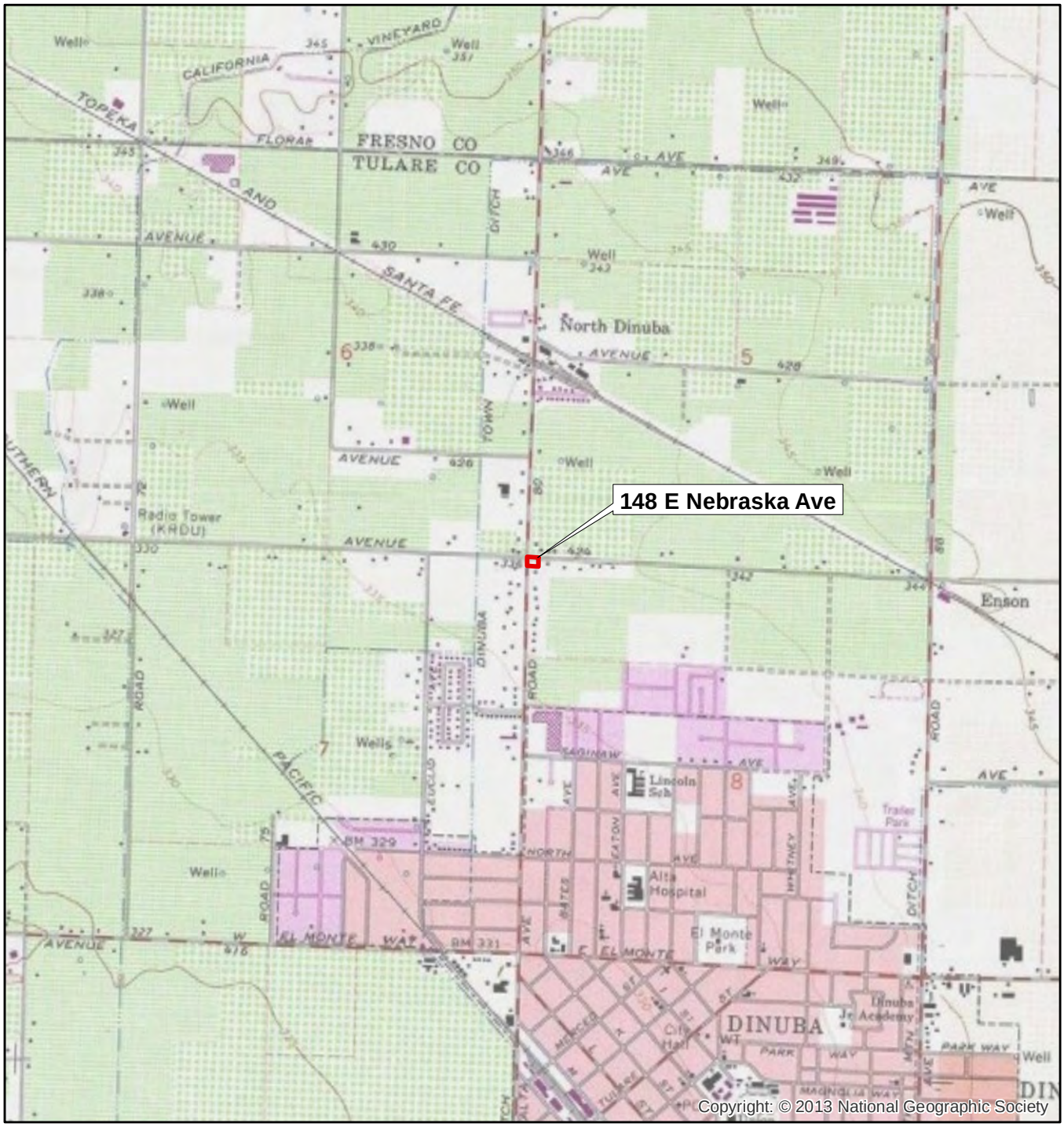
Primary #
HRI#
Trinomial

Resource Name or #: 148 E. Nebraska Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 1644 N. Alta Avenue **Map Ref. #:** 8

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NW¼ **of** NW¼ **of** Sec. 8 MD **B.M.**
c. Address: 1644 N. Alta Avenue, Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 014-071-002

***P3a. Description:** The subject property consists of a residence with an attached carport. The residence was constructed between 1957 and 1965. It is a single-story ranch style building with stucco cladding, a composite shingle-clad gable roof with slightly overhanging eaves. The residence is stepped up in height in three segments from north to south. Along the base of the residence and around the entrance is decorative flagstone cladding. Fenestration on the main (west) elevation consists of a front entrance with a security door and several slider windows. A flagstone-clad chimney with a spark arrester is prominently located on the main elevation. Planters in front of the residence are similarly made of stone and contribute to the overall design of the residence. The carport is attached to the lowest section of the residence and is further supported by two metal beams and metal posts. It is accessible through a concrete driveway that joins a larger semicircular driveway. The driveway extends underneath the carport, and the walkway to the front door is paved with concrete. The rear (east) elevation could not be examined. Based on aerial photographs, however, it appears that it has a porch with a shed-type roof. A large HVAC unit is prominently situated on the roof.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing east

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

***P7. Owner and Address:**
Celia Nevarez
1775 Shaw Ave. #104-405
Clovis, CA 93612

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. Based on a review of historic aerial photographs, the residence at 1644 N. Alta Avenue was constructed between 1957 and 1965. The building on the 1965 aerial photograph appears to have the same footprint as the current residence. The carport is first visible on a 1977 aerial photograph but could have been added any time after 1965 (Agricultural Adjustment Administration 1957, 1965, 1977).

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 1644 N. Alta Avenue is on a lot that was created as part of a common numbered tract (Tract 91, Lot 2). The lot does not belong to one of the early mapped subdivisions in the Dinuba area.

The subject property is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the property does not appear to be significant under Criterion B/2.

