*** B10. Significance (continued):**

Under NRHP Criterion D or CRHR Criterion 4, Upper Lateral 2½ is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies as an individual resource or as a contributor to a larger historical resource (such as the entire TID system). (This form addresses the built environment only. For more information about archaeology conducted for this project, see the archaeology technical report.)

In conclusion, Upper Lateral 2½ has lost all aspects of historic integrity with the exception of location. Therefore, Upper Lateral 2½ is not eligible as an individual resource or as a contributor to a larger historical resource (such as the entire TID system). No specific local register criteria for Stanislaus County were identified.

*** B14. Evaluator:** K. Johnson, AECOM *** Date of Evaluation:** NOVEMBER 2017

*** B12. References:**

Daly, Pamela
2009a *P-50-000071 / Turlock Irrigation District – Upper Lateral 2½ California Department of Parks and Recreation Linear Feature Record (DPR 523E)*. Chico, CA: Cultural Research Associates.

2009b *P-50-000073 / Turlock Irrigation District Water Conveyance System California Department of Parks and Recreation 523 Series Forms.* Chico CA: Cultural Research Associates.

JRP Historical Consultants
1994 *Upper Lateral 2½,Turlock Irrigation District, Stanislaus County (LG-28)*. Prepared for the Mojave Gas Pipeline Northern Extension Project. Davis, California: JRP Historical Consulting Services.

P-50-000071

SITE NAME: Upper Lateral 2 1/2, Turlock Irrigation District, Stanislaus County
SITE NUMBER: LG-28
QUAD SHEET: "Ceres Quadrangle," USGS: 1969, photorevised 1987
PIPELINE LOCATION: Milepost 197.1, Mainline

4/96

3 pts recorded

Description of Feature

SE ?

Site LG-28 is located at the point where Turlock Irrigation District's Upper Lateral 2 1/2 crosses the proposed Mojave Pipeline project APE, just northeast of the junction of Prairie Flower Road and Freeway 99, about two miles south of the town of Ceres. This site, with its comparison points LG-28(n) and LG-28(s), is located in a mixed agricultural and industrial area of Stanislaus County. JRP recorded the two comparison sites to better place LG-28 in context and consider the lateral's integrity.

Upper Lateral 2 1/2 flows from out of Upper Lateral 2 (just west of that lateral's connection with the Turlock Main Canal) on the east to the Ceres Main Canal on the west. LG-28 and its comparison sites are located in an area of mixed agricultural, residential, and commercial use. LG-28 is located just west of the SPRR tracks where Upper Lateral 2 1/2 enters a siphon in two segments, the first to pass under the tracks and the second to pass beneath Freeway 99 (**Photograph 1**). To the southwest of this site are orchards and an almond processing facility, while to the northwest is a vehicle yard and silo complex. To the southeast across the freeway are subdivisions, while to northeast across the freeway is a sales yard. Site LG-28(s) is completely surrounded by orchards, contains a check structure to control flow into the Ceres Main Canal, and is located approximately one mile to the southwest of LG-28 (**Photograph 3**). On the eastern side of Highway 99 is LG-28(n), which is located where Washington Road crosses Upper Lateral 2 1/2 over a small county bridge (**Photograph 2**). It is located in an area of residential development on the southeast and southwest, and open fields and orchards on the northwest and northeast.

History of Feature

Upper Lateral 2 1/2 is one of Turlock Irrigation District's original distribution laterals. TID is one of the first Wright Act districts (along with Modesto Irrigation District). For a brief history of TID see Section 2.2 above. The district began building its system in 1893, when it constructed a diversion facility at La Grange on the Tuolumne River. Over the next years the district constructed its main canal and began work on its laterals. Internal dissention in the district caused main canal construction progress to move forward slowly. By April 1894, TID had underway planning and preliminary work on the district canal and irrigation system. Besides the main headworks at the dam and canals, flumes and tunnels to reach Hickman, where the main canal then terminated, laterals would have to be dug in what the district engineer described as "ground easily scraped." The main canal would run almost due south from Hickman for 18 miles, nearly to the Merced River, with laterals serving separate areas. The main canal decreased in capacity after serving each lateral. (Modesto Daily Evening News, April 7, 1894.) Later that summer TID's directors accepted a bid from Doe, Hunt & Co. of San Francisco to complete the TID canal system, who began work in June 1894. However, by August, 1894 worked stopped because the

district had no money to pay their contractors. (Stanislaus County Weekly News May 11, 1894; June 8, 1894; June 29, 1894; July 23, 1894)

For the next few years the district struggled to build its system, and by the end of 1898 TID had finished its main canal sufficiently far to send of water 23 miles from La Grange to Hickman. (Modesto Daily Evening News November 12, 1898; Stanislaus County Weekly News November 18, 1898). TID began irrigation in the spring of 1900, and by 1904 had virtually all of its main canal and lateral system in place. (Stanislaus County Weekly News, March 16, 1900; Glauser, July 12, 1993).

During the 1920s and 1930s the district undertook a program of canal and lateral lining. Asphalt proved impractical, and eventually the district turned to concrete lining. In later years the canals and laterals have also been gunited. In July 1993 the district described changes to their laterals:

> Since the date of first construction of the canals the District has conducted routine maintenance and significant upgrades of its water delivery systems. Although the canals were originally constructed near the turn of the century they have been improved over the years with the addition of modern structures and surface lining to improve flow capacity, improve hydraulic control, and improve customer service. Alignments have been changed, cross sections have been increased, drop structures have been installed and improved, and the location of the original turnouts has been changed. The only remnant of the original canal is probably the name of the canal ... (Glauser, July 12, 1993)

Comparison of historic and modern maps indicates that at site LG-28 and its comparison sites, Upper Lateral 2 1/2 is apparently in its original location. Field inspection of the three sites show that in all cases the lateral has been lined with concrete.

Evaluation of Feature

Upper Lateral 2 1/2 at site LG-28 is part of the original irrigation system of one of California's first Wright Act irrigation districts. It has played a significant role in the agricultural development of the area it serves, and is sufficiently old to be considered for the National Register on the basis of its age and local importance under Criterion A. Its period of significance, therefore, dates to the time of its original construction, ca. 1898-1904. At that time the lateral was dirt lined and ran through an area of farms and orchards. Since that time, however, the lateral has lost integrity of construction, workmanship, materials, and feeling owing to the district's lining projects and the installation of modern bridges and culverts after the period of significance. Furthermore, because lined irrigation laterals are common features in the San Joaquin Valley, Upper Lateral 2 1/2 is not a unique example of a segment of an early irrigation system and thus does not meet Criterion C. It is not eligible for the National Register.

V-SD-000071

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 197.1, Mainline

LOCATION NO: LG-28
PHOTO DATE: May 28, 1993

1. **Name of Feature:** Upper Lateral No. 2 1/2

2. **Location of recordation:** LG-28 is located at the point where the Southern Pacific railroad tracks cross Upper Lateral 2 1/2, immediately south and adjacent to the point where Prairie Flower Road crosses the tracks and meets Highway 99.

3. **Other locations for recording this feature:** LG-28(n) and LG-28(s)

4. **Structures at or near this location:** Structures at this location relate to the lateral and to the railroad. The lateral passes beneath the railroad in a siphon, rises into a basin, then passes under the freeway in a second siphon. The basin at the west end of the siphon is a poured concrete structure.

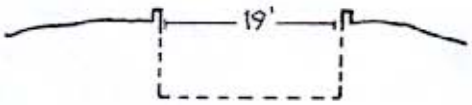
5. **Setting at this location:** LG-28 is located just east of Highway 99, in a mixed industrial and agricultural area. To the northwest of the site is a vehicle yard and silo. Across the tracks and the highway to the southeast are subdivisions, and to the northeast is a sales yard. Orchards are located to the southwest of the lateral and beyond the orchards is an almond processing facility.

6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.

7. **Attributes at this location (measurements in feet):**

   Top width: 19
   Bottom width: Unable to observe due to high flows
   Height or Depth: Unable to observe due to high flows
   Material: Concrete. Surface layer installed in 1991.

8. **Sketch, in cross section:** Looking east



P-SO-000071

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: N/A

LOCATION NO: LG-28(n)
PHOTO DATE: May 28, 1993

1. **Name of Feature:** Upper Lateral No. 2 1/2

2. **Location of recordation:** Where Washington Road crosses Upper Lateral No. 2 1/2

3. **Other locations for recording this feature:** LG-28 and LG-28(s)

4. **Structures at or near this location:** A county bridge carries Washington Road traffic over the lateral. Fifty yards to the east of LG-28(n) is a flow regulation dam.

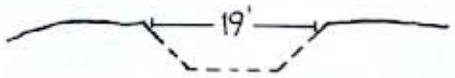
5. **Setting at this location:** Site LG-28(n) is located in an area of dispersed residential development and commercial orchards. Widely spaced suburban/rural residences extend along the southern bank of the lateral. Commercial orchards are located north of the lateral.

6. **Integrity considerations for this feature:** Concrete lining in 1966 has replaced the original dirt construction.

7. **Attributes at this location (measurements in feet):**

   Top width: 19
   Bottom width: 6
   Height or Depth: 3.5
   Material: Concrete

8. **Sketch, in cross section:** Looking east



P-50-000071

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: N/A

LOCATION NO: LG-28(s)
PHOTO DATE: May 28, 1993

1. **Name of Feature:** Upper Lateral No. 2 1/2

2. **Location of recordation:** At the intersection of Mitchell and Turner roads, where the Ceres Main Canal and Upper Lateral No. 2 1/2 intersect.

3. **Other locations for recording this feature:** LG-28 and LG-28(n)

4. **Structures at or near this location:** Structures on this site include a concrete bridge at the junction of the lateral with the Ceres Main Canal. TID's steel tower high tension line runs parallel to the Ceres Main Canal, and perpendicular to Upper Lateral 2 1/2.

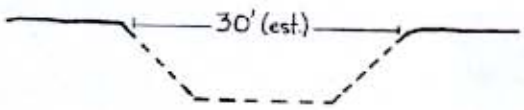
5. **Setting at this location:** This location is completely surrounded by commercial orchards and vineyards.

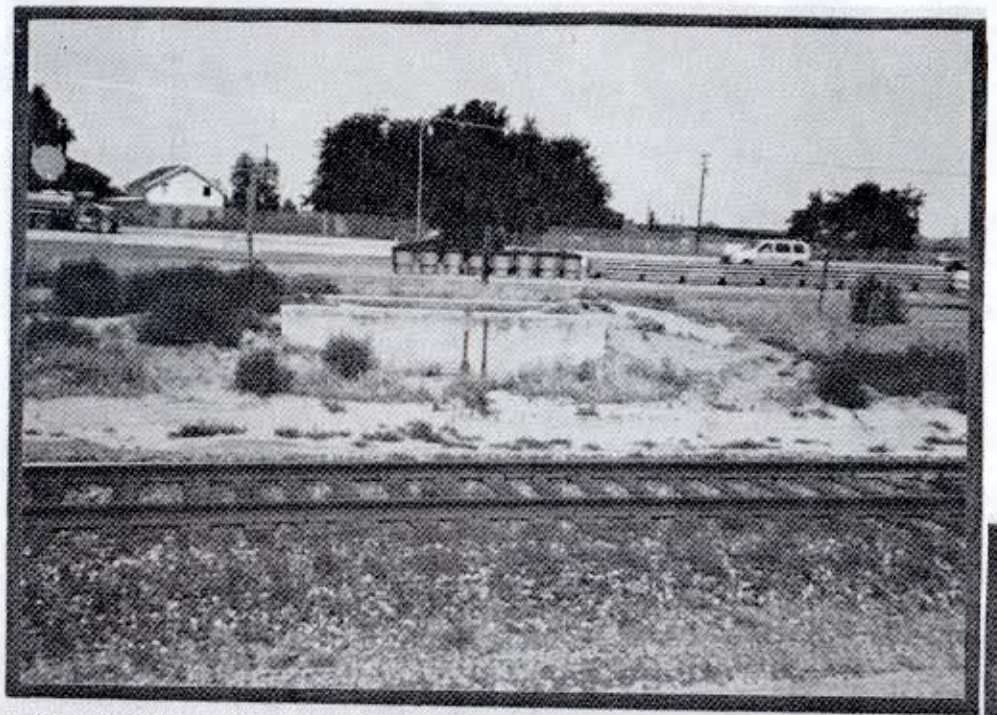
6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.

7. **Attributes at this location (measurements in feet):**

   Top width: Estimated 30' -- unable to cross lateral to measure.
   Bottom width: Unable to observe due to high flows
   Height or Depth: Unable to observe due to high flows
   Material: Concrete

8. **Sketch, in cross section:** Looking east





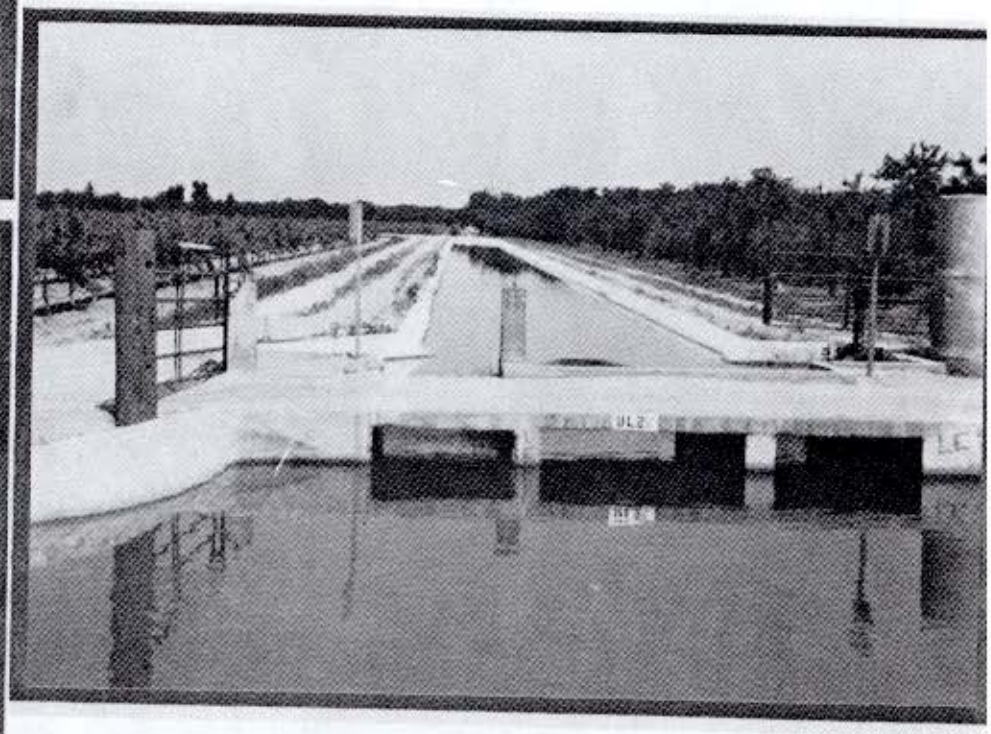
1

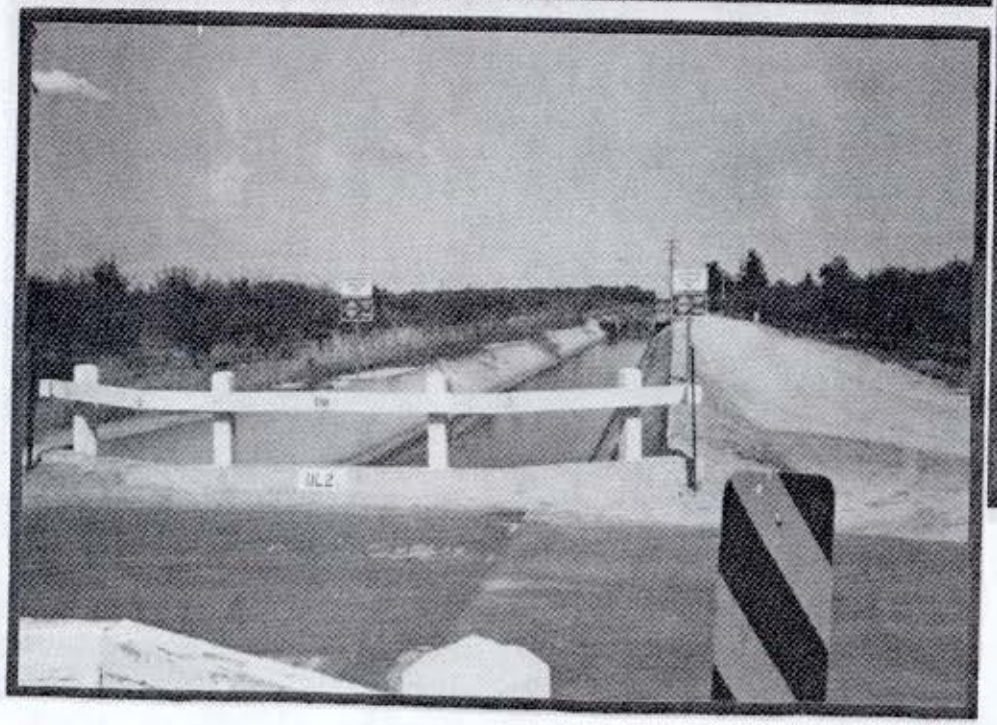
Photograph Number: 1
Site Number: LG-28
Common Name: Upper Lateral 2 1/2
Camera Facing: East

Photograph Number: 2
Site Number: LG-28(n)
Common Name: Upper Lateral 2 1/2
Camera Facing: East

Photograph Number: 3
Site Number: LG-28(s)
Common Name: Upper Lateral 2 1/2
Camera Facing: East

3

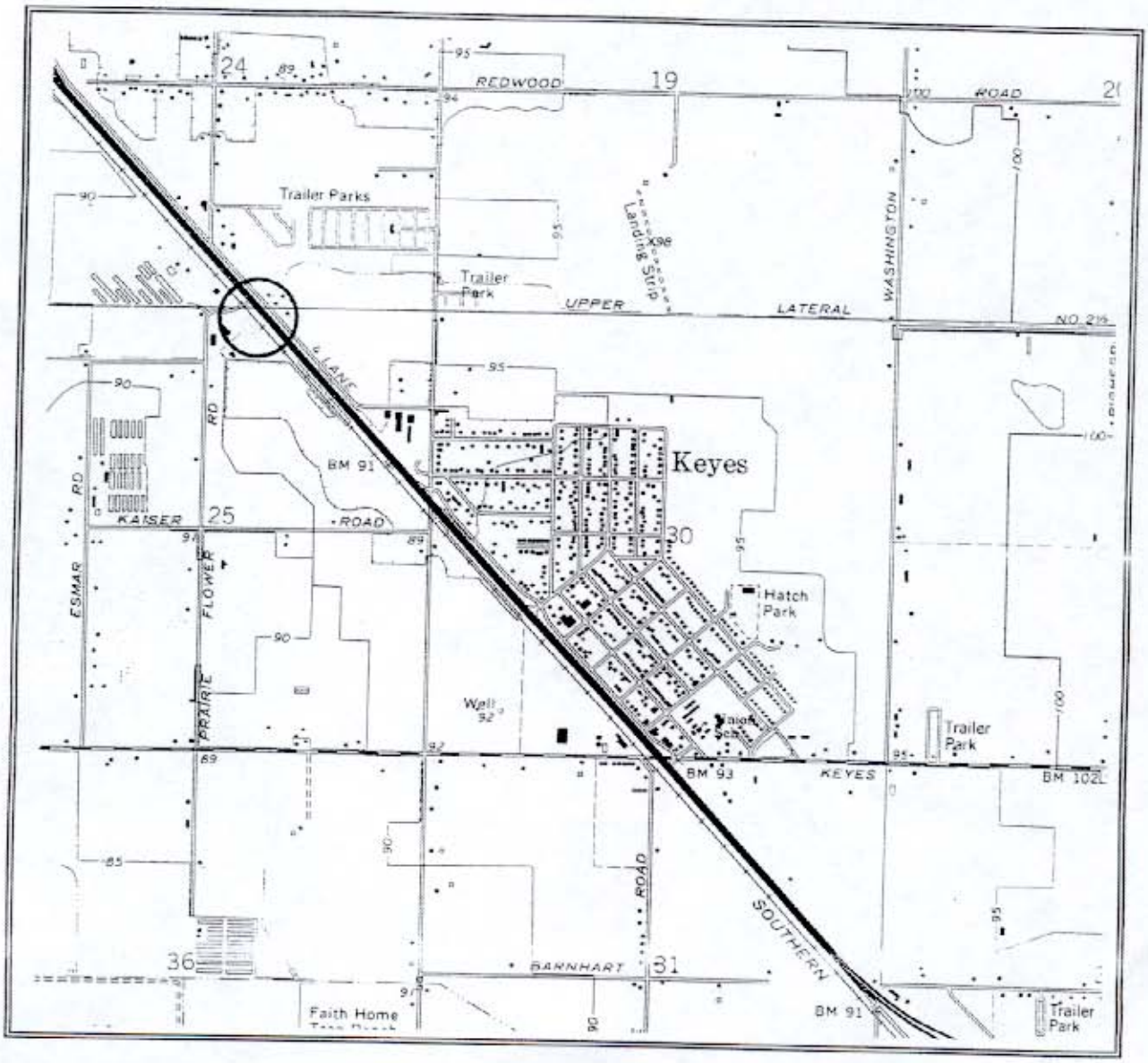




2

P-50-0001

P-SD-000071



SITE NAME: Upper Lateral 2 1/2, Turlock Irrigation District, Stanislaus County
SITE NUMBER: LG-28
QUAD SHEET: "Ceres Quadrangle," USGS: 1969, photorevised 1987
PIPELINE LOCATION: Milepost 197.1, Mainline

P-50-000071

FEATURE LG-28, REROUTE A-119
ADDENDUM TO HISTORIC FEATURE EVALUATION FORM

ALT #	A-119
ORIGINAL SITE #	LG-28
SEGMENT	Mainline
MILEPOSTS	197.1
QUAD NO., NAME	34, Ceres (1969/1987)

COMMENTS:

The original alignment at LG-28 passed along the west side of the Southern Pacific Railroad and Highway 99. The proposed relocation is on private property 15' west of the railroad right of way. JRP recorded LG-28 at the original location east of the proposed realignment. Field crews also took photographs upstream and downstream from the site. Evaluation of site photographs indicates that the area immediately to the west of LG-28 is similar in condition and construction to original LG-28 and thus needs no further field work nor evaluation. (see Site Form LG-28 in main body of Class III Report)

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

LINEAR FEATURE RECORD

Primary # P-50-000077 P-50-000071
HRI #
Trinomial CA-STA-426H

Resource Name or #: Turlock Irrigation District – Upper Lateral No. 2 ½

L1. Historic and/or Common Name:

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)
UTM Zone 10: Point A 0683676 mE/ 4159798 mN; Point B: 0682942 mE/ 4159248 mN

L3. Description:

Upper Lateral No. 2 ½ is one of the distribution canals that run on a general east/west axis and deliver water from the Ceres Main Canal. The channel was originally just an open dirt ditch when constructed in 1890, and was clad in concrete to aid with maintenance in 1917.

This section of Upper Lateral No. 2 ½ crosses under the Southern Pacific/Union Pacific Railroad line.

L4. Dimensions: (In feet for historic features and meters for prehistoric features)

a. Top Width: 15'
b. Bottom Width: 5'
c. Height or Depth: 5'
d. Length of Segment: Approximately 1.25 miles.

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

L5. Associated Resources:
Southern Pacific Railroad/Union Pacific Railroad line.

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
This section of Upper Lateral No. 2 ½ extends to the east and west from its intersection with Route 99 and the Southern Pacific/Union Pacific Railroad lines. The canal in this section is bordered by orchards and vineyards, and light agricultural buildings.

L7. Integrity Considerations: The lateral canal is still used as part of an active irrigation system that covers 307 square miles. Due to continual upkeep and maintenance, the canal has lost integrity in materials, design, setting and workmanship. This segment is not eligible for listing in the National or California Register.

L8a. Photograph, Map or Drawing

L8b. Description of Photo, Map, or Drawing
Upper Lateral No. 2 ½ where it intersects with Prairie Flower Road. View looking west. March 8, 2009.

L9. Remarks:
None

L10. Form Prepared by:
Pamela Daly, M.S.H.P.
Cultural Research Assoc.
295 E. 8th Street
Chico, CA 95928

L11. Date: 3/19/2009

DPR 523E (1/95)

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

LOCATION MAP

Primary # P-50-000071
HRI#
Trinomial CA-STA-426H

*Resource Name or #: Turlock Irrigation District, Upper Lateral No. 2½ (crossing with historic Southern Pacific Railroad, now the Union Pacific Railroad

Canal-002 Site Location Map

TN / MN 14½°

0 5 1 MILE
0 1000 FEET 0 500 1000 METERS

line.)

*Map Name: Ceres
DPR 523J (1/95)

*Scale: 1:24,000 *Date of Map: 1963 rev 1987
*Required information

P2. Location:

b. USGS 7.5' Quad: *Ceres* and *Brush Lake* **Date:** 1987 and 1986 **T** 5S;**R** 8E; **Sections** 1; **T** 5S;**R** 9E; **Sections** 5,6; M.D.**B.M.**

c. Address: Lateral No. 3 / Lower Lateral No. 3 / Upper Lateral No. 3

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate) Irrigation canal at the intersection of Taylor and Crow's Landing Roads and approximately one-half of a mile south of Taylor Road.

