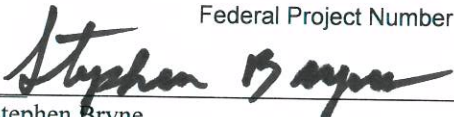



**2nd Supplemental Archaeological Survey Report
for the
Mount Vernon Avenue Bridge Replacement Project
City of San Bernardino, San Bernardino County**

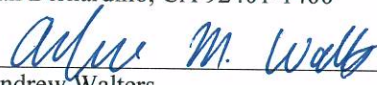
Mount Vernon Avenue over the Burlington Northern Santa Fe Rail Yard

08-SBD-Mount Vernon Avenue
Federal Project Number BRLS-6507(003)

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The environmental review, consultation, and any other actions required by applicable federal environmental laws for this project are being, or have been, carried out by Caltrans pursuant to 23 U.S.C. 327 and the Memorandum of Understanding dated December 23, 2016, and executed by the Federal Highway Administration and Caltrans.

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

U.S. Geological Survey (USGS) 7.5-minute quadrangle: San Bernardino South, Township 1 South, Range 4 West, Section 7

Resources: P-36-008695/CA-SBR-8695H; P-36-014221; P-36-014222

APE: approximately 186 acres

March 2018

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List of Abbreviated Terms

APE	Area of Potential of Effects
ASR	Archaeological Survey Report
ATSF	Atchison, Topeka, & Santa Fe
B.P.	before present
BNSF	Burlington Northern Santa Fe
Caltrans	California Department of Transportation
DPR	California Department of Parks and Recreation
HPSR	Historic Property Survey Report
NAHC	Native American Heritage Commission
NRHP	National Register of Historic Places
PQS	Professionally Qualified Staff
PRC	Public Resources Code
RPA	Registered Professional Archaeologist
SASR	Supplemental Archaeological Survey Report
SBCTA	San Bernardino County Transportation Agency
Section 106 PA	First Amended Programmatic Agreement (2014) among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, As It Pertains to the Administration of the Federal-Aid Highway Program in California
SHPO	State Historic Preservation Officer
SHPSR	Supplemental Historic Property Survey Report

Summary of Findings

This 2nd Supplemental Archaeological Survey Report (SASR) was prepared for the California Department of Transportation (Caltrans), District 8, and the San Bernardino County Transportation Agency (SBCTA). SBCTA, in cooperation with Caltrans, is proposing to replace the existing Mount Vernon Avenue Bridge (Bridge Number 54C-066) over the Burlington Northern Santa Fe (BNSF). The proposed project is located in San Bernardino County, California, in Section 7, Township 1 South, and Range 4 West on the U.S. Geological Survey San Bernardino South 7.5-minute quadrangle map. The Project Vicinity, Project Location, and Area of Potential Effects (APE) maps are located in the 2nd Supplemental Historic Property Survey Report (SHPSR), Attachment A.

This SASR is based on a cultural resources study conducted to meet the standards outlined in Section 106 of the National Historic Preservation Act of 1966, as amended. The SASR is used to document identification and recordation efforts for prehistoric and historical archaeological resources. “Cultural resources,” as used in this document, refers to all historical and archaeological resources, regardless of significance. The term “historic property” is defined in the National Historic Preservation Act of 1966 as: “any prehistoric or historic district, site, building, structure, or object included on, or eligible for inclusion on,” the National Register of Historic Places (NRHP).

The study area, as shown on the Area Surveyed map (see Appendix A), includes the APE, which encompasses approximately 186 acres, of which approximately 34 acres were intensively pedestrian surveyed. One previously recorded historical archaeological resource is mapped within the APE. The Santa Fe Site (36-008695/CA-SBR-8695H) consisted of 11 privy deposits and 2 refuse dumps, which were associated with residences on the property between 1895 and 1916 (Lerch et al. 1997). This site was excavated and removed and it is no longer extant.

In addition, two ditches located within the revised APE were previously identified and evaluated for NRHP eligibility: the Santa Fe Ditch (P-36-014221) and Viaduct Boulevard Ditch (P-36-014222). Neither ditch appeared to be eligible for inclusion in the NRHP. The State Historic Preservation Officer (SHPO) concurred on March 5, 2009, that the ditches were ineligible for listing in the NRHP. The pedestrian field surveys completed for this current project revealed that both ditches were destroyed during the construction of a parking structure. The former Santa Fe Site and both non-extant ditches are shown on the APE map located in Attachment A of the 2nd SHPSR (2018).

Intensive pedestrian field surveys of accessible portions of the APE were conducted on October 6, 2017, December 21, 2017, and January 10, 2018. Constraints to the survey effort included the fact that much of the APE could not be surveyed for archaeological resources at this time because access was not obtained for the railroad yard and for several of the private properties located in the APE. Results of the field surveys indicate that the majority of the APE has been heavily affected by previous building construction activity. No archaeological resources were identified.

Native American consultation efforts were re-initiated in light of changes to the project footprint. To date, no tribal authorities have identified any cultural resources in the project area.

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can evaluate the nature and significance of the find. An additional survey will be required if the project changes to include areas that were not previously surveyed.