The subject residence was first constructed between 1957 and 1965. The ranch-style residence does not exhibit distinctive architectural characteristics or high artistic values. It is a simple and modest example of a common type in the region. Therefore, it does not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 1644 N. Alta Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the residence at 1644 N. Alta Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration

1957 Fresno County, California, Aerial Survey. 1957 ABI-55T-94. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/3783. Henry Madden Library, California State University, Fresno.

1965 Fresno County, California, Aerial Survey. 1965 FRE-10-1. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/6764.Henry Madden Library, California State University, Fresno.

1977 Fresno County, California, Aerial Survey. 1977 FRE CO 19-2 R. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/34383. Henry Madden Library, California State University, Fresno.

California Department of Transportation

2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

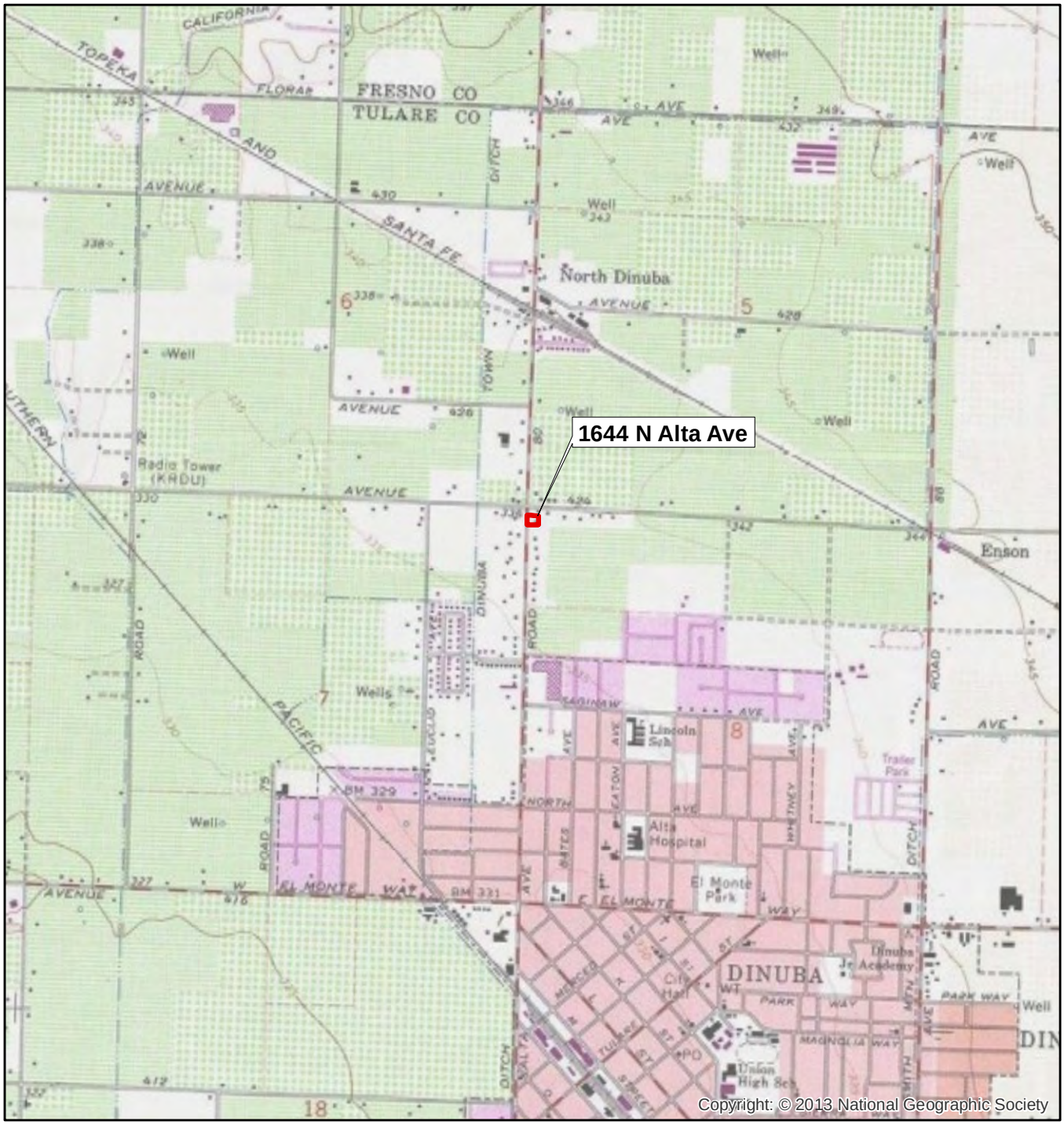
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 4 **of** 4 **Resource Name or #:** 1644 N. Alta Avenue **Scale:** 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle **Date:** 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 1590 N. Alta Avenue **Map Ref. #:** 9

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**

b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NW¼ **of** NW¼ **of** Sec. 8 MD **B.M.**

c. Address: 1590 N. Alta Ave., Dinuba, CA 93618

d. UTM: N/A

e. Other Locational Data: APN 014-071-003

***P3a. Description:** The subject property consists of a residence and freestanding garage. The residence was constructed between 1950 and 1957 and is a single-story building with horizontal wood siding covered by a cross-gable roof. Toward North Alta Avenue, the residence is stepped down in width and height, which is accentuated by cascading shingle-clad gables. The front (west) elevation has a concrete porch accessed by three steps leading to the front door. Fenestration on all elevations consists of modern slider windows. The property itself is accessed via a concrete driveway that extends to the garage. The freestanding garage is southeast of the residence and is also clad in horizontal wood siding. The garage has a gable roof and a carriage-style door on its west elevation. The age and function of two additional structures in the backyard, one detached and one semi-attached storage shed, could not be established because this area could not be surveyed.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing northeast.

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

***P7. Owner and Address:**
Reyna E. Rivera
1590 N. Alta Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☒ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

***Attachments:**

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps.