P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)
Turlock Irrigation District's (TID) Lateral No. 3 also referred to as the Upper Lateral No. 3 and Lower Lateral No. 3, depending upon the location of the section, connects at the eastern end to the Turlock Main Canal. Two 100 foot segments of this canal are recorded here. One segment is located at the intersection of Taylor and Crow's Landing Roads and the other is located along Carpenter Road approximately one half of a mile south of Taylor Road. This portion of Lateral No. 3 connects on the eastern end at the Ceres Main Canal and the Westport Drain on the western end. At Crow's Landing, Lateral No. 3 is called Lower Lateral No. 3 . Lateral No. 3 was completed in 1899 (Paterson 1989). Originally, Lateral No. 3 was an open dirt canal which was constructed by Fresno scrapers. Parts of the TID canals were lined with cobbles after initial construction to improve water flow. Beginning in the 1920's the TID began a long-term program of canal improvement that focused on the installation of concrete lining which would improve water flow, reduce loss from seepage, and reduce maintenance. The easternmost sections of Lateral No. 3 recorded here were lined with concrete in the 1990s. Even with this concrete lining, irrigation canals require maintenance and repair on a periodic basis. The concrete of Lateral No. 3 is in excellent condition, as it is relatively new.

Period of Significance

From the standpoint of agriculture, which was the primary occupation of the people that settled the TID region, the years from **1900 to 1920** were the ones of growth and development. These were the pioneering times when many families livened in one end of a barn while their cattle resided in the other end until the family could afford a barn and a house. World War I brought a sharp increase in the price of agricultural products and the local gross farm income soared from 14,300,000 dollars in 1910 to 34,204,000 dollars in 1919. Prices crashed in 1920 and did not recover until World War II (Hohenthal 1972: 217). Lateral No. 3 was completed in 1899, thus making irrigation agriculture and farm settlement possible. Although the lateral was completed in 1899, the first irrigation waters did not flow until 1900. Using 1900 to 1920 as the period of significance effectively captures the important historical context of the historic built environment in the immediate project area. Buildings, farms, and associated outbuildings were constructed in direct response to the presence of Lateral No. 3 , which allowed for the additional influx of settlers into the TID area and the additional flow of water. Lateral No. 3 was originally an open earth canal that was later improved with concrete lining beginning in the 1950s and continuing through the 1990s. Over the decades, the concrete lining was repaired and maintained. Repairs and upgrades to the check dams and flow controls along the canal have occurred over the decades, as well.

Similarly to the other recorded segment of this canal, the canal segment recorded here possesses integrity of location, as it is in the same location as when it was originally constructed in 1899. However, the canal only retains some integrity of setting. Although a part of the area of the recorded canal segment remains predominately rural farmland, several post 1920 structures are located in the vicinity of the canal, including industrial and agri-business development. Additional roads cross the canal and The canal has sustained a loss of integrity of materials and workmanship as it is no longer an open earth canal, but rather lined with concrete which has been continually repaired and maintained. Also, although the check dams retain much of their original construction, all have been upgraded and modern metal bridges have been added at each dam. The canal segment does retains some integrity of association, as the canal segment is still used for irrigation. Since the materials and workmanship of this canal segment have been replaced with more modern materials, the canal no longer retains integrity of feeling of the TID area before 1920. This recorded segment does not retain the essential physical features that made ups its character or appearance during the period of its association.

These canal segments being a very small part of a much larger canal system, do not themselves convey clear association with significant trends in agriculture on a national level (Criterion A), nor are they associated with individuals that made a significant contribution to history at the local, state or national level (Criterion B). These canal segments are not important examples of a type or method of construction (Criterion C) and because of repeated repairs and extensive upgrades, they can not serve as a source of important information about historic canal construction or technology (Criterion D). Thus, these segments do not appear to meet the criteria for listing in the National Register of Historic Places.

These canal segments were evaluated in accordance with Section 15064.5 (a)(2)-(3) of the CEQA Guidelines, using the criteria outlined in Section 5024.1 of the California Public Resources Code. These canal segments does not appear to meet any of the significance criteria as outlined in these guidelines.

References Cited or Consulted

Brotherton, J. 1982. *Annals of Stanislaus County, Volume I: River Towns and Ferries*. Western Tanager Press, Santa Cruz.

Hohenthal, H.A., J.E. Caswell, and V. Sonntag. 1972. *Streams in a Thirsty Land*. City of Turlock, California.

National Register Bulletin, No. 15. How to Apply the National Register Criteria for Evaluation. 1990. National Park Service.

Paterson, A.M. 1989. *Land, Water, and Power: A History of the Turlock Irrigation District 1887-1987*. The Arthur H. Clark Company, Spokane, Washington.

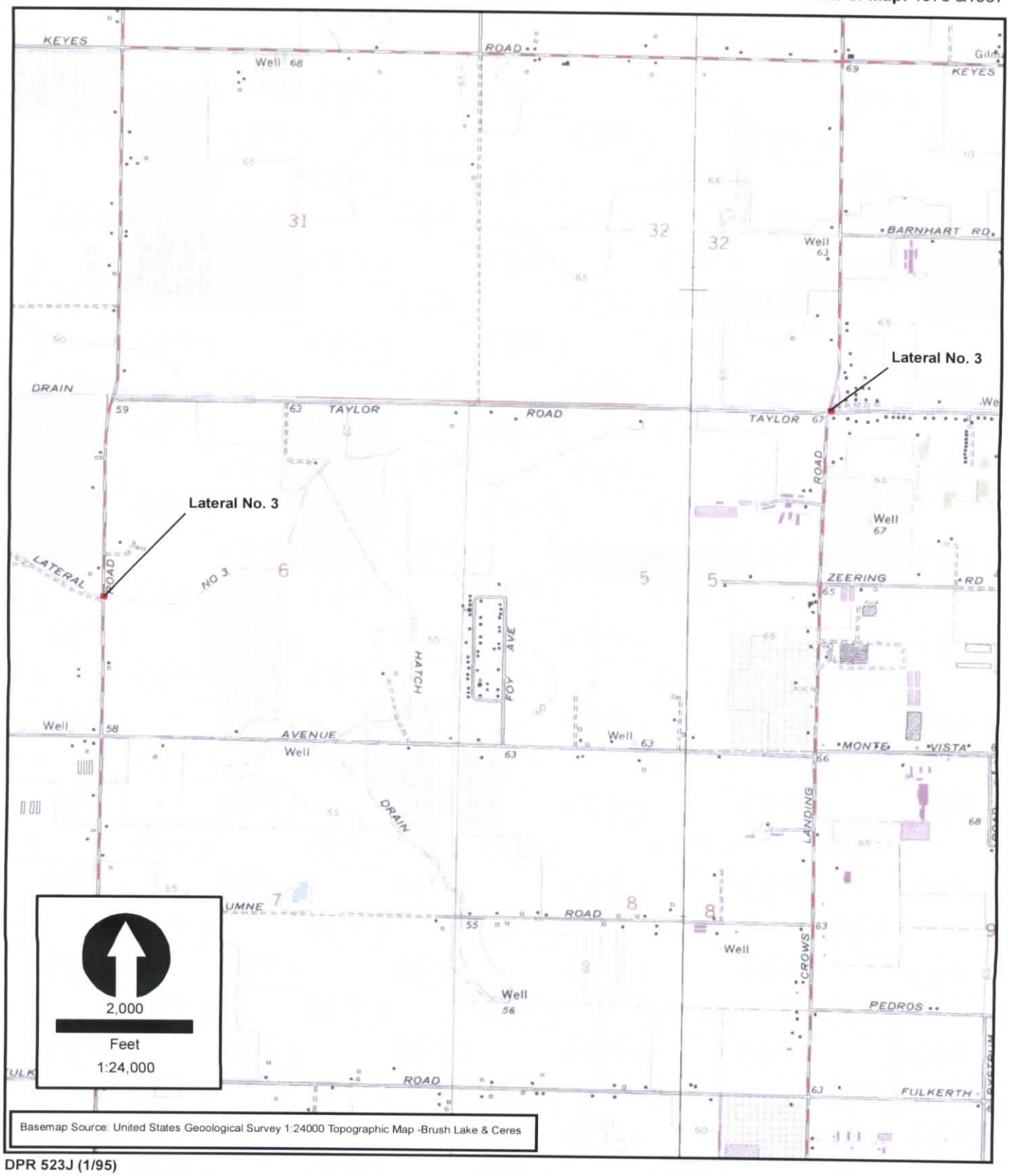
State of California – The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # P-50-000072
HRI#
Trinomial:

Resource Name or #: T.I.D Lateral No. 3

Map Name: Brush Lake & Ceres 7.5 min USGS Topographic Quadrangle **Scale:** 1:24000 **Date of Map:** 1976 &1987



Basemap Source: United States Geological Survey 1:24000 Topographic Map -Brush Lake & Ceres

P-50-000072

4/96

SITE NAME: Upper Lateral 3, Turlock Irrigation District, Stanislaus County
SITE NUMBER: KT-6
QUAD SHEET: "Ceres Quadrangle," USGS: 1969, photorevised 1987
PIPELINE LOCATION: Milepost 194.8, Mainline

Description of Feature

Site KT-6 is located at the point where Turlock Irrigation District's [TID] Upper Lateral 3 crosses the proposed Mojave Pipeline project APE, near the junction of the SPRR (and Old Highway 99) and Taylor Road. This site, with its comparison points KT-6(n) and KT-6(s), is located about two miles southeast of the town of Keyes, in an agricultural area of Stanislaus County. JRP recorded the two comparison sites to better place KT-6 in context and consider the lateral's integrity.

Upper Lateral 3 flows from the Turlock Main Canal on the east to the Ceres Main Canal on the west, and passes through an area of open fields and orchards, along the south side of Taylor Road to its junction with Freeway 99. It passes under the freeway over-crossing of Taylor Road, under Old Highway 99 and the SPRR, then continues west to Washington Road, where it heads to the northwest across agricultural land. The lateral is concrete lined, and varies in width from 18 to 20'. JRP was unable to measure its depth or bottom width because it was full at the time of field recordation. It passes under the SPRR and Washington Road in short siphons, while Old Highway 99 is carried across the lateral on a bridge built in 1927. To the northeast of KT-6 is a fruit processing facility, and to the southeast a trailer park (**Photograph 1**). To the immediate north and south on both sides of Taylor Road at KT-6 are orchards. Freeway 99 is about one-third mile to the east. KT-6(n) is located at the junction of Tegner and Taylor roads, where the lateral is crossed by a concrete county bridge built ca. 1925 (**Photograph 2**). KT-6(s) is located at the junction of Taylor and Washington roads where it passes under Washington Road in a siphon (**Photograph 3**).

History of Feature

Upper Lateral 3 is one of Turlock Irrigation District's original distribution laterals. TID is one of the first Wright Act districts (along with Modesto Irrigation District). For a brief history of the district see Section 2.2 above. The district began building its system in 1893, when it constructed a diversion facility at La Grange on the Tuolumne River. Over the next years the district constructed its main canal and began work on its laterals. Internal dissention in the district caused main canal construction progress to move forward slowly. By April 1894, TID had underway planning and preliminary work on the district canal and irrigation system. Besides the main headworks at the dam and canals, flumes and tunnels to reach Hickman, where the main canal then terminated, laterals would have to be dug in what the district engineer described as "ground easily scraped." The main canal would run almost due south from Hickman for 18 miles, nearly to the Merced River, with laterals serving separate areas. These laterals were dubbed Ceres (No.

1, 15 miles long), Keyes (No. 2, 17 miles long), Turlock (No. 3, 15 miles long) and River (No. 4, to a point midway between Turlock and the Merced River). The main canal decreased in capacity after serving each lateral (Modesto Daily Evening News, April 7, 1894). Later that summer TID's directors accepted a bid from Doe, Hunt & Co. of San Francisco to complete the TID canal system, who began work in June 1894. However, by August, 1894 worked stopped because the district had no money to pay their contractors (Stanislaus County Weekly News May 11, 1894; June 8, 1894; June 29, 1894; July 23, 1894).

For the next few years the district struggled to build its system, and by the end of 1898 TID had finished its main canal sufficiently far to send of water 23 miles from La Grange to Hickman (Modesto Daily Evening News November 12, 1898; Stanislaus County Weekly News November 18, 1898). TID began irrigation in the spring of 1900, and by 1904 had almost all of its main canals and laterals in place (Stanislaus County Weekly News, March 16, 1900; Glauser, July 12, 1993). By 1905 TID's main canal "was about 25 miles long, the Turlock canal dividing into two main branches about 35 miles long and each system having seven laterals aggregating over 100 miles in length." (Elias, 1924: 63).

During the 1920s and 1930s the district undertook a program of canal and lateral lining. Asphalt proved impractical, and eventually the district turned to concrete lining. In later years the canals and laterals have also been gunited. In July 1993 the district described changes to their laterals:

> Since the date of first construction of the canals the District has conducted routine maintenance and significant upgrades of its water delivery systems. Although the canals were originally constructed near the turn of the century they have been improved over the years with the addition of modern structures and surface lining to improve flow capacity, improve hydraulic control, and improve customer service. Alignments have been changed, cross sections have been increased, drop structures have been installed and improved, and the location of the original turnouts has been changed. The only remnant of the original canal is probably the name of the canal ... (Glauser, July 12, 1993).

Field inspection of the site, along with KT-6(s) and KT-6(n) indicates that the lateral was recently lined. At KT-6(s) the canal lining was stamped "82" and at KT-6(n) it was stamped "83." Comparison of modern and historic maps indicates that Upper Lateral 3 appears to be in its original location.

Evaluation of Feature

Upper Lateral 3 at site KT-6 is part of the original irrigation system of one of California's first Wright Act irrigation districts. It has played a significant role in the agricultural development of the area it serves, and is sufficiently old to be considered for the National Register on the basis of its age and local importance under Criterion A. Its period of significance, therefore, dates to the time of its original construction, ca. 1898-1904. At that time the lateral was dirt lined and ran through an area of farms and orchards. Since

P-50-000072

that time, however, the lateral has lost integrity of construction, workmanship, materials, and feeling owing to the district's lining projects and the installation of modern control structures, bridges, and culverts after the period of significance. Furthermore, lined irrigation laterals are common features in the San Joaquin Valley, so Upper Lateral 3 is not a unique example of a segment of an early irrigation district system and thus does not meet Criterion C. It is not eligible for the National Register.

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CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: 194.8, Mainline

LOCATION NO: KT-6
PHOTO DATE: May 28, 1993

1. **Name of Feature:** Turlock Irrigation District Upper Lateral No. 3

2. **Location of recordation:** This site is located at the point where the Southern Pacific railroad crosses the lateral. Taylor Road parallels Upper Lateral 3 to the north.

3. **Other locations for recording this feature:** KT-6(n) and KT-6(s)

4. **Structures at or near this location:** There are a variety of structures at this site, for the most part unrelated to the lateral. These include railroad gates, lights, and signals. The lateral passes under the railroad in a siphon. There are concrete bulkheads on both sides of the siphon. A highway bridge, built in 1927, carries Old Highway 99 over the canal.

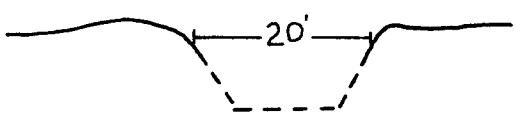
5. **Setting at this location:** Freeway 99 is visible to the east about one quarter of a mile away. There are orchards located to the south and southwest of the APE, and open ground is situated to the northwest. To the northeast, across Taylor Road and the SPRR, is an equipment company and food processing plant. To the southeast of Taylor, along Old Highway 99, is a mobile home park.

6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.

7. **Attributes at this location (measurements in feet):**

   Top width: 20
   Bottom width: Unable to observe due to high flows
   Height or Depth: Approximately 7
   Material: Concrete: the concrete lining is about 2-3 inches thick.

8. **Sketch, in cross section:** Looking west



P-50-000072

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: N/A

LOCATION NO: KT-6(n)
PHOTO DATE: May 28, 1993

1. **Name of Feature:** Turlock Irrigation District Upper Lateral No. 3

2. **Location of recordation:** Where Washington Road crosses the lateral.

3. **Other locations for recording this feature:** KT-6 and KT-6(s)

4. **Structures at or near this location:** Upper Lateral 3 at this location passes underneath Washington Road in a siphon, conveyed through concrete inlet and outlet walls.

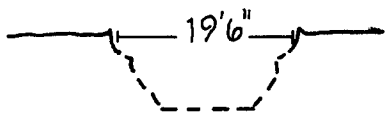
5. **Setting at this location:** KT-6(s) is located in agricultural land about one mile west of Freeway 99. To the south are plowed fields. Irrigated pasture-land is located northwest of this site, and orchards are located to the northeast. The southwest bank of the lateral is lined with walnut trees. Widely dispersed ranch complexes surround this recordation site.

6. **Integrity considerations for this feature:** Concrete lining has replaced the original dirt construction.

7. **Attributes at this location (measurements in feet):**

Top width: 19′ 6"
Bottom width: Unable to observe due to high flows
Height or Depth: Unable to observe due to high flows
Material: West of Washington Road the canal is lined with concrete, installed in 1983. East of Washington Road the concrete lining appears to be older.

8. **Sketch, in cross section:** Looking east



P-50-000072

CANAL FEATURE INVENTORY FORM

Developed by JRP Historical Consulting Services

PROJECT: Mojave Natural Gas Pipeline, Northern Extension Project
MILEPOST: N/A

LOCATION NO: KT-6(s)
PHOTO DATE: May 28, 1993

1. **Name of Feature:** Turlock Irrigation District Upper Lateral No.3

2. **Location of recordation:** At the junction of Tegner and Taylor roads, where Tegner Road crosses the canal.

3. **Other locations for recording this feature:** KT-6 and KT-6(n)

4. **Structures at or near this location:** A county bridge built ca. 1925 carries Tegner Road over the lateral. A pump-house ("No. 10") is situated to the southeast of the canal.

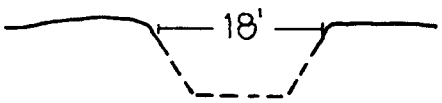
5. **Setting at this location:** This site is dominated by commercial agriculture and scattered farmhouses. Orchards surround the site to the north and southeast, and to the southwest are open fields. Located nearby, just to the southeast, is a farmhouse.

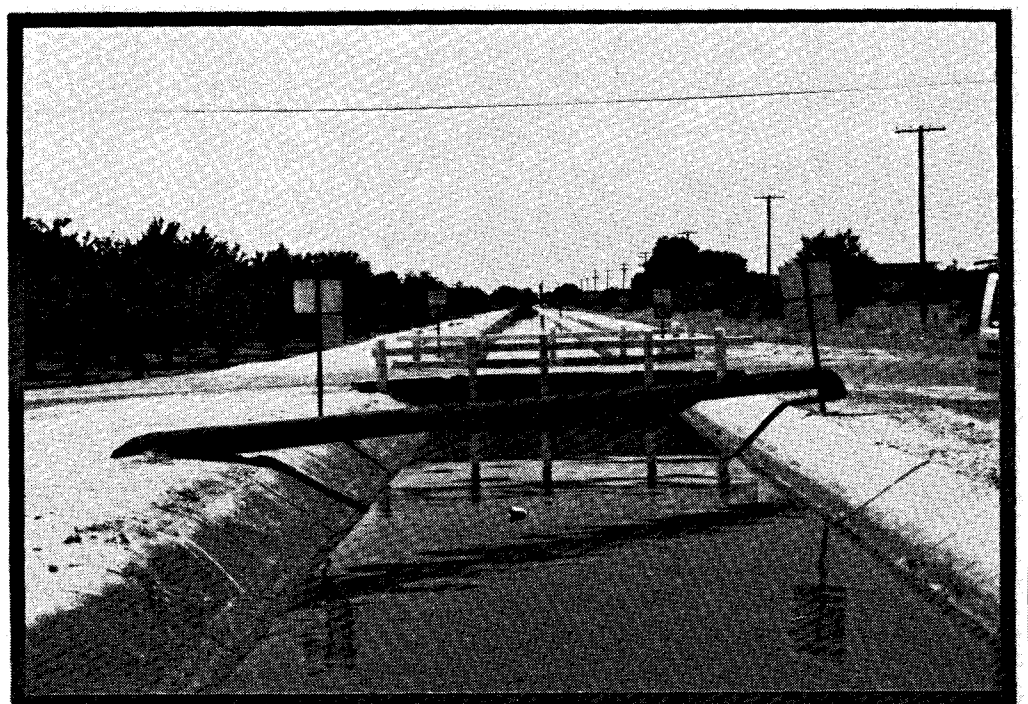
6. **Integrity considerations for this feature:** Upper Lateral 3 was relined with concrete in 1982.

7. **Attributes at this location (measurements in feet):**

   Top width: 18
   Bottom width: Unable to observe due to high flows
   Height or Depth: Unable to observe due to high flows
   Material: Concrete (3 inch) lining installed in 1982.

8. **Sketch, in cross section:** Looking east





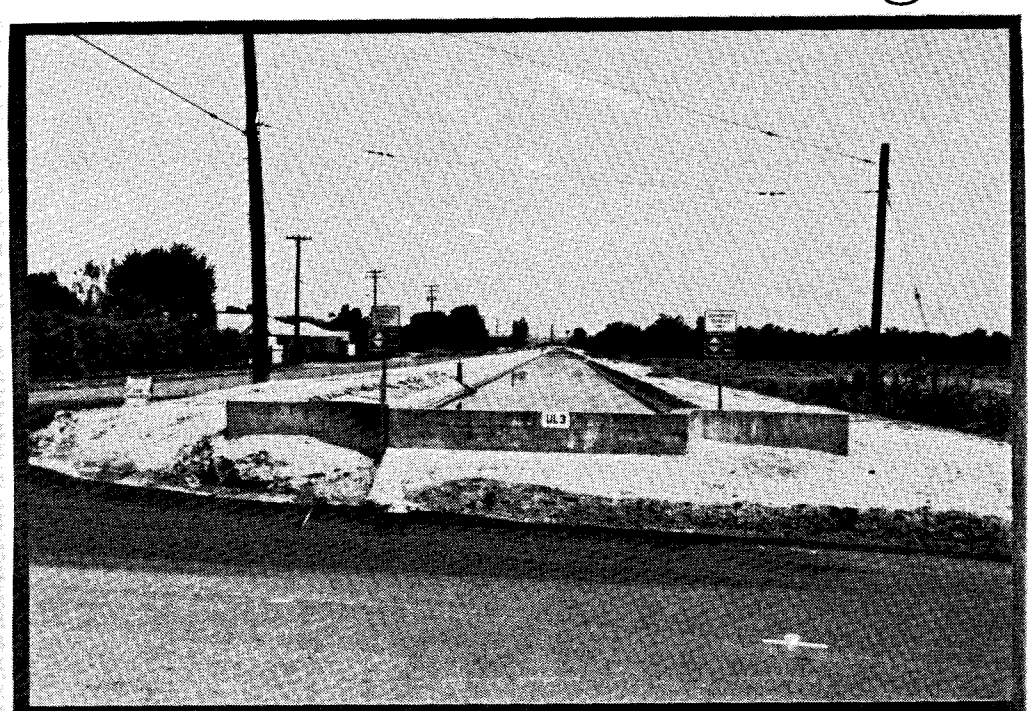
1

Photograph Number: 1
Site Number: KT-6
Common Name: Upper Lateral 3
Camera Facing: West

Photograph Number: 2
Site Number: KT-6(n)
Common Name: Upper Lateral 3
Camera Facing: West

Photograph Number: 3
Site Number: KT-6(s)
Common Name: Upper Lateral 3
Camera Facing: East

3



2

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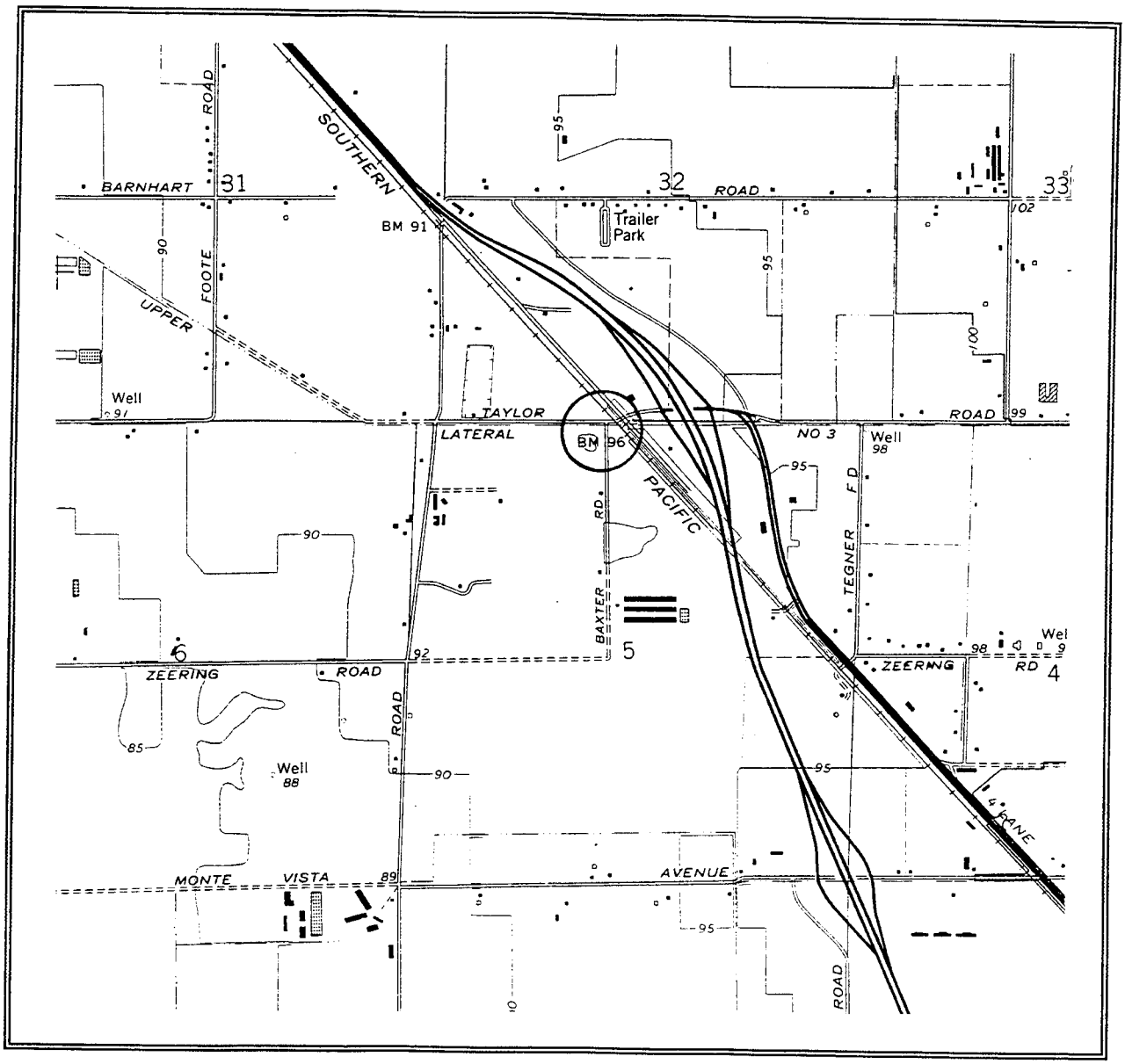

SITE NAME: Upper Lateral 3, Turlock Irrigation District, Stanislaus County
SITE NUMBER: KT-6
QUAD SHEET: "Ceres Quadrangle," USGS: 1969, photorevised 1987
PIPELINE LOCATION: Milepost 194.8, Mainline

P-50-000072

FEATURE KT-6, REROUTE A-119
ADDENDUM TO HISTORIC FEATURE EVALUATION FORM

ALT #	A-119
ORIGINAL SITE #	KT-6
SEGMENT	Mainline
MILEPOSTS	194.8
QUAD NO., NAME	34, Ceres (1969/1987)

COMMENTS:

The original alignment at KT-6 ran west of Highway 99 and the Southern Pacific Railroad tracks at the point where they intersected with Turlock Irrigation District Upper Lateral No. 3. The lateral passed beneath the highway and railroad in siphons. The proposed realignment is on private property 15' west of the railroad right of way. JRP recorded KT-6 at the original location east of the proposed realignment. Field crews also took photographs upstream and downstream from the site. Evaluation of site photographs indicates that the area immediately to the west of KT-6 is similar in condition and construction to original KT-6 and thus needs no further field work nor evaluation. (see Site Form KT-6 in main body of Class III Report)

Denair 7.5'

TEMPORARY DETENTION CAMPS FOR JAPANESE AMERICANS.

