716 W. Kearney Boulevard at Fresno Chandler Executive Airport Section 106 Inventory and Evaluation Report

Stantec

Prepared for:
City of Fresno under U.S. Environmental Protection Agency Brownfields Funding

Prepared by:
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Date:
April 16, 2026

Project/File:
203724380

Stantec Consulting Services Inc.

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Table of Contents

Executive Summary ..... **iii**
Acronyms / Abbreviations ..... **v**
1 Project Location and Undertaking Description **6**
1.1 Regulatory Context 7
1.1.1 National Historic Preservation Act 7
2 Cultural Context **8**
2.1 Prehistoric Context 8
2.2 Ethnographic Context 9
2.3 Historic Overview 10
3 Area of Potential Effects **14**
4 Methods and Findings **14**
4.1 SSJVIC Records Search and Desktop Review Results 14
4.2 Native American Consultation 16
4.3 Letters to Interested Parties and Public Outreach 17
4.4 Built Environment Field Survey 17
5 Evaluation of Identified Resources **29**
5.1 716 W. Kearney Boulevard at Fresno Chandler Executive Airport 29
6 Effects of the Undertaking **30**
7 Bibliography **30**

List of Tables

Table 1. Owners and Occupants of the Subject Property 13
Table 2. Previously Recorded Resources within a 0.25-Mile Buffer of the APE from the SSJVIC Records Search 15
Table 3. Previous Studies within or Immediately Adjacent to the APE 15
Table 4. Previous Studies within a 0.25-Mile Buffer of the APE 15
Table 5. Results of Tribal Consultation 16

List of Figures

Figure 1. Map of Fresno Chandler Executive Airport in 1948 with the subject property shown in red. 12
Figure 3. Hangar at 716 W. Kearney Boulevard within the Fresno Chandler Executive Airport, facing southeast (Stantec, 2025). 18
Figure 4. North façade of the hangar, facing southwest (Stantec, 2025). 19
Figure 5. Northeast corner of the hangar, facing southwest (Stantec, 2025). 19
Figure 6. West end of the north façade of the hangar, facing southwest (Stantec, 2025). 20
Figure 7. North and west façades of the hangar, facing southeast (Stantec, 2025). 20
Figure 8. North façade of the hangar with open hangar door, facing south (Stantec, 2025). 21
Figure 9. West façade of the hangar, facing east (Stantec, 2025). 21
Figure 10. West and south façades of the hangar, facing northeast (Stantec, 2025). 22
Figure 11. South façade of the hangar, facing northeast (Stantec, 2025). 22
Figure 12. Entrance on south façade of the hangar, facing north (Stantec, 2025). 23
Figure 13. South façade of the hangar, facing northwest (Stantec, 2025). 23
Figure 14. East façade of the hangar, facing northwest (Stantec, 2025). 24
Figure 15. Interior of the hangar with hangar door open, facing west (Stantec, 2025). 24
Figure 16. Interior of the hangar with hangar door open, facing east (Stantec, 2025). 25
Figure 17. Wood truss frame roof inside the hangar (Stantec, 2025). 25
Figure 18. Interior of hangar with hangar door closed, facing west (Stantec, 2025). 26
Figure 19. View of the integrated office and apartment from inside of the hangar, facing northeast (Stantec, 2025). 26

Figure 20. Interior of the first floor of the integrated office, facing northeast (Stantec, 2025). 27
Figure 21. Interior of the apartment above the integrated office, facing southwest (Stantec, 2025). 27
Figure 22. Interior of the apartment above the integrated office, facing northeast (Stantec, 2025). 28
Figure 23. Interior of the addition, facing north (Stantec, 2025). 28

List of Appendices

Appendix A Project Map
Appendix B Records Search Results
Appendix C Resources Within 0.25 Miles of the Area of Potential Effects
Appendix D Department of Parks and Recreation 523 Series Form

Executive Summary

Stantec Consulting Services Inc. (Stantec) conducted this cultural resource assessment on behalf of the City of Fresno (City) as a required component of a Fiscal Year 2025 U.S. Environmental Protection Agency (EPA) Brownfields Revolving Loan Fund (RLF) grant awarded to the City for the removal of hazardous substances in the City. This assessment is focused on a portion of the Fresno Chandler Executive Airport located at 716 W. Kearney Boulevard at in Fresno, California (subject Property). The proposed activities includes hazardous building material abatement and removal of lead-impacted soils.

In 2025, the EPA awarded a Brownfields RLF grant to the City for use on contaminated properties within an area consisting of Downtown and Southwest Fresno neighborhoods. The subject property at 716 W. Kearney Boulevard was designated to receive a portion of the grant money for abatement of hazardous building materials and cleanup of lead-impacted soils (hereinafter referred to as the “Project”). The award of a Brownfields grant constitutes a federal undertaking as defined in 36 Code of Federal Regulations [CFR] 800.16(y). Therefore, the Project requires compliance with Section 106 of the National Historic Preservation Act of 1966 (NHPA), as amended. In accordance with relevant federal guidelines, this report identifies and documents potential historic properties within the Project’s Area of Potential Effects (APE), evaluates the resources for inclusion in the National Register of Historic Places (NRHP), and assesses the Project’s potential to result in adverse effects on historic properties.

The Project’s APE consists of the footprint and foundation of one building, a hangar, that would be subject to permanent direct or indirect effects from the implementation of the Project (see **Appendix A** for APE delineation). The APE extends to a depth of 3 feet below ground surface. Identification efforts included a records search at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS) in Bakersfield, California, Sacred Lands files maintained by the Native American Heritage Commission (NAHC), and desktop research with a built environment field survey of the Project APE. The records search included review of records for the entire APE and a surrounding radius of 0.25 miles.

The records search completed at the SSJVIC identified no previously recorded cultural resources within the APE, and two previously recorded cultural resources within 0.25 miles of the Project APE (see *Table 1*). For the purposes of this Project, the property at 716 W. Kearney Boulevard was visited and surveyed to comply with the Section 106 process.

Two Stantec architectural historians surveyed one built resource within the Project APE, a hangar at the Fresno Chandler Executive Airport, within Assessor’s Parcel Number (APN) 646-220-43T, which is now vacant. Based on the findings of this report, the building is recommended not eligible for listing in the NRHP, and an overall finding of No Historic Properties Affected is recommended for the proposed Project.

Preparer Qualifications

This report was prepared by Stantec personnel who meet the Secretary of the Interior's Standards and Guidelines for Professional Qualifications in Archaeology, Architectural History, and History (as defined in 36 CFR Part 61).

Stantec architectural historian Alana Vidmar received a Bachelor of Arts degree in Community, Environment, and Planning from the University of Washington, and a Master of Science degree in Conservation of Historic Buildings from the University of Bath. She meets the Secretary of the Interior's professional qualifications for Architectural History and History. She supports clients in compliance with Section 106 of the National Historic Preservation Act of 1966, as amended (NHPA), National Register of Historic Places (NRHP) evaluations, and various state historic preservation laws and regulations. Her skills include conducting background reviews, built-environment documentation, preparing historic context statements, various states' historic property inventory forms, and NRHP nomination forms.

Stantec senior associate architectural historian Rebecca Riggs has 10 years of experience in architectural history and cultural resource management, including in-depth research knowledge and evaluation of historical buildings, structures, and landscapes and regulatory compliance relating to the built environment. She received a Bachelor of Arts in History from Monmouth College and a Master of Arts in Public History from California State University, Sacramento. She has served as architectural historian on several documentation projects, including Section 106 and 110 of the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and CEQA. Ms. Riggs has extensive experience with development, research, field survey and recordation, report documentation, mitigation development and implementation, and agency review of projects. She meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation in Architectural History and History.

Stantec architectural historian Madeline Josa has experience working on several types of documentation projects, including Section 106 of the NHPA, NEPA, and CEQA, with resources ranging from hydroelectric infrastructure to historic landscapes. She holds a Bachelor of Arts in History from the University of California, Santa Barbara and a Master of Studies degree in Women's, Gender, and Queer History from the University of Oxford. She also has experience in the field doing cultural resource and built environment surveys. Ms. Josa is particularly skilled in research development and technical writing, as well as copyediting. She meets the Secretary of the Interior's Professional Qualification Standards for Historic Preservation in History.

Stantec archaeologist Dr. Jenna Santy contributed to this report. Dr. Santy has a Ph.D. degree in Anthropology-Archaeology from the University of California, Santa Barbara. She has more than 10 years of experience in cultural resource management and meets the Secretary of the Interior's Standards for Archaeology.

Acronyms / Abbreviations

Acronym / Abbreviation	Full Name
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing materials
APE	Area of Potential Effects
APN	Assessor's Parcel Number
BERD	California Office of Historic Preservation Built Environment Resources Database
CEQA	California Environmental Quality Act
City	City of Fresno
CFR	Code of Federal Regulations
CHRIS	California Historical Resources Information System
CRHR	California Register of Historical Resources
EPA	U.S. Environmental Protection Agency
GLO	General Land Office
LBP	lead-based paint
NAHC	Native American Heritage Commission
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
SPRR	Southern Pacific Railroad
SSJVIC	Southern San Joaquin Valley Information Center
Stantec	Stantec Consulting Services Inc.
USGS	U.S. Geological Survey
WPA	Works Progress Administration

1 Project Location and Undertaking Description

Stantec Consulting Services Inc. (Stantec) conducted this cultural resource assessment on behalf of the City of Fresno (City). The City proposes to utilize a Brownfields RLF grant, the undertaking, to complete environmental cleanup activities at 716 W. Kearney Boulevard (within Assessor's Parcel Number [APN] 464-220-43T), at the Fresno Chandler Executive Airport (Project). The property encompasses approximately 3.34 acres within the larger 55.86-acre parcel (see **Appendix A**). The Project would include hazardous material abatement of the hangar and removal of lead-impacted soils from the subject property. Demolition of the hangar building would occur using a separate source of funding.

The Fresno Chandler Executive Airport was dedicated as a public airfield in November 1929. Between 1936 and 1937, new buildings were constructed at the airport as part of Works Progress Administration (WPA) Project #2236. The airport buildings were laid out in a campus that included landscaping, lampposts, and parking.[1] Several buildings were constructed at the airport after this period. The hangar at 716 W. Kearney Boulevard was constructed in 1948.[2]

The purpose of the proposed Project is to facilitate hazardous cleanup activities of the hangar at 716 W. Kearney Boulevard. The Project activities would specifically include:

1. Site preparation by establishing security fencing, drop boxes, decontamination areas, appropriate containment, barrier, and air-filtration systems and other work area preparations as necessary.
2. Abating known asbestos-containing materials (ACM) from the subject property hangar building.
3. Disposing of waste at an appropriately licensed landfill under applicable waste manifests at a facility that can receive ACM and lead-based paint impacted building materials.
4. Excavation to a maximum of 3 feet and offsite disposal of an estimated 140 cubic yards of lead-impacted soils.
5. Backfill of the excavation footprint back to existing grade with structural fill.
6. Removal of temporary fencing and general subject property cleanup.