Based on a review of historical aerial photographs, the residence and garage at 1590 N. Alta Avenue were constructed between 1950 and 1957, although the residence appears to have been expanded to its current state in 1965 (Agricultural Adjustment Administration 1950, 1957, 1965).

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945-1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 1590 N. Alta Avenue is situated on a lot that was created as part of a common numbered tract (Tract 91, Lot 3). The lot does not belong to one of the early mapped subdivisions in the Dinuba area.

The property is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the property does not appear to be significant under Criterion B/2.

The subject residence, including ancillary structures, was first constructed around 1957. There have since been additions to the front and rear of the residence. The residence and freestanding garage are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of the ranch, including its components, would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 1590 N. Alta Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the residence and garage at 1590 N. Alta Avenue are not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration

1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

1957 Fresno County, California, Aerial Survey. 1957 ABI-55T-94. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/3783. Henry Madden Library, California State University, Fresno.

1965 Fresno County, California, Aerial Survey. 1965 FRE-10-1. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/6764. Henry Madden Library, California State University, Fresno.

California Department of Transportation

2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

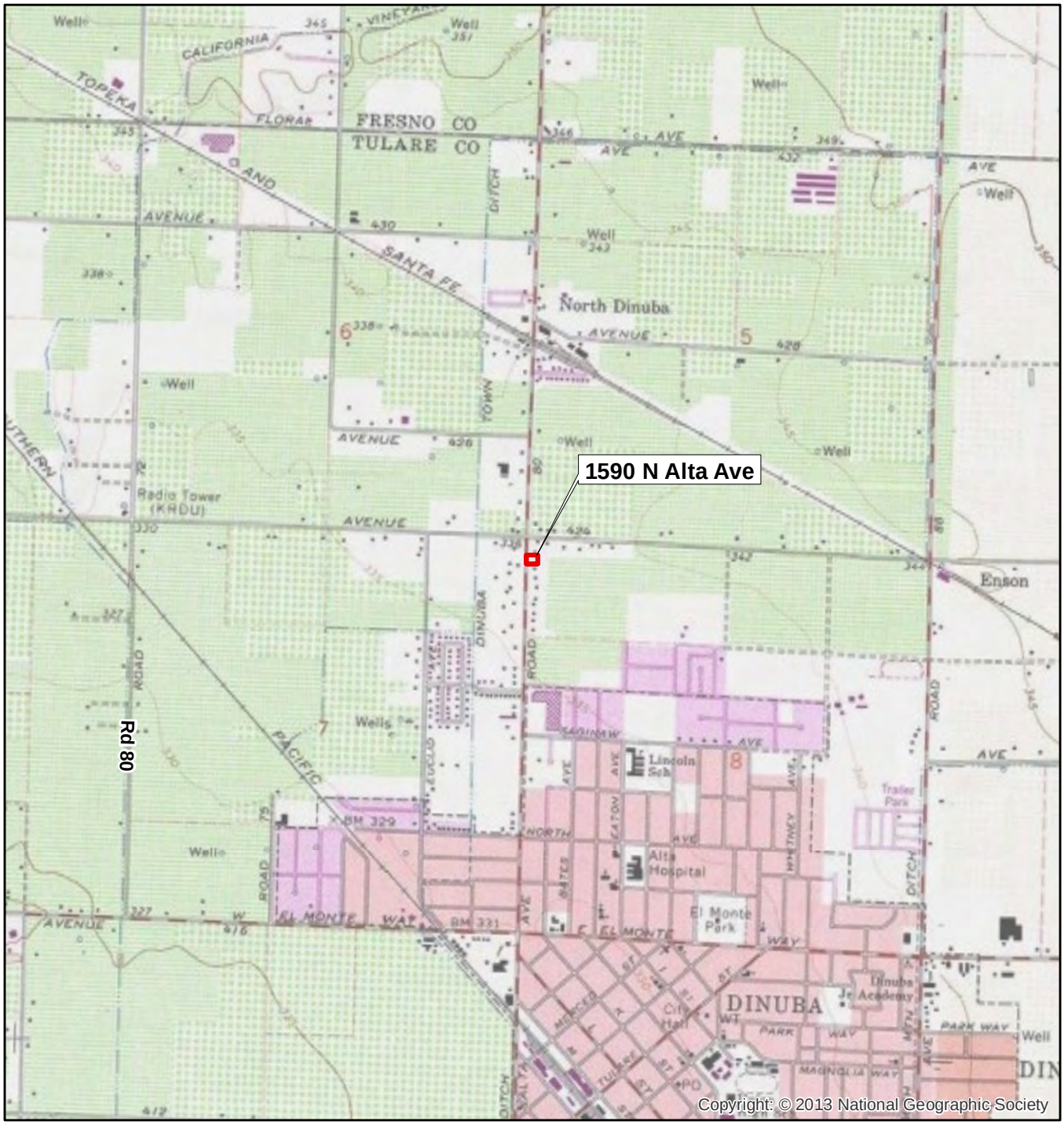
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #
HRI#
Trinomial

Page 4 **of** 4 **Resource Name or #:** 1590 N. Alta Avenue **Scale:** 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle **Date:** 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 1613 N. Alta Avenue **Map Ref. #:** 10

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NE¼ **of** NE¼ **of** Sec. 7 MD **B.M.**
c. Address: 1613 N. Alta Ave, Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 014-380-024

***P3a. Description:** The subject property consists of a residence and several ancillary structures. The residence was constructed circa 1950 and is a single-story stucco-clad building with a gable roof. A lower section of the residence on the north end is covered by a separate gable roof. The front (east) elevation has several brick accents, including the support columns for the porch and the chimney. All elevations have slider windows with security bars on the outside. The rear (west) elevation has a carport on the northwest corner. The front yard is largely taken up by a semicircular driveway. A driveway extends from North Alta Avenue along the north side of the residence and provides access to the ancillary structures behind the residence. This area could not be accessed but appears to have three connected utilitarian storage sheds along the southern edge of the lot. Views of the house and the surrounding lot are partially obstructed by dense vegetation.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing southwest.