Ray Okamura

TEMPORARY DETENTION CAMPS FOR JAPANESE AMERICANS

by

Ray Okamura

APPLICATION FOR REGISTRATION OF HISTORICAL LANDMARK

Name of Proposed Landmark Temporary Detention Camps for Japanese Americans

Location See Appendix A, page 14

County See Appendix A, page 14

Name and Address of Landowner upon Whose Property Landmark is Proposed

Not applicable for this application

Name and Address of Applicant Ethnic Minority Cultural Resources Survey—Japanese Americans, Box 799, El Cerrito, Calif. 94530 Phone No. (415) 527-4629 Bus. Phone No. —

Is this landmark of statewide significance as described in the State of Policy? Yes

Explain (use extra sheet if necessary):

The Temporary Detention Camps (a.k.a. "Assembly Centers")[1] represent the first phase of the mass incarceration of 92,785 Californians[2] of Japanese ancestry during World War II.

Pursuant to Executive Order 9066 signed by President Franklin D. Roosevelt on February 19, 1942, twelve makeshift detention facilities were constructed at various horse racetracks, fairgrounds, and labor camps in California.[3] Three additional temporary camps were established in Arizona, Oregon, and Washington. These facilities were for the purpose of temporarily confining Japanese Americans until the more

Is bibliography complete? (To enable verification of statements and claims made herein.) Yes

Is permission of property owner for registration attached? Not applicable

Is approval of property owner to place a plaque attached? Not applicable

Is proof of reasonable protection for requested landmark attached? Not applicable

Are photographs, prints, or drawings (two views) attached? Yes

DPR-26 (7-70)

permanent concentration camps--such as Manzanar and Tule Lake in California--could be built in isolated areas of the United States.

Beginning on March 30, 1942,[4] all native-born Americans and long-time legal residents of Japanese ancestry[5] living in California were ordered to surrender themselves for detention. Individuals were imprisoned solely due to his or her ancestry. Citizenship, age, constitutional guarantees, or innocence of wrongdoing did not matter.

Japanese Americans were held behind barbed wire fences and guard towers at these Temporary Detention Camps for two to seven months until they were transferred to one of the permanent concentration camps. An entire population of loyal and productive Californians was eliminated from the public scene.

The incarceration of Japanese Americans had a profound effect on the military, political, and economic affairs of the state at the time; and the episode remains as a major blot in the history of American law.[6] United States citizens and lawful permanent residents were imprisoned without charges, without evidence, without trial, and in violation of every basic constitutional right.[7]

The Temporary Detention Camps are a sobering reminder to all Americans of what can happen if constitutional principles are not vigorously defended against racism, political expediency, and economic opportunism.

,r III of the Statement of Policy.)

HISTORY

Superficially, World War II might be seen as the impetus for the mass incarceration of Japanese Americans. The causes, however, were much more complex and deeply rooted in California history. Racial hate against Asian Americans emerged during the highly competitive and lawless Gold Rush days, inexorably grew in intensity during the next century, and finally reached its culmination in 1942. In the long historical context, the elimination of Japanese Americans from California was a logical extension of all that had transpired before; and the war itself was only a pretext to accomplish a "final solution" of sorts.[8]

During the peak gold mining years in California, there were over 9,000 Chinese miners, comprising 25% of the total number of miners. Viewed as unwanted competitors for the riches of California, the Chinese were driven from the mines through acts of violence and terrorism. By the early 1850's, racism against the Chinese became institutionalized in the law. Among other restrictions, Chinese Californians were denied the right to vote, to become naturalized citizens, to testify in court against a white person, or to engage in occupations of their choice. The California State Constitution had an entire article devoted to requiring discrimination against the Chinese and any "Mongolian."[9] A series of Chinese Exclusion Acts between 1882 and 1904 effectively reduced economic competition by controlling and eventually barring Chinese immigration to the United States.[10]

By the time the first sizable number of Japanese immigrants arrived in California during the late 1890's and early 1900's, governmental discrimination against Asian minorities was firmly established. Japanese immigrants were initially recruited by the California agricultural industry to fill an acute need for laborers. But like all other immigrant groups, the Japanese Californians did not remain docile, underpaid

orkers for long, and they soon set out to earn their share of the [illegible]. Perceived as a new "yellow peril" threat, the white establishment applied much of the existing anti-Chinese laws to the Japanese as well, including denial of the right to naturalized citizenship.[12] Also, the California "Alien Land Laws" of 1913 and 1920 were specifically directed against the Japanese denying them the right to own or lease land--a right possessed by white aliens.[13] Like the earlier Chinese exclusion movement, anti-Asian organizations in California lobbied the federal government to stop all immigration from Japan. In response to the pressures from California, Congress terminated Japanese immigration in 1924.[14]

In the years preceding World War II, racism against Asian Americans was a fact of life on the West Coast. Discrimination in housing, employment, education, public accommodations, and social relations was pervasive. Moreover, the media constantly reinforced negative stereotypes: newspapers, radio, movies, comic strips, and pulp novels inundated the public with lurid tales of Japanese spies and saboteurs.[15] This historical background is indispensable for an understanding of what happened to Japanese Americans during the war years.

Japan had been waging a war in Asia since 1937, and United States-Japan relations had steadily worsened. A breaking point came in July 1941 when the United States imposed a total trade embargo and effectively cut off Japan's oil supply. With no domestic source of oil and only a few months of reserves, Japan faced military and economic collapse. The United States had broken Japan's top secret code and was aware of the crisis in Japan and the probability for armed conflict.[16]

With the expectation of war, the U. S. government undertook precautionary measures. In October 1941, the State Department ordered a covert investigation of the Japanese American communities on the West Coast and Hawaii; the Federal Bureau of Investigation (FBI) and the military intelligence services intensified secret surveillance programs which had been in existence for several years. All of these

intelligence reports certified that the Japanese American population as a whole posed no threat to national security.[17] Curiously, on December 5, 1941--just two days before the outbreak of war--FBI Director J. Edgar Hoover instructed his agents to be ready for the "immediate apprehension" of Japanese nationals who had been targeted for "custodial detention."[18]

When the global war finally came to the United States on December 7, the government was well prepared to handle domestic security. Using previously prepared lists, the FBI summarily arrested over 2,000 Japanese nationals during the first few days of the war. No criminal charges were ever filed against these individuals; apparently, they were considered suspicious due to their leadership positions in the Japanese American community.[19] Organization officers, Buddhist and Shinto priests, newspaper editors, language and martial arts instructors were all imprisoned at one of 26 Internment Camps operated by the Justice Department.[20] Dependents were left without a source of livelihood, and the Japanese American community was stripped of its established leadership.

Despite the shock of Pearl Harbor, there was very little public hysteria or panic. With the home front completely secure, public opinion was generally favorable toward Japanese Americans during the first month of the war. Newspapers published editorials and letters sympathetic to Japanese Americans; and even the California State Legislature passed a resolution urging federal officials "to prevent any and all racial discrimination in the national defense program."[21]

It took a little time before the long-standing anti-Japanese groups in California realized what a potent weapon they had in their hands, but when they did, they seized the opportunity to attain a goal they had been seeking for over 40 years, i.e. to get rid of the Japanese Americans once and for all. An organized hate campaign centered in California ensued; and as a result, public opinion started to turn against Japanese Americans in late-January 1942. Latent prejudices were aroused, but the

average citizen remained law-abiding and acts of violence or vandalism against Japanese Americans were rare.[22]

Newspapers published unsubstantiated rumors about spies and saboteurs among the Japanese Americans. Because of the long history of prejudice and stereotypes, many white Americans believed the false stories. The truth was that there were absolutely no proven cases of espionage or sabotage committed by any person of Japanese ancestry living in the United States.[23] On the other hand, at least ten white persons were charged and convicted in courts of law as spies for Japan.[24]

Like the previous immigration exclusion campaigns, California politicians and pressure groups lobbied the federal government to remove and/or lock up all Japanese Americans.[25] Even though Attorney General Francis Biddle and FBI Director Hoover advised against it, President Franklin D. Roosevelt authorized the mass expulsion and incarceration of Japanese Americans by signing Executive Order 9066 on February 19, 1942.[26] The order itself was carefully worded to avoid constitutional challenges: it did not single out a specific group, nor did it say people were to be locked up. But there was a common understanding that Executive Order 9066 was designed primarily for the purpose of removing and/or imprisoning the Japanese Americans. With no public demands for locking up German Americans and Italian Americans, the government chose to forgo the theoretical option of incarcerating descendants of the European enemy nations as well.

On February 20, Secretary of War Henry L. Stimson designated Lt. General John L. DeWitt, head of the Western Defense Command, to carry out the intent of Executive Order 9066. Just to make sure DeWitt correctly understood his assignment, both Stimson and Assistant Secretary of War John J. McCloy directed him to include all persons of Japanese ancestry--irrespective of citizenship--in his plans, but that persons of German or Italian ancestry were to be left alone unless there was hard evidence to prove an individual was dangerous.[27]

The first action under authority of Executive Order 9066 was the expulsion of

the entire Japanese American community from Terminal Island (San Pedro Bay, Los Angeles County) on February 25-27. Armed soldiers marched into the old fishing village and ordered every person of Japanese ancestry, including native-born Americans, to leave their homes within 48 hours. The majority of Terminal Island residents were United States citizens, but they were evicted without a hearing. The eviction was especially harsh because most of the men had been arrested earlier by the FBI and the move had to be made almost entirely by women and children. The government made no provisions for alternative housing, and some 2,000 Japanese Americans became displaced persons.[28]

On March 2, DeWitt declared the Western halves of California, Oregon, and Washington, plus the Southern half of Arizona as "Military Area #1," and announced his intention to remove every person of Japanese ancestry therefrom. Japanese Americans were urged to "voluntarily" give up their homes and jobs before they were forcibly expelled by the army. A total of 10,312 Japanese Americans hurriedly left the proscribed areas, with 4,310 moving to the Eastern side of California, which was then a "free zone."[29]

On March 11, DeWitt created the Wartime Civil Control Administration (WCCA) as a sub-unit of the Western Defense Command and appointed Colonel Karl R. Bendetsen as the military director responsible for implementation of the expulsion/detention program.[30] In the meantime, Congress passed Public Law 77-503 on March 21 which made it a federal offense for a civilian to disobey a military order issued under authority of Executive Order 9066.[31]

On March 24, all Japanese Americans on Bainbridge Island, Washington were ordered to report for imprisonment under "Civilian Exclusion Order #1."[32] Subsequently, "Civilian Exclusion Order #2" issued on March 30 applied to the Long Beach-San Pedro area in California. Eventually, 108 separate "Civilian Exclusion Orders" were issued, each applying to a different locale in Arizona, California,

Oregon, and Washington. Japanese Americans were directed to bring only what they could carry in their hands and turn themselves in at a "Civil Control Station" near their homes. Upon reporting, they were registered, numbered, tagged with shipping labels, and placed aboard buses, trains, and trucks under armed guard for transportation to one of the 15 Temporary Detention Camps. From that point on, Japanese Americans became prisoners of their own country. On arrival at the camps, they were forced to submit to body and baggage searches, fingerprinting, and long interrogations about their background.[33]

Japanese Americans were imprisoned on the basis of ancestry and ancestry alone. There was no evidence they had done anything illegal, or were dangerous in any way. Native-born Americans were locked up without charges or trial, and in complete disregard for their constitutional rights.

DeWitt gave the rationale of "military necessity" to protect the West Coast against sabotage in case of invasion, but such a claim was contrary to the actual U. S. Army "estimate of the situation" which correctly concluded that an invasion of the West Coast was extremely unlikely.[34] The claim was also inconsistent with the fact that Japanese Americans in Hawaii were not similarly incarcerated en masse. Hawaii was the site of the Pearl Harbor attack, was some 3,000 miles closer to the enemy, and was in far greater danger of any invasion. There were 159,534 Japanese Americans in Hawaii, comprising 34.2% of the population, but Lt. General Delos Emmons, the military commander in Hawaii, decided that "military necessity" there required the Japanese Americans to remain free and help in the war effort.[35]

The "military necessity" excuse was further contradicted by the fact babies, children, blind or paralyzed persons, infirm or bedridden old people--those who could not possibly commit acts of sabotage or espionage--were also incarcerated. Even orphans in institutions and children adopted by white families were ordered imprisoned if they had any Japanese ancestry at all.[36]

By March 24, all Japanese Americans were placed on a dusk to dawn curfew.

were further required to have travel permits and were prohibited from possessing any camera, radio, or weapon. Although these regulations applied to all enemy nationals, Japanese Americans were the only United States citizens to be included in the restrictions.[37]

On March 27, DeWitt abruptly prohibited any further "voluntary" movement of Japanese Americans away from "Military Area #1." Japanese Americans were "frozen" in their homes until arrangements could be made for their incarceration: they were trapped with no option aside from imprisonment.[38] DeWitt methodically issued detention orders almost daily, and an average of 3,750 persons a day were forced out of their homes and locked up in the Temporary Detention Camps.[39]

In a corollary act, the California State Personnel Board summarily fired all state employees of Japanese ancestry on April 2. Blanket dismissal charges were filed against anyone with a Japanese surname. Those who had taken leaves to enter the Temporary Detention Camps were dismissed in absentia, while those who were still free were ordered to promptly vacate their jobs.[40]

On June 2, DeWitt proclaimed the Eastern half of California as "Military Area #2" and prohibited Japanese Americans from leaving that area as well until they, too, could be ordered to report for detention.[41] By this action, DeWitt betrayed an earlier promise to spare those who moved to the Eastern half of California during the "voluntary" period. Significantly, only the Eastern half of California was proscribed: the Eastern halves of Oregon and Washington were left alone. This discrepancy was due to the continued political pressures from California to eliminate Japanese Americans from the entire state.[42]

About this time, an important turning point in the Pacific War occurred. The U. S. Navy annihilated the core of the Japanese Navy at the Battle of Midway on June 3-6; from that point on, Japan totally lacked the capability to attack the West Coast. The U. S. government and military knew that any danger of invasion had vanished. However, instead of canceling the detention program and saving millions

in funds, war materiel, and personnel, the government relentlessly continued to build new concentration camps and locked up more Japanese Americans.[43] Detention orders for the Eastern half of California started to appear on June 27.[44]

The detention process progressed from district to district, county to county, over a five month period. By June 6, all Japanese Americans on the Western half of the West Coast states had been locked up; and by August 7, 1942, the entire process was completed. A total of 92,785 Californians, and an overall total of 120,313 Japanese Americans ended up in government custody.[45]

While the Japanese Americans were confined in the Temporary Detention Camps, the War Department built ten large concentration camps--each designed to hold an average of 12,000 prisoners--in the interior desert and swamp regions of the United States. Two of these concentration camps were located in California (Manzanar and Tule Lake), while the other eight were in the states of Arizona (2), Arkansas (2), Colorado, Idaho, Utah, and Wyoming.[46]

Beginning on May 26, and continuing through October 30, approximately 500 detainees per day were taken from the Temporary Detention Camps and placed aboard trains under armed guard for transfer to the permanent concentration camps. The movement required the use of 171 special trains--at a time when railroads were critically needed to transport military supplies. Each detainee had spent an average of 102.3 days in a Temporary Detention Camp before he or she was transferred; and a total of 9,485,202 detainee-days had been spent under the guns of the WCCA/Western Defense Command.[47]

DESCRIPTION

Horse racetracks, fairgrounds, rodeo grounds, and labor camps were used as sites for the Temporary Detention Camps. The WCCA/Western Defense Command expropriated twelve such locations in California and hurriedly converted them into

transient detention facilities.[48] Existing horsestalls and grandstands were used for living quarters, and flimsy tarpaper barracks were hastily built for additional housing. The entire compound was surrounded by a high barbed wire fence and guard towers; sentries in the towers were armed with machine guns; soldiers with bayonet-tipped rifles patrolled the camp perimeter; and searchlights crisscrossed the camp interior at night.[49]

Detainees made the following observations:

Estelle Ishigo (Pomona):[50]

> The first sight of the barbed wire enclosure with armed soldiers standing guard as our bus slowly turned in through the gate stunned us.... Here was a camp of sheds, enclosed within a high barbed wire fence, with guard towers and soldiers with machine guns.

Charles Kikuchi (Tanforan):[51]

> I saw a soldier in a tall guardhouse near the barbed wire fence and did not like it because it reminds me of a concentration camp.

Mine Okubo (Tanforan):[52]

> We were close to freedom and yet far from it. The San Bruno streetcar line bordered the camp on the east and the main state highway on the south. Streams of cars passed by all day. Guard towers and barbed wire surrounded the entire center. Guards were on duty night and day.

The fence and guards were not there to "protect" the Japanese Americans: the barbed wire tops were turned inward, and the guards had their weapons trained into the camp. DeWitt, himself, explained the purpose of the security measures:[53]

> The Assembly Centers in the combat area are generally located in grounds surrounded by fences clearly defining the limits for the evacuees. In such places the perimeter of the camp will be guarded to prevent unauthorized departure of evacuees.... Should an evacuee attempt to leave camp without permission he will be halted, arrested, and delivered to camp police.

In order to make it absolutely clear to the Japanese Americans that they were prisoners, DeWitt issued "Civilian Restrictive Order #1" on May 19 ordering the inmates to remain within the boundaries of the Temporary Detention Camps at all times. Anyone who attempted to leave without written authorization was

eatened with ominous, unspecified "penalties and liabilities."[54]

The camp interiors were arranged like prisoner of war camps or overseas military camps, and were completely unsuited for family living. Barracks and horsestalls were divided into blocks and each block had a central mess hall, latrine, showers, wash basins, and laundry tubs. Toilets, showers, and bedrooms were unpartitioned; there was no water or plumbing in the living quarters; and anyone going to the lavatory at night was followed by a searchlight. Eight person families were placed in 20 x 20 ft. rooms, six person families in 12 x 20 ft. rooms, and four person families in 8 x 20 ft. rooms. Smaller families and single persons had to share unpartitioned units with strangers. Each detainee received a straw mattress, an army blanket, and not much else. Privacy was non-existent; everything had to be done communally; and endless queues formed for eating, washing, and personal needs. Sanitation and food quality were poor; outbreaks of diarrhea and communicable diseases were common; and the stench in the horsestall areas was overwhelming.[55]

In spite of the stark reality of the prison facilities, the WCCA/Western Defense Command called these places "Assembly Centers." Army officials (particularly WCCA Director Bendetsen, who was a lawyer) were aware of the serious constitutional issues which could be raised if they admitted that Americans were being confined against their will without due process of law. In order to circumvent any legal difficulties, the army coined numerous euphemisms to camouflage the truth. One indication of the tortured lengths to which army thinkers went to cover-up what was actually happening was their use of the phrase "non-alien" to refer to native-born citizens of the United States of America.[56]

The United States was not alone in the use of deceptive terminology during World War II. Canada expelled all Japanese Canadians from their homes in British Columbia and confined them in inland prison camps which were variously named "Clearing Stations," "Assembly Centres," "Interior Housing Centres," "Interior

Settlements," "Housing Projects," and Relocation Centres."[57] Interestingly, Japan also used the name "Assembly Centers" (Shukaisho) to refer to their internment camps in occupied China.[58]

Germany's nomenclature for their concentration and extermination camps best illustrate the thesis that official government names are not necessarily accurate, nor desirable for continued use today. The Nazi operated camps were known at the time as "Work-study Camps" (Arbeitserziehungslager), "Protective Custody Camps" (Schutzhaftlager), "State Retirement Homes" (Reichsaltersheim), "Health Resorts" (Heilbad), "Jewish Self-administration Centers" (Judische Selbtsverwaltung), and "Paradise Quarters" (Paradeisghetto).[59]

APPENDIX A — TEMPORARY DETENTION CAMPS IN CALIFORNIA, 1942

Name	Location[60]	County[61]	Previous use[62]
Fresno	Fresno	Fresno	Fairgrounds
Marysville	Arboga	Yuba	Labor camp
Merced	Merced	Merced	Fairgrounds
Pinedale	Pinedale	Fresno	Labor camp
Pomona	Pomona	Los Angeles	Fairgrounds
Sacramento	Walerga	Sacramento	Labor camp
Salinas	Salinas	Monterey	Rodeo grounds
Santa Anita	Arcadia	Los Angeles	Horse racetrack
Stockton	Stockton	San Joaquin	Fairgrounds
Tanforan	San Bruno	San Mateo	Horse racetrack
Tulare	Tulare	Tulare	Fairgrounds
Turlock	Turlock	Stanislaus	Fairgrounds
Manzanar[63]	Owens Valley	Inyo	Aqueduct land

APPENDIX A — TEMPORARY DETENTION CAMPS IN CALIFORNIA, 1942

Name	Location[60]	County[61]	Previous use[62]
Fresno	Fresno	Fresno	Fairgrounds
Marysville	Arboga	Yuba	Labor camp
Merced	Merced	Merced	Fairgrounds
Pinedale	Pinedale	Fresno	Labor camp
Pomona	Pomona	Los Angeles	Fairgrounds
Sacramento	Walerga	Sacramento	Labor camp
Salinas	Salinas	Monterey	Rodeo grounds
Santa Anita	Arcadia	Los Angeles	Horse racetrack
Stockton	Stockton	San Joaquin	Fairgrounds
Tanforan	San Bruno	San Mateo	Horse racetrack
Tulare	Tulare	Tulare	Fairgrounds
Turlock	Turlock	Stanislaus	Fairgrounds
Manzanar[63]	Owens Valley	Inyo	Aqueduct land

APPENDIX A — TEMPORARY DETENTION CAMPS IN CALIFORNIA, 1942

Name	Location[60]	County[61]	Previous use[62]
Fresno	Fresno	Fresno	Fairgrounds
Marysville	Arboga	Yuba	Labor camp
Merced	Merced	Merced	Fairgrounds
Pinedale	Pinedale	Fresno	Labor camp
Pomona	Pomona	Los Angeles	Fairgrounds
Sacramento	Walerga	Sacramento	Labor camp
Salinas	Salinas	Monterey	Rodeo grounds
Santa Anita	Arcadia	Los Angeles	Horse racetrack
Stockton	Stockton	San Joaquin	Fairgrounds
Tanforan	San Bruno	San Mateo	Horse racetrack
Tulare	Tulare	Tulare	Fairgrounds
Turlock	Turlock	Stanislaus	Fairgrounds
Manzanar[63]	Owens Valley	Inyo	Aqueduct land

APPENDIX B — TEMPORARY DETENTION CAMPS IN CALIFORNIA, 1942

Name	Dates of operation[64]	Maximum detainees at any one time[65]	Total detainees[66]
1. Fresno	May 6 to October 30	5,120	5,344
2. Marysville	May 8 to June 29	2,451	2,465
3. Merced	May 6 to September 15	4,508	4,669
4. Pinedale	May 7 to July 23	4,792	4,823
5. Pomona	May 7 to August 24	5,434	5,514
6. Sacramento	May 6 to June 26	4,739	4,770
7. Salinas	April 27 to July 4	3,594	3,608
8. Santa Anita	March 27 to October 27[67]	18,719	19,348
9. Stockton	May 10 to October 17	4,271	4,390
10. Tanforan	April 28 to October 13	7,816	8,033
11. Tulare	April 20 to September 4	4,978	5,061
12. Turlock	April 30 to August 12	3,662	3,699
13. Manzanar[63]	March 21 to May 31[67]	9,666	9,681

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APPENDIX C — TEMPORARY DETENTION CAMPS IN CALIFORNIA, 1942

Name	Origins of detainees[68]	Concentration camp destinations[69]
1. Fresno	Central San Joaquin Valley; Amador County	Gila, Jerome
2. Marysville	Placer and Sacramento Counties	Tule Lake
3. Merced	Northern California Coast; West Sacramento Valley; North San Joaquin Valley	Granada
4. Pinedale	Sacramento and El Dorado Counties; Oregon; Washington	Poston, Tule Lake
5. Pomona	Los Angeles, San Francisco, and Santa Clara Counties	Heart Mountain
6. Sacramento	Sacramento and San Joaquin Counties	Tule Lake
7. Salinas	Monterey Bay Area	Poston, Tule Lake
Santa Anita	Los Angeles, San Diego, and Santa Clara Counties	Gila, Granada, Heart Mountain, Jerome, Manzanar, Poston, Rohwer, Topaz
Stockton	San Joaquin County	Gila, Rohwer
Tanforan	San Francisco Bay Area	Topaz
Tulare	Southern California Coast; Los Angeles and Sacramento Counties	Gila
Turlock	Sacramento River Delta; Los Angeles	Gila
Manzanar[63]	Los Angeles, Amador, and San Joaquin Counties; Washington	--

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Tanforan	San Francisco Bay Area	Topaz
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10. Tanforan	San Francisco Bay Area	Topaz
11. Tulare	Southern California Coast; Los Angeles and Sacramento Counties	Gila
12. Turlock	Sacramento River Delta; Los Angeles	Gila
13. Manzanar[63]	Los Angeles, Amador, and San Joaquin Counties; Washington	--

NOTES

1. The name Temporary Detention Camp accurately describes the true nature of the sites being nominated for historical landmark registration. At the time, the U. S. Army used the euphemism "Assembly Center," but these sites were not merely places of assemblage. Instead, they were essentially and primarily detention camps to hold people against their will. "Assembly Center" is a misnomer and misrepresentation, and therefore is unacceptable for use as a landmark name. Justification for this position is given in the Description Section, pages 10-13.

