APPENDIX B HISTORICAL RESOURCES MEMORANDUM



MEMORANDUM

November 8, 2006

To: Joel Rosen, AICP

From:

Dana C. Privitt, AICP

Acting Community Development Director

Associate Principal

City of Fullerton

Subject: SOCO West Parking Structure Historical Resources Analysis

The purpose of this memorandum is to provide the City of Fullerton with technical information with respect to the potential effects of the proposed SOCO West Parking Structure on historic resources for the City's CEQA documentation. BonTerra Consulting has prepared this memorandum based on technical support provided by James Steely, Senior Historical Consultant, with SWCA. Mr. Steely has over 30 years of experience as a historian and architectural historian.

In compliance with the State CEQA Guidelines §15064.5, "A project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment."

- (b)(1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- (b)(2) The significance of an historical resource is materially impaired when a project:
 - (A) Demolishes or materially alters in an adverse manner those physical characteristics or an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
 - (B) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources...unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
 - (C) Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historic resources (pursuant to section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in section 5024.1(g) of the Public

Joel Rosen, AICP November 8, 2006 Page 2

Resources Code) does not preclude a lead agency from determining that the resources may be an historical resource as defined in Public Resources Code sections 5020.1(j) or 5024.1." CEQA Guidelines §15064.5(a)(4).

The following findings are based on: a site visit by Mr. Steely on September 22, 2006, of the interior and exterior of the World Citrus Facility; observations of the surrounding context of downtown Fullerton, with its historic railroad infrastructure including depots and other produce packing houses, one-story historic residential and retail buildings north and south of World Citrus, and flanking underpasses carrying Highland Avenue and Harbor Boulevard; and a review of historic photographs and notes, Sanborn maps, and building permits at the City of Fullerton.

The project site is a 3.1-acre rectangular parcel bound by West Santa Fe Avenue on the north, Harbor Boulevard on the east, the Burlington Northern & Santa Fe (BN&SF) railway on the south, and Malden Avenue to the west. The project site was formerly occupied by the World Citrus Facility where fruit juices were manufactured (operations ceased in March 2006). The World Citrus building complex extends west of Malden Avenue to Highland Avenue and includes 14 buildings. Of the 14 structures, 6 are located on the project site; the remaining 8 structures are off the project site and are located between Malden Avenue and Highland Avenue (refer to Exhibit 1).

Two properties, located on the north side of W. Santa Fe Avenue directly across the street from the project site, are City of Fullerton Properties of Local Landmark Quality, one of which is a designated City of Fullerton Historical Landmark (the Elllingson Building) at 119 West Santa Fe Avenue).

Six (Building Nos. 1–6) of the 14 structures are on the project site; Building Nos. 1–6 would be demolished as a part of the project. The other eight structures (Building Nos. 7–14) are a part of the building complex but are not on the project site or a part of the proposed project.

On-Site Structures: Building Nos. 1, 2, 3, 4, 5, 6

The six structures on the project site are post-1970s buildings (Building Nos. 1–6) and are not considered historically significant. With respect to Building 1, an earlier 1950s office (perhaps within an even earlier building shown on the 1949 Sanborn map) was demolished about 1970 to clear an area for the concrete tilt-slab building and its associated refrigerating apparatus. Refrigeration machinery attached to the east side of Building 1 has been removed.

Off-Site Structures: Building Nos. 7, 8, 9, 10, 11, 12, 13, 14

Buildings 7, 9, 10, 11, and 12 are apparently the oldest resources appearing to have been built between about 1953 and about 1960. Building Nos. 8, 13, and 14 appear to have been built after 1970 and have been altered through many years of modifications. The western half of the complex (off-site) is dominated by the series of 5 large insulated warehouses (Building Nos. 7, 9, 10, 11, and 12), each separated by masonry firewalls. These buildings feature substantial wooden-truss roofing systems, which are visible inside, to create largely open interiors with few doors and no windows or skylights.