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

***P7. Owner and Address:**
Paul and Christina Arias
1613 N. Alta Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive
☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. Based on a review of historic aerials, the subject property was first constructed around 1950 (Agricultural Adjustment Administration 1946, 1950). It appears that there have been additions to the residence over the years; however, exact dates of the alterations are not known.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945-1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 1613 N. Alta Avenue is on a segment of a lot that was part of the Mt. Whitney Colony, which appears to have been subdivided circa 1890.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** The subject property is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any (significant) residential development in the area and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the residence and structures do not appear to be significant under Criterion B/2.

The subject residence and ancillary structures were first constructed around 1950, and it appears that there have been additions and alterations since that time. The residence and structures are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 1613 N. Alta Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 1613 N. Alta Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration

1946 Fresno County, California, Aerial Survey. 1946 F-K 14-71. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/16734. Henry Madden Library, California State University, Fresno.

1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

California Department of Transportation

2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

LOCATION MAP

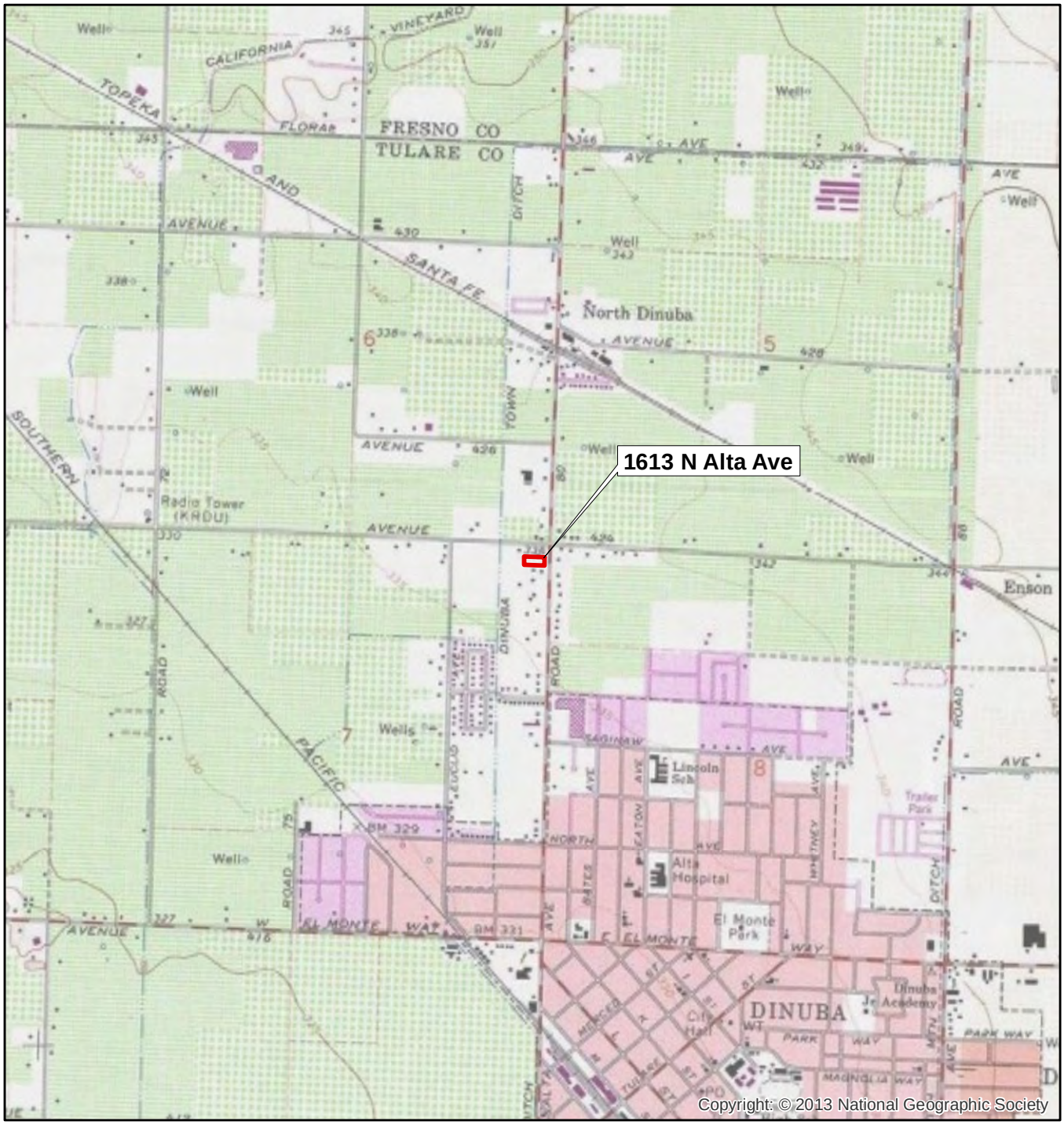
Primary #
HRI#
Trinomial

Resource Name or #: 1613 N. Alta Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 222 W. Nebraska Avenue **Map Ref. #:** 11

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NE¼ **of** NE¼ **of** Sec. 7 MD **B.M.**
c. Address: 222 W. Nebraska Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 014-380-022

***P3a. Description:** The subject property consists of a residence with a partially detached garage and multiple modern-era structures. The residence was built circa 1957 and is a vernacular-style single-story building under a gable roof with red tiles and partially exposed rafter tails. It has some ranch-style and Spanish Revival influences. All elevations are stucco-clad. The front (north) elevation is partially set back under the roof at the front door. A large picture window is east of the front door, and there are slider windows west of it. Both have faux storm shutters. The east elevation has a brick-clad chimney with a spark arrester. The garage is separated from the residence but is connected via a covered walkway. The garage has a saltbox roof, roll-up vehicle door, and slider windows. A semicircular paved driveway provides access to the residence and garage. In the yard south of the residence is a swimming pool. A more recent second dwelling (built circa 2005) stands south of the main garage. This dwelling is accessed via a separate driveway perpendicular to West Nebraska Avenue, west of the residence. South of the yard is a freestanding modern-era shed alongside a horse paddock.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing south.