[1] Karana Hattersley-Drayton, Summary of the City of Fresno Historic District Nomination for the Chandler Field/Fresno Municipal Airport, on file at the Fresno County Library, Fresno, 2007.
[2] Sanborn Fire Insurance Company, Map of Fresno, California (New York, 1948), 96.

1.1 Regulatory Context

1.1.1 National Historic Preservation Act

In 2025, the EPA awarded a RLF grant to the City for use on contaminated properties in Fresno. The subject property at 716 W. Kearney Boulevard was designated to receive a portion of the grant money. The National Historic Preservation Act (NHPA) of 1966, as amended, requires federal agencies or those they fund or permit to consider the effects of their actions on historic properties. The Advisory Council on Historic Preservation (ACHP) Section 106 implementing regulations (36 Code of Federal Regulations [CFR] Section 800) define "historic properties" as follows:

> *Any prehistoric or historic district, site, building, structure, or object included in, or eligible for inclusion in, the National Register of Historic Places (NRHP) maintained by the Secretary of the Interior. This term includes artifacts, records, and remains that are related to and located within such properties. The term includes properties of traditional religious and cultural importance to an Indian tribe or Native Hawaiian organization that meet the National Register criteria (36 CFR Part 800.16[l]).*

To determine whether an undertaking could affect NRHP-eligible properties, cultural resources, including archaeological, ethnographical, and architectural properties, must be inventoried and evaluated for listing in the NRHP. For a property to be considered for inclusion in the NRHP, it must normally be at least 50 years old and meet the criteria for evaluation set forth in 36 CFR Part 60.4, as follows:

> *A) That are associated with events that have made a significant contribution to the broad patterns of our history; or*
>
> *B) That are associated with the lives of persons significant in our past; or*
>
> *C) That embody the distinctive characteristics of a type, period, or method of construction or that represent the work of a master or that possess high artistic values or that represent a significant and distinguishable entity whose components may lack individual distinction; or*
>
> *D) That have yielded, or may be likely to yield, information important in prehistory or history.*

As described above, a resource must possess integrity in addition to historical significance. The aforementioned seven aspects are defined as follows:

> *Location: the place where the historic property was constructed or the place where the historic event took place.*
>
> *Design: the composition of elements that constitute the form, plan, space, structure, and style of a property.*
>
> *Setting: the physical environment of a historic property that illustrates the character of the place.*
>
> *Materials: the physical elements combined in a particular pattern or configuration.*

Workmanship: the physical evidence of the crafts of a particular culture or people during any given period of history.

Feeling: the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.

Association: the direct link between a property and the event or person for which the property is significant.

NRHP analysis is based upon all pertinent cultural resources guidance and best practices including that of 36 CFR Part 800 and technical bulletins including *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*.[3]

2 Cultural Context

2.1 Prehistoric Context

Human occupation in the region likely began as early as 13,000 years ago during the initial stages of the Holocene when Clovis big-game hunters presumably inhabited the area. Subsequent periods of soil erosion and deposition as well as ground disturbance from intensive agriculture, however, have led to the destruction of many of the earliest cultural sites in the Central Valley. This has had the effect of severely limiting prehistoric archaeological research in the Fresno area.[4]

Based on evidence that is available, prehistory in the valley is generally divided into five periods: Paleo-Indian (11,550 to 8550 BC), Lower Archaic (8550 to 5550 BC), Middle Archaic (5550 to 550 BC), Upper Archaic (550 BC to AD 1000), and Emergent (AD 1000 to AD 150).[5] In broad terms, the Lower Archaic period is characterized by big-game hunting. The Middle Archaic is characterized by a shift in subsistence strategy to a diversified diet of plant and animal resources, including fish. The Upper Archaic saw an increase in the consumption of storable staple plant foods, such as acorn, evidenced by the relatively higher numbers of seed-grinding implements in typical artifact assemblages from this period. The Emergent period dates from approximately AD 1000 to the historic period and includes ethnographically

[3] U.S. Department of the Interior, National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (2022).
[4] J. S. Rosenthal, G. G. White, and M. Q. Sutton, *Chapter 10: The Central Valley.* In *California Prehistory: Colonization, Culture, and Complexity,* Terry L. Jones and Kathryn A. Klar, editors (AltaMira Press, Lantham, Maryland, 2007), 147–163.
[5] Rosenthal et al., 147–163; William J. Wallace, “Southern Valley Yokuts,” In *California,* edited by Robert F. Heizer, Handbook of North American Indians, Vol. 8, William C. Sturtevant, general editor (Smithsonian Institution, Washington, D.C., 1978), 448–461; M. J. Moratto, *California Archaeology* (Academic Press, New York, New York, 1984).

recorded Yokuts habitation of the area.[6] Changes in the types and distribution shell beads and projectile points observed during this period perhaps reflect the cultural complexity documented among the Southern Valley Yokuts at the time of European contact. For a more complete discussion of the region's prehistoric context, see Rosenthal et al. 2007.

2.2 Ethnographic Context

The Project is in the traditional tribal territory of the Southern Valley Yokuts.[7] The Southern Valley Yokuts inhabited the southern end of the San Joaquin Valley from the lower Kings River near Fresno to the Tehachapi Mountains south of Kern Lake.[8] The nearest ethnographic village site, *Musahau*, is 14.8 miles east.[9] Prehistoric activity focused on the vast swamps adjacent to water courses in the area, including Buena Vista, Tulare, and Kern Lakes and the Kings, Kaweah, Tule, and Kern Rivers. Indigenous peoples relied heavily on the animal and plant resources supported by these features. Parts of Southern Valley Yokuts territory not directly supplied by rivers were relatively dry, receiving only five to ten inches of rain annually with summer temperatures frequently exceeding 100 degrees.[10]

Like many other California indigenous groups, the Southern Valley Yokuts relied on a combination of hunting, fishing, and gathering. Lake trout, chub, perch, and suckers were fished nearly year-round with nets set from shore or dragged by tule boats. Snares were used to trap geese, ducks, and other waterfowl. Mussels and other shellfish were collected and steamed on tule mats. Seeds and wild roots, including tule roots, were also gathered and consumed.[11]

The Southern Valley Yokuts were able to occupy village sites on a semi-permanent basis due to the abundance of resources near lakes and rivers. Tule mats over wooden frameworks formed the village residences. Each community would also have a communal sweathouse but did not typically have dance houses.[12]

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[6] Rosenthal et al., 147–163.
[7] Alfred Kroeber, *Handbook of the Indians of California* (University of California Publications, Dover Publications, New York, 1925; 1964 reprint); Wallace, 448–461.
[8] Wallace, 448–461.
[9] Wallace, 448, Figure 1b.
[10] Wallace, 448–461.
[11] Wallace, 448–461.
[12] Wallace, 448–461.

2.3 Historic Overview

The first Europeans to traverse the region were Spanish explorers led by Gabriel Moraga in 1805 and 1806. They followed two rivers through the valley and named them the Kings River and the San Joaquin River.[13] This was the first of several Spanish explorations of the San Joaquin Valley in the early nineteenth century and they were followed in 1826 by the first Euro-American explorer to the area, Jedediah Smith. Despite these early explorations, settlement in the area did not occur until after the discovery of gold in California in 1848.[14]

Even after California achieved statehood in 1850, present-day Fresno County was largely devoid of Euro-American settlement. The gold rush resulted in a population boom in other parts of the state, turning small outposts and rudimentary towns into the thriving cities like San Francisco, Sacramento, and Stockton. Those who emigrated to California traveled to the foothills in search of gold, and largely ignored any potential the San Joaquin Valley may have held. Early wagon roads utilized routes established by local indigenous populations that extended along the foothills and branched into the mountains. The main route, known as the Stockton-Los Angeles Road, was surveyed and established in 1850 by Lieutenant George Derby. The road ran north-south between the namesake cities, but the San Joaquin Valley remained generally undeveloped.[15]

To support these early trails, various improvements were made, and amenities established at points along the route. At this time, the San Joaquin Valley had an expansive wetlands system fed by unchecked rivers that flowed from the mountains running into large bodies of water like the Tulare and Kern lakes, which are dry in modern-day. In the early 1850s, to facilitate the crossing of these rivers, several ferries were established along the stage route. Hotels, general stores, and other businesses followed, creating the foundations of early townsites in the region.[16]

At the time of statehood in 1850, present-day Fresno County was divided between Mariposa, Merced and Tulare Counties. Following the decline of the gold rush, miners made their way down into the San Joaquin Valley and settled along established stage routes and near ferry crossings along the Kings and San Joaquin Rivers. One of the first settlements in present-day Fresno County was Rootville, founded in 1851. By 1854, it was renamed Millerton and when Fresno County was formed in 1856, it became the first county

[13] Douglas E. Kyle, ed., *Historic Spots in California* (Stanford University Press, Palo Alto, California, 2002), 88.
[14] Kyle, 89.
[15] California High-Speed Rail Authority, “California High-Speed Train Project EIR/EIS Historic Property Survey Report: Fresno to Bakersfield Section,” 2014, 7-1.
[16] California High-Speed Rail Authority, 7-2.

seat. It remained the county seat until 1874, when many of the residents abandoned the town and relocated to the newly founded town of Fresno, which was subsequently named the county seat.[17]

The Southern Pacific Railroad (SPRR) began quickly laying tracks through the San Joaquin Valley in 1870, and Fresno was founded as a station along the tracks. SPRR purchased the land for the town from the German Syndicate, and a three-square mile area was surveyed and plotted as a town with space for a train station and a courthouse in 1872. After the completion of the railroad through the new town, Fresno quickly grew to include a general store, hotel, restaurants, and a post office.[18] As more people moved to the area, the Fresno Canal and Irrigation Company completed construction on a series of large irrigations canals to facilitate the use of the arid land for agriculture. The predominant crops included grapes, cotton, figs, and citrus fruits. Fresno was incorporated in 1885 and the success of agriculture in the area continued the growth of the population of Fresno into the turn of the twentieth century.[19]

The agricultural industry that surrounded Fresno led to the construction of processing plants and manufacturing facilities for agricultural goods, including fruits, grains, and livestock. Fresno's proximity to the railroad fueled the development of industrial areas in southern Fresno in the early twentieth century.[20] After World War I, the boundaries of the city were expanded to the north and east to accommodate the construction of new residential neighborhoods. Growth of the local economy and population slowed during the Great Depression, but experienced an uptick between 1940 and 1950, when the population of Fresno increased by 30,000.[21] Development in Fresno continued to increase in the Post-War period. The move and expansion of the Golden State Highway in 1948 provided an industrial connection between the nearby railroad and the new freeway and spurred the construction of new industrial buildings in southern Fresno.[22]

Property History

At the close of World War I in 1918, local pilots in and around Fresno began to organize to bring an aviation facility to the city. The City of Fresno, on behalf of the pilots, attempted to gain public support for the purchase of an airfield, but had made no progress by 1929. Southwest of downtown Fresno, former State Senator W. F. Chandler and his family managed a large farm, a portion of which was already being used as an informal and seasonal airfield. On November 2, 1929, Chandler formally donated 100 acres of farmland to the City of Fresno for use as an airfield. Within one year, $50,000 of improvements were made to the field, including a runway, and several buildings including at least one hangar. Between 1936 and 1937, the field was further improved by the Fresno Public Works Department with funding from the Works Progress

[17] Page & Turnbull, Inc., "Historic Properties Survey Report for South Stadium Project Area, Phase I Area, Fresno California," Prepared for Forest City Residential West, Inc., 2008, 5.
[18] Kyle, 92.
[19] Page & Turnbull, Inc., 7.
[20] California High-Speed Rail Authority, 7-8.
[21] Page & Turnbull, Inc., 9.
[22] California High-Speed Rail Authority, 7-9.