2. Statistical data contained in this application are from U. S. War Department, Final Report: Japanese Evacuation from the West Coast, 1942 (Washington: U. S. Government Printing Office, 1943), p. 362 et passim. Two-thirds majority of the detainees were native-born Americans; while it is recognized that the minority were Japanese nationals, the terms Japanese Americans or Californians will be used to include all long-time residents of the United States (see note #5).

3. Manzanar was one of the original Temporary Detention Camps, which made a total of thirteen in California. But on June 1, 1942, Manzanar was redesignated as a permanent concentration camp, and the inmates stayed in place. Manzanar's primary significance rests on its permanent camp status (California State Historical Landmark #850); and the experience at Manzanar was slightly different from the purely temporary camps. Although Manzanar is listed in the tables as an early Temporary Detention Camp, it is not part of this application. For the sake of readability, the special circumstances of Manzanar is not included in the text discussions.

4. The first group of Californians locked up were covered under "Civilian Exclusion Order #2" dated March 30, 1942. An earlier group from Bainbridge Island (Puget Sound), Washington was imprisoned under "Civilian Exclusion Order #1" dated March 24. Although the residents of Terminal Island (San Pedro Bay), Los Angeles County were evicted from their homes in late February, they were not incarcerated.

5. "All Persons of Japanese Ancestry" was defined to mean anyone with 1/16 or more Japanese ancestry. Immigrants from Japan were prohibited by statute and court decision from becoming naturalized American citizens (see note #12). Since immigration from Japan was cut off in 1924, all Japanese immigrants had lived in the United States for a minimum of 18 years, and most had lived here for over 30 years (see note #14).

6. Nanette Dembitz, "Racial Discrimination and the Military Judgement," Columbia Law Review, 45 (March 1945), p. 175; Harrop Freeman, "Genesis, Exodus, and Leviticus," Cornell Law Quarterly, 28 (June 1943), p. 414; Eugene Rostow, "The Japanese American Cases--A Disaster," Yale Law Journal, 54 (June 1945), p. 489.

7. The following articles of the U. S. Constitution were abrogated or abridged: Amendment 1 (freedom of religion, speech, press, and assemblage); Amendment 2 (right to keep and bear arms); Amendment 4 (freedom from unreasonable search and seizure); Amendment 5 (right to life, liberty, and property, and due process

of law); Amendment 6 (right to speedy and public trial by jury; informed of charges, to be confronted with witnesses against, to call witnesses for, and to legal counsel); Amendment 7 (right to trial by jury); Amendment 8 (right to reasonable bail, freedom from cruel and unusual punishment); Amendment 13 (freedom from involuntary servitude); Amendment 14 (right to equal protection of the law); Amendment 15 (right to vote); Article 1, Section 9 (right to writ of habeas corpus).

8. Walton Bean, California: An Interpretive History (New York: McGraw Hill, 1968), pp. 163-165, 233-236, 242, 332-335; Robert F. Heizer, The Other Californians (Berkeley: University of California Press, 1971), pp. 154-194; Paul Jacobs, To Serve the Devil: Colonials and Sojourners (New York: Random House, 1971), Vol. 2, pp. 71-84, 93-108, 169-185; Andrew F. Rolle, California: A History (New York: Crowell, 1963), pp. 373-385.

9. Article XIX of the California State Constitution adopted on May 7, 1879. This article was not repealed until November 4, 1952 (1953 Cal Stat cxxxi).

10. For a summary of the numerous anti-Chinese laws, see Thomas W. Chinn, A History of the Chinese in California (San Francisco: Chinese Historical Society, 1969), pp. 23-32; Stanford M. Lyman, Chinese Americans (New York: Random House, 1974), pp. 54-85; Cheng-Tsu Wu, "Chink!": A Documental History of Anti-Chinese Prejudice in America (New York: World Publishing Company, 1972), pp. 11-103.

11. Bean, op. cit., p. 294.

12. Takao Ozawa v. U. S. (260 US 178, 1922). See Consulate-General of Japan, Documental History of Law Cases Affecting Japanese in the United States, 1916-1924 (New York: Arno Press, 1978), Vol. 1, pp. 1-120; Yuji Ichioka, "The Early Japanese Immigrant Quest for Citizenship," Amerasia Journal, 4:2 (1977), pp. 1-22.

13. 1913 Cal Stat 206 (1913); 1921 Cal Stat lxxxvii (1920). See Frank F. Chuman, The Bamboo People (Del Mar, Calif.: Publisher's Inc., 1976), pp. 39-51, 73-89, 117-125; Yamato Ichihashi, Japanese in the United States (Stanford: Stanford University Press, 1932), pp. 261-281.

14. Immigration Act of 1924 (43 Stat 153). See Chuman, op. cit., pp. 91-103; Roger Daniels, The Politics of Prejudice (Berkeley: University of California Press, 1962), pp. 1-107; Ichihashi, op. cit., pp. 298-317.

15. Michio Kaku, "Media: Racism in the Comics," Bridge, 3:1 (February 1974), pp. 25-29; Dennis M. Ogawa, From Japs to Japanese (Berkeley: McCutchan, 1971), pp. 2-25; Irvin Paik, "That Oriental Feeling," Roots: An Asian American Reader (Los Angeles: University of California, 1971), pp. 30-36; Jacobus tenBroek, Prejudice, War and the Constitution (Berkeley: University of California Press, 1954), pp. 22-67; Eugene F. Wong, On Visual Media Racism (New York: Arno Press, 1978), pp. 56-119.

16. P ld Clark, The Man Who Broke Purple (Boston: Little, Brown, 1977), pp. 138-178; John K. Fairbank, East Asia: The Modern Transformation (Boston: Houghton Mifflin, 1965), pp. 606-612; Anne R. Fisher, Exile of a Race (Seattle: F. & T. Publishers, 1970), pp. 1-30.

17. Bob Kumamoto, "The Search for Spies," Amerasia Journal, 6:2 (Fall 1979), pp. 45-75; Michi Weglyn, Years of Infamy (New York: William Morrow, 1976), pp. 33-53.

18. Kumamoto, op. cit., p. 69.

19. Chuman, op. cit., p. 154; Bill Hosokawa, Nisei: The Quiet Americans (New York: William Morrow, 1969), pp. 237-240; Betty E. Mitson, "Interviews of Herbert V. Nicholson," Valiant Odyssey (Upland, Calif.: Brunk's Printing, 1978), pp. 9-25; tenBroek, op. cit. pp. 100-102.

20. Internment Camp was the term used by the Justice Department. In this respect, the Justice Department was more honest about what they were doing. Justice Department prisoners at least had some measure of due process: each internee was accorded an administrative hearing, was allowed to appeal to a neutral consul (Spain), and was granted protections of the Geneva Prisoners of War Convention of 1929. Detainees held by the Western Defense Command had none of these rights.

21. Morton Grodzins, Americans Betrayed (Chicago: University of Chicago Press, 1949), pp. 377-399; tenBroek, op. cit., p. 76.

22. There were 36 cases of violence or vandalism against Japanese Americans in all of the West Coast states during the first four months of the war; and only seven of those attacks were known to have been committed by white persons. See Grodzins, op. cit., p. 140.

23. Stetson Conn, Office of the Chief of Military History, Department of the Army, "The Decision to Evacuate the Japanese from the Pacific Coast," Command Decisions (New York: Harcourt, Brace, 1959), p. 100.

24. Most people failed to see an obvious point: real spies had to be inconspicuous, and only white people could fulfill such a role. Individuals convicted of espionage for Japan are named in Saburo Kido, Brief of the Japanese American Citizens League, Amicus Curiae, Fred Korematsu v. United States, In the Supreme Court of the United States, October Term 1944, No. 22, pp. 30-37.

25. Roger Daniels, The Decision to Relocate the Japanese Americans (Philadelphia: J. B. Lippincott, 1975), pp. 3-58; Grodzins, op. cit., pp. 19-225; tenBroek, op. cit., pp. 68-96.

Executive Order 9066, February 19, [illegible]

27. U. S. War Dept., op. cit., pp. 25-29.

28. Mass eviction notices were posted in the streets on the afternoon of February 25; soldiers handed each household an individual notice on February 26; and all Japanese Americans had to be off Terminal Island by midnight February 27. Earlier, the Harbor Commission announced on February 14 that all leases held by Japanese Americans were subject to cancellation in 30 days--but that warning gave residents until March 14 to settle their affairs. See Paul Bailey, City in the Sun (Los Angeles: Westernlore Press, 1971), pp. 29-35; Audrie Girdner, The Great Betrayal (New York: Macmillan, 1969), pp. 110-114; Hosokawa, op. cit., pp. 309-311.

29. Public Proclamation #1, March 2, 1942 (7 Fed Reg 2320); U. S. War Dept., op. cit., p. 107. DeWitt issued hundreds of military orders applying exclusively to civilians of Japanese ancestry. For a chronology and discussion of the key orders, see Sue K. Embrey, The Lost Years, 1942-1946 (Los Angeles: Moonlight Publications, 1972), pp. 5-13; Dillon S. Myer, Uprooted Americans (Tucson: University of Arizona Press, 1971), pp. xxiii-xxx; tenBroek, op. cit., pp. 116-134; Dorothy S. Thomas, The Spoilage (Berkeley: University of California Press, 1946), pp. 9-13.

30. General Orders #35, March 11, 1942, Headquarters, Western Defense Command and Fourth Army; U. S. War Dept., op. cit., pp. 41, 66.

31. Public Law 77-503, March 21, 1942 (56 Stat 173).

32. Civilian Exclusion Order #1, March 24, 1942 (7 Fed Reg 2581).

33. Bailey, op. cit., p. 42; Girdner, op. cit., pp. 134-147; tenBroek, op. cit., p. 124; U. S. War Dept., op. cit., pp. 118-124.

34. Roger Daniels, Concentration Camps USA (New York: Holt, Rinehart and Winston, 1972), p. 38.

35. Bean, op. cit., p. 435; Daniels, Decision to Relocate, op. cit., pp. 27-28; Hosokawa, op. cit., pp. 457-467; Girdner, op. cit., pp. 20-21; Carey McWilliams, Prejudice: Japanese Americans (Boston: Little, Brown, 1945), pp. 141-147.

36. WCCA Director Bendetsen stated: "I am determined that if they (the children) have one drop of Japanese blood in them, they must go to camp." See Weglyn, op. cit., p. 77.

37. Public Proclamation #3, March 24, 1942 (7 Fed Reg 2543).

38. Public Proclamation #4, March 27, 1942 (7 Fed Reg 2601).

39. tenBroek, op. cit., p. 126.

40. Dorothy S. Thomas, The Salvage (Berkeley: University of California Press, 1952), pp. 564-569.

41. Public Proclamation #6, June 2, 1942 (7 Fed Reg 4436).

42. Thomas, Spoilage, op. cit., p. 12.

43. Bean, op. cit., p. 434; Allan R. Bosworth, America's Concentration Camps (New York: W. W. Norton, 1967), p. 125.

44. tenBroek, op. cit., pp. 132-133; Thomas, Spoilage, op. cit. pp. 12-13.

45. U. S. Department of the Interior, War Relocation Authority, The Evacuated People: A Quantitative Description (Washington: U. S. Government Printing Office, 1946), p. 8; U. S. War Dept., op. cit., p. 362.

46. U. S. War Dept., op. cit., pp. 248-273.

47. Ibid., pp. 227-233, 282-284, 288, 370.

48. Ibid., pp. 151-183.

49. Bailey, op. cit., p. 42; Bosworth, op. cit., p. 117; Girdner, op. cit., pp. 146-147; Anthony L. Lehman, Birthright of Barbed Wire (Los Angeles: Westernlore Press, 1970), p. 24; tenBroek, op. cit., p. 126; U. S. War Dept. op. cit., p. 444.

50. Estelle Ishigo, Lone Heart Mountain (Los Angeles: Anderson, Ritchie and Simon, 1972), p. 9.

51. Charles Kikuchi, The Kikuchi Diary (Urbana: University of Illinois Press, 1973), p. 54.

52. Mine Okubo, Citizen 13660 (New York: Columbia University Press, 1946), p. 81.

53. U. S. War Dept., op. cit., p. 216.

54. Civilian Restrictive Order #1, May 19, 1942 (8 Fed Reg 982).

55. Bailey, op. cit., pp. 43-53; Maisie Conrat, Executive Order 9066 (San Francisco: California Historical Society, 1972), pp. 76, 81, 86, 87, 94; Daniels, Concentration Camps, op. cit., pp. 89-90; Girdner, op. cit., pp. 148-167; Ishigo, op. cit., pp. 9-10; Lehman, op. cit., pp. 21-27; Okubo, op. cit., pp. 34-86; U. S. War Dept., op. cit., pp. 183, 186; Weglyn, op. cit., pp. 80-82.

56. See samples of "Civilian Exclusion Order" and "Instructions to All Persons of Japanese Ancestry" in U. S. War Dept., op. cit., pp. 97-100. Other commonly used euphemisms were: "evacuation" instead of expulsion, "relocation" instead of incarceration, "reception center" instead of concentration camp, "evacuee" instead of prisoner.

57. Ken Adachi, The Enemy That Never Was (Toronto: McClelland and Stewart, 1976), pp. 218, 251-252.

58. Weglyn, op. cit., p. 202 (Japanese edition, p. 229).

59. Gerald Green, The Artists of Terezin (New York: Hawthorn Books, 1969), p. 20; Julius Schatzle, Stationen zur Holle (Frankfurt am Main: Roderberg-Verlag GmbH, 1974), p. 80; John Tolan, Adolph Hitler (Garden City: Doubleday, 1976), Vol. 2, p. 861.

60. U. S. War Dept., op. cit., pp. 155-165.

61. Ibid.

62. Wartime Civil Control Administration/Western Defense Command press releases dated March 28, April 1, April 4, 1942.

63. Manzanar is not part of this application. See note #3.

64. U. S. War Dept., op. cit., p. 227.

65. Ibid.

66. U. S. War Dept., op. cit., p. 373.

67. The first detention order applicable in California was issued on March 30. But some "volunteers" entered these installations earlier to help prepare the camp for the main body of detainees.

68. U. S. War Dept., op. cit., pp. 363-366, map insert II.

69. Ibid., p. 381.

OTOGRAPHS, PRINTS, AND/OR DRAWINGS (Both recent and historic, if available.)

8 x 10 photographs enclosed:

1. Santa Anita Detention Camp -- Arrival of detainees

2. Stockton Detention Camp -- Baggage inspection on horse track

3. Stockton Detention Camp -- Detainees being led to barracks

4. Tanforan Detention Camp -- Unfinished horsestall living quarters

5. Tanforan Detention Camp -- Mud and horse manure front yards

6. Tanforan Detention Camp -- Communal latrine/laundry room by horsestall units

7. Tanforan Detention Camp -- Mess hall queue; detainees had to bring own plates

8. Salinas Detention Camp -- Walking back to tarpaper homes

9. Santa Anita Detention Camp -- Guard tower with machine gun emplacement

10. Santa Anita Detention Camp -- Dawn departure for a permanent concentration camp

NOTE: The enclosed photographs are for reference use only; and are not for publication without written permission from the applicant.

ALL SOURCES HAVE BEEN CITED IN THE NOTES

Raymond Y Okamura

RAYMOND Y. OKAMURA
Application Writer

Isami Arifuku Waugh

ISAMI ARIFUKU WAUGH
Survey Coordinator

Signature

Date March 17, 1980

This form and all related correspondence is to be sent to the California Historical Landmarks Advisory Committee, Post Office Box 2390, Sacramento, California 95811.

An application must be considered solely on its historic or architectural merits and not for commercial gain, political benefits, or other non-historical reasons.

An individual committee member can advise and counsel an applicant, but all applications must be considered by the full committee meeting in regular session.

OF HISTORIC PRESERVATION
MENT OF PARKS AND RECREATION
OFFICE BOX 2390
RAMENTO, CALIFORNIA 95811
(916) 445-8006

June 9, 1980

Mr. Raymond Y. Okamura
Ethnic Minority Cultural Resources
Survey--Japanese Americans
Post Office Box 799
El Cerrito, CA 94530

Dear Mr. Okamura:

The State Historical Resources Commission, sitting in regular session in Santa Cruz, on May 2, 1980, considered your application for registration of the Temporary Detention Camps for Japanese Americans. You will be pleased to know that the Commission recommended registration of these landmarks.

Thank you very much for your continued interest in our state landmark program.

Sincerely yours,

Knox Mellon

Dr. Knox Mellon
State Historic Preservation Officer

sje

MEETING OF THE

STATE HISTORICAL RESOURCES COMMISSION

A G E N D A

DATE: May 2, 1980

TIME: 9:00 a.m.

PLACE: Board of Supervisors Chambers
701 Ocean Street
Santa Cruz, California

APPROVED	DENIED	TABLED	PENDING

I. APPROVAL OF THE MINUTES OF THE SPECIAL MEETING OF February 7, 1980

APPROVAL OF THE MINUTES OF THE REGULAR MEETING OF February 8, 1980

II. STAFF AND COMMISSION REPORTS:

Dr. Knox Mellon

III. GENERAL DISCUSSION AND DELEGATIONS:

N A T I O N A L R E G I S T E R O F H I S T O R I C P L A C E S

IV. APPLICATIONS, RESUBMITTED:

V. APPLICATIONS, PENDING:

Casa Madrona Hotel, Marin County

VI. APPLICATIONS, BOUNDARY CHANGE:

VII. APPLICATIONS, FEDERALLY SUBMITTED:

	VED	D	D	NG
XI. APPLICATIONS				
A. Registrations:				
Trimmer Hill, Monterey County				
Lodi Arch, San Joaquin County				
Mount Diablo Coal Field, Contra Costa County				
Site of Llano del Rio Cooperative Colony, Los Angeles County				
Temporary Detention Camps for Japanese Americans, Fresno, Inyo, Los Angeles, Merced, Monterey, Sacramento, San Joaquin, San Mateo, Stanislaus, Tulare, and Yuba Counties	X			
B. Plaques:				
Trimmer Hill, Monterey County				
Lodi Arch, San Joaquin County				
Mount Diablo Coal Field, Contra Costa County				
Site of Llano del Rio Cooperative Colony, Los Angeles County				
No. 179 Castro House, San Benito County				
No. 180 Plaza Hotel, San Benito County				
No. 342 Site of Santa Cruz Mission, Santa Cruz County				
No. 416 Edwin Markham Home, Santa Clara County				
No. 417 First Normal School in California, Santa Clara County				
No. 525 Sutter's Fort, Sacramento County				

XII. POINT OF HISTORICAL INTEREST:

Colusa County
Sacramento Valley Museum

Inyo County
Cartago Boat Landing

Monterey County
Trimmer Hill

Riverside County
Piracate and the Piracate Mining District

JAPANESE AMERICANS
P. O. Box 799, El Cerrito, California 94530
Information: Isami Waugh 527-4629, Ray Okamura 540-2195

FOR IMMEDIATE RELEASE (5/2/80)

SANTA CRUZ -- The sites of the 1942 Temporary Detention Camps for Japanese Americans have been designated as California State Historical Landmarks. Some 93,000 Californians of Japanese ancestry were confined at these locations while the more permanent concentration camps were being built.

At a meeting here on Friday, May 2, the California State Historical Resources Commission unanimously approved an application submitted by the Ethnic Minority Cultural Resources Survey--Japanese Americans. Commissioners present and voting for the proposal were: Julia Costello, Ernestine Elster, Robert Ferris, Amanda Frost, and Nadine Hata.

Nearly three months after the United States entered World War II, President Franklin D. Roosevelt signed Executive Order 9066 authorizing the mass detention of Japanese Americans. This action resulted from the long history of prejudice and legal discrimination against Japanese Americans, and the organized hate campaign of anti-Japanese groups in California.

The U. S. Army expropriated various fairgrounds, horse racetracks, rodeo grounds, and labor camps and rapidly converted them into detention facilities. Existing horsestalls, livestock exhibition halls, and grandstands were used for living quarters, and flimsy tarpaper barracks were built for additional housing.

Euphemistically called "Assembly Centers" at the time, the compounds were surrounded by high barbed wire fences, guardtowers, searchlights, and sentries armed with machine guns. The inmates were forbidden from going beyond the camp boundaries by order of General John L. DeWitt, head of the Western Defense Command.

MORE

Twelve Temporary Detention Camps existed in California between March 27 and October 30, 1942. Each detainee spent an average of 102 days in a temporary camp before being transferred to one of the more permanent camps built in the interior desert and swamp regions of the United States.

The newly registered landmark areas are: The Big Fresno Fair/Fresno County Fairgrounds, Fresno; farmlands North of the Marysville Municipal Golf Course, Arboga; Merced County Fairgrounds, Merced; housing tract West of the old Air Force Depot, Pinedale; Los Angeles County Fairgrounds, Pomona; Palmgate tract (Camp Kohler/Walerga), Foothill Farms; California Rodeo grounds, Salinas; Santa Anita Park, Arcadia; Central Valley Exposition/San Joaquin County Fairgrounds, Stockton; Tanforan Park Shopping Center, San Bruno; Tulare County Fairgrounds, Tulare; Stanislaus County Fairgrounds, Turlock.

Local groups who wish to have a memorial placed at the site of the former detention camp in their community may now apply for a plaque under the general landmark registration. The state does not automatically install a plaque at every registered landmark, so a separate plaque application, with proposed wording, must be submitted.

Each plaque may be worded differently, reflecting the perceptions and sentiments of the local community. The Ethnic Minority Cultural Resources Survey has not proposed any plaque wording and does not intend to apply for any plaque. Plaque applications and plaque wordings are left completely within the jurisdiction of local committees.

Information on plaque applications may be obtained from the Office of Historic Preservation, P. O. Box 2390, Sacramento, California 95811, (916) 445-8006.

#######

American Concentration Camps

ule Lake (Newell)

LOCATION

California, Modoc County, at Newell. Cal. 139 South m Tulelake, past Stronghold, on East side by Road 176, nd around Newell, and at the airport.

DATES OF OPERATION

May 27, 1942 to March 20, 1946.

NUMBER OF DETAINEES

18,789 maximum at any one time; 29,490 total.

ORIGIN OF DETAINEES

nitially from Sacramento, East Sacramento Valley, thwestern Oregon, Western Washington. After segre- tion from all West Coast states and Hawaii.

AT THE SITE

California state historical landmark monument, admin- rative buildings, barracks, collapsed guardtowers, ardhouse, maintenance shops, military police quarters, ckade, warehouses (much of Newell consists of former mp buildings).

IN OTHER AREAS

Cross on The Peninsula (Castle Rock); barracks at Lava ds National Monument headquarters and on Rim Road uth of the Tule Lake Sump; cemetery at Klamath Falls, regon: memorabilia at the California State Archives ult in Sacramento (not in time capsule at monument as iginally planned).

SURVEY MAPS

lelake, California, 15 minute, 1951, $1.25

U. S. Geological Survey, Branch of Distribution, Box 25286, Federal Center, Denver, Colorado 80225

PUBLICATIONS

Daisuke Kitagawa, *Issei and Nisei*, Seabury Press, New York, 1967.

Life, Volume 16, Number 12, March 20, 1944, $3.00 (see Manzanar for source address)

Edward Miyakawa, *Tule Lake*, House by the Sea Publishing Company, 8610 Highway 101, Waldport, Oregon 97394, 1979, $7.95 (novel).