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

***P7. Owner and Address:**
W. M. and D. A. McEowen
222 W. Nebraska Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California.* Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. The primary residence and garage at 222 W. Nebraska Avenue were built sometime between 1950 and 1957 (Agricultural Adjustment Administration 1950, 1957). The residence, garage, and semicircular driveway can be clearly identified on the 1957 historical aerial photograph. Two freestanding sheds dating to circa 1980 are on the south end of the parcel. A secondary dwelling with a separate entrance appears to have been constructed southwest of the residence around 2005.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war residential development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 222 W. Nebraska Avenue is on a lot that was part of the Mt. Whitney Colony, which appears to have been subdivided circa 1890.

The subject property is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research revealed that the house was owned for an unknown period of time by Will Wonderly, a physician of some local prominence (Alta Historical Society 2019), but no evidence of an apparent connection between the physician's practice and the property was found. Thus, research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the property does not appear to be significant under Criterion B/2.

The primary residence and garage were constructed around 1957. They are vernacular in style, and while they possess a slightly elevated build quality, they do not exhibit distinctive architectural characteristics or high artistic values. They remain relatively simple and modest examples of a common type in the region. Therefore, they do not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 222 W. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 222 W. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

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

***B12. References:**

Agricultural Adjustment Administration
1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

1957 Fresno County, California, Aerial Survey. 1957 ABI-55T-94. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/3783. Henry Madden Library, California State University, Fresno.

Alta Historical Society
2019 Guided Tour of Alta Historical Society Depot Museum, Dinuba, California. December 18, 2019.

California Department of Transportation
2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

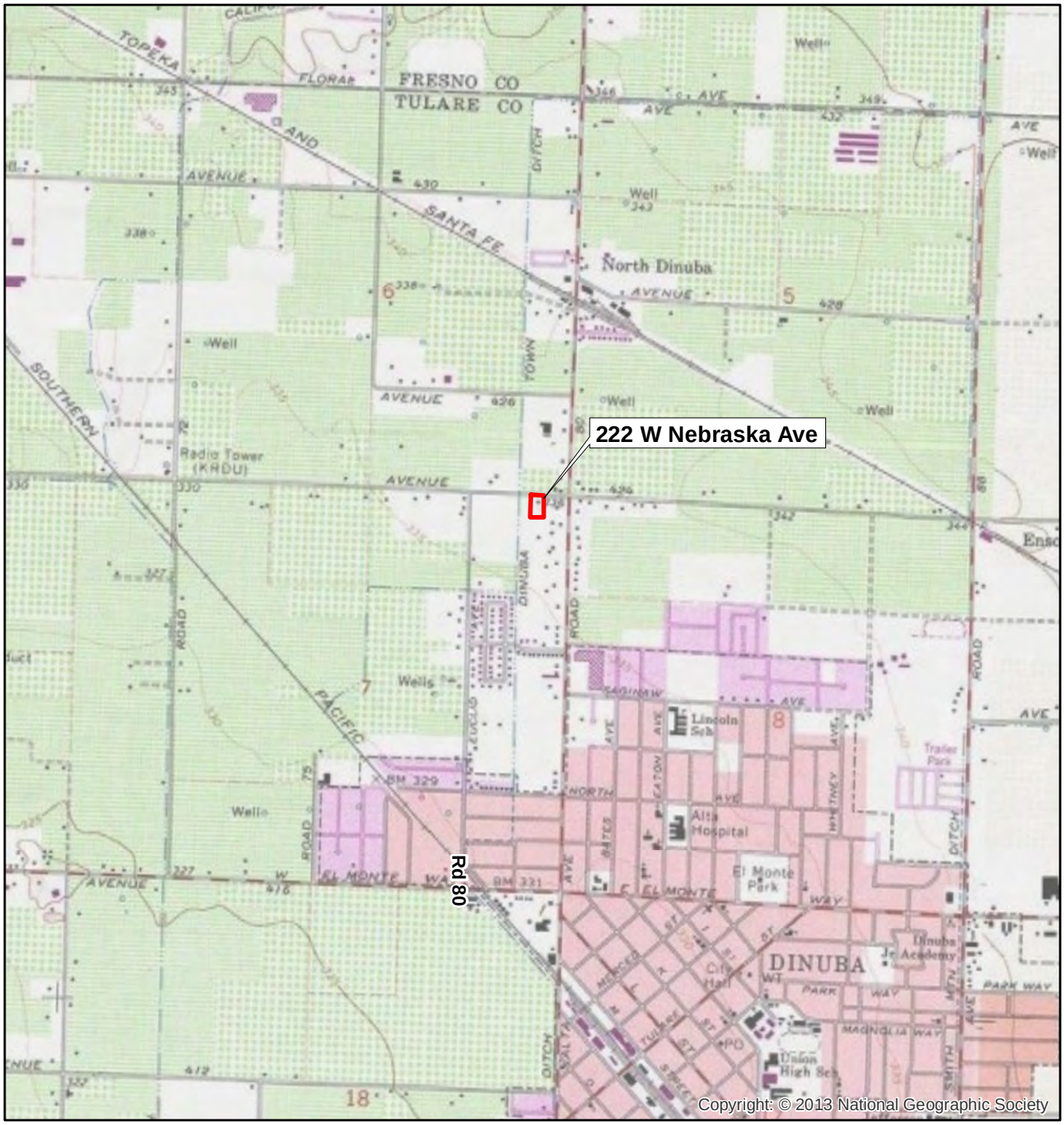
***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

Primary #
HRI#
Trinomial

Page 4 **of** 4 **Resource Name or #:** 222 W. Nebraska Avenue **Scale:** 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle **Date:** 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 366 W. Nebraska Avenue **Map Ref. #:** 12