Administration (WPA). The WPA-funded project included the construction of several buildings in an organized site plan that continues to be a character-defining feature of the airport today.[23]

The subject property at Fresno Chandler Executive Airport appears to have been encompassed by the airport when it was established in 1929. The hangar at the subject property was constructed in 1948. The building does not appear on the U.S. Geological Survey (USGS) map from 1947.[24] The hangar appears on the 1948 Sanborn Fire Insurance Company map of the airport as a one-story building with wood truss roof and concrete floor (*Figure 1*).[25] An addition appears to have been constructed on the western façade of the building between 1950 and 1954, per historical aerial photographs.[26]

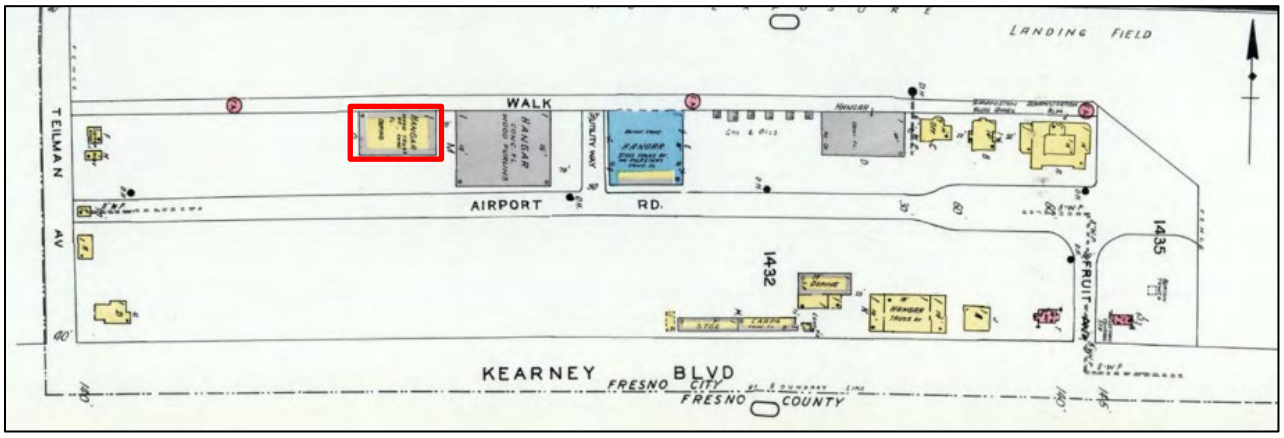

Figure 1. Map of Fresno Chandler Executive Airport in 1948 with the subject property shown in red.[27]

The building has been utilized by several occupants (*Table 1*). The earliest recorded occupant of the building, Lambe Piper Aircraft Sales, had an office at Fresno Chandler Executive Airport beginning in or before 1962, and may have occupied the building earlier than is reflected in city directories.[28] In 1954, Frank Lambe, owner of Lambe Piper Aircraft Sales, and business partner Harry Bennett applied for an alterations and repairs permit for a shop at the airport worth $4,000.[29] This alteration date is consistent with

[23] Hattersley-Drayton.
[24] U.S. Geological Survey, topographic map of Fresno South, CA., 1947, accessed November 3, 2025, https://livingatlas.arcgis.com/topomapexplorer/index.html#maps=&loc=-119.82,36.73&LoD=15.32.
[25] Sanborn Fire Insurance Company, 1948, 96.
[26] California State Archives, File I-15 56-47 Fresno County, California, aerial survey, 1954, accessed November 3, 2025, https://archives.calstate.edu/concern/archives/g445ck300; Sanborn Fire Insurance Company, Map of Fresno, California (New York, 1950), 96.
[27] Sanborn Fire Insurance Company, 1948, 96.
[28] Advertisement, "210-Airplane, Sale and Wanted," *Fresno Bee,* March 9, 1962, 8-C.
[29] "Building Permits in City of Fresno," *Fresno Bee,* March 14, 1954, 36-D.

the construction of the addition on the west side of the hangar. Later that year, Lambe and Bennett announced the opening of a commercial and automotive paint shop at the airfield.[30] The paint shop may have been within the hangar addition.

Table 1. Owners and Occupants of the Subject Property[31]

Years	Owner(s)/Occupant(s)
1904–1936 (non-inclusive)	No street listed
1942–1964 (non-inclusive)	No address listed
1968, 1973	Lambe Piper Aircraft Sales
1978	Lambe Piper Aircraft Sales/Frank X. Ruiz Avionics
1993	Buchner Aero Specialties/Tom's Flying Service
2006, 2011	Alan Buchner
2020	No tenant listed

Frank Xavier Ruiz graduated with an associate degree from Fresno City College in 1963.[32] By 1969, Ruiz was employed as an electronic technician at the Fresno Chandler Executive Airport.[33] By 1976, he had started his own company, Frank X. Ruiz Electronics, and according to city directories specialized in aviation electronics by 1978.[34]

Alan Buchner attended Fresno State College before joining the U.S. Army. His three years of service were spent at Fort Eustis, Virginia, in the helicopter division. By 1963, Buchner was employed by Fresno Aero Sales and Service.[35] He became an operations manager and pilot for Lisle Air at Fresno Chandler Executive Airport in 1966.[36] In the late 1960s, Buchner was a pilot for Guisti Farms Inc., and had a passion for restoring planes.[37] By 1991, Buchner owned a hangar at the Fresno Chandler Executive Airport.[38] In 2011, Buchner's company at the hangar, Buchner Specialties, was categorized as an antiques and collectibles shop.[39]

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[30] Advertisement, *Fresno Bee,* May 9, 1954, 3-S.
[31] From Delta Group Consultants, Inc., *Phase I Environmental Site Assessment and Title V Hazard Review for the Proposed Aviation Academy at Fresno Chandler Executive Airport, 640 and 716 West Kearney Boulevard, Portion of APN 464-220-43T, Fresno, Fresno County, California 93706,* prepared for City of Fresno Airports Department, December 13, 2024, 21.
[32] "299 Will Receive CC Degrees," *Fresno Bee,* May 26, 1963, 4-B.
[33] "Sea Planes," *Fresno Bee,* January 14, 1969, 17-A.
[34] Advertisement, "Electronic Tech," *Fresno Bee,* November 12, 1976, E9.
[35] "Alan Buchner Claims Wife," *Fresno Bee,* December 22, 1963, 5-W.
[36] "Lisle Air Service Opens New Quarters," *Fresno Bee,* June 26, 1966, 30-F.
[37] Gene Kuhn, "Fresnan Treasures 1923 'Flivver Plane,'" *Fresno Bee,* August 29, 1971, A3.
[38] "Flight of the Yak," *Fresno Bee,* April 9, 1991, B1.
[39] "Antiques and Collectibles," *Fresno Bee,* November 18, 2011, 4.

For an unknown period, Buchner shared the subject property hangar with Tom's Flying Service. Tom's Flying Service was an aircraft charter and rental company.[40] No additional information could be located about the company in newspaper articles.

3 Area of Potential Effects

The proposed Area of Potential Effects (APE) for the Fresno Chandler Executive Airport Hangar inventory and evaluation report is the footprint and foundation of the hangar at 716 W. Kearney Boulevard (see **Appendix A**, Project Map). The APE extends to a maximum depth of 3 feet below ground surface. The surface APE is approximately 3.34 acres of the 55.86-acre APN 646-220-43T. The APE was defined following guidance at 36 CFR Section 800.16 that describes an APE as follows:

> *geographic area or areas within which an undertaking may directly or indirectly cause changes in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different kinds of effects caused by the undertaking.*

The Section 106 regulations are specific and require that an APE is identified prior to taking the necessary steps to identify historic properties. The hangar at 716 W. Kearney Boulevard is the only property that would be affected by the proposed cleanup work. Airport Road and the paved parking areas surrounding the hangar would be utilized for ingress and egress to perform work.

The hangar that would be affected is vacant and in disrepair. There are no previously recorded built environment or archaeological resources within the APE.

4 Methods and Findings

Cultural resources investigations for the Project included a records search conducted at the Southern San Joaquin Valley Information Center (SSJVIC) of the California Historical Resources Information System (CHRIS), a desktop literature review, and a built environment pedestrian survey of the entire Project APE.

4.1 SSJVIC Records Search and Desktop Review Results

On October 13, 2025, Stantec archaeologist Jenna Santy requested a record search at the SSJVIC of the CHRIS (SSJVIC reference No. 25-414, **Appendix B**) to identify previously recorded resources and studies within 0.25 mile of the Project APE. Resource inventories, including the California Register of Historical

[40] Advertisement, "Planes, trains, taxies and buses," *Fresno Bee,* July 30, 1989, K69.

Resources (CRHR) and California Historical Landmarks, were also consulted, as well as historic topographic maps, historic aerial imagery, General Land Office (GLO) plat maps, and listings of resources on the Archaeological Determinations of Eligibility listing and California Office of Historic Preservation Built Environment Resources Database (BERD).

Additionally, historical research was conducted by Rebecca Riggs and Madeline Josa that was focused on the history of the region, including the residential and commercial development. Preliminary research included a review of current and historic maps and previous reports, as well as research at the San Joaquin Valley Heritage & Genealogy Center in the Fresno County Public Library. Ms. Riggs and Ms. Josa conducted primary and secondary research to develop appropriate historical contexts for the evaluation of the one identified property in addition to the surrounding neighborhood. Resources consulted included digital history publications, digital periodicals, local historical contexts, and local periodicals that address the development of the region.