Kazuo Miyamoto, *Hawaii*, Charles Tuttle, Rutland, Vermont, 1964, $5.25 (novel).

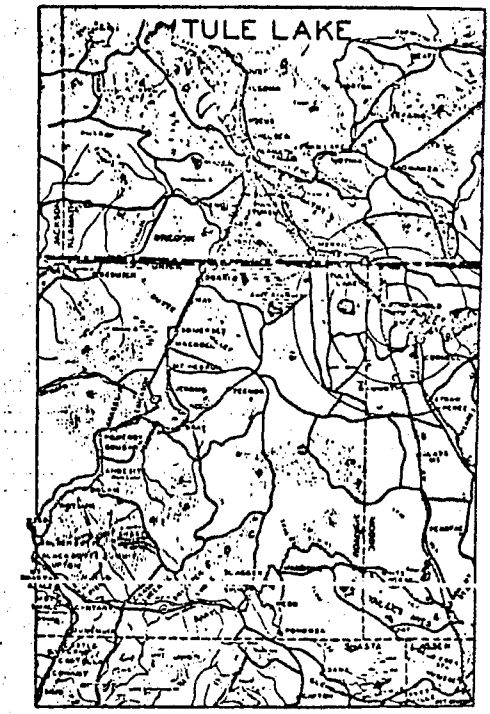
Gary Okihiro, "Tule Lake Under Martial Law," *Journal of Ethnic Studies*, Volume 5, Number 3, Fall 1977, Western Washington University, Bellingham, Wash. 98225, $3.00.

Max Templeman, *Kibei*, Daimax Publishing House, 860 Hoomaemae Street, Pearl City, Hawaii 96782, 1979, $11.95 (novel).

Dorothy Thomas, *The Spoilage*, University of California Press, Berkeley, 1974, $14.00.

Rosalie Wax, *Doing Fieldwork*, University of Chicago Press, Chicago, 1971, $11.50.

Michi Weglyn, *Years of Infamy*, William Morrow, New York, 1976, $5.00 from Pacific Citizen.



Manzanar

LOCATION

California, Inyo County, 5 miles South of Independence. 395 South from Independence or North from Lone e, across from abandoned Manzanar airport, look for ge green building on West side.

DATES OF OPERATION

March 21, 1942 to November 21, 1945.

NUMBER OF DETAINEES

10,046 maximum at any one time; 11,062 total.

ORIGIN OF DETAINEES

os Angeles, San Fernando Valley, San Joaquin County, mbridge Island (Washington).

AT THE SITE

alifornia state historical landmark plaque / rock ardhouse, auditorium, cemetery, memorial monu- nt, foundations, garden remains.

IN OTHER AREAS

arracks at Ranch Motel and Willow Motel in Lone e, and next to Catholic Church in Independence; morabilia at Eastern California Museum in ependence.

SURVEY MAPS

Lone Pine, California, 15 minute, 1958, $1.25

U. S. Geological Survey, Branch of Distribution, Box 25286, Federal Center, Denver, Colorado 80225

PUBLICATIONS

Ansel Adams, *Born Free and Equal*, U.S. Camera, New York, 1944 (photographs).

Jerome Charyn, *American Scrapbook*, Viking Press, New York, 1969 (novel).

Jessie Garrett, *Camp and Community*, California State University, Fullerton, 1977, $7.95.

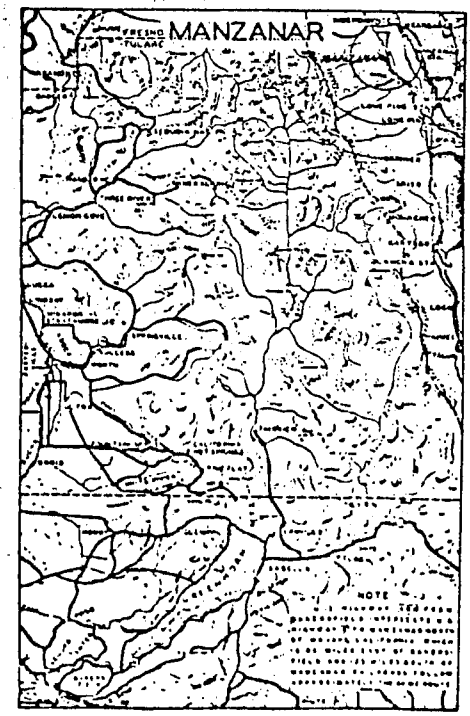
Arthur Hansen, "The Manzanar Riot," *Amerasia Journal*, Volume 2, Number 2, Fall 1974, UCLA Asian American Studies Center, Los Angeles, Calif. 90024, $3.25.

Arthur Hansen, *Voices Long Silent*, California State University, Fullerton, 1974.

Jeanne Wakatsuki Houston, *Farewell to Manzanar*, Houghton Mifflin, Boston, 1973, $5.95 (autobiography).

Life, Volume 12, Number 14, April 6, 1942, Time Incorporated, Subscription Service, Time-Life Building, Chicago, Ill. 60611, $3.00 (photographs).

Toyo Miyatake, *Two Views of Manzanar*, UCLA Arts Council, Los Angeles, 1979, $5.95 (photographs).



Compiled by Raymond Okamura, 1150 Park Hills Road, Berkeley, Ca. 94708 • November 30, 1979

With Assistance from Mary Ruth Blackburn, Sue Embrey, Bill Hosokawa, Eugene Itogawa, George Sakaguchi, Karen Seriguchi, Masa Tsukamoto, Minoru Yasui, Frank Yoshimura.

LEGEND—The location of the camp sites are marked by circles five miles apart. The scale in miles is constant for all the maps as expertly transferred from the "Final Report: Japanese American Evacuation, 1942", by Gen. D.L. Witt. The area covered by these maps is approximately 63 miles by 102 miles.

Structure Maintenance & Investigations

SM&I

Historical Significance - Local Agency Bridges

October 2017

District 10

Stanislaus County

Bridge Number	Bridge Name	Location	Historical Significance	Year Built	Year Wid/Ext
38C0134	M.I.D. LATERAL #4	0.1 MI WEST OF COFFEE RD	5. Bridge not eligible for NRHP	1977	
38C0136	M.I.D. LATERAL #3	AT BRIGGSMORE AVE	5. Bridge not eligible for NRHP	1977	
38C0137	M.I.D. LATERAL #5	0.4 MI E CARPENTER RD	5. Bridge not eligible for NRHP	1927	1961
38C0139	I STREET ARCH ENTRANCE	NEAR 9TH ST	5. Bridge not eligible for NRHP	1912	
38C0141	GOLDEN STATE BLVD OH	1/8 MI N MERCED CO LINE	5. Bridge not eligible for NRHP	1938	
38C0144	DAWSON LAKE	0.8 MI S STATE ROUTE 132	5. Bridge not eligible for NRHP	1975	
38C0145	TUOLUMNE RIVER	0.25 MI N STATE ROUTE 132	5. Bridge not eligible for NRHP	1979	
38C0146	M.I.D. MAIN CANAL	0.8 MI N/O SR 132	5. Bridge not eligible for NRHP	1977	
38C0147	M.I.D. MAIN CANAL	0.4 MI N PARKER ROAD	5. Bridge not eligible for NRHP	1928	1979
38C0148	T.I.D. CERES MAIN CANAL	50' S/O HATCH ROAD	5. Bridge not eligible for NRHP	1989	
38C0149	T.I.D. CERES MAIN CANAL	JUST S/O HATCH RD	5. Bridge not eligible for NRHP	1991	
38C0150	T.I.D. CERES MAIN CANAL	JUST S/O HATCH RD	5. Bridge not eligible for NRHP	1924	
38C0152	T.I.D. CERES MAIN CANAL	JUST S/O HATCH ROAD	5. Bridge not eligible for NRHP	1990	
38C0154	SOUTH SAN JOAQUIN MAIN CANAL	0.3 MI E OF VICTORY	5. Bridge not eligible for NRHP	1964	
38C0155	T.I.D. CERES MAIN CANAL	1.0 MI N WHITMORE RD	5. Bridge not eligible for NRHP	1945	2004
38C0156	T.I.D. MAIN CANAL	0.5 MI E OF HICKMAN	5. Bridge not eligible for NRHP	1920	1958
38C0157	T.I.D. MAIN CANAL	AT DALLAS RD	5. Bridge not eligible for NRHP	1920	
38C0158	T.I.D. MAIN CANAL	0.2 MI N/O LAKE RD	5. Bridge not eligible for NRHP	1935	
38C0159	T.I.D. MAIN CANAL	0.5 MI N OF LAKE ROAD	5. Bridge not eligible for NRHP	1935	
38C0161	T.I.D. MAIN CANAL	0.1 MI S/O MONTE VISTA AV	5. Bridge not eligible for NRHP	1939	1961
38C0162	HOODS CREEK	0.5 MI S OF SR 4	4. Historical Significance not determined	1993	
38C0164	M.I.D. MAIN CANAL	0.05 MI S OF SR 108	5. Bridge not eligible for NRHP	1952	
38C0165	M.I.D. MAIN CANAL	0.1 N/O THIEMAN AV	5. Bridge not eligible for NRHP	1924	1991
38C0166	M.I.D. MAIN CANAL	S/O ST. FRANCIS AVE	5. Bridge not eligible for NRHP	1923	1966
38C0167	NEWMAN WASTEWAY	0.2 MI S/O HALLOWELL RD	5. Bridge not eligible for NRHP	1953	
38C0168	ORESTIMBA CREEK	.45 MI S CROWS LANDING RD	2. Bridge is eligible for NRHP	1910	1918
38C0169	SOUTH SAN JOAQUIN MAIN CANAL	0.4 MI NE OF SONORA RD	5. Bridge not eligible for NRHP	1960	
38C0170	GALLUP CREEK	2.8 MI NW LA GRANGE RD	5. Bridge not eligible for NRHP	1965	
38C0171	T.I.D. MAIN CANAL	5.1 MI E ROBERTS FERRY RD	5. Bridge not eligible for NRHP	1920	1950
38C0174	DEL PUERTO CREEK	18.8 MI W/O RTE 5	5. Bridge not eligible for NRHP	1960	1984
38C0175	WASHINGTON CANYON CREEK	9.6 MI W OF I-5	5. Bridge not eligible for NRHP	1960	1982
38C0176	M.I.D. MAIN CANAL	0.9 MI E OF CLAUS ROAD	5. Bridge not eligible for NRHP	1955	
38C0177	M.I.D. LATERAL #3	0.1 MI N PARKER RD	5. Bridge not eligible for NRHP	1952	
38C0178	M.I.D. MAIN CANAL	0.6 MI W/O ALBERS RD	5. Bridge not eligible for NRHP	1951	
38C0179	M.I.D. LATERAL #3	JUST N OF PARKER RD	5. Bridge not eligible for NRHP	1951	
38C0180	CCID MAIN CANAL	0.42 MI E EASTIN RD	5. Bridge not eligible for NRHP	1928	
38C0181	CCID MAIN CANAL	JUST W/O DRAPER RD	5. Bridge not eligible for NRHP	1926	
38C0182	NEWMAN WASTEWAY	0.7 MI S/O SHIELLS RD	5. Bridge not eligible for NRHP	1930	
38C0183	CCID MAIN CANAL	0.3 MI W STATE RTE 33	5. Bridge not eligible for NRHP	1926	
38C0184	PATTERSON ID MAIN CANAL	0.2 MI S LAS PALMAS	5. Bridge not eligible for NRHP	1925	
38C0185	PATTERSON ID MAIN CANAL	0.6 MI S/O LAS PALMAS AVE	5. Bridge not eligible for NRHP	1920	
38C0186	T.I.D. LATERAL #5	JCT AT HARDING AVE	5. Bridge not eligible for NRHP	1929	
38C0187	WESTLEY WASTEWAY	0.7 MI S HOWARD RD	5. Bridge not eligible for NRHP	1930	

see also P-24-000095

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **PRIMARY RECORD**	Primary # P-24-000536 HRI #: Trinomial NRHP Status Code: 6 Other Listings Review Code ____ Reviewer ____ Date ____

*Resource Name or #: T.I.D. Lateral No. 6 **Map Reference No.:** 4 10/98

P1. Other Identifier: N/A

County/Route/Postmile: 10-Mer-99, R32.3/R33.8, R34.8/R36.4

*P2. Location: *a. County Merced

b. Address N/A

City Delhi Zip 95315

*c. UTM: USGS Quad: N/A Turlock 7.5 d. UTM: N/A

*e. Other Locational Data: Along Highway 99 near Swanson & Flower Roads in Delhi

*P3a. Description

The resource is owned by the Turlock Irrigation District (TID). It is a concrete lined canal with an approximately 45° angle on the side slopes and approximately 30 feet wide at the top. The total canal is approximately 67,208 feet long, of which approximately 5,961 feet are within the APE for this project. The ditch runs in a northeast-southwest direction, paralleling the Highway 99 in this vicinity after crossing beneath the highway in three concrete box culverts. These box culverts are stamped with the date "1971" at the northern end of the lateral in the project APE where the concrete lined ditch turns into underground pipe. Three 6' diameter corrugated metal pipes under the railroad right-of-way (east of Highway 99) are connected to the box culverts that carry canal water beneath the highway.

(See continuation sheet.)

*P3b. Resource Attributes: HP20 -- Canal

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

P5. Photograph or Drawing (Photograph required for buildings, structures, and objects.)

P5b. Description of Photo: 01/25/95

*P6. Date Constructed/Age: c. 1903
☐ Prehistoric ■ Historic
☐ Both

*P7. Owner and Address:
Turlock Irrigation District
333 E. Canal Dr.
Turlock, CA

*P8. Recorded by:
Gloria Scott
Caltrans Environmental Program
PO Box 942874
Sacramento, CA 94274-0001
(916)653-1029

*P9. Date Recorded: 01/25/95

*P10. Type of Survey: ■ Intensive
☐ Reconnaissance ☐ Other
Describe: HASR

*P11. Report Citation: HASR for 10-Mer-99, R32.3/R33.8, R34.8/R36.4, Delhi Stage II Project

*Attachments: ☐ NONE ☐ Map Sheet ■ Continuation Sheet ■ Building, Structure, and Object Record
☐ Linear Resource Record ☐ Archaeological Record ☐ District Record ☐ Milling Station Record ☐ Rock Art Record
☐ Artifact Record ☐ Photograph Record ☐ Other (List):

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

Primary #:
HRI#:

BUILDING, STRUCTURE, AND OBJECT RECORD

Map Reference No.: 4

***Resource Identifier:** T.I.D. Canal Lateral No. 6

***NRHP Status Code:** 6

B1. Historic Name: N/A

B2. Common Name: N/A

County/Route/Postmile: 10-Mer-99, R32.3/R33.8, R34.8/R36.4

B3. Original Use: Canal

B4. Present Use: Canal

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

***B6. Construction History:**

Lateral No. 6 is a concrete-lined canal constructed in 1903. The total canal length is approximately 67,208 feet long. The canal section between Bradbury Road and Letteau Avenue has an 80' wide of canal-of-way and is approximately 5,961 feet long. Three six-foot diameter corrugated metal pipes under the railroad right-of-way are connected to three 5' - 6' x 8' concrete box culverts under State Highway 99.

(See continuation sheet).

***B7. Moved?** ■ No ☐ Yes ☐ Unknown **Date:** N/A **Original Location:**

***B8. Related Features:** Box culverts, side gates, underground pipes and canal drop structure

B9a. Architect: N/A

B9b. Builder: Unknown

***B10. Significance: Theme:** N/A

Area: N/A

Period of Significance: N/A

Property Type: Canal

Applicable Criteria: N/A

Lateral No. 6 was constructed in 1903 to bring irrigation water to the nascent settlement at Delhi. It was part of the Turlock Irrigation District's efforts to extend its irrigation system into the newly settled portions at the southern boundary of its district. Since its construction, the TID has expanded its network of ditches and canals, and has continually maintained and upgraded the canal, with new cement linings, etc.

(See continuation sheet).

B11. Additional Resource Attributes: N/A

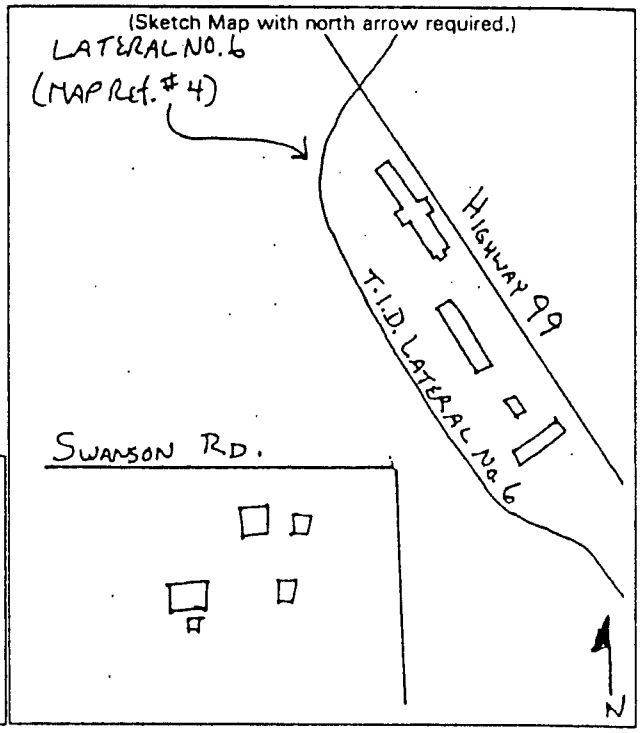
B12. References: 1969 APE map for Delhi Freeway Project (10-Mer-99); written correspondence from Turlock Irrigation District, 6/16/95; Merced County Assessor's records and parcel maps, subdivision maps, official record books; Cabezut-Ortiz, Delores J. Merced County: *The Golden Harvest*; Clark, George W. *History of Merced County*; Hohenthal, Helen Alma, & others. John Edwards Caswell, Ed. *Streams in a Thirsty Land: A History of the Turlock Region.*

B13. Remarks: N/A

B14. Evaluator: Gloria Scott
Caltrans Environmental Program
PO Box 942874
Sacramento, CA 94274-0001
(916)653-1029

Date of Evaluation: 1/25/95

(Sketch Map with north arrow required.)



(This space reserved for official comments.)

Map Reference No.: 4

■ Continuation ☐ Update

***Resource Identifier:** T.I.D. Canal Lateral No. 6

County/Route/Postmile: 10-Mer-99, R32.3/R33.8, R34.8/R36.4

***P3a. Description Continued:**

There is a three-cell concrete canal drop farther south marked "L6-D2." A concrete walkway by the gate carries the following stamp, "T.I.D. 358." Two concrete and iron side gates (Gates #9 and #10) are also located along the lateral and provide irrigation water to the orchards just west of the APE.

***B6. Construction History (continued):**

T.I.D. Pump No. 146A - was constructed in December 1963. Improvement District No. 52 (I.D. 52), Delhi State Land Settlement, Booster No. 230 - T.I.D. had no historical data on this facility. T.I.D. believes the pump was constructed in the early 1950s to replace I.D. 52 Pump 41 located in the same vicinity. I.D. 53 Pumpline No. 73 - T.I.D. has no historical data on this pumpline. The canal was re-lined with concrete within the past twenty years, which altered the canal's appearance.

***B10. Significance (continued)**

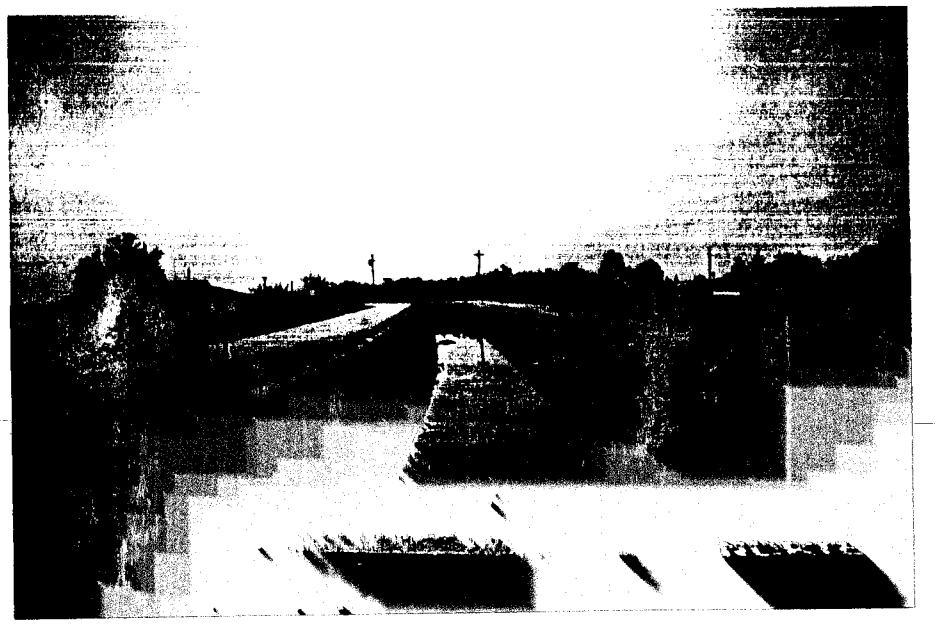
While Lateral No. 6 may be associated with the development of irrigation systems and the expansion of agriculture in the northern part of Merced County, the canal has been altered over the years, diminishing integrity of its materials, design, workmanship, feeling and association; it does not possess significance in its construction; has no known associations with prominent persons; and does not appear eligible for inclusion in the National Register of Historic Places. Additionally, it does not appear eligible for inclusion in the California Register of Historical Resources under the Interim Guidelines for the Consideration of Historic Properties Under the California Register adopted by Caltrans in March, 1993.

This resource is currently at the Office of Historic Preservation for review by the State Historic Preservation Officer (SHPO) under Section 106 of the National Historic Preservation Act as part of Mojave Pipeline Company's Northward Expansion Project. The consulting firm that evaluated the historic cultural resources for that project, JRP Associates, also concluded that the Lateral is not eligible for the National Register, due to loss of integrity. SHPO comments on its eligibility are due August 30, 1995.

Map Reference No.: 4

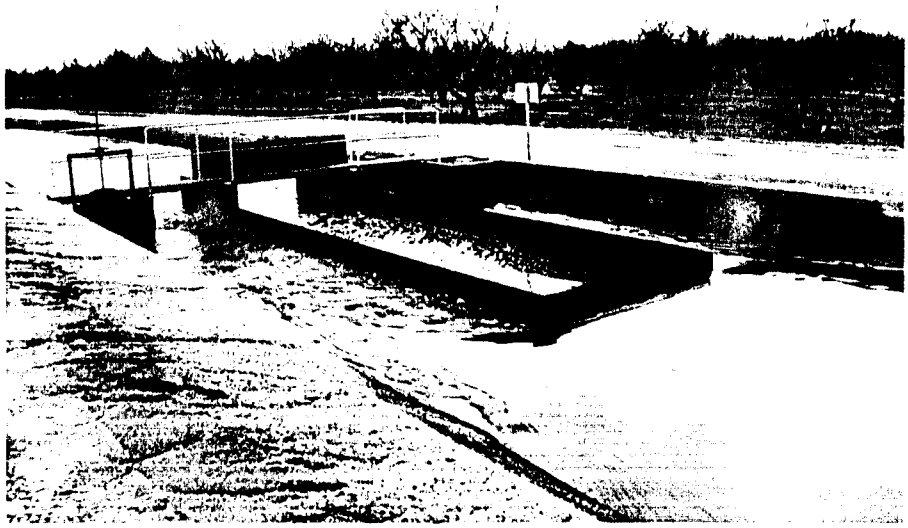
■ Continuation ☐ Update

Resource Identifier: T.I.D. Lateral No. 6 **County/Route/Postmile:** 10-Mer-99, R32.3/R33.8, R34.8/R36.4

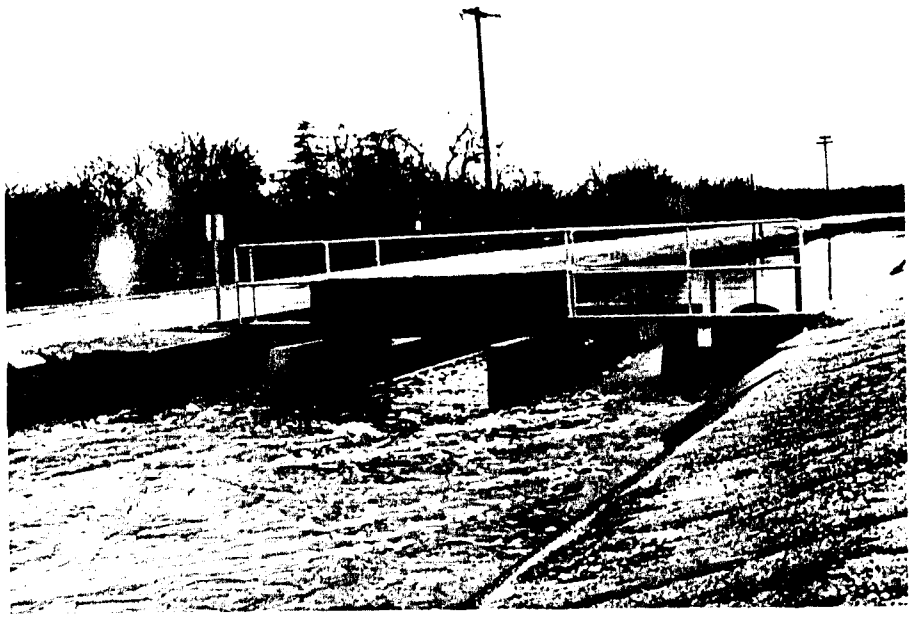


Lateral No. 6, view looking southeast.