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**

b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NE¼ **of** NE¼ **of** Sec. 7 MD **B.M.**

c. Address: 366 W. Nebraska Ave., Dinuba, CA 93618

d. UTM: N/A

e. Other Locational Data : APN 014-380-028

***P3a. Description:** The subject property contains a minimal traditional style residence with an attached carport built between 1946 and 1950. It is a single-story building with vertical wood siding covered by a shingle-clad gable roof with slightly overhanging eaves. Fenestration on the main (north) elevation consists of a front entrance with a security door and two large windows to either side. One of the windows appears to have been converted from a double single-hung window to a horizontal sliding type. The east elevation is built out slightly and is covered by a separate lower gable roof. This section of the residence is potentially original; however, the window has been replaced. The carport, added in recent years, is attached to the protruding section of the residence and is further supported by two beams and posts. It is accessible via an unpaved driveway. The area underneath the carport and the walkway to the front door are paved with concrete. The rear (south) elevation could not be accessed; however, it appears that a porch with a shed-type roof is present along the entire width of this elevation. Other fenestration primarily consists of single-hung windows. The residence has a predominantly modern appearance due to the recent replacement of the wood siding, several windows, and the prominent placement of a large HVAC unit and satellite dish on the roof. The parcel contains several other residences and structures dating to the late 1980s. Historically, the residence appears to have been the sole building on a much larger agricultural parcel.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing southeast

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

***P7. Owner and Address:**
M. Smith
366 W. Nebraska Avenue
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California.* Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Agricultural/Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** Research at the Tulare County Assessor's Office did not result in a comprehensive ownership history for this property. Estimated construction dates are based on research at the Alta Historical Society in Dinuba and a review of regional histories, historical aerial photographs, and topographic maps. Based on a review of historic aerial photographs, the residence at 366 W. Nebraska Avenue was constructed between 1946 and 1950 (Agricultural Adjustment Administration 1946, 1950). At that time, this residence was the only building on a large agricultural parcel. A second residence with an ancillary structure was erected southeast of the original building in the 1980s. Since 2011, the original residence has received new siding, and a carport was added on the east elevation.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

Sketch Map

This space reserved for official comments.

***B10. Significance (cont.):** In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 366 W. Nebraska Avenue appears to be on a lot that was part of the Mt. Whitney Colony, a subdivision dating to circa 1890.

The mid-century residence at 366 W. Nebraska Avenue is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and individuals with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the property does not appear to be significant under Criterion B/2.

The subject residence was first constructed in around 1950 but has since undergone extensive alterations. The minimal traditional style residence does not exhibit distinctive architectural characteristics or high artistic values. It is a simple and modest example of a common type in the region. Therefore, it does not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 366 W. Nebraska Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the residence at 366 W. Nebraska Avenue is not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration
1946 Fresno County, California, Aerial Survey. 1946 F-K 14-71. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/16734. Henry Madden Library, California State University, Fresno.

1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

California Department of Transportation
2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