The records search identified no previously recorded resource within the APE, and two resources within 0.25 miles of the APE (*Table 1*, **Appendix C**). One previous study was conducted within or immediately adjacent to the Project APE (*Table 2*). Two previous studies have been conducted within a 0.25-mile buffer of the APE (*Table 3*).

Table 2. Previously Recorded Resources within a 0.25-Mile Buffer of the APE from the SSJVIC Records Search

P-Number	Resource Name	Author(s)	Year	Evaluation Recommendation
P-10-005229	Valdes Residence	Dolores Mellon	1996	6Z
P-10-005578	Leymel Hall USAR Center/ASMA 14 (G)	PAR Environmental Services, Inc.	2006	6Z

Table 3. Previous Studies within or Immediately Adjacent to the APE

Study Number	Author	Year	Title
FR-02076	Hattersley-Drayton, Karana	2004	Historic Architecture Survey Report for the "Bungalow" Court Project, Fresno, California

Table 4. Previous Studies within a 0.25-Mile Buffer of the APE

Study Number	Author	Year	Title
FR-02293	Corey, Christopher and Sikes, Nancy E.	2007	Cultural Resources Survey for the Proposed Fresno Chandler Executive Airport Master Plan Development Project, City of Fresno, Fresno County, California
FR-02432	Baker, Cindy L. and Maniery, Mary L.	2007	Cultural Resource Inventory and Evaluation of United States Army Reserve 63D Regional Readiness Command Facilities

In addition to data provided by SSJVIC, research identified one locally-designated historic district within a 0.25-mile buffer of the APE. The Chandler Field/Fresno Municipal Airport Historic District is designated by the City of Fresno for its Works Progress Administration (WPA)-funded site plan. The historic district includes five buildings east of the subject property, four of which were constructed within the 1936–1937 period of significance.[41] The historic district is approximately 660 feet east of the Project, and is separated physically and visually by other hangar buildings.

4.2 Native American Consultation

A Sacred Lands File search request was completed by the Native American Heritage Commission (NAHC) on October 2, 2025, and the results of that search were negative for previously known tribal cultural resources. The NAHC provided the EPA a list of Native American contacts for the APE. As the lead federal agency, the EPA is responsible for tribal consultation pursuant to Section 106. EPA initiated tribal consultation via electronic communication and by mail on January 13, 2026. *Table 5* provides a record of the results of tribal consultation.

Table 5. Results of Tribal Consultation

Tribe	Tribal Representative	Date Contacted	Response Received
Amah Mutsun Tribal Band	Ed Ketchum, Vice-Chairperson	January 13, 2026	N/A
Amah Mutsun Tribal Band	Valentin Lopez, Chairperson	January 13, 2026	N/A
Kitanemuk & Yowlumne Tejon Indians	Delia Dominguez, Chairperson	January 13, 2026	N/A
Northern Valley Yokut / Ohlone Tribe	Katherine Perez, Chairperson	January 13, 2026	N/A
Northern Valley Yokut / Ohlone Tribe	Timothy Perez, Tribal Compliance Officer	January 13, 2026	N/A
Table Mountain Rancheria	Michelle Heredia-Cordova, Chairperson	January 13, 2026	N/A
Table Mountain Rancheria	Bob Pennell, Cultural Resource Director	January 13, 2026	N/A
Tule River Indian Tribe	Felix Christman, THPO	January 13, 2026	N/A
Tule River Indian Tribe	Kerri Vera, Environmental Department	January 13, 2026	N/A
Wuksachi Indian Tribe/Eshom Valley Band	Kenneth Woodrow, Chairperson	January 13, 2026	N/A

[41] Hattersley-Drayton.

4.3 Letters to Interested Parties and Public Outreach

The EPA sent letters to interested parties on January 13, 2026. The interested parties in the project area are the Fresno County Historical Society and the Fresno County Historical Museum. In addition, the City of Fresno will notify the public of their intention to perform cleanup of the subject property at one of the City Council meetings in early 2026 and provide opportunity for comment. No responses from interested parties have been received as of April 16, 2026.

4.4 Built Environment Field Survey

A built environment field survey for the Project was conducted by Architectural Historians Rebecca Riggs and Madeline Josa on October 16, 2025, and involved walking adjacent to the Project APE (see **Appendix A**), walking within the APE, and going inside the building to view the interior with a representative from the City of Fresno.

The purpose of the built environment survey was to identify potentially significant architectural resources in the APE. One hangar at Fresno Chandler Executive Airport, 716 W. Kearney Boulevard, was documented and photographed, which included overall and detail digital photographs of the building, as well as digital photographs of the setting. Positioning data accuracy was checked through visual observations and cross-checked with modern aerial photography, county records, and mapping.

The Project APE is composed of a single building footprint, the hangar at 716 W. Kearney Boulevard. Ms. Riggs and Ms. Josa documented the Fresno Chandler Executive Airport surrounding the APE to get a sense of the overall feeling, compared to localized and adjacent construction and changes. The airport is composed of buildings that date from 1936 to the turn of the twenty-first century. The airport is surrounded by residential and industrial development to the north, east, and south, and agricultural development to the northwest. The APE is surrounded by a paved airplane parking area to the north, a hangar to the east, Airport Road to the south, and a paved parking area to the west.

The surveyed hangar is one of 26 buildings located at the Fresno Chandler Executive Airport. The hangar was constructed with the capacity for airplane storage but is currently vacant. The primary mass of the hangar has a rectangular plan and segmental arch roof with metal coping. The primary façade of the hangar faces north and is clad in corrugated metal siding except for below the arched roof which is clad in vertical wood siding, and the northeast corner of the building which is clad in vertical wood siding on the ground floor. The majority of the façade is a tilt-up garage door. Within the garage door are four six-pane windows with metal frames. There are two entrance doors to the hangar at the northeast corner of the building that provide access to a combination office and apartment inside the hangar. The easternmost entrance is a single metal slab door, and the other is a metal door with glazing. Windows near the entrances are sliding windows with metal frames.

The southern façade of the building is clad in corrugated metal siding. Near the center of the façade is a set of metal-framed glazed double doors surrounded by vertical wood siding below a wood shingle shed canopy. West of the entrance, a small addition projects from the façade. The addition has a shed roof. Window and door openings on the south façade are covered by plastic sheeting.

The interior of the hangar is an open floor plan with basic interior wall sidings, exposed wood rafters and roof supports, and a concrete floor. A portion of the rafters are covered by a flat metal covering. At the northeast corner of the building is a combination office and apartment. The bottom level, the office section, has two rooms and two unconnected bathrooms. The top level, the apartment section, has one room with a connected bathroom. The two levels of the combination office and apartment are connected via an open staircase.

On the west side of the hangar is an addition that expands beyond the original rectangular plan. The addition is clad in vertical wood siding. The addition has a flat roof. A canopy clad in wood shingles projects from the north façade over the entrance to the addition. The entrance is a single glazed metal door. Windows within the addition are sliding windows with metal frames. On the southern façade of the addition is a corrugated metal garage door.

The interior of the addition is accessible via two doorways leading off from the hangar interior. Through one of the doorways are three connected rooms, and through the other doorway are two connected rooms. All rooms have a low ceiling (*Figure 3* through *Figure 23*).

Figure 2. Hangar at 716 W. Kearney Boulevard within the Fresno Chandler Executive Airport, facing southeast (Stantec, 2025).

Figure 3. North façade of the hangar, facing southwest (Stantec, 2025).

Figure 4. Northeast corner of the hangar, facing southwest (Stantec, 2025).

Figure 5. West end of the north façade of the hangar, facing southwest (Stantec, 2025).

Figure 6. North and west façades of the hangar, facing southeast (Stantec, 2025).

Figure 7. North façade of the hangar with open hangar door, facing south (Stantec, 2025).

Figure 8. West façade of the hangar, facing east (Stantec, 2025).

Figure 9. West and south façades of the hangar, facing northeast (Stantec, 2025).

Figure 10. South façade of the hangar, facing northeast (Stantec, 2025).

Figure 11. Entrance on south façade of the hangar, facing north (Stantec, 2025).

Figure 12. South façade of the hangar, facing northwest (Stantec, 2025).

Figure 13. East façade of the hangar, facing northwest (Stantec, 2025).

Figure 14. Interior of the hangar with hangar door open, facing west (Stantec, 2025).

Figure 15. Interior of the hangar with hangar door open, facing east (Stantec, 2025).

Figure 16. Wood truss frame roof inside the hangar (Stantec, 2025).

Figure 17. Interior of hangar with hangar door closed, facing west (Stantec, 2025).

Figure 18. View of the integrated office and apartment from inside of the hangar, facing northeast (Stantec, 2025).

Figure 19. Interior of the first floor of the integrated office, facing northeast (Stantec, 2025).

Figure 20. Interior of the apartment above the integrated office, facing southwest (Stantec, 2025).

Figure 21. Interior of the apartment above the integrated office, facing northeast (Stantec, 2025).

Figure 22. Interior of the addition, facing north (Stantec, 2025).

5 Evaluation of Identified Resources

The records search and literature review identified no previously recorded buildings and no previously recorded prehistoric or historic-period archaeological resources within the APE and limited previously recorded resources within a 0.25-mile radius of the APE. The Project calls for cleanup of regulated building materials in the hangar building and removal of lead-impacted soils immediately adjacent to the building on the south and east elevations. The project would dig to a maximum depth of 3 feet below surface level to remove 140 cubic yards of lead-impacted soils. The potential for encountering buried cultural deposits is low. Due to the limited work area and high levels of previous disturbance from industrial development, the APE is not considered sensitive for intact archaeological cultural resources or buried deposits.

The hangar at 716 W. Kearney Boulevard is within the APE and is more than 50 years old. The building has not been previously recorded. The property was visited and analyzed under the appropriate themes identified in the historic context for this specific undertaking. The property was evaluated according to the NRHP significance criteria (see **Appendix D** for the Department of Parks and Recreation 523 Series Form).

5.1 716 W. Kearney Boulevard at Fresno Chandler Executive Airport

The subject property was not found to be associated with events that made a significant contribution to broad patterns in local, state, or national history. The hangar was constructed in 1948 and was not a planned part of the original improvements to the airfield in 1929, nor a planned part of the WPA-funded site plan constructed between 1936 and 1937. The construction of the hangar was not significantly associated with any identified post-war development trends in the City of Fresno or Fresno County. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criterion A/1.

The subject property was not found to be associated with the lives of persons significant in local, state, or national history. The developer of the hangar is unknown. Subsequent occupants and/or owners of the hangar were local business owners who did not make significant contributions to history. The building does not illustrate the personal achievements of any known significant persons in Fresno or aviation history. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criterion B/2.