Culvert, view looking northwest.



Three-cell canal drop marked "L6-D2," view looking southwest.

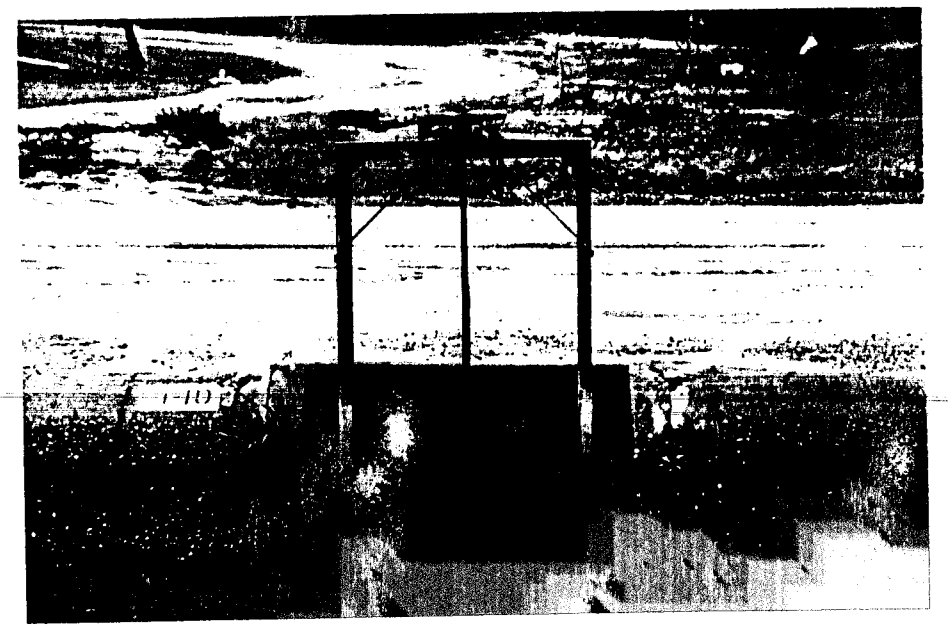


Three-cell canal drop marked "L6-D2," view looking north.

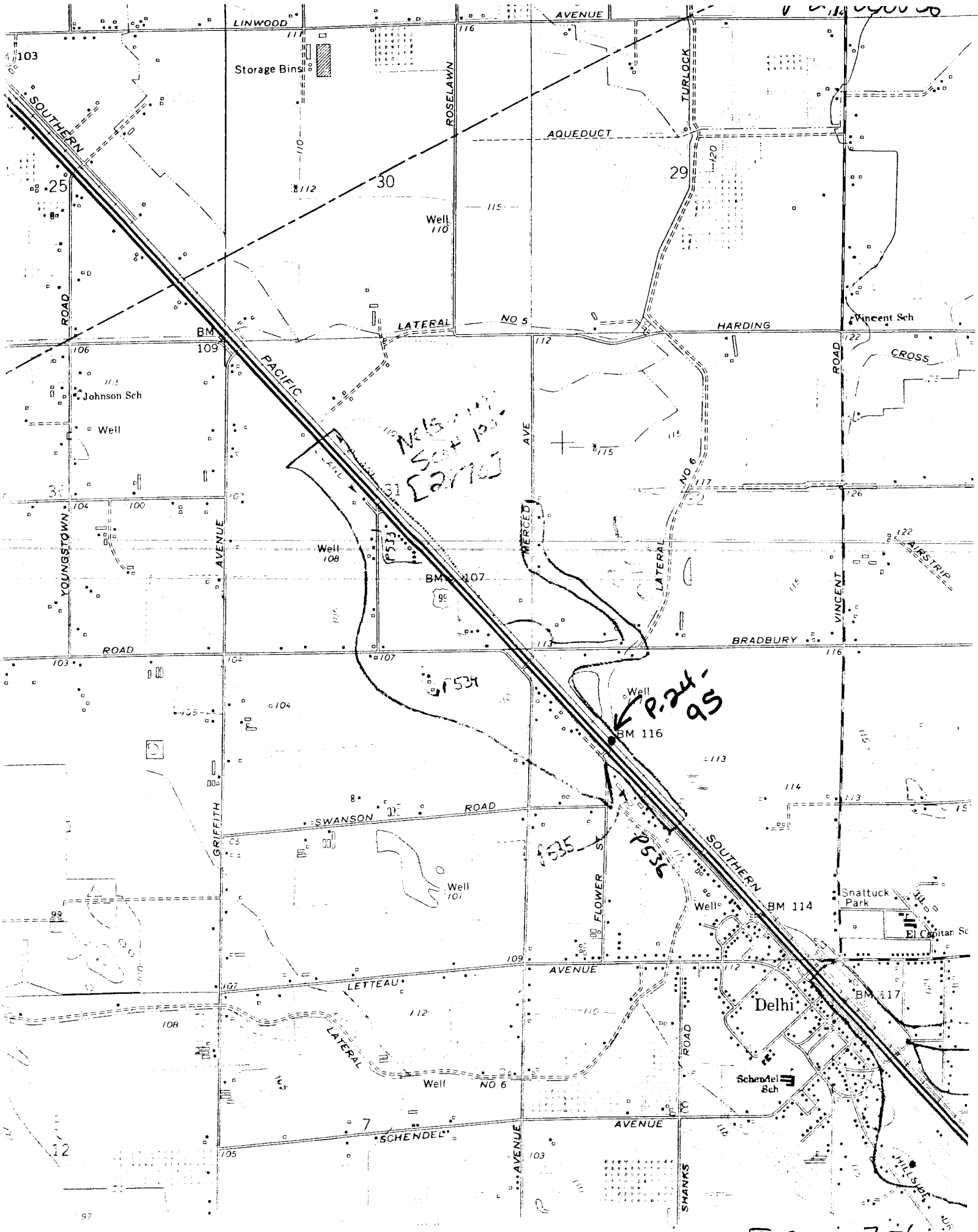
Map Reference No.: 4

■ Continuation ☐ Update

Resource Identifier: T.I.D. Lateral No. 6 **County/Route/Postmile:** 10-Mer-99, R32.3/R33.8, R34.8/R36.4

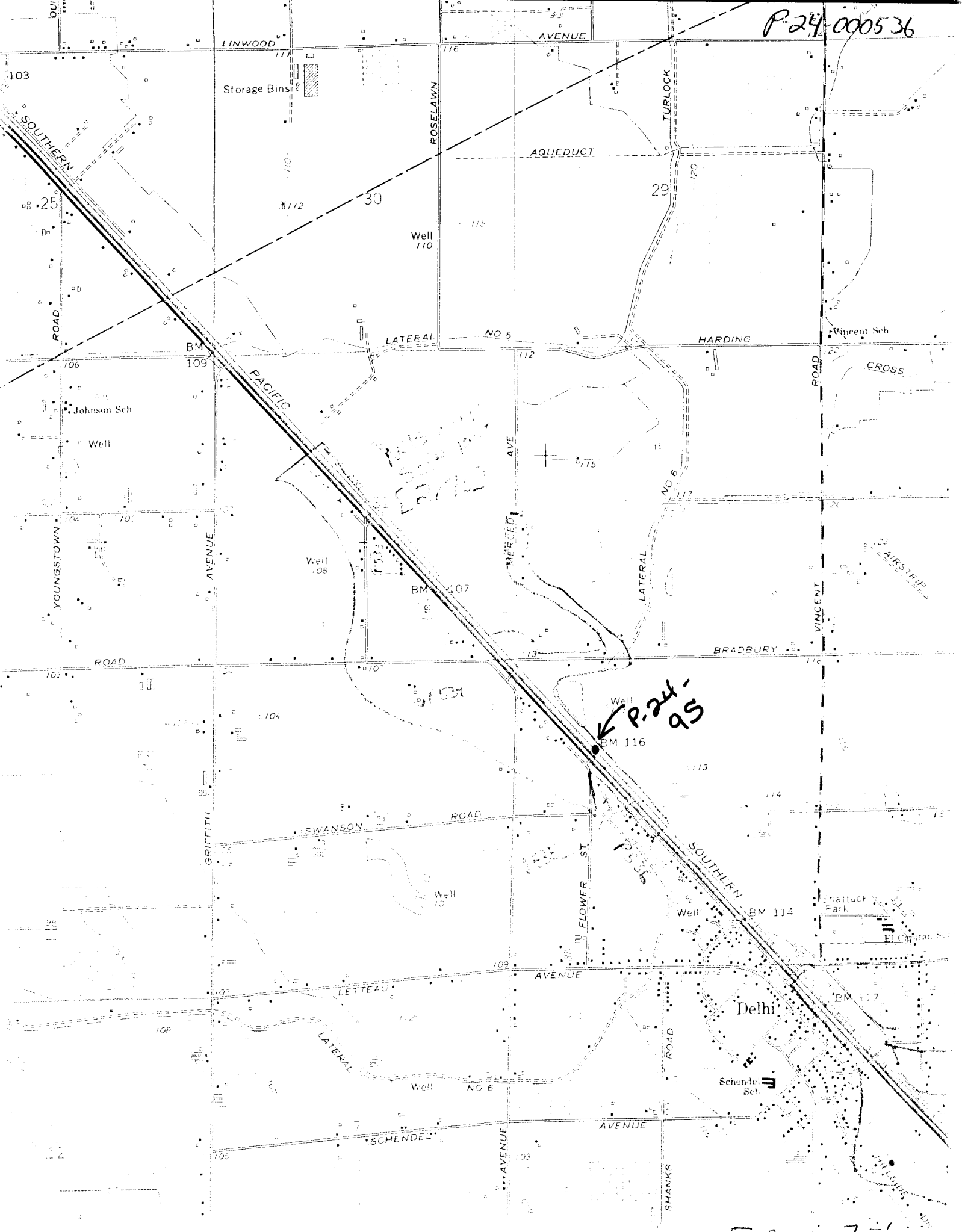


Side gate No. 10, view looking west.



1961 TURLOCK 7.5'

P-24-000536



1961 TURLOCK 7.5'

*Merced County

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD *see P-24-001910 + 001911
NRHP Status Code: 3
Review Code Reviewer

* Primary #: P-24-001909
HRI #:
Trinomial P-22-003197
Other Listings:
Date

 filed in Gustine + Mariposa Co. + Hornitos 12/10

*Resource Name or #: Merced Irrigation District

P1. Other Identifier:

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

*b. USGS 7.5' Quads: Coulterville, Penon Blanco Peak, Merced Falls, Snelling, Turlock Lake, Yosemite Lake, Winton, Cressey, Turlock, Planada, Merced, Atwater, Arena, Stevinson, Gustine, Turner Ranch, Sandy Mush, El Nido, Plainsburg, Le Grand. Portions of R9 through R16 East and T8 through T3 South MDBM

c. Address: 744 West 20th (Headquarters) City: Merced Zip: 95340

d. UTM: e. Other Locational Data: none. Elevation: 1000-95 feet asl

*P3a. Description: (*Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries)* The MID is located throughout much of the northeast portion of the County of Merced and the boundary is defined in a map created by the MID in 1973 (attached). According to MID's website, the District owns, operates and maintains ditches, canals, laterals, wells, pumping plants, the New Exchequer and McSwain Dams, reservoirs, and hydroelectric facilities. These serve farmers and domestic water users. The dams are the primary water storage facilities on the Merced River and are located in the foothills on the western slope of the Sierra Nevada mountain range. The two dams and reservoirs are integral parts of the 1964 Merced River Development Project, and are licensed by the Federal Energy Regulatory Commission (FERC). McSwain Dam was completed in 1967 and is a regulating reservoir. The New Exchequer Dam Project was completed in 1967 as a multi-purpose facility providing facilities and water for all beneficial uses, including domestic and irrigation water, flood control, hydroelectric power generation, recreation, and the environment. The original Exchequer dam was removed (built 1924-1926). The MID water system diverts water from the Merced River at two locations. The Northside Canal diversion is small and located slightly downstream from Merced Falls and serves about 10,000 acres of farm ground north of the Merced River. The Main Canal diversion is larger and has a capacity of 2,000 cubic feet per second, and is located three miles downstream of the McSwain Dam. The diversion is from a small reservoir created by the Crocker-Huffman Diversion Dam, owned and operated by the District. The Diversion Dam also provides water to salmon and trout hatcheries and rearing facilities.

Staff did not review all of the physical parts of the MID, just a segment of the McCoy Lateral and the Garibaldi Lateral that are the subject of the referenced analysis by Dice and Lord (2010).

*P3b. Resource Attributes: HP11, HP20, HP21, HP22. Eng. structure, Canal, Dam, Lake (reservoir)

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

P5a. Photo or Drawing see Photo pages

P5b. Description of Photo: (View, date, accession #) None on this page. See photo list.

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

*P7. Owner and Address:
Merced Irrigation District 744 West 20th
Merced, CA. 95340 (209.722.5761)

*P8. Recorded by: (Name, affiliation, and address)
Michael H. Dice. M.A. Michael Brandman Associates
621 Carnegie Drive, Suite #100 San Bernardino, CA. 92408

*P9. Date Recorded: October 10, 2010.

*P10. Survey Type: (Describe)
NEPA Linear Survey of District lateral segments

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Dice, M.H., and K.J. Lord 2010. Section 106 Cultural Resource Impact Analysis for the McCoy Lateral and Garibaldi Lateral Project, Merced Irrigation District, County of Merced, California. Draft Dated November 2 2010.

Report MB-7704 rec'd @ CCIC 2013

*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): Official Map of 1973 District showing boundary against Township and Ranges

*Resource Name or #: Merced Irrigation District

B1. Historic Name: Merced Irrigation District B2. Common Name: MID

B3. Original Use: Water conveyance system B4. Present Use: Water conveyance system

*B5. Architectural Style: No style: vernacular based on topography.

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

Prior to development of the MID, most of the creeks and rivers flowing into and through Merced County were known to be useful for irrigation and mining purposes but much of the water was from spring runoff that ended up in the tributaries of the San Joaquin River. During California's state-wide development boom of the 1880's, hundreds of agricultural colonies were developed with the intent on selling land to immigrants from the east. The value of an irrigatable property hinged on several factors: soil type, reliable water sources, legally protected water rights, and rail transportation. The Crocker-Huffman Land and Water Company was one of many colonies formed in the Merced region of the Central Valley. Crocker-Huffman's water had been entitled for several decades prior to the coming of the MID and was originally part of the Robla Canal Company, which had built water delivery canals beginning in 1870.

The MID was created through the coalescing of a series of irrigation canals and ditches that had been built privately between 1870 to 1922. As a public entity, the MID formed in 1919, sold bonds, and began buying up the private irrigation systems. Once the Crocker-Huffman canal system and water rights were purchased, the MID became the leading irrigation district in the County. Roughly 180,000 acres were included in the District in the 1920's. McSwain (1978) records that the primary types of crops grown using MID water (1934-1976) were "field crops" (mostly sweet potatoes), grain (wheat, barley, hay, alfalfa), pasture, rice, nut trees (walnuts and later almonds and pistachios), peaches, and grapes. These crops can be seen in the area today.

Successful farming ventures on lands adjacent to the Merced and San Joaquin Rivers in 1920 were dependent upon control of the Merced upstream from the rivers' confluence to Merced Falls at the Mariposa County line. Upstream control of the San Joaquin as it meandered through its wide, slough-filled floodplain was also important. Small sloughs lined the Merced River throughout its 38 mile meander west across the County, but because of its drop (350-60 feet) the Merced was tightly reined in its floodplain. The San Joaquin River watershed exhibited a maze of sloughs and meandering channels running between 110 and 60 feet above sea level through the County. Given the existing topography, thousands of acres of low-lying farmland could be protected from flooding and still be irrigated reliably if and only if a large number of landholders could work cooperatively. The San Joaquin River was used for irrigation in the westernmost portion of the County, but the San Joaquin was already being used for irrigation in Fresno, Kings and Kern counties so the water rights were more complicated. Dams for storing water would have to built in several areas not only to control flooding but to smooth delivery. These included Yosemite Lake (built 1888), which was a reservoir built for regulation of the Main Canal at a point east of the City of Merced, and Exchequer Lake (aka Lake McClure, built 1927) upstream on the Merced in Mariposa County, which formed the primary water storage facility for the MID.

The MID was designed to be a publically-owned utility that relied on taxes and hydropower sales. Land sales were undertaken if and only if a farmer lost his title to the MID for non-payment of taxes. Records show that the District taxed landowners within the District at yearly varying rates per 100 acre units with an expected 15 percent delinquency rate. It was those tax payments that allowed the farmer to take whatever water he needed as he paid taxes on the amount of acreage he had rather than how much water he used or what he grew. Certain crops, particularly rice, required a constant flow of irrigation water and required permits from the District with added fees. The rest could be irrigated during daylight hours only, which was the preferred method for most. If a farmer closed his sluices but didn't unblock the weir, backups and spills could occur, and might damage other farmers' properties. This would create ill will and legal action so the District hired "ditchtenders" who would maintain the Laterals locally and make certain local mishaps were reduced. Ditchtenders usually got a small house to live in and used their own vehicles for mileage.

Rice was grown in the MID because of the existence of the Yamato Colony, a Japanese agricultural community begun in 1904 by Kyutaro Abiko (CDPR 1988), who was somehow able to purchase 3,000 acres without legal recriminations. Unusual for the time, the Yamato Colony was one of three colonies begun by Issei (first generation Japanese immigrants) in the Central Valley in the early 1900's. Originally located slightly east of the town of Livingston, many farmed parcels in this area are today owned by ethnic Japanese.

High water tables and seepage across the canal walls appear to have been the first complaints registered with the MID in the early days because all of the facilities were either hard-packed dirt canals, former creeks and washes, or unlined tunnels. Prior to MID development, most farmers except the riparian farmers along the Merced and the San Joaquin drew their water from wells and used the land for pasture. When the water table rose after regional irrigation began, drainage wells had to be built which would take the excess ground water out and pump it back into the canals, Laterals and drains. Pumping requires electricity, so the District included hydroelectric power generation as part of the financing effort to build the Exchequer Dam. With power generation beginning in 1927, the MID used whatever power it needed, and sold the remainder to San Joaquin Power and Light (absorbed by PG&E in the 1950's).

B6 (continued)

Nearly all of the MID was unlined until after the Crocker-Huffman was purchased: complaints and litigation forced the District to begin lining its canals and Laterals with concrete. Lining the system took years and was expensive, and a few farmers apparently did their own lining of the Lateral segments as it crossed their land. Research shows that the lining process was probably undertaken first in those sections of the MID which carried the largest capacity and/or had the biggest seepage and break problems. Examination of the entirety of the McSwain (1978) shows that while several localities were difficult to keep running smoothly and were subject to constant litigation over seepage damage, neither the Garibaldi and McCoy Laterals nor the ranches they served were ever mentioned as places that needed repairs or where litigation was occurring. Subsequently, we estimate that the McCoy and Garibaldi APE was probably lined during the 1935-1937 period when the New Deal made Reconstruction Finance Corporation (RFC) monies available to the MID. That section of the Garibaldi between the corner of Vineyard and River Road and the Merced is unlined to this day and demonstrates what the entirety of the system must have looked like before the MID was created.

In the 1950's and 1960's McSwain notes that although lining (and relining) was still taking place, the amount of needed lining work slacked off. The types of crops grown changed to meet new post-War demands. As an example, nut orchard acreage had increased dramatically by 1976. With the MID mature and the farm economy more stable now than during the periods before the War, farmers could grow products that would require a long-term investment, such as nuts and grapes. Almonds and walnuts appear to be flood-irrigated in the MID, while grapes are drip irrigated. Grapes are deep rooted plants and poor drainage can kill an old and valuable orchard quickly. It would have been necessary to place grape orchards away from areas subject to seepage. In sum, the essential elements of a publicly-owned irrigation district developed in the 1920's remain to this day: storage behind dams used to regulate gravity flow, hydropower electricity generation, delivery downstream using a series of main canals, miles of gravity-fed Laterals with concrete weirs and Calco sluice gates, delivery of water to farmed parcels at the high point on the property, taxation on the basis of acreage owned, and reduction of the irrigated water table through well pumping. These factors are what make the MID system a potential *Historic District*.

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

*B8. Related Features: Contributing features of the MID include Dams, Reservoirs, Main Canals, Laterals and Wells.

B9a. Architect: MID b. Builder: MID

*B10. Significance: Theme: Water Conveyance Development in the Central Valley Area: County of Merced
Period of Significance: 1919-1939 Property Type: Engineering Structure
Applicable Criteria: Criterion A, B, C and D
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The integrity of the historic property's location, design, setting, materials, workmanship, feeling, or association must be considered as part of this analysis. We consider these important aspects of the original integrity to be reflected in the Laterals and Lateral segments that will be affected by the undertaking. The basic framework for the MID includes reservoirs, dams, primary canals, Laterals, wells and drains that allow the District to operate and serve its constituents ably. It can be considered a Historic District with contributing and non-contributing elements. The Irrigation District's water delivery framework was created during the Period of Significance and although the system is self-sustaining and improvements to the basic structure have occurred on a regular basis, the basic framework still remains and is essentially unchanged. The MID system is therefore considered wholly intact and the integrity of the MID system within its period of significance is considered *good*.

B10 (continued)

Criteria A, Event: the property must make a contribution to the broad patterns of American history.
The Merced Irrigation District reflects a California-wide pattern of water delivery development during the early part of the 20th Century in response to the States' quickly developing agricultural landscape. Its historical contribution to the development of Central Valley agribusiness is in fact well known to persons beyond the County of Merced. In our view the MID system does currently qualify for the NR under Criterion A as a Historic District because there is good evidence to support the idea that the MID makes a significant contribution to historical patterns at the local, State or national level of analysis.

Criteria B, Person: the property must be associated with persons or people significant in the American past.
The original developers of the MID system were persons who built the earliest canals and waterworks, and it was the local bankers and landowners who were able to create the MID through a vote of the people and put the whole of the MID together. These local figures have not gained national or State prominence and while their names may be known to local historians and County historical societies, we do not consider that they have a storied place in State history. In our view the MID Historic District does not currently qualify for the NR under Criterion B.

Criteria C, Design/Construction: the property must exhibit distinctively American characteristics through its construction and architecture, including having high artistic value or being the work of an American master.
It is clear that the MID system reflects a State-level trend in waterworks construction that was occurring during its period of significance. Many Irrigation Districts built before World War II in the Central Valley exist to this day and serve their constituents well. The initial framework of design reflects effective use of a gravity-fed technology at a time when these technologies could serve newly developing agricultural "colonies" and landscapes. Once built, lands that were pasture and irrigated with wells, or lands that would flood yearly upon which long-term agribusiness concerns (vineyards, nut tree orchards) could not be constructed, could be confidently developed so that the agricultural climate of the region would be vastly improved. The system of reservoirs, canals and irrigated land is distinctive to the Central Valley and important to American history at the State level of analysis. For these reasons and in our view the MID Historic District does currently qualify for the NR under Criterion C.

Criteria D, Information Potential: the property has yielded or may be likely to yield information important to American prehistory or American history.
Review of historic records at the MID archives plus knowledgeable research on the part of other authors has shown that the MID's historic background will invariably yield additional information associated with the development of these types of public water control systems in the Central Valley. Not all of the original contributing elements have yet to be recorded or examined by a qualified historian. Therefore, the MID Historic District does currently qualify for the NR under Criterion D.

B11. Additional Resource Attributes: (List attributes and codes) none

***B12. References:**

McSwain, K. 1978. *History of the Merced Irrigation District, Merced and Mariposa Counties California 1919-1977.* Merced Irrigation District, Merced.

Outcalt, J. 1925. *History of Merced County, California.* Historic Record Company, Los Angeles.

Record (Record Steam Book and Job Printing House). 1873. Irrigation In California: the San Joaquin and Tulare Plains. Pamphlet by Record Steam Book and Job Printing House, Sacramento

Dice, M. and K. Lord. (2010). Section 106 Cultural Resource Impact Analysis for the Garibaldi Lateral and McCoy Lateral Project, Merced Irrigation District, County of Merced, California. On-file CCIC and MID. Michael Brandman Associates, Inc. San Bernardino, CA.

(This space reserved for official comments.)

B13. Remarks:

***B14. Evaluator:** Michael Dice, M.A.
***Date of Evaluation:** November 10, 2010

D1: Historic Name: Merced Irrigation District

D2: Common Name: MID

*D3: Detailed Description (Discuss overall coherence of the district, its setting, visual characteristics, and minor features. List all elements of district.):

The MID was created through the coalescing of a series of irrigation canals and ditches that had been built privately between 1870 to 1922. MID boundaries encompasses 164,000 gross acres. Total irrigable lands in the MID amount to 138,000 acres. Of the 825 total miles of water distribution facilities, earthen-lined channels account for 596 miles, or 75 percent; concrete-lined channels, 109 miles, or 14 percent; and 89 miles of pipelines or 11 percent. The MID also maintains some 4,100 delivery gates, as well as 1,500 check structures. In addition to providing irrigation water, the MID also uses its existing irrigation distribution system for local flood control by routing local foothill runoff and stream flood waters away from populated areas. At the end of 2007, there were approximately 14,062 residential, commercial, industrial, and government parcels located primarily within the urban area of Merced Irrigation District that received flood protection.

In February 1888 the Crocker and Huffman Land and Water Company opened the gates of the Yosemite Reservoir to allow water to flow into the downstream portion of the Main Canal, which had been placed into "Canal Creek". Irrigation water was made available to the City of Merced and nearby smaller towns. During the early period in Central Valley irrigation history, the biggest primary canals were built in modified creek beds, and Laterals were brought off the main canals (possibly using old washes) via excavation. Water was delivered through a series of siphons or gravity draws. Canals such as the Arena or the Livingston leading to the northwest portion of the MID, where the APE is located, were probably excavated before 1900. Old washes may not have been used for these canals because the natural slope is to the west-southwest. Despite a thorough search of available records, it is not known exactly when the Livingston and the Arena canals were first built but they may have been part of the Crocker-Huffman system.