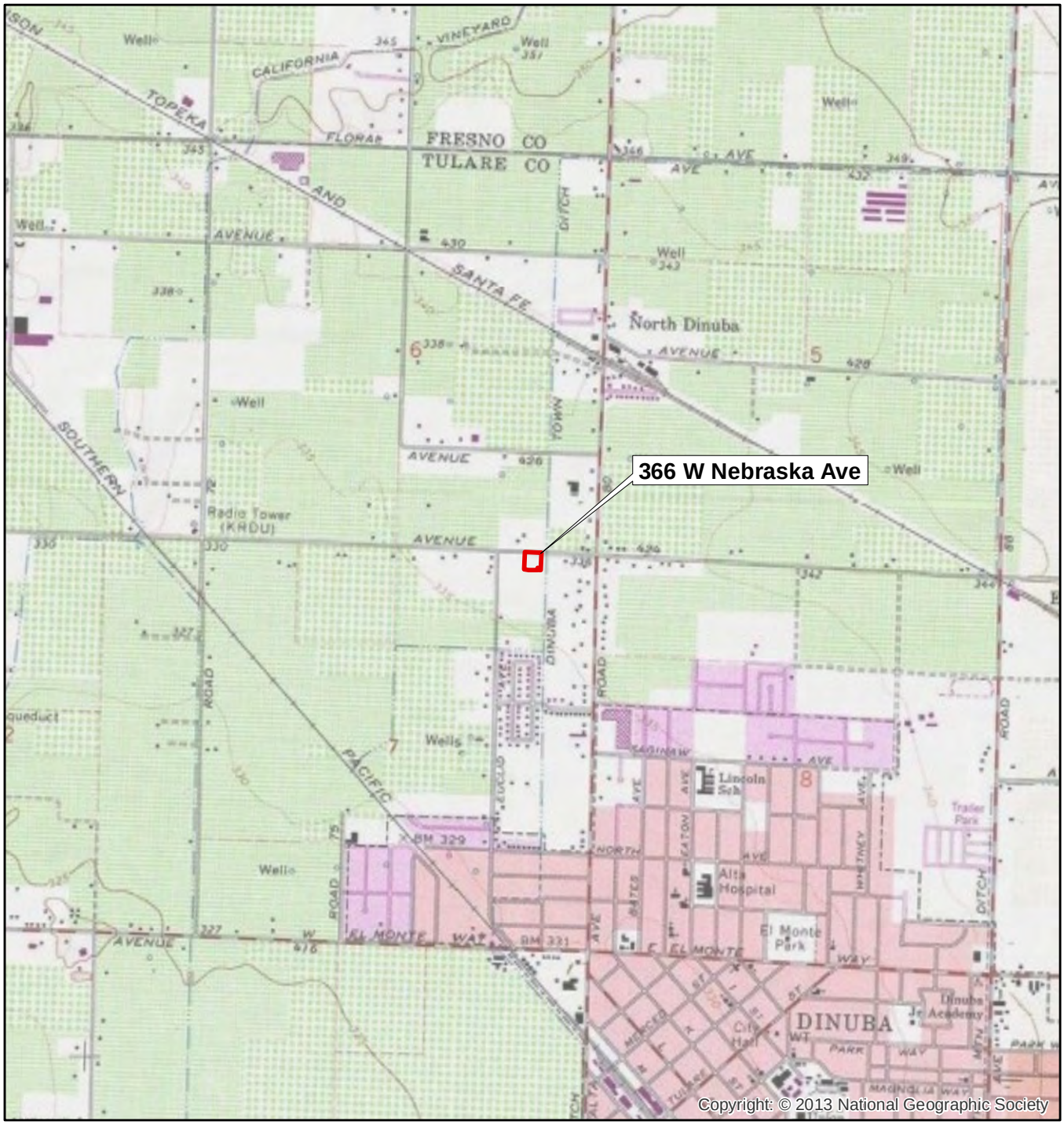
Primary #
HRI#
Trinomial

Resource Name or #: 366 W. Nebraska Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH

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

 Resource Name or # 1659 N. Euclid Avenue **Map Ref. #:** 13

P1. Other Identifier: N/A

***P2. Location: a. County:** Tulare ☐ **Not for Publication** ☒ **Unrestricted**
b. USGS 7.5′ Quad: Reedley, CA **Date:** 1966 (1982 ed.) T16S, R24E; NE¼ **of** NE¼ **of** Sec. 7 MD **B.M.**
c. Address: 1659 N. Euclid Ave., Dinuba, CA 93618
d. UTM: N/A
e. Other Locational Data: APN 014-011-014

***P3a. Description:** The subject property consists of a residence with a detached garage and carport. The residence was constructed around 1950. It is a single-story building with horizontal wood siding and has a shingle-clad cross-gable roof with slightly overhanging eaves. Fenestration primarily consists of modern slider windows. The front door is under a porch on the main (east) elevation. On the south elevation is a brick-clad chimney with a spark arrester. The carport is south of the residence and is supported by wood posts. The area underneath the carport and the walkway to the front door are largely paved with concrete. The rear (west) elevation could not be accessed; however, it appears to have a porch with a shed-style roof. The detached garage has vertical wood siding and a gently sloped shed roof. It connects to the house via a covered walkway. The east elevation of the garage has two vehicle bays.

***P3b. Resource Attributes:** HP2. Single-family Property

***P4. Resources Present:** ☒ Building ☒ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other:

***P5a. Photograph or Drawing:**

P5b. Description of Photo: Main elevation, facing northwest.

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

***P7. Owner and Address:**
George Raymond Hernandez
1659 N. Euclid Ave.
Dinuba, CA 93618

***P8. Recorded By:** Carlos van Onna
Applied EarthWorks, Inc.
1391 W. Shaw Ave., Suite C
Fresno, CA 93711

***P9. Date Recorded:** December 12, 2019

***P10. Survey Type:** ☒ Intensive ☐ Reconnaissance ☐ Other
Describe:

***P11. Report Citation:** van Onna, Carlos
2020 *Historical Resources Evaluation Report: Alta Avenue (Road 80) and Nebraska Avenue (Avenue 424) Roundabout Project, City of Dinuba, Tulare County, California*. Applied EarthWorks, Inc., Fresno, California. Prepared for City of Dinuba, California. Submitted to California Department of Transportation, District 6, Fresno, California.

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

B1. Historic Name: N/A

B2. Common Name: N/A

B3. Original Use: Residential **B4. Present Use:** Residential

***B5. Architectural Style:** Vernacular

***B6. Construction History (construction date, alterations, and dates of alterations):** The property at 1659 N. Euclid Avenue is first visible on a 1950 aerial photograph (Agricultural Adjustment Administration 1950). There appear to have been few to no substantial alterations.

***B7. Moved?:** ☒ No ☐ Yes ☐ Unknown Date: Original Location:

***B8. Related Features:** None

B9. a. Architect: Unknown **b. Builder:** Unknown

***B10. Significance:** Theme: Post-war Residential Development Area: Dinuba, Tulare County, CA
Period of Significance: 1945–1973 Property Type: Residence Applicable Criteria: None

In the 30 years after World War II, a period of unprecedented economic prosperity, 40 million dwellings were constructed in the United States, 30 million of which were single-family residences. Between 1940 and 1970, the nation's population had grown from 132 million to 203 million, and California's vital role in the war effort provided a boost to population numbers in the state. Its population grew from 6.9 million to 20 million between 1940 and 1970, in part because many servicemen permanently settled there after the war. California became the nation's most populous state in 1962. All this growth resulted in a total of 6 million dwellings constructed in California between 1945 and 1973, 3.5 million of which were single-family residences. The 1973 oil crisis can be considered the endpoint for the period of significance for this development, as it resulted in a steady decline in housing construction (California Department of Transportation 2011:ii).

Housing development in the Dinuba area was significantly smaller in scale and was typically the result of individual efforts. Planned subdivisions were filed at the local government level, in the form of a map of the projected lots, which were subsequently sold one at a time or in small segments to individuals or builders. This resulted in a more gradual development of the individual lots, typically with a wider variety in style and type (California Department of Transportation 2011:4–5). In smaller agricultural communities, like Dinuba, this individual, gradual development appears to have been the norm well into the second half of the twentieth century.

In some cases, individual lots in historically rural areas stem from agricultural colonies created in the second half of the nineteenth century. The property at 1659 N. Euclid Avenue is on a segment of Lot 9 of the Mt. Whitney Colony, a subdivision dating to circa 1890.

Sketch Map

This space reserved for official comments.

***B10. Significance:** The subject property is typical of post-war suburban residential development in smaller communities throughout Tulare County, and the San Joaquin Valley at large, and lacks strong associations to the larger narrative of California or local history. The property does not appear to have been constructed as part of any significant residential development in the area, and research did not indicate evidence of significant events occurring on the property. As such, the property does not appear to be significant under Criterion A/1.