The hangar does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. The hangar was constructed in the Utilitarian architectural style. The building utilizes common construction methods and materials, and is not a significant example of hangar construction or architecture. The architect, engineer, and builder of the hangar are unknown, and so the hangar does not represent the work of a known master. The building does not possess high artistic values because it is not an expression of aesthetic ideals or stylistic preferences. The hangar does not represent a significant and distinguishable entity whose components may lack individual distinction. A locally designated historic district, the Chandler Field/Fresno Municipal Airport historic district, was identified in the vicinity of the subject property. The building was excluded from the historic district because it was not constructed within the airport's period of architectural significance. In addition, the hangar is not architecturally compatible with the buildings within the historic district. The

hangar is not a significant component of a potential NRHP historic district at the airport. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criteria C/3.

The subject property is not a source, or likely source, of important information regarding history, building materials, construction techniques, or advancements in architecture or engineering. Such structures are well documented in the historic record and use common construction materials and techniques that would not be deemed significant. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criterion D/4. The subject property was not evaluated for archaeological significance.

The subject property is recommended not eligible for listing in the NRHP/CRHR under any criteria and so an evaluation of integrity is not warranted.

6 Effects of the Undertaking

The NHPA, as amended, in 36 CFR Section 800.5 (a)(1) defines adverse effects as impacts to a historic property as the result of a federal undertaking that may directly or indirectly alter characteristics of a historic property that qualify it for inclusion in the NRHP. Section 800.5(a)(2) identifies examples of effects, which include physical destruction or damage to the property; relocation of the property; alterations not consistent with the Secretary of the Interior's Standards; change of use or physical features of a property's setting; visual, atmospheric, or audible intrusions; neglect resulting in deterioration; or transfer, lease, or sale of a property out of federal ownership or control without adequate protections.

The RLF grant awarded to the City for the removal of hazardous substances (undertaking) includes Project activities to perform hazardous building material abatement and removal of lead-impacted soils at 716 W. Kearney Boulevard. The hangar is recommended not eligible for listing in the NRHP/CRHR under any criteria.

The Project is limited to environmental cleanup activities within the hangar footprint and foundation to a maximum depth of 3 feet below ground level. The Project APE includes one historic-age hangar. The property within the APE is vacant and in poor physical condition. There is the potential for temporary noise disturbance in the area during cleanup activities, as well as increased traffic as cleanup crews access the site. The Project is separated physically and visually from the Chandler Field/Fresno Municipal Airport Historic District by several other hangar buildings. The proposed Project has no potential to affect the historic district. Stantec recommends a finding of **No Historic Properties Affected** for the undertaking, due to the lack of historic properties within the APE.

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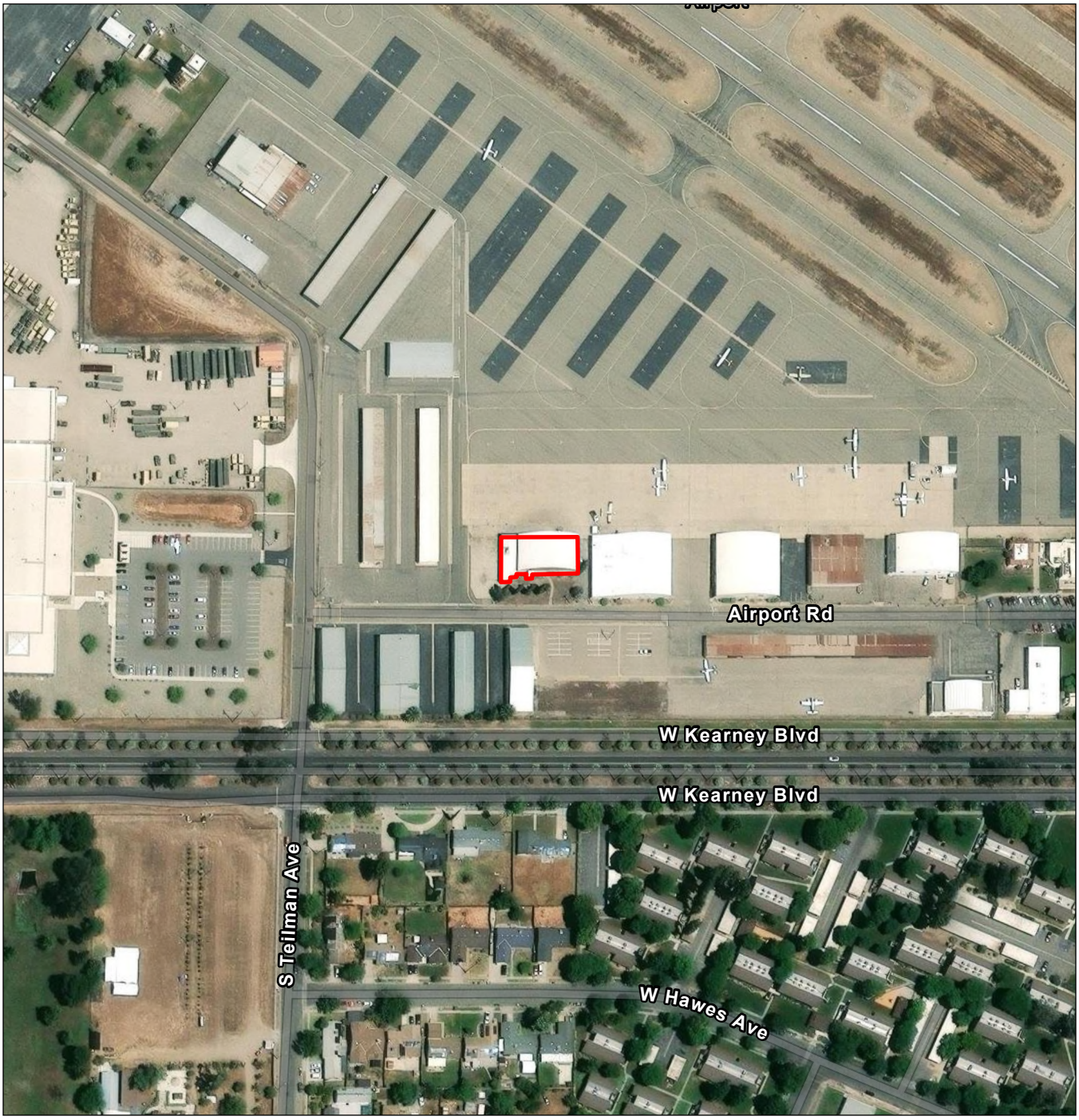
Appendix A Project Map



Property Location and Area of Potential Effects (APE)

0 125 250 Feet
(At original document size of 8.5x11)
1:3,000

N

Notes
1. Coordinate System: NAD 1983 2011 StatePlane California IV FIPS 0404 Ft US
2. Data Sources: Stantec
3. Background: Microsoft, Vantor, Esri, CGIAR, USGS, Sources: Esri, TomTom, Garmin, FAO, NOAA, USGS, © OpenStreetMap contributors, and the GIS User Community

Stantec

Project Location
T14S, R20E, S08
Fresno South, CA (1981) 7.5' USGS Topo Quad

Prepared by KDLP on 2025-11-06
IR by AV on 2025-11-06

Client/Project 203724380
City of Fresno, CA
ATBF City of Fresno RLF

Figure No.

DRAFT

Title
Property Location - Fresno Chandler Executive Airport, 716 W. Kearney Blvd

U:\203\203724380\03_data\gis_cad\gis\ArcPro\Fresno_Section106_Cultural_203724380\Fresno_Section106_Cultural_203724380.aprx Revised: 2025-11-06 By: kdelapena

Disclaimer: This document has been prepared based on information provided by others as cited in the Notes section. Stantec has not verified the accuracy and/or completeness of this information and shall not be responsible for any errors or omissions which may be incorporated herein as a result. Stantec assumes no responsibility for data supplied in electronic format, and the recipient accepts full responsibility for verifying the accuracy and completeness of the data.

Appendix B Records Search Results

California Historical Resources Information System

Fresno
Inyo
Kern
Kings
Madera
Tulare

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

10/13/2025

Jenna Santy
Stantec Consulting Services
1383 N. McDowell Blvd.
Petaluma, CA 94954

Re: 716 W. Kearney Blvd Project
Records Search File No.: 25-414

The Southern San Joaquin Valley Information Center received your record search request for the project area referenced above, located on Fresno South USGS 7.5' quad. The following reflects the results of the records search for the project area and the 0.25 mile radius:

As indicated on the data request form, the locations of resources and reports are provided in the following format: ☐ Custom GIS Maps ☒ GIS Data ☐ Hand Drawn Maps (Inyo County Only)

Resources within project area:	None
Resources within 0.25 mile radius:	P-10-005229, 005578
Reports within project area:	FR-02076
Reports within 0.25 mile radius:	FR-02293, 02432

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

Caltrans Bridge Survey: Not available at SSJVIC; please see https://dot.ca.gov/programs/environmental-analysis/cultural-studies/california-historical-bridges-tunnels

Ethnographic Information: Not available at SSJVIC

Historical Literature: Not available at SSJVIC

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

Local Inventories: Not available at SSJVIC

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

Shipwreck Inventory: Not available at SSJVIC; please see https://www.slc.ca.gov/shipwrecks/

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

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

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

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

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

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

Sincerely,

Celeste M. Thomson
Coordinator

Appendix C Resources Within 0.25 Miles of the Area of Potential Effects

Resource Detail: P-10-005229

SSJVIC Record Search 25-414

Identifying information

Primary No.: P-10-005229
Trinomial:
Name: The Valdes Residence

Other IDs:	*Type*	*Name*
	Resource Name	The Valdes Residence

Cross-refs:

Attributes

Resource type: Building
Age: Historic
Information base: Unknown
Attribute codes: HP02 (Single family property)
Disclosure: Unrestricted
Collections: No
Accession no(s):
Facility:

General notes

Based on aerials, Building is likely to have been destroyed.

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
1/1/1996	Dolores Mellon	City of Fresno	
6/17/1996	Dolores Mellon	City of Fresno	[SUPPLEMENT]; Report to the Historic Preservation Commission

Associated reports

Location information

County: Fresno
USGS quad(s): Fresno South

Address:	*Address*	*City*	*Assessor's parcel no.*	*Zip code*
	1637 S. Teilman Circle	Fresno	464-142-04	93706

PLSS:
UTMs:

Management status

Database record metadata

	Date	*User*	
Entered:	10/29/2014	user	
Last modified:	1/26/2023	jdavid5	
IC actions:	*Date*	*User*	*Action taken*
	10/29/2014	user	Entered resource: MMB
	1/23/2023	kprince4	Added Recorder
	1/23/2023	kprince4	PDF Rescanned
	1/26/2023	jdavid5	PDF Verified
	5/19/2022	kprince4	Added Identifier

Record status: Database Complete

Resource Detail: P-10-005578

SSJVIC Record Search 25-414

Identifying information

Primary No.: P-10-005578

Trinomial:

Name: Leymel Hall USAR Center/AMSA 14 (G); South Fresno USAR Center, AMSA 14 (G), Facility ID No. CA014

Other IDs:

Type	*Name*
Resource Name	Leymel Hall USAR Center/AMSA 14 (G)
Resource Name	South Fresno USAR Center, AMSA 14 (G), Facility ID No. CA014
OHP Property Numb	170081
OTIS Resource Num	528049
OTIS Resource Num	528050
OHP Property Numb	170082

Cross-refs:

Attributes

Resource type: Building

Age: Historic

Information base: Survey

Attribute codes: HP34 (Military property)

Disclosure: Unrestricted

Collections: No

Accession no(s):

Facility:

General notes

Based on aerials, Building is likely to have been destroyed.