In 1922, the District purchased the Crocker Huffman Land and Water Company canal system for $2.25 million. The Exchequer Mining Company property on the Merced River (in Mariposa County) was chosen as the ideal location to construct the District's primary storage dam. Planning for the dam started in 1921, with construction taking place between 1922 and 1926. After selling bonds totaling $16 million through 1926, in 1927 the District had a completed a fully operational dam, an extended canal system, and hydropower facilities generating a supply of electricity exceeding local demand. The Exchequer Dam, one of the largest concrete gravity arch dams at the time, was 326 feet high, backed up water for a run of 14 miles and allowed storage of 281,000 acre-feet. The District built two generators in the powerhouse, each with a rated capacity of 15,625 kilowatts. When the reservoir was depleted, irrigation water would be shut off (typically early October) and not be restarted until March. Between those months, the MID wouldn't sell hydropower and the canal system would be cleaned and repaired. In excellent water years, hydropower would be produced earlier or later by allowing the water to flow into the Merced. Droughts would force agricultural rationing (a minor problem because of a high water table sustained by irrigation) and loss of electrical revenues (a major source of the MID income). This is exactly what happened between 1928 and 1932.

During the 1931-1936 period in its history, the national economic collapse took a toll on the ability of the MID to survive. Saddled with debt and several years of a state-wide drought that saw stored water reserves dwindle, the MID was unable to generate electric power for sale at levels that would make the entirety of the venture feasible. In 1932, newspaper reports showed that MID was essentially bankrupt. The late 1932 through 1934 period saw the MID delay interest payments to bondholders, local banks' refinancing schemes essentially failed, and half its employees were laid off. Massive drops in land value occurred, reducing tax receipts significantly. Virtually all farmers lost money during this period and although the water kept flowing, much of the land in the MID in 1934 lay fallow. Hundreds of properties were seized and sold at auction for non-payment of District taxes. In 1935-1936 with the advances made toward the Roosevelt Administration through its lobbyists and backed by federal loans, MID operations and financing was restructured and by the end of the 1930's had gotten back on its feet from an economic standpoint. During the 1940's, no development of capacity occurred due to shortages brought on by the War. By 1947, construction-related commodities were available once again.

*D4. Boundary Description (Describe limits of district and attach map showing boundary and district elements.): The District is located in the north-central portion of the County of Merced. The District boundaries are shown on a MID map created in 1973, and is attached. The farmland inside the MID boundary is taxed for water service and flood control.

*D5. Boundary Justification: Offical taxed limits, locations of laterals and dams.

*D6. Significance

Theme: The theme associated with the analysis of the MID system Historic District is the idea of water conveyance development in the Central Valley.

Area: County of Merced.

Period of Significance: 1919-1939: The Merced Irrigation District was formed from simple, earlier water transportation systems through public activism. During this Period, the MID formed, expanded, nearly failed, was reinvigorated by New Deal legislation, and finally matured enough to provide water to more than 180,000 potential acres just in time for World War II when the expansion process was curtailed. Because of the MID, a significant portion of the Central Valley was able to grow crops in support of the War effort efficiently with cooperative water use. The earliest period of significance allows the MID to be considered eligible for the NR because it was initiated more than 50 years ago.

Applicable Criteria: (Discuss district's importance in terms of its historical context as defined by theme, period of significance, and geographic scope. Also address the integrity of the district as a whole.) The basic framework for the MID includes reservoirs, dams, primary canals, Laterals, wells and drains that allow the District to operate and serve its constituents ably. It can be considered a Historic District with contributing and non-contributing elements. The Irrigation District's water delivery framework was created during the Period of Significance and although the system is self-sustaining and improvements to the basic structure have occurred on a regular basis, the basic framework still remains and is essentially unchanged. The MID system is therefore considered wholly intact and the integrity of the MID system within its period of significance is *good.* Applicable criteria should be evaluated at the State lkevel of analysis.

Criteria A, Event: the property must make a contribution to the broad patterns of American history.
The Merced Irrigation District reflects a California-wide pattern of water delivery development during the early part of the 20th Century in response to the States' quickly developing agricultural landscape. Its historical contribution to the development of Central Valley agribusiness is in fact well known to persons beyond the County of Merced. In our view the MID system does currently qualify for the NR under Criterion A as a Historic District because there is good evidence to support the idea that the MID makes a significant contribution to historical patterns at the local, State or national level of analysis.

Criteria B, Person: the property must be associated with persons or people significant in the American past.
The original developers of the MID system were persons who built the earliest canals and waterworks, and it was the local bankers and landowners who were able to create the MID through a vote of the people and put the whole of the MID together. These local figures have not gained national or State prominence and while their names may be known to local historians and County historical societies, we do not consider that they have a storied place in State history. In our view the MID Historic District does not currently qualify for the NR under Criterion B.

Criteria C, Design/Construction: the property must exhibit distinctively American characteristics through its construction and architecture, including having high artistic value or being the work of an American master.
It is clear that the MID system reflects a State-level trend in waterworks construction that was occurring during its period of significance. Many Irrigation Districts built before World War II in the Central Valley exist to this day and serve their constituents well. The initial framework of design reflects effective use of a gravity-fed technology at a time when these technologies could serve newly developing agricultural "colonies" and landscapes. Once built, lands that were pasture and irrigated with wells, or lands that would flood yearly upon which long-term agribusiness concerns (vineyards, nut tree orchards) could not be constructed, could be confidently developed so that the agricultural climate of the region would be vastly improved. The system of reservoirs, canals and irrigated land is distinctive to the Central Valley and important to American history at the State level of analysis. For these reasons and in our view the MID Historic District does currently qualify for the NR under Criterion C.

Criteria D, Information Potential: the property has yielded or may be likely to yield information important to American prehistory or American history.
Review of historic records at the MID archives plus knowledgeable research on the part of other authors has shown that the MID's historic background will invariably yield additional information associated with the development of these types of public water control systems in the Central Valley. Not all of the original contributing elements have yet to be recorded or examined by a qualified historian. Therefore, the MID Historic District does currently qualify for the NR under Criterion D.

*D7. References (Give full citations including the names and addresses of any informants, where possible.):

McSwain, K. 1978. *History of the Merced Irrigation District, Merced and Mariposa Counties California 1919-1977.* Merced Irrigation District, Merced.

Outcalt, J. 1925. *History of Merced County, California.* Historic Record Company, Los Angeles.

*D8. Evaluator: Michael Dice, M.A.

Date: November 10, 2010

Affiliation and Address: Michael Brandman Associates 621 Carnegie Drive, Suite #100_San Bernardino, CA. 92408

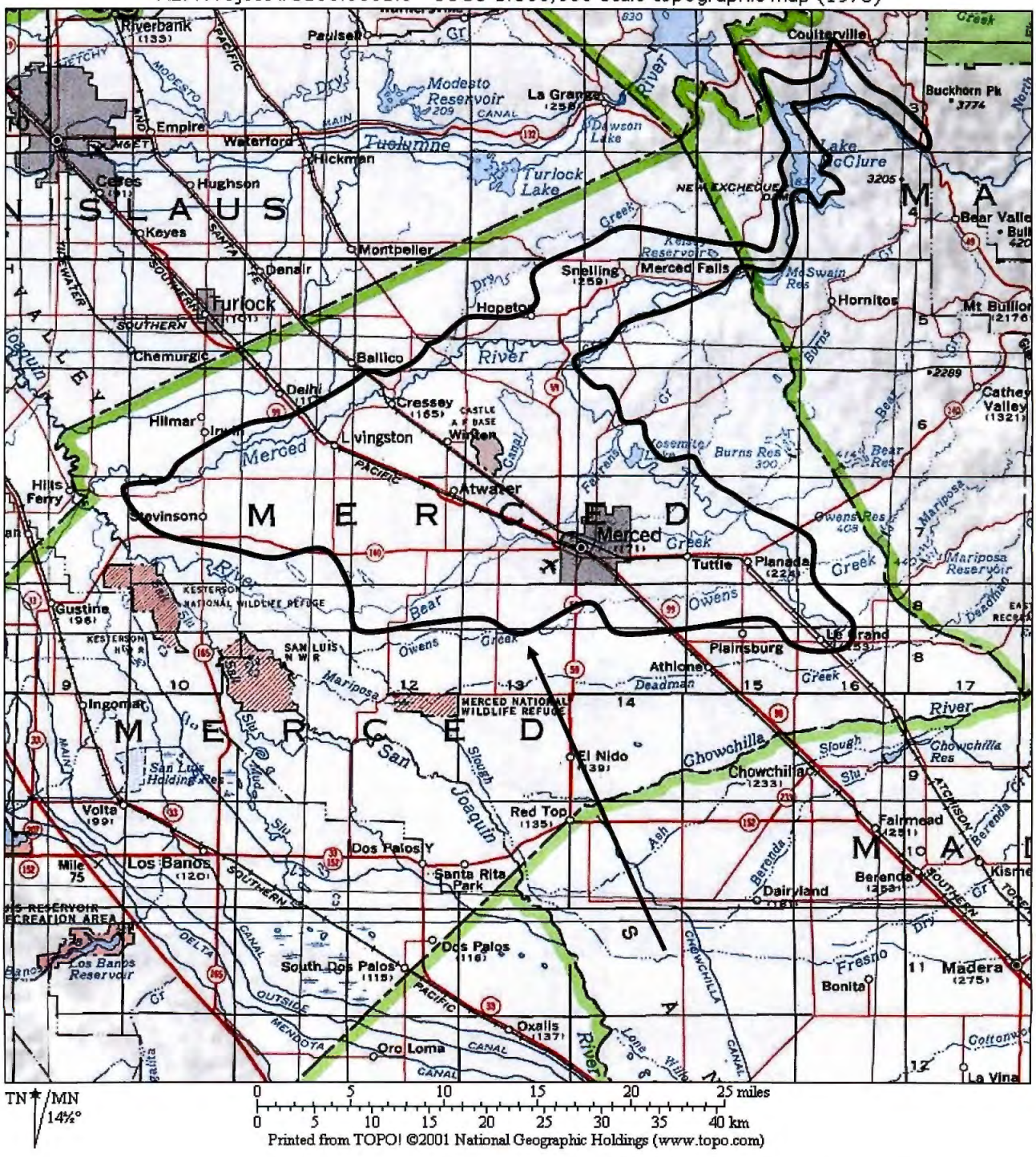
State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary #: P-24-001909
HRI #:
Trinomial:

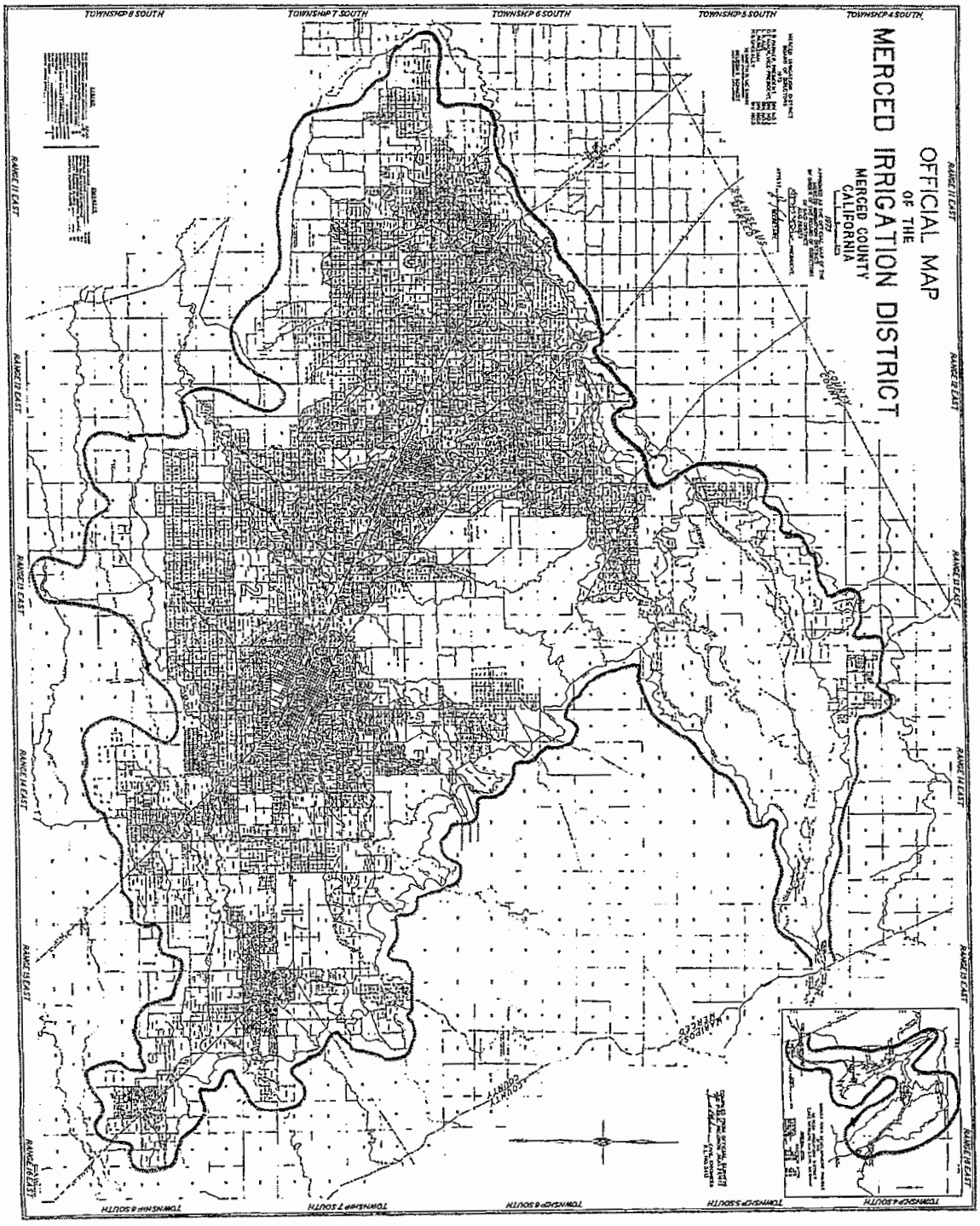
*Resource Name or #: Merced Irrigation District

MBA Project #3866.0001.0 USGS 1:500,000 scale topographic map (1973)



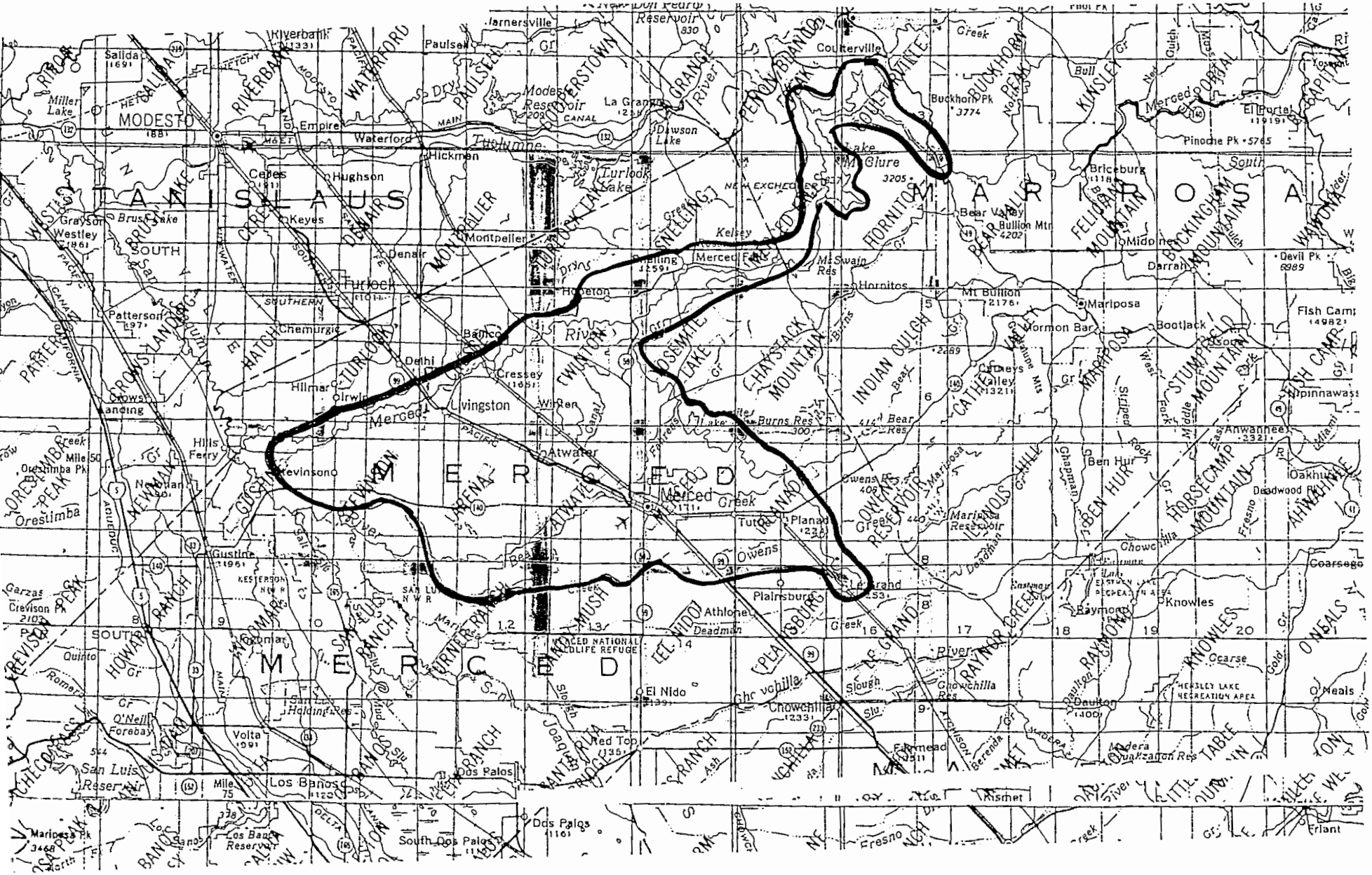
NOTE: The approximate limits of the MID are shown. **NOTE: map is USGS 1:500,000 scale State Series (1973)**

*Required Information



NOTE: This image shows the full extent of the MID using a copy of the official 1973 Merced Irrigation District map. The boundary of the District is shown as a heavy line.

P24-001909


MODESTO
Salida
Riverbank
Paulsen
Waterford
Hickman
Ceres
Hughson
Keyes
Denair
Turlock
Montpellier
Hopeton
Merced Falls
Hornitos
Mariposa
Bootjack
Bear Valley
Briceburg
El Portal
Coulterville
Buckhorn Pk
Pinoche Pk
Devil Pk
Darrah
Midpines
Mt Bullion
Vormon Bar
Fish Camp
Nipinnawassee
Anwannee
Oakhurst
Deadwood Pk
Coarsegold
Knowles
Raymond
O'Neals
Ben Hur
Chowchilla
Fresno
Madera
Quartzite Res
Berenda
Fairmead
Kismet
Erlant
Chowchilla
Red Top
El Nido
Dos Palos
South Dos Palos
Los Banos
Volta
Gustine
Newman
Hills Ferry
Crows Landing
Patterson
Grayson
Westley
Chemurgic
Delhi
Hilmar
Livingston
Winton
Cressey
Atwater
Merced
Planada
Plainsburg
Athlone
Le Grand
Owens
Tuttle
Kevinsono
Orestimba Pk
Crevison Pk
Garzas
Quinto
O'Neill Forebay
San Luis Reservoir
Los Banos Reservoir
Mariposa Pk
Mt Glure
Hornitos
Mt Bullion
Bear Res
Burns Res
Mariposa Reservoir
Owens Reservoir
Chowchilla Res
Hensley Lake Recreation Area
Merced National Wildlife Refuge
San Luis National Wildlife Refuge
Kesterson Nwr
Merced
Stanislaus
Mariposa
Fresno
Madera

(Keep this copy in Custine 7.5')

State of California — The Resources Agency DEPARTMENT OF PARKS AND RECREATION **CONTINUATION SHEET**	Primary # P24-001909/P22-003197 HRI# Trinomial

Page 1 of 1 *Resource Name or #: Merced Irrigation District

Cressey 7.5'

*Recorded by: Shannon L. Loftus MA HP RPA/RPH *Date: 1/29/2011 ☐ Continuation ✓ Update

The site record (Dice and Lord 2010) for P24-01909/P22-003197 was reviewed for the purposes of a Section 106 brecords search study undertaken in support of the Livingston High School cell site candidate study.

11/11

Recommended Status Code Changes:

From 3 to;
7N1: "*Needs to be reevaluated – may become eligible for NR w/restoration or when meets other specific conditions*" to replace the present Status Code of 3, with respect to the MID as a whole.

Additionally, a Status Code of 5D3: "*Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation*" with respect to the McCoy Lateral and Garibaldi Lateral, the two laterals investigated by Dice and McCoy in October 2010.

The District was documented and mapped as an area-based district covering in excess of 900 square miles. This mass-area was determined by a circa 1937 map created by the Merced Irrigation District. As opposed to a modern-era linear feature-based district, limited to the actual historical framework of the district, thus in conflict with the description of the district; "The basic framework of the MID [Merced Irrigation District] includes reservoirs, dams, primary canals, laterals, wells and drains that allow the District to operate and serve its constituents ably" (Dice and Lord 2010: Building Structure, Object Record for P24-001909/P22-003197).

Additionally, Dice and Lord indicate that the entirety of the MID was not inventoried. Rather, "Staff did not review all of the physical parts of the MID, just a segment of the McCoy Lateral and the Garibaldi Lateral that are the subject of the referenced analysis by Dice and Lord (2010)" (Dice and Lord 2010: Primary Record). This statement is in conflict with a recommendation of 3S, as no formal survey of the entire MID was undertaken. This brings into question the following statement:

> "The integrity of the historic property's location, design, setting, materials, workmanship, feeling, or association must be considered as part of this analysis. We consider these important aspects of the original integrity to be reflected in the laterals and lateral segments that will be affected by the undertaking. The basic framework for the MID includes reservoirs, dams, primary canals, laterals, wells and drains that allow the District to operate and serve its constituents ably. It can be considered a Historic District with contributing and non-contributing elements. The Irrigation District's water delivery framework was created during the Period of Significance [1919-1939] and although the system is self-sustaining and improvement to the basic structure have occurred on a regular basis, the basic framework still remains and is essentially unchanged. The MID system is therefore considered wholly intact and the integrity of the MID system within its period significance is considered *good*" (Dice and Lord 2010: Building, Structure and Object Record).

As such, the mapped area of the MID is seemingly erroneous at this time. Utilization of a historic map, a circa 1937 archival resource (indicated above) to document a potential district in excess of 900-square miles, without performing in-field survey of the potential district in entirety, does not provide adequate documentation of the potential district. Nor does survey and evaluation of two isolated laterals of the water conveyance system seemingly provide an adequate basis for the findings above in regard to the entirety of the MID. The basic framework of the MID was not inventoried and thus the finding above cannot be substantiated. It is premature to state that the MID is "wholly intact" and the integrity of the MID is "good" when no reconnaissance has been undertaken in this regard. At best, the McCoy Lateral and Garibaldi Lateral can be said to retain historical integrity and satisfy the criteria for contributing elements of a larger potential historic district, when identified.

Therefore, as part of the present undertaking a DPR Update form has been prepared and a Status Code of 7N1: "*Needs to be reevaluated – may become eligible for NR w/restoration or when meets other specific conditions*" to replace the present Status Code of 3, with respect to the MID as a whole. Additionally, a Status Code of 5D3: "*Appears to be a contributor to a district that appears eligible for local listing or designation through survey evaluation*" is also recommended with respect to the McCoy Lateral and Garibaldi Lateral, the two laterals investigated by Dice and McCoy in October 2010.

Assoc'd report is ME-7488 (ACE Environmental, LLC, 2011)

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

PRIMARY RECORD

Primary # P-24-001909
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code Reviewer Date

See also P-24-000088,000090, -000091,-000552 -000574, 001783, -001899 and East Ashe Lat., Bear Creek, Black Rascal Cr. Hess Lat., a Drainage Ditch

*Resource Name or # MR1

P1. Other Identifier: portions of Merced Irrigation District

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

*b. USGS 7.5' Quad: Atwater Date: 1960 (1987) T____; R ____; __ ¼ of Sec ____; _____ B.M.

c. Address _____ City ____Zip

d. UTM: (give more than one for large and/or linear resources) See Linear Records

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, etc., as appropriate)
Located between Atwater and Merced roughly bounded by SR 59, Bellevue Road, Buhach Road, and SR 140.

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

The Merced Irrigation District (MID) incorporated in 1919 and consists of over 750 miles of canals that irrigate more than 110,000 acres. This form evaluates a portion of that system in the area between the cities of Atwater and Merced described in P2e above. An overall description of each canal follows on the attached continuation sheets. Also attached are Linear Feature Records for each point surveyed. The sections of this form are arranged by major canals and their associated minor laterals are grouped together. Engineering structures, such as headgates, are grouped with their associated canal. (See Continuation Sheet)

*P3b. Resource Attributes: (List attributes and codes) Canal (HP20); Engineering Structure (HP11)

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

P5b. Description of Photo: (View, date, accession #) Photograph 1. Canal Creek, camera facing east. 12/12/07.