Research did not point to a close association between the subject property and any individuals or groups with potential historical significance, and the property does not appear to be illustrative of the accomplishments of a historically important person within a local, state, or national historical context. Therefore, the building and structure do not appear to be significant under Criterion B/2.

The subject residence and freestanding garage were first constructed around 1950. They are vernacular in style and do not exhibit distinctive architectural characteristics or high artistic values. They are simple and modest examples of a common type in the region. Therefore, the property does not appear to be significant under Criterion C/3.

Criterion D/4 is most relevant for archaeological sites, but it can apply to built environment resources if further study has the potential to yield information that cannot be obtained from other sources. However, further study of this property would not yield any additional information about twentieth-century building methods that is not readily available from published sources. The property at 1659 N. Euclid Avenue is thus not considered significant under Criterion D/4.

Because the subject property is not considered historically significant under any of the four criteria, formal assessment of integrity is not necessary. Due to a lack of significance, the property at 1659 N. Euclid Avenue is considered not eligible for inclusion in the NRHP or CRHR.

B11. Additional Resource Attributes (list attributes and codes): None

***B12. References:**

Agricultural Adjustment Administration
1950 Fresno County, California, Aerial Survey. 1950 ABI-20G 99. Aerial Photographs Collection, https://digitized.library.fresnostate.edu/digital/collection/aerial/id/2425. Henry Madden Library, California State University, Fresno.

California Department of Transportation
2011 *Tract Housing in California, 1945–1973: A Context for National Register Evaluation*. Cultural Studies Office, California Department of Transportation, Sacramento.

B13. Remarks:

***B14. Evaluator:** Carlos van Onna
Date of Evaluation: January 2019

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

LOCATION MAP

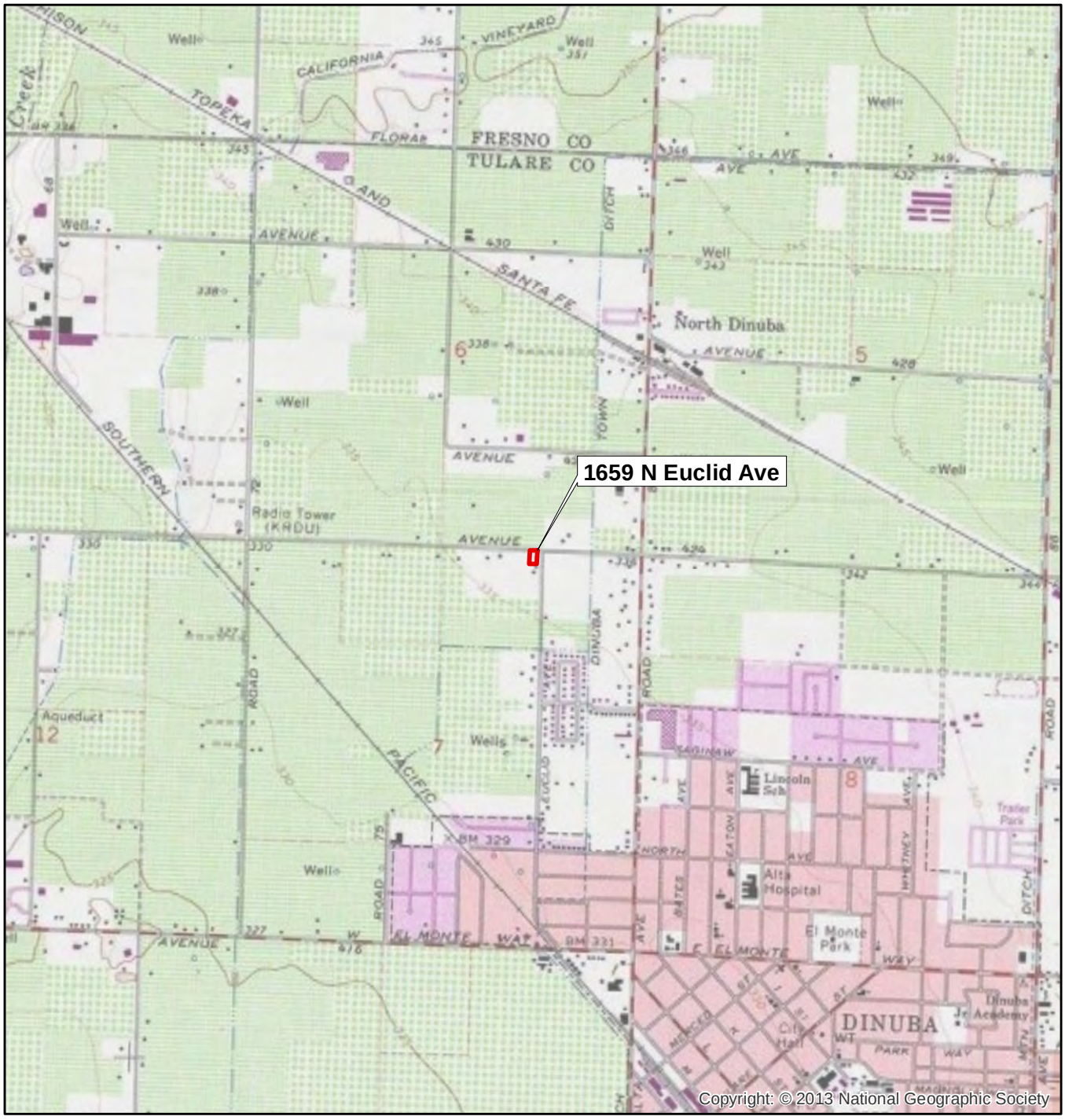
Primary #
HRI#
Trinomial

Resource Name or #: 1659 N. Euclid Avenue

Scale: 1:24,000

Map Name: Reedley, CA, USGS 7.5' quadrangle

Date: 1966



SCALE 1:24,000

1 0.5 0 1 Miles

1,000 0 1,000 2,000 3,000 4,000 5,000 6,000 7,000 Feet

1 0.5 0 1 Kilometers

TRUE NORTH