Recording events

Date	*Recorder(s)*	*Affiliation*	*Notes*
2/27/2006		PAR Environmental Services, Inc.	

Associated reports

Report No.	*Year*	*Title*	*Affiliation*
FR-02432	2007	Cultural Resource Inventory and Evaluation of United States Army Reserve 63D Regional Readiness Command Facilities	PAR Environmental Services, Inc.

Location information

County: Fresno

USGS quad(s): Fresno South

Address:

Address	*City*	*Assessor's parcel no.*	*Zip code*
910 W. Kearney Boulevard	Fresno		93706-2517

PLSS:

UTMs:

Management status

Database record metadata

	Date	*User*
Entered:	1/7/2014	ssjvic
Last modified:	2/1/2023	jdavid5

IC actions:

Date	*User*	*Action taken*
11/3/2014	user	Entered resource: MMB
2/1/2023	jdavid5	PDF Verified
5/31/2022	kprince4	Added Identifier and note
1/31/2023	kprince4	PDF Rescanned

Record status: Database Complete

Appendix D Department of Parks and Recreation 523 Series Form

State of California—The Resources Agency DEPARTMENT OF PARKS AND RECREATION PRIMARY RECORD	Primary # HRI # Trinomial # NRHP Status Code 6Z Other Listings Review Code Reviewer Date

 *Resource Name or #: Fresno Chandler Executive Airport Hangar

P1. Other Identifier:

*P2. Location: ☐ Not for Publication ☒ Unrestricted

*a. County Fresno b. USGS 7.5' Quad Fresno South Date 1981 T 14S R 20E Sec 8 B.M.

c. Address 716 W Kearney Blvd City Fresno Zip 93706

d. UTM: (Give more than one for large and/or linear resources) 11S 248103 mE/ 4068574 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)
Within Assessor's Parcel Number (APN) 464-220-43T

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

The Fresno Chandler Executive Airport Hangar is one of 26 buildings located at the Fresno Chandler Executive Airport. The hangar was constructed with the capacity for airplane storage but is currently vacant ((*Figure 1* through *Figure 20*). The primary mass of the hangar has a rectangular plan and segmental arch roof with metal coping. The primary façade of the hangar faces north and is clad in corrugated metal siding except for below the arched roof which is clad in vertical wood siding, and the northeast corner of the building which is clad in vertical wood siding on the ground floor (see Continuation Sheet).

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

*P3b.Resource Attributes: (List attributes and codes) HP4. Ancillary Building

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

P5b. Description of Photo: (view, date, accession #) View of Fresno Chandler Executive Airport Hanger north façade, facing southwest, October 16, 2025.

*P6. Date Constructed/Age and Source: ☒ Historic ☐ Prehistoric ☐ Both 1948[1]

*P7. Owner and Address:
City of Fresno
2600 Fresno Street
Fresno, CA 93721

*P8. Recorded by: (Name, affiliation, and address) Madeline Josa and Rebecca Riggs
Stantec Consulting Services, Inc.
300 Montgomery St, Suite 1200
San Francisco, CA 94104

*P9. Date Recorded: October 16, 2025

*P10. Survey Type: (Describe) Intensive

*P11. Report Citation: Stantec Consulting Services Inc., *716 W. Kearney Boulevard at Fresno Chandler Executive Airport Section 106 Inventory and Evaluation Report,* prepared for the City of Fresno under U.S. Environmental Protection Agency Brownfields Funding, 2025.

*Attachments: ☐NONE ☒Location 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): Sketch Map

[1] Sanborn Fire Insurance Company, Map of Fresno, California, 1948, 96.

BUILDING, STRUCTURE, AND OBJECT RECORD

***Resource Name or #** (Assigned by recorder) Fresno Chandler Executive Airport Hangar ***NRHP Status Code** 6Z

B1. Historic Name: Lambe Piper Aircraft Sales; Frank X. Ruiz Avionics; Buchner Aero Specialties; Tom's Flying Service
B2. Common Name: Fresno Chandler Executive Airport Hangar
B3. Original Use: Hangar, Airplane Storage **B4. Present Use:** Vacant
***B5. Architectural Style:** Utilitarian
***B6. Construction History:** (Construction date, alterations, and date of alterations)

The hangar at the subject property was constructed in 1948. The building does not appear on the U.S. Geological Survey (USGS) map from 1947.[2] The hangar appears on the 1948 Sanborn Fire Insurance Company map of the airport as a one-story building with wood truss roof and concrete floor (*Figure 21*).[3] An addition appears to have been constructed on the western façade of the building between 1950 and 1954, per historical aerial photographs (see Continuation Sheet).[4]

***B7. Moved?** ☒**No** ☐**Yes** ☐**Unknown** **Date:** _____ **Original Location:** N/A
***B8. Related Features:** none

B9a. Architect: Unknown b. Builder: Unknown
***B10. Significance: Theme** N/A **Area** N/A
Period of Significance N/A **Property Type** N/A **Applicable Criteria** N/A (Discuss importance in terms of historical or architectural

This intensive survey and evaluation find the Fresno Chandler Executive Airport Hangar does not appear to meet the criteria for listing in the National Register of Historic Places (NRHP) or California Register of Historical Resources (CRHR). The property has been evaluated in accordance with Section 15064.5(a)(2)-(3) of the California Environmental Quality Act Guidelines (CEQA), using the criteria outlined in Section 5024.1 of the California Public Resources Code and does not appear to be a historical resource for the purpose of CEQA (see continuation sheet).

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

***B12. References:** See footnotes

B13. Remarks:

***B14. Evaluator:** Alana Vidmar, Stantec Consulting Services Inc.

***Date of Evaluation:** November 6, 2025

(Sketch Map with north arrow required.)
See Sketch Map

(This space reserved for official comments.)

[2] USGS, topographic map of Fresno South, CA., 1947, accessed November 3, 2025, https://livingatlas.arcgis.com/topomapexplorer/index.html#maps=&loc=-119.82,36.73&LoD=15.32.
[3] Sanborn Fire Insurance Company, Map of Fresno, California, 1948, 96.
[4] California State Archives, File I-15 56-47 Fresno County, California, aerial survey, 1954, accessed November 3, 2025, https://archives.calstate.edu/concern/archives/g445ck300; Sanborn Fire Insurance Company, Map of Fresno, California, 1950, 96.

P3a. Description (Continued):

The majority of the façade is a tilt-up garage door. Within the garage door are four six-pane windows with metal frames. There are two entrance doors to the hangar at the northeast corner of the building that provide access to a combination office and apartment inside the hangar. The easternmost entrance is a single metal slab door, and the other is a metal door with glazing. Windows near the entrances are sliding windows with metal frames.

The southern façade of the building is clad in corrugated metal siding. Near the center of the façade is a set of metal-framed glazed double doors surrounded by vertical wood siding below a wood shingle shed canopy. West of the entrance, a small addition projects from the façade. The addition has a shed roof. Window and door openings on the south façade are covered by plastic sheeting.

The interior of the hangar is an open floor plan with basic interior wall sidings, exposed wood rafters and roof supports, and a concrete floor. A portion of the rafters are covered by a flat metal covering. At the northeast corner of the building is a combination office and apartment. The bottom level, the office section, has two rooms and two unconnected bathrooms. The top level, the apartment section, has one room with a connected bathroom. The two levels of the combination office and apartment are connected via an open staircase.

On the west side of the hangar is an addition that expands beyond the original rectangular plan. The addition is clad in vertical wood siding. The addition has a flat roof. A canopy clad in wood shingles projects from the north façade over the entrance to the addition. The entrance is a single glazed metal door. Windows within the addition are sliding windows with metal frames. On the southern façade of the addition is a corrugated metal garage door.

The interior of the addition is accessible via two doorways leading off from the hangar interior. Through one of the doorways are three connected rooms, and through the other doorway are two connected rooms. All rooms have a low ceiling.

Figure 1. Hangar at 716 W. Kearney Boulevard within the Fresno Chandler Executive Airport, facing southeast (Stantec, 2025).

Figure 2. Northeast corner of the hangar, facing southwest (Stantec, 2025).

Figure 3. West end of the north façade of the hangar, facing southwest (Stantec, 2025).

Figure 4. North and west façades of the hangar, facing southeast (Stantec, 2025).

Figure 5. North façade of the hangar with open hangar door, facing south (Stantec, 2025).

Figure 6. West façade of the hangar, facing east (Stantec, 2025).

Figure 7. West and south façades of the hangar, facing northeast (Stantec, 2025).

Figure 8. South façade of the hangar, facing northeast (Stantec, 2025).

Figure 9. Entrance on south façade of the hangar, facing north (Stantec, 2025).

Figure 10. South façade of the hangar, facing northwest (Stantec, 2025).

Figure 11. East façade of the hangar, facing northwest (Stantec, 2025).

Figure 12. Interior of the hangar with hangar door open, facing west (Stantec, 2025).

Figure 13. Interior of the hangar with hangar door open, facing east (Stantec, 2025).

Figure 14. Wood truss frame roof inside the hangar (Stantec, 2025).

Figure 15. Interior of hangar with hangar door closed, facing west (Stantec, 2025).

Figure 16. View of the integrated office and apartment from inside of the hangar, facing northeast (Stantec, 2025).

Figure 17. Interior of the first floor of the integrated office, facing northeast (Stantec, 2025).

Figure 18. Interior of the apartment above the integrated office, facing southwest (Stantec, 2025).

Figure 19. Interior of the apartment above the integrated office, facing northeast (Stantec, 2025).

Figure 20. Interior of the addition, facing north (Stantec, 2025).