*P6. Date Constructed/Age and Sources:
☒ Historic ☐ Prehistoric ☐ Both
1876-1957; alterations and improvements to present; John Outcalt, *A History of Merced County, California*; USGS *Atwater Quad;* Galloway, *Report on the Merced Irrigation;* McSwain, *History of the Merced Irrigation District.*

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

*P8. Recorded by: (Name, affiliation, address)
Meta Bunse/ Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110,
Davis, CA 95618

*P9. Date Recorded: 12/12/06; 1/22/07

*P10. Survey Type: Intensive

*P11. Report Citation: JRP Historical Consulting, LLC, "Historical Resources Inventory and Evaluation Report, Atwater-Merced Expressway Project, Merced County, California," 2007.

*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: Canal Creek, Main Ashe Lateral, East Ashe Lateral, Canal Creek Lateral Headgate, Bear Creek, Meadowbrook Lateral, Black Rascal Creek, Hess Lateral, Buhach Lateral, Drainage Ditch, Henderson Lateral, Mason/Curtis Lateral, Livingston Canal, Livingston Canal Headgate

B2. Common Name: see B1

B3. Original Use: irrigation water conveyance and distribution B4. Present Use: irrigation water conveyance and distribution

***B5. Architectural Style:** utilitarian

***B6. Construction History:** (Construction date, alteration, and date of alterations) 1876-1957, alterations up to the present; See Continuation Sheet Section B10 "Significance" for construction histories of each canal.

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

***B8. Related Features:** _____

B9. Architect: unknown b. Builder: Farmer's Canal Company, Crocker-Huffman Land and Water Company, Merced Irrigation District

***B10. Significance: Theme** n/a **Area** n/a

Period of Significance n/a **Property Type** n/a **Applicable Criteria** n/a

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

This form evaluates a portion of the Merced Irrigation District (MID) system located between the cities of Atwater and Merced approximately bounded by SR 59, Bellevue Road, Buhach Road, and SR 140. The following section contains historic context for the development of the MID, including its predecessors. Also included are brief histories of each canal evaluated within this form and following the historic context are evaluations of the relevant canals. The canal histories and evaluations are arranged with major canals grouped together with their associated minor laterals. The properties contained on this form have been evaluated in accordance with Section 15064.5 (1)(2)-(3) of the CEQA Guidelines using the criteria outlined in Section 5024.1 of the California Public Resources Code. None of the properties appear to be historic resources for the purposes of the California Environmental Quality Act (CEQA) and they do not appear to meet the criteria for listing in California Register of Historical Resources (CRHR). (See Continuation Sheet for evaluations of individual canal segments.)

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

***B12. References:** Crocker-Huffman Land & Water Company, "Map Showing Lands of the Crocker-Huffman Land & Water Co., Situated in Merced County, California," 1895, 1903; W.P. Stoneroad, "Official Map of Merced County, California, Compiled from Official Surveys & Public Records" (San Francisco: Punnett Brothers, 1900); A.E. Cowell, "Official Map of the County of Merced, California, Compiled from Official Surveys & Public Records," 1909; The Kenyon Company, "Map of Merced County, California," 1919; Merced Irrigation District. "Official Map of the Merced Irrigation District, Merced County, California," 1927; U.S.G.S., *Atwater, Calif.*, 15' series, 1918 (surveyed 1915), 7.5' series 1918 (revised 1946), 1960, 1960 (photorevised 1976), 1960 (photorevised 1987). John Outcalt, *A History of Merced County, California* .(See Footnotes)

B13. Remarks:

***B14. Evaluator:** Meta Bunse/Steven J. Melvin

*Date of Evaluation: March 2007

See Location Map 8

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-CC-1

***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.) UTM: Zone 10; 717,126mE; 4,137,517mN. Located at the Canal Creek bridge on Fox Road in the S1/2 of Section 33, T6S/R13E MDBM near the intersection of Fox Road and Bellevue Road (See Location Map 1).

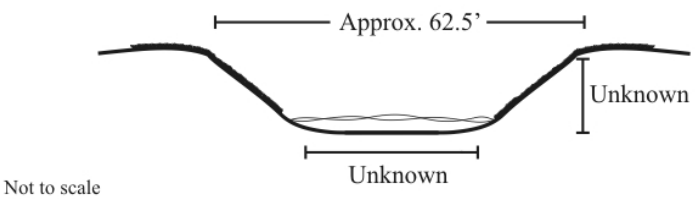
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
Canal Creek originates in Section 29 T5S/R14E MDBM where it branches off from the MID's Main Canal. This segment of the canal is U-shaped and approximately 62.5 feet wide at the top. It is unlined and vegetation grows along its gently sloping banks which show signs of erosion. On the both sides of the canal are access roads. The canal is crossed by the Fox Road bridge (Photographs 2, 29).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 62.5 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is flat agricultural land of pastures, orchards, and row crops. Immediately to the northwest of this point is the former Castle Air Force Base.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 2. Canal Creek from Fox Road Bridge, camera facing east. 12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting Services, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation **Designation:** MR1-CC-2

***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.) UTM: Zone 10, 716,115mE; 4,136,176mN. Located at the Avenue Two bridge over Canal Creek in the SE1/4 of Section 5 T7S/R13E MDBM (See Location Map 1).

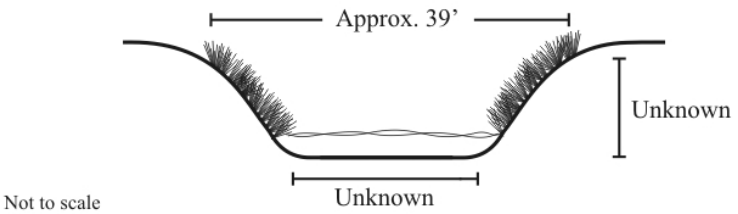
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 39 feet wide. Water in the canal prevented an accurate determination of depth. The unlined channel is U-shaped with bramble growing on its steep banks. The Avenue Two bridge crosses the canal (Photograph 3, 32).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 39 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** northeast



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The terrain is flat agricultural land used as pastures and for raising alfalfa.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 3. Canal Creek from Avenue Two, camera facing northeast, 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/2/06

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-CC-3

***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. UTM: 715,287mE; 4,135,411mN; located at the Avenue One bridge over Canal Creek in the NW ¼ of Section 8, T7S/R13E MDBM (See Location Map 1).

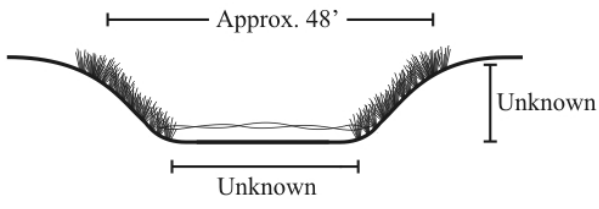
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 48 feet wide (Photographs 4). The unlined channel is U-shaped with bramble and grasses growing on its banks. The Avenue One bridge crosses the canal at this point (Photograph 4).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width:** approximately 48 feet
b. **Bottom Width:** undetermined (carrying water)
c. **Height or Depth:** undetermined (carrying water)
d. **Length of Segment:** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** northeast



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
To the east of this canal segment the landscape is rural agricultural. To the west is residential development of recent construction.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 4. Canal Creek from Avenue One bridge, camera facing northeast. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-CC-4

***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.) UTM: Zone 10; 715,490mE; 4,134,195mN; located at Ashby Avenue bridge over Canal Creek in S1/2 of Section 8, T7S/R13E MDBM (See Location Map 1).

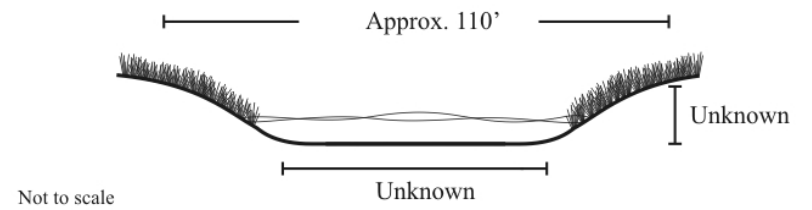
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 110 feet wide. The unlined channel is U-shaped with bramble and grasses growing on its banks. There is an overgrown access road on the west side of the canal. The Ashby Avenue bridge and US 99 cross the canal at this point (Photographs 5).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 110 feet wide
b. **Bottom Width** undertermined (carrying water)
c. **Height or Depth** undertermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** northwest



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural to the north of this point. To the south is the four-lane US 99.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 5. Canal Creek from Ashby Avenue bridge, camera facing northwest. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

*Resource Name or # MR1
P-24-000090

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation **Designation:** MR1-CC-5

***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.) UTM: Zone 10; 715,516mE; 4,134,107mN; located Southern Pacific Avenue bridge over Canal Creek in N1/2 of Section 17, T7S/R13E MDBM (See Location Map 1).

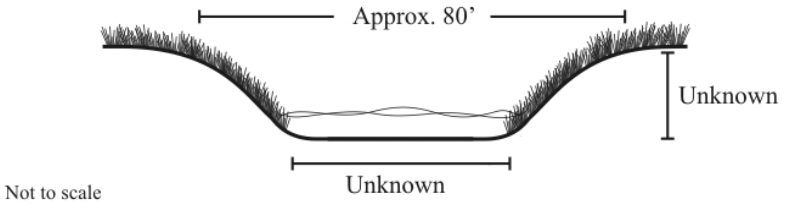
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 80 feet wide. The unlined channel is U-shaped with bramble and grasses growing on its banks. There is an overgrown access road on the west side of the canal. A Union Pacific Railroad bridge and the SP Avenue bridge cross the canal at this point (Photograph 6).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 80 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural to the south of this point. To the north is the four-lane US 99.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 6. Canal Creek passing under US 99 and Union Pacific railroad tracks. Photo taken from Southern Pacific Avenue bridge, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

*Resource Name or # MR1

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-CC-6

***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.) UTM: Zone 10; 716,169mE; 4,133,021mN; located at the Canal Creek on Elliot Avenue bridge in SW1/4 of Section 17, T7S/R13E MDBM (See Location Map 1).

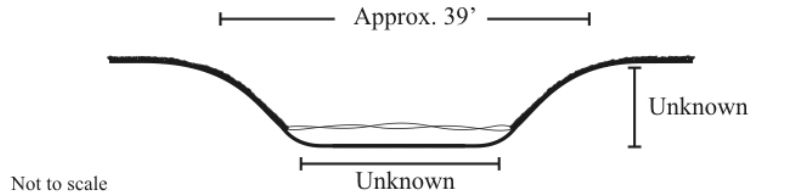
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 39 feet wide The unlined channel is U-shaped with bramble, grasses, and scattered trees growing on its shallow, gently sloping banks. Canal Creek has a natural appearance at this point. The Elliot Avenue bridge crosses the canal (Photograph 7). .

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 39 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with much of the nearby land devoted to pastures.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 7. Canal Creek from Elliot Avenue bridge, camera facing south. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation **Designation:** MR1-CC-7

***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.) UTM: Zone 10; 716,373mE; 4,132,341mN; located at the Landram Avenue bridge over Canal Creek in NE1/4 of Section 20, T7S/R13E MDBM (See Location Map 1).

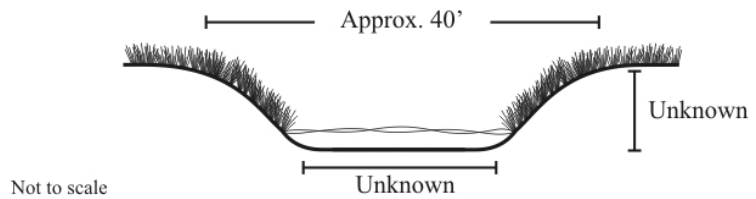
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 40 feet wide. The unlined channel is U-shaped with bramble, grasses, and scattered trees growing on its steep banks. An access road is on the west side of the canal. The Landram Avenue bridge crosses the canal (Photograph 8).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 40 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 8. Canal Creek from Landram Avenue bridge, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-CC-8

***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.) UTM: Zone 10; 100717665mE;4139125mN; located at Ladino Road bridge over Canal Creek on the section line between Sections 28 and 33, T6S/R13E MDBM (See Location Map 1).

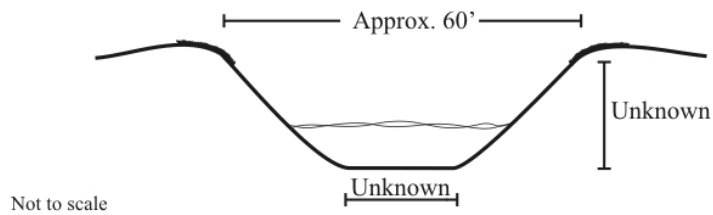
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 60 feet wide. Overall, the channel at this point has a natural, riparian appearance. North of the bridge there is some riprap on the west bank, but this section is mostly covered with bramble, grasses, and scattered trees. A small residential area is also on this side of the bridge. South of the bridge the land appears to be used for grazing and the eroding banks are mostly bare with scattered patches of grass. Also south of the bridge is a metering station and a vertical pipe (Photograph 9).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 60 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with a small concentration of approximately five houses on the north side of the Ladino Bridge east of the creek.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 9. Canal Creek at Ladino Road, view south. 1/22/07

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07

L1. Historic and/or Common Name: Canal Creek

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation **Designation:** MR1-CC-9

***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.)

UTM: Zone 10; 716,394mE; 4,136,363mN; At confluence with Livingston Canal; SW1/4 of Section 4, T7S/R13E MDBM (See Location Map 1).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)

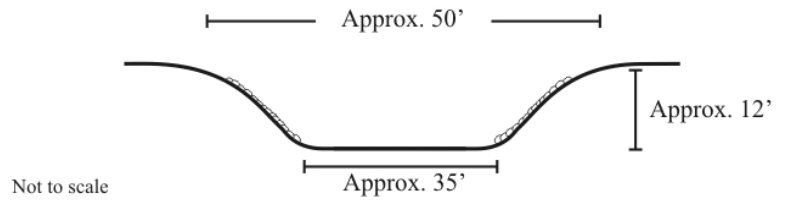
The section of Canal Creek contains the headgate for the Livingston Canal and also a headgate to control the flow of Canal Creek downstream from this point. The headgate has four metal gates set in a concrete structure. The entire structure is approximately thirty feet long and ten feet wide. On both the upstream and downstream faces are concrete wings. The top of the headgate functions as a bridge and there is a metal railing on both sides and a guardrail on the downstream side. Also present on top of the headgate is the gate operating equipment. The canal at this point is approximately 50 feet wide and 12 feet deep and is roughly U-shaped. It is unlined except for a small area the area between the two headgates lined with riprap. The steep banks are wide with little vegetation and show signs of erosion. Immediately upstream from the headgate the canal passes under the BNSF railroad and Santa Fe Drive. Two large drain pipes protrude from the south bank of Canal Creek at this point (Photograph 10, 49, 51).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 50 feet
b. **Bottom Width** approximately 35 feet
c. **Height or Depth** approximately 12 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** southwest



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)

This segment of canal is set in a relatively isolated area near the BNSF railroad. The land immediately adjacent is uncultivated and with some trees.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing: Photograph 10. Canal Creek with flow control headgate, camera facing southwest. 1/22/07.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/22/07

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-MA-1

***b. Location of point or segment:** UTM Coordinates: Zone 10; 716,464mE; 4,136,219mN (See Location Map 1).

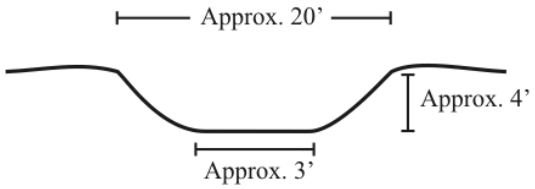
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the Main Ashe Lateral canal is approximately 20 feet wide and approximately four feet deep. It originates from Canal Creek in the SW1/4 of Section 4, T7S/R13E MDBM. It is trapezoidal and lined with concrete with metal control gates. Access roads are on both sides of the channel. The Avenue Two bridge crosses the canal at this point (Photograph 11).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 20 feet
b. **Bottom Width** approximately 3 feet
c. **Height or Depth** approximately 4 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** southeast



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 11. Main Ashe Lateral at Avenue Two, camera facing southeast. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒ Segment Point Observation **Designation:** MR1-MA-2

***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 10; 716,214mE; 4,136,174mN

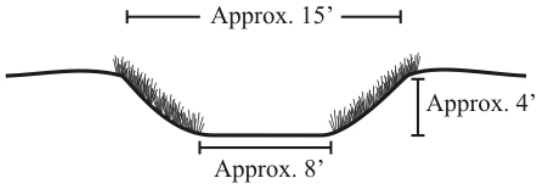
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 15 feet wide and four feet deep. It is trapezoidal and unlined with bramble growing along the banks. There are several concrete and metal control gate structures along this segment. No water was flowing through the canal. A concrete culvert carries the canal under Avenue Two. This lateral crosses Canal Creek via a flume constructed of wood framing set in concrete piers supporting a corrugated metal channel (Photographs 12, 31, 32).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 15 feet
b. **Bottom Width** approximately 8 feet
c. **Height or Depth** approximately 4 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** southwest



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 12. Main Ashe Lateral at Avenue Two, camera facing southwest. 12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

*Resource Name or # MR1

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-MA-3

***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 10; 715,779mE; 4,135,413mN (See Location Map 1).

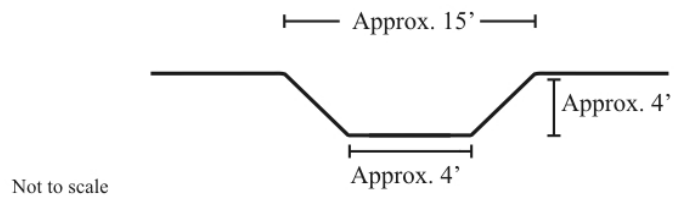
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 15 feet wide and four feet deep. It is trapezoidal and lined with concrete. There are several concrete and metal slide control gates along this segment. It passes through farmland and a portion is adjacent to Avenue One (Photographs 13, 33).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 15 feet wide
b. **Bottom Width** approximately 4 feet wide
c. **Height or Depth** approximately 4 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** east



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 13. Main Ashe Lateral near Avenue One, camera facing east. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

*Resource Name or # MR1

P-24-000088

L1. Historic and/or Common Name: Main Ashe Lateral

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

Designation: MR1-MA-4

***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 10; 716,383mE; 4,133,743mN (See Location Map 1).

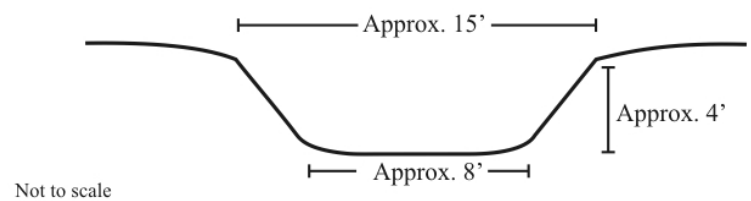
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 15 feet wide and eight feet deep. It is U-shaped and unlined. There are concrete and metal control gates placed intermittently along this segment. The channel is heavily silted and the gently sloping banks show signs of erosion. The canal passes under SP Avenue via a concrete culvert. The Union Pacific railroad is carried over the canal via a bridge. Access roads are alone both sides of the canal to the south along Gurr Road. The canal did not carry water at the time of the survey (Photographs 14, 34, 35).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 15 feet
b. **Bottom Width** approximately 8 feet
c. **Height or Depth** approximately 4 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 14. Main Ashe Lateral at SP Avenue and Gurr Road, camera facing south. 12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

L1. Historic and/or Common Name: Main Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-MA-5

***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 10; 716,372mE; 4,133,022mN (See Location Map 1).

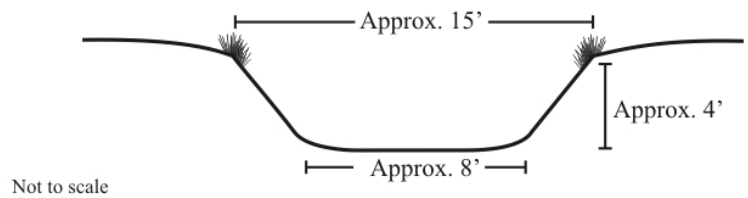
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the canal is approximately 15 feet wide and four feet deep (Photograph 15). It is U-shaped and unlined with some vegetation growing along the rim. There are concrete and metal control gates placed intermittently along this segment. The channel is heavily silted and the gently sloping banks show signs of erosion. The canal passes under Elliot Avenue and parallels Gurr Road. The canal did not carry water at the time of the survey.

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 15 feet
b. **Bottom Width** approximately 8 feet
c. **Height or Depth** approximately 4 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 15. Main Ashe Lateral, camera facing north. 12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/06

L1. Historic and/or Common Name: East Ashe Lateral

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-EA-6

***b. Location of point or segment:** Zone 10; 717,149mE; 4,135,379mN (See Location Map 1).

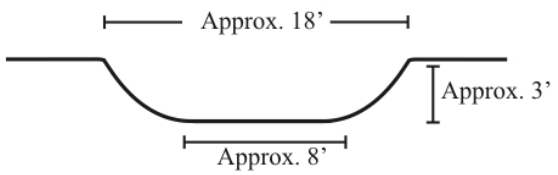
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
The East Ashe Lateral branches off the Main Ashe Lateral in the NE1/4 of Section 9, T7S/R13E MDBM. At this point the canal is approximately 18 feet wide and 3 feet deep. It is U-shaped, unlined and has gently sloping banks. Metal and concrete control gates are placed intermittently along the canal. The canal did not carry water at the time of the survey (Photographs 16, 36).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 18 feet
b. **Bottom Width** approximately 8 feet
c. **Height or Depth** approximately 3 feet
d. **Length of Segment** approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** southeast



Not to scale

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10—"Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 16. East Ashe Lateral, camera facing southeast. 12/12/06.

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/2/07

L1. Historic and/or Common Name: Bear Creek

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-BC-1

***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.) UTM: Zone 10; 717,127mE; 4,131,062mN. Located at the Bear Creek bridge on highway 140 on the section line between sections 21 and 28 T7S/R13E MDBM (See Location Map 2).

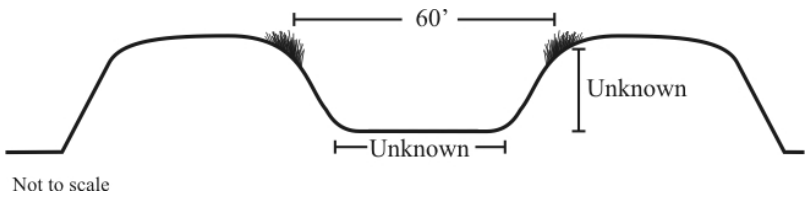
L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
At this point the Bear Creek canal is approximately 60 feet wide. Water in the canal prevented an accurate depth measurement. The unlined channel is U-shaped and has vegetation growing on its steep banks. Both sides of the channel are built up forming levees on the banks. It is crossed by the SR 140 bridge. An access road runs on the east side of the canal. (Photographs 17).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)

a. **Top Width** approximately 60 feet
b. **Bottom Width** undetermined (carrying water)
c. **Height or Depth** undetermined (carrying water)
d. **Length of Segment** approximately 200 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** north



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: See Section B10. "Significance"

L8b. Description of Photo, Map, or Drawing:
Photograph 17. Bear Creek passing under SR 140, camera facing north. 12/12/06.

L9. Remarks:

L10. Form prepared by: (Name, affiliation, address)
Steven J. Melvin
JRP Historical Consulting Services, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 12/28/06

L1. Historic and/or Common Name: Meadowbrook Lateral

L2a. Portion Described: ☐ Entire Resource ☒Segment Point Observation **Designation:** MR1-MB-1

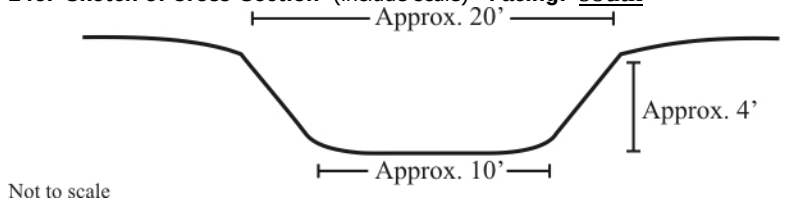
***b. Location of point or segment:** (Provide UTM coordinates, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.) UTM: Zone 10; 717,127mE; 4,131,062mN. Located at the Bear Creek bridge on highway 140 on the section line between sections 21 and 28 T7S/R13E MDBM (See Location Map 2).

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.)
On the east side parallel to Bear Creek is the Meadowbrook Lateral canal constructed between 1946 and 1958. The lateral receives its water from the reservoir created by the Crocker Dam in Section 22 T7S/R13E MDBM. It is approximately 20 feet wide and four feet deep. It is unlined and U-shaped and its banks show signs of erosion. Both sides of the channel are built up above the surrounding land. It has concrete and metal gate structures and a concrete culvert passing under the highway. The lateral did not contain water at the time of the survey (Photographs 18, 37).

L4. Dimensions: (in feet for historic features and meters for prehistoric features)
a. Top Width approximately 20 feet
b. Bottom Width approximately 10 feet
c. Height or Depth approximately 4 feet
d. Length of Segment approximately 100 feet

L5. Associated Resources:

L4e. Sketch of Cross-Section (include scale) **Facing:** south



L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.)
The setting is rural agricultural with scattered farmsteads.

L7. Integrity Considerations: The Meadowbrook Lateral maintains its integrity to its period of significance defined as the era of its original construction.

L8b. Description of Photo, Map, or Drawing:
Photograph 18. Meadowbrook Lateral, camera facing south. 12/12/06

L9. Remarks:

L10. Form prepared by:
Steven J. Melvin
JRP Historical Consulting, LLC
1490 Drew Ave, Suite 110
Davis, CA 95618

L11. Date: 1/3/07