Building No. 7's walls are of brick and concrete masonry unit construction; its red brick elevation facing W. Santa Fe Avenue is of a dense paver-quality brick, probably to provide a high percentage of the insulation desired for this cold storage building. Building Nos. 9, 10, and 11's

Existing Buildings on the World Citrus Facility Site

Exhibit 1

SOCO West Parking Structure

0 100 0

200 Feet



Joel Rosen, AICP November 8, 2006 Page 3

walls are wood structures faced with milled wood siding. Building No. 12, probably the last constructed of these warehouses, appears to be of wood frame construction but is faced with stucco painted to match the adjacent wood siding.

Findings

Although outside of the project boundaries, Building No. 7, located west of Malden Avenue, is located immediately adjacent to Building No. 2 and could be adversely affected by demolition and construction activities at the project site. Further, because of the proximity of the project to the two properties, located on the north side of W. Santa Fe Avenue and directly across the street from the project site that are City of Fullerton Properties of Local Landmark Quality, the project could result in impacts to the historic setting. Mitigation is recommended to address these potentially significant impacts and result the impacts to a level considered less than significant.

1. Prior to the issuance of a demolition permit for the project, a qualified structural engineer shall survey the Malden Avenue interface between the off-site structures to be retained and on-site structures to be demolished and shall provide a shoring design to protect Building Nos. 7, 9, 10, 11, and 12 from potential damage. Potholing or other destructive testing of the below-grade conditions on the project site and immediately adjacent historic building (Building No. 7) may be necessary to establish baseline conditions and prepare the shoring design. The shoring design shall specify threshold limits for vibration causing activities, as well as a minimum distance for pile drilling, as determined by baseline conditions of the historic buildings.

The qualified structural engineer shall hold a valid license to practice structural engineering in the state of California and have extensive demonstrated experience specific to rehabilitating historic buildings and applying the *Secretary's Standards for the Treatment of Historic Properties* to such projects. The City of Fullerton shall determine qualifications prior to any work being performed. The qualified structural engineer shall submit to the City a pre-construction survey that establishes baseline conditions to be monitored during construction, prior to issuance of any demolition permit for the project.

Architectural monitoring based upon the results of the baseline survey shall be conducted during any demolition adjacent to the historic structures. Architectural monitoring shall be conducted by an architectural historian meeting the Secretary of the Interior's Professional Qualification standards.

2. To ensure compatibility, the design of the parking structure shall be reviewed, commented on, and approved for conformance with Secretary's Standards by the Redevelopment Design Review Committee (RDRC) and/or a preservation architect meeting the Secretary of the Interior's Professional Qualifications Standards in historic architecture. Should the City of Fullerton elect to use a preservation architect to review project design, the preservation architect shall hold a valid license to practice architecture in the state of California and have extensive demonstrated experience specific to rehabilitating historic buildings and applying the Secretary's Standards to such projects. The City shall determine qualifications prior to any work being performed. Recommended modifications from the RDRC and/or the qualified preservation architect shall be incorporated in the project design prior to issuance of building permits.

Joel Rosen, AICP November 8, 2006 Page 4

Review of project design shall assess if the parking structure is compatible in mass, materials, relationship of solids to voids, setbacks, scale, and color with immediately adjacent identified historical resources and with the character of its surroundings. Without imitating the features of historic buildings, the design for adjacent contemporary buildings shall: (1) use similar or complimentary materials; (2) repeat and/or respect setbacks, heights of floors, rhythms and depths of bays; and (3) use compatible window/door openings and types. This will help maintain the existing character of the area.

Site line studies shall also be prepared to show potential views of the proposed parking structure from different locations along W. Santa Fe Avenue from the street level. Such a study would demonstrate which portions of the new buildings would be visible from W. Santa Fe Avenue, N. Harbor Boulevard, Malden Avenue, CRHR-eligible historic buildings, and the BNSF Railway due to the concentration of identified historical resources.

Findings by the RDRC and/or the qualified preservation architect shall be submitted to the City to establish the proposed project's conformance with the Secretary's Standards and compatibility with historical resources prior to issuance of any building permits for the project.

R:\Projects\Fullert\J006\SOCO Historic Memo-110806.doc