B6. Construction History (Continued):

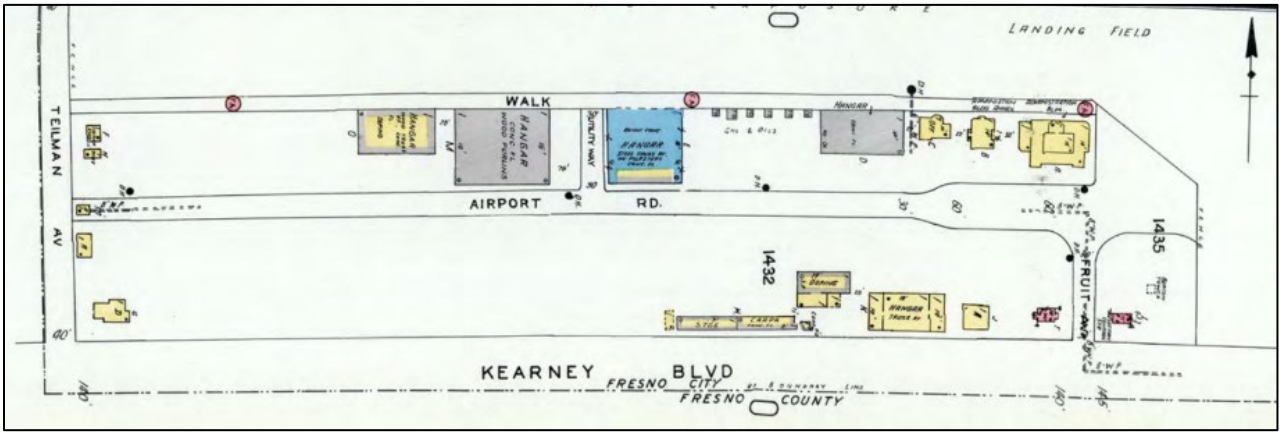


Figure 21. Map of Fresno Chandler Executive Airport in 1948 with the subject property shown in red.[5]

B10. Significance (Continued):

Historic Context:

The first Europeans to traverse the region were Spanish explorers led by Gabriel Moraga in 1805 and 1806. They followed two rivers through the valley and named them the Kings River and the San Joaquin River.[6] This was the first of several Spanish explorations of the San Joaquin Valley in the early nineteenth century and they were followed in 1826 by the first Euro-American explorer to the area, Jedediah Smith. Despite these early explorations, settlement in the area did not occur until after the discovery of gold in California in 1848.[7]

Even after California achieved statehood in 1850, present-day Fresno County was largely devoid of Euro-American settlement. The gold rush resulted in a population boom in other parts of the state, turning small outposts and rudimentary towns into the thriving cities like San Francisco, Sacramento, and Stockton. Those who emigrated to California traveled to the foothills in search of gold, and largely ignored any potential the San Joaquin Valley may have held. Early wagon roads utilized routes established by local indigenous populations that extended along the foothills and branched into the mountains. The main route, known as the Stockton-Los Angeles Road, was surveyed and established in 1850 by Lieutenant George Derby. The road ran north-south between the namesake cities, but the San Joaquin Valley remained generally undeveloped.[8]

To support these early trails, various improvements were made, and amenities established at points along the route. At this time, the San Joaquin Valley had an expansive wetlands system fed by unchecked rivers that flowed from the mountains running into large bodies of water like the Tulare and Kern lakes, which are dry in modern-day. In the early 1850s, to facilitate the crossing of these rivers, several ferries were

[5] Sanborn Fire Insurance Company, 1948, 96.
[6] Douglas E. Kyle, ed., *Historic Spots in California* (Stanford University Press, Palo Alto, California, 2002), 88.
[7] Kyle, 89.
[8] California High-Speed Rail Authority, "California High-Speed Train Project EIR/EIS Historic Property Survey Report: Fresno to Bakersfield Section," 2014, 7-1.

established along the stage route. Hotels, general stores, and other businesses followed, creating the foundations of early townsites in the region.[9]

At the time of statehood in 1850, present-day Fresno County was divided between Mariposa, Merced and Tulare Counties. Following the decline of the gold rush, miners made their way down into the San Joaquin Valley and settled along established stage routes and near ferry crossings along the Kings and San Joaquin Rivers. One of the first settlements in present-day Fresno County was Rootville, founded in 1851. By 1854, it was renamed Millerton and when Fresno County was formed in 1856, it became the first county seat. It remained the county seat until 1874, when many of the residents abandoned the town and relocated to the newly founded town of Fresno, which was subsequently named the county seat.[10]

The Southern Pacific Railroad (SPRR) began quickly laying tracks through the San Joaquin Valley in 1870, and Fresno was founded as a station along the tracks. SPRR purchased the land for the town from the German Syndicate and a three-square mile area was surveyed and plotted as a town with space for a train station and a courthouse in 1872. After the completion of the railroad through the new town, Fresno quickly grew to include a general store, hotel, restaurants, and a post office.[11] As more people moved to the area, the Fresno Canal and Irrigation Company completed construction on a series of large irrigations canals to facilitate the use of the arid land for agriculture. The predominant crops included grapes, cotton, figs, and citrus fruits. Fresno was incorporated in 1885 and the success of agriculture in the area continued the growth of the population of Fresno into the turn of the twentieth century.[12]

The agricultural industry that surrounded Fresno led to the construction of processing plants and manufacturing facilities for agricultural goods, including fruits, grains, and livestock. Fresno's proximity to the railroad fueled the development of industrial areas in southern Fresno in the early twentieth century.[13] After World War I, the boundaries of the city were expanded to the north and east to accommodate the construction of new residential neighborhoods. Growth of the local economy and population slowed during the Great Depression, but experienced an uptick between 1940 and 1950, when the population of Fresno increased by 30,000.[14] Development in Fresno continued to increase in the Post-War period. The move and expansion of the Golden State Highway in 1948 provided an industrial connection between the nearby railroad and the new freeway and spurred the construction of new industrial buildings in southern Fresno.[15]

Fresno Chandler Executive Airport

At the close of World War I in 1918, local pilots in and around Fresno began to organize to bring an aviation facility to the city. The City of Fresno, on behalf of the pilots, attempted to gain public support for the purchase of an airfield, but had made no progress by 1929. Southwest of downtown Fresno, former State Senator W. F. Chandler and his family managed a large farm, a portion of which was already being used as an informal and seasonal airfield. On November 2, 1929, Chandler formally donated 100 acres of farmland to the City of Fresno for use as an airfield. Within one year, $50,000 of improvements were made to the field, including a runway, and several buildings including at least one hangar. Between 1936 and 1937, the field was further

[9] California High-Speed Rail Authority, 7-2.
[10] Page & Turnbull, Inc., "Historic Properties Survey Report for South Stadium Project Area, Phase I Area, Fresno California," Prepared for Forest City Residential West, Inc., 2008, 5.
[11] Kyle, Douglas E., *Historic Spots in California, fifth edition* (Stanford University Press, 2002), 92.
[12] Page & Turnbull, Inc., 7.
[13] California High-Speed Rail Authority, 7-8.
[14] Page & Turnbull, Inc., 9.
[15] California High-Speed Rail Authority, 7-9.

improved by the Fresno Public Works Department with funding from the Works Progress Administration (WPA). The WPA-funded project included the construction of several buildings in an organized site plan that continues to be a character-defining feature of the airport today.[16]

The Fresno Chandler Executive Airport Hangar has been utilized by several occupants (*Table 1*). The earliest recorded occupant of the building, Lambe Piper Aircraft Sales, had an office at Fresno Chandler Executive Airport beginning in or before 1962, and may have occupied the building earlier than is reflected in city directories.[17] In 1954, Frank Lambe, owner of Lambe Piper Aircraft Sales, and business partner Harry Bennett applied for an alterations and repairs permit for a shop at the airport worth $4,000.[18] This alteration date is consistent with the construction of the addition on the west side of the hangar. Later that year, Lambe and Bennett announced the opening of a commercial and automotive paint shop at the airfield.[19] The paint shop may have been within the hangar addition.

Table 1. Owners and Occupants of the Subject Property[20]

Years	Owner(s)/Occupant(s)
1904–1936 (non-inclusive)	No street listed
1942–1964 (non-inclusive)	No address listed
1968, 1973	Lambe Piper Aircraft Sales
1978	Lambe Piper Aircraft Sales/Frank X. Ruiz Avionics
1993	Buchner Aero Specialties/Tom's Flying Service
2006, 2011	Alan Buchner
2020	No tenant listed

Frank Xavier Ruiz graduated with an associate degree from Fresno City College in 1963.[21] By 1969, Ruiz was employed as an electronic technician at the Fresno Chandler Executive Airport.[22] By 1976, he had started his own company, Frank X. Ruiz Electronics, and according to city directories specialized in aviation electronics by 1978.[23]

Alan Buchner attended Fresno State College (now California State University, Fresno) before joining the U.S. Army. His three years of service were spent at Fort Eustis, Virginia, in the helicopter division. By 1963,

[16] Hattersley-Drayton.
[17] Advertisement, "210-Airplane, Sale and Wanted," *Fresno Bee,* March 9, 1962, 8-C.
[18] "Building Permits in City of Fresno," *Fresno Bee,* March 14, 1954, 36-D.
[19] Advertisement, *Fresno Bee,* May 9, 1954, 3-S.
[20] From Delta Group Consultants, Inc., *Phase I Environmental Site Assessment and Title V Hazard Review for the Proposed Aviation Academy at Fresno Chandler Executive Airport, 640 and 716 West Kearney Boulevard, Portion of APN 464-220-43T, Fresno, Fresno County, California 93706,* prepared for City of Fresno Airports Department, December 13, 2024, 21.
[21] "299 Will Receive CC Degrees," *Fresno Bee,* May 26, 1963, 4-B.
[22] "Sea Planes," *Fresno Bee,* January 14, 1969, 17-A.
[23] Advertisement, "Electronic Tech," *Fresno Bee,* November 12, 1976, E9.

Buchner was employed by Fresno Aero Sales and Service.[24] He became an operations manager and pilot for Lisle Air at Fresno Chandler Executive Airport in 1966.[25] In the late 1960s, Buchner was a pilot for Guisti Farms Inc., and had a passion for restoring planes.[26] By 1991, Buchner owned a hangar at the Fresno Chandler Executive Airport.[27] In 2011, Buchner's company at the hangar, Buchner Specialties, was categorized as an antiques and collectibles shop.[28]

For an unknown period, Buchner shared the subject property hangar with Tom's Flying Service. Tom's Flying Service was an aircraft charter and rental company.[29] No additional information could be located about the company in newspaper articles.

Evaluation

The subject property was not found to be associated with events that made a significant contribution to broad patterns in local, state, or national history. The hangar was constructed in 1948 and was not a planned part of the original improvements to the airfield in 1929, nor a planned part of the WPA-funded site plan constructed between 1936 and 1937. The construction of the hangar was not significantly associated with any identified post-war development trends in the City of Fresno or Fresno County. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criterion A/1.

The subject property was not found to be associated with the lives of persons significant in local, state, or national history. The developer of the hangar is unknown. Subsequent occupants and/or owners of the hangar were local business owners who did not make significant contributions to history. The building does not illustrate the personal achievements of any known significant persons in Fresno or aviation history. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criterion B/2.

The hangar does not embody the distinctive characteristics of a type, period, or method of construction, represent the work of a master, or possess high artistic values. The hangar was constructed in the Utilitarian architectural style. The building utilizes common construction methods and materials, and is not a significant example of hangar construction or architecture. The architect, engineer, and builder of the hangar are unknown, and so the hangar does not represent the work of a known master. The building does not possess high artistic values because it is not an expression of aesthetic ideals or stylistic preferences. The hangar does not represent a significant and distinguishable entity whose components may lack individual distinction. A locally designated historic district, the Chandler Field/Fresno Municipal Airport historic district, was identified in the vicinity of the subject property. The building was excluded from the historic district because it was not constructed within the airport's period of architectural significance. In addition, the hangar is not architecturally compatible with the buildings within the historic district. The hangar is not a significant component of a potential NRHP historic district at the airport. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criteria C/3.

The subject property is not a source, or likely source, of important information regarding history, building materials, construction techniques, or advancements in architecture or engineering. Such structures are well documented in the historic record and use common construction materials and techniques that would not be

[24] "Alan Buchner Claims Wife," *Fresno Bee,* December 22, 1963, 5-W.
[25] "Lisle Air Service Opens New Quarters," *Fresno Bee,* June 26, 1966, 30-F.
[26] Gene Kuhn, "Fresnan Treasures 1923 'Flivver Plane,'" *Fresno Bee,* August 29, 1971, A3.
[27] "Flight of the Yak," *Fresno Bee,* April 9, 1991, B1.
[28] "Antiques and Collectibles," *Fresno Bee,* November 18, 2011, 4.
[29] Advertisement, "Planes, trains, taxies and buses," *Fresno Bee,* July 30, 1989, K69.

deemed significant. Therefore, the hangar is recommended not eligible for listing in the NRHP/CRHR under Criterion D/4. The subject property was not evaluated for archaeological significance.

The subject property is recommended not eligible for listing in the NRHP/CRHR under any criteria and so an evaluation of integrity is not warranted.

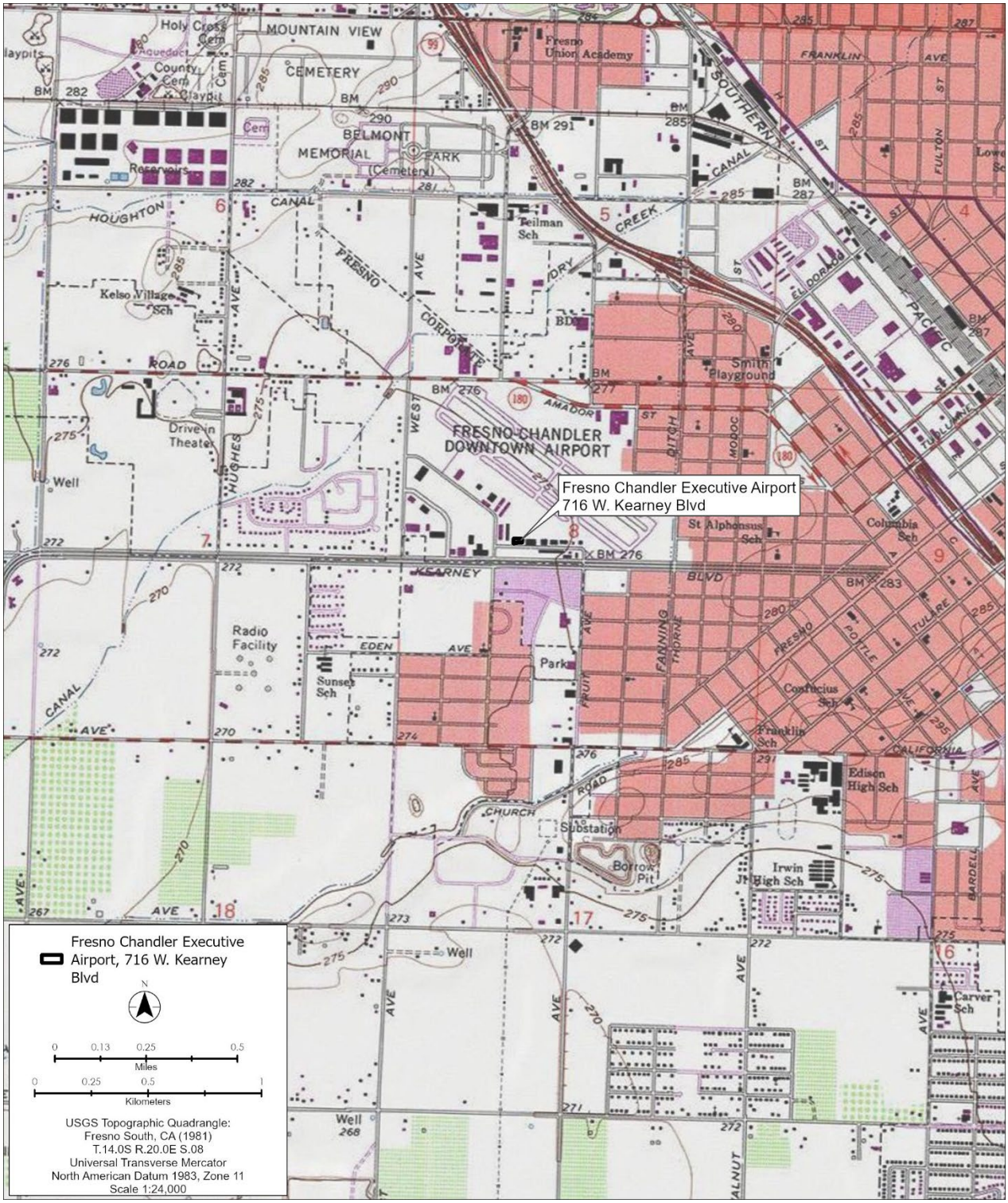
State of California—The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

LOCATION MAP

Primary # _____
HRI # _____
Trinomial # _____

***Resource Name or #:** Fresno Chandler Executive Airport Hangar

***Map Name:** Fresno South, CA ***Scale:** 1:24,000 ***Date of Map:** 1981



State of California—The Resources Agency

DEPARTMENT OF PARKS AND RECREATION

SKETCH MAP

Primary #

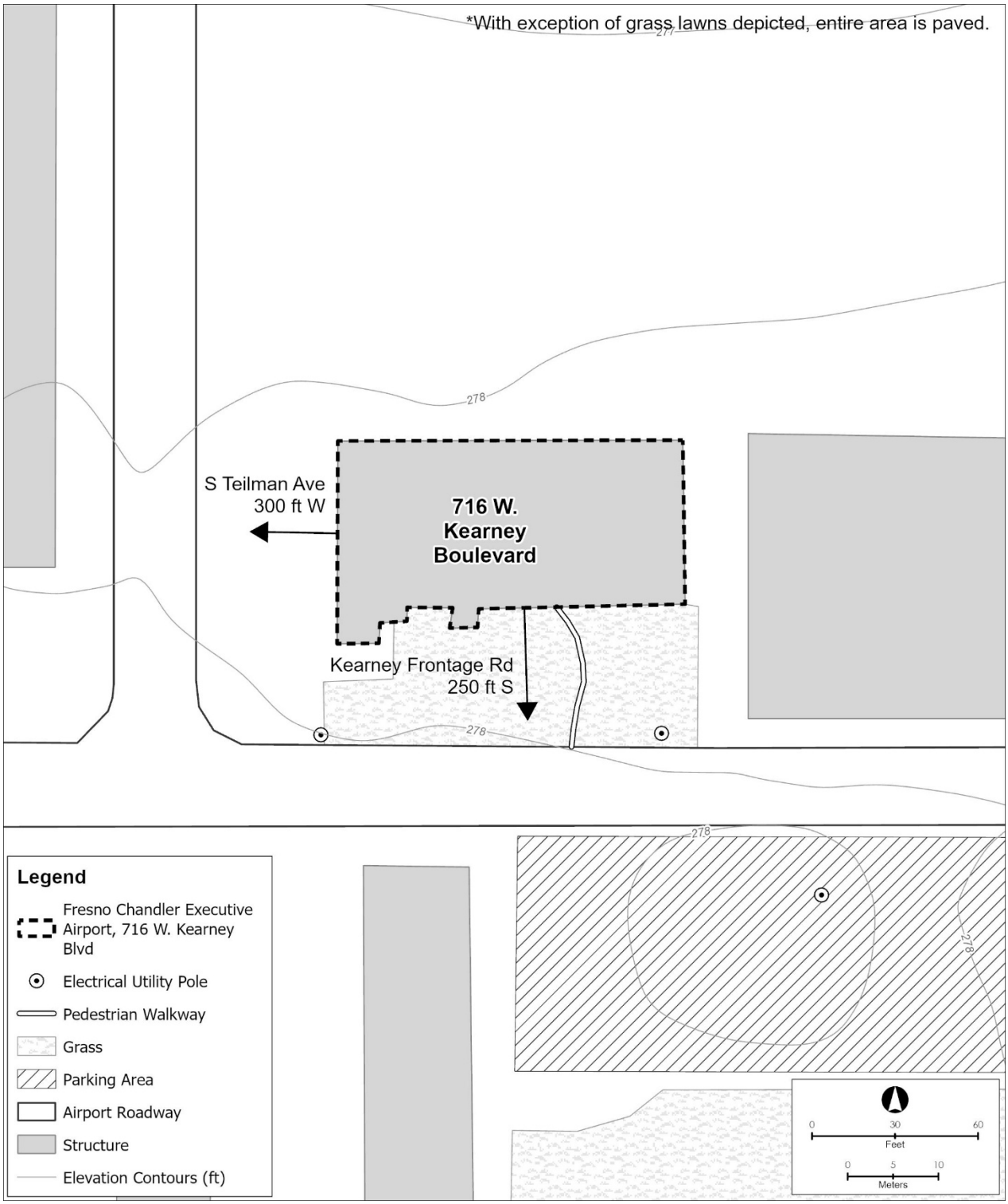
HRI #

Trinomial #

***Resource Name or #:** Fresno Chandler Executive Airport Hangar

***Drawn By:** Kayla De La Peña, Stantec Consulting Services Inc.

Date of Map: November 2025



***Required information**

With every community, we redefine what's possible.

Stantec is a global leader in sustainable engineering, architecture, and environmental consulting. The diverse perspectives of our partners and interested parties drive us to think beyond what's previously been done on critical issues like climate change, digital transformation, and future-proofing our cities and infrastructure. We innovate at the intersection of community, creativity, and client relationships to advance communities everywhere, so that together we can redefine what's possible.

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