Chapter 1 Introduction

SBCTA, in cooperation with Caltrans, District 8, is proposing to replace the existing Mount Vernon Avenue Bridge (Bridge Number 54C-066) over the BNSF rail yard in the city of San Bernardino, San Bernardino County, California.

This SASR is based on a cultural resources study conducted to meet the standards outlined in Section 106 of the National Historic Preservation Act of 1966, as amended. This SASR is used to document identification and recordation efforts for prehistoric and historical archaeological resources. It implements the revised regulations (amendments effective August 5, 2004) of the Advisory Council on Historic Preservation for the Protection of Historic Properties (36 Code of Federal Regulations 800). It was prepared in conformance with the format set forth in Caltrans' Standard Environmental Reference, *Environmental Handbook*, Volume 2, Cultural Resources, and Exhibit 5.1: Archaeological Survey Report Format and Content Guide (January 2015).

The APE is depicted on the U.S. Geological Survey San Bernardino South 7.5-minute quadrangle map in Section 7, Township 1 South, and Range 4 West. Project Vicinity, Project Location, and APE maps are located in the SHPSR (Number 2), Attachment A.

A negative Archaeological Survey Report (ASR) was prepared by Richard S. Shepard in 2000 for this proposed bridge replacement project, and a Historic Property Survey Report (HPSR) was completed in August 2001. Because of modifications in the bridge design, an SHPSR (Feldman 2007) and SASR (2004) were subsequently prepared. A negative SASR for the proposed project was prepared by Stacy Schneyder Case and Mark Robinson in 2004. In 2004, no archaeological resources were identified in or immediately adjacent to the revised project APE (Schneyder Case and Robinson 2004). Given the length of time since the original negative ASR and first SASR were prepared, and because it has been noted that additional project improvements/refinements are needed that were not included in the document, supplemental Section 106 compliance documents are required. This 2nd SASR has been prepared to take into account proposed improvements/refinements to the project design since the original ASR and first SASR, which required additional changes to the APE.

Intensive pedestrian field surveys of accessible portions of the APE were conducted on October 6, 2017, December 21, 2017, and January 10, 2018. The results of the field surveys indicate that the majority of the APE has been heavily affected by previous building construction activity. No archaeological resources were identified (see Appendix A for the Area Surveyed map). See Chapter 5 for more information about the field surveys.

1.1 Professional Qualifications

Stephen Bryne has a Master of Science degree in prehistoric archaeology from Florida State University, a Bachelor of Arts degree in anthropology from Florida State University, and more than 20 years of experience from working on archaeological field projects in California.

Mr. Bryne is a Registered Professional Archaeologist (RPA) and who meets the Professionally Qualified Staff (PQS) standards for Principal Investigator, Prehistoric Archaeology.

Monica Corpuz has a Bachelor of Arts in anthropology from the University of California, Berkeley and a Master of Arts degree in public archaeology from California State University, Northridge. Ms. Corpuz is an RPA and meets the PQS standards for Principal Investigator, Prehistoric Archaeology and Historic Archaeology. Ms. Corpuz has over 12 years of experience in California archaeology.

Nara Cox has a Bachelor of Arts degree from San Diego State University. Ms. Cox has worked on approximately 90 cultural resource management projects throughout the state of California and is experienced in desert, mountain, and coastal environments. She has served in field and lab technician capacities and as crew chief, and has co-authored technical reports. Ms. Cox meets the PQS standards for Lead Archaeological Surveyor.

Chapter 2 Highway Project Location and Description

2.1 Scope of Proposed Project

SBCTA, in cooperation with Caltrans, District 8, is proposing to replace the existing Mount Vernon Avenue Bridge (Bridge Number 54C-066) over the BNSF rail yard in the city of San Bernardino, San Bernardino County, California. The Federal Project Number is BRLS-6507(003). The area is relatively flat and open, with minimal vegetation. Adjacent urban development and the BNSF Railroad Intermodal Facility buildings and tracks create an urban environment with mostly paved and disturbed surfaces.

The Preferred Alternative (Alternative 3 – Bridge Replacement), adopted in 2011, extended from just south of 5th Street to just north of Kingman Street. Based on the identified project improvements/refinements, the project would now extend from just south of 5th Street to Rialto Avenue. The proposed improvements/refinements to the project are listed below.

- A portion of the BNSF intermodal operations/parking area east of the bridge, on the north side of the existing tracks, would be removed; a new paved area between Kingman Street and West 4th Street and between Cabrera Avenue and Mount Vernon Avenue would be constructed (this would involve acquisition and removal of existing residences/businesses within these limits). A 12-foot-high block wall and a 20-foot-wide landscape buffer would be constructed along Kingman Street and Cabrera Avenue to shield this area from surrounding uses.
- Track 218, previously identified as a temporary track for bridge construction purposes, would now be a permanent rail track. A new permanent track (Track 219) would be constructed.
- Tracks 216 and 217 would also be permanent tracks that are to be realigned in the immediate vicinity of the new bridge.
- The structures located at the southwest end of the bridge, bordered by Mount Vernon Avenue to the east, the alley behind the structures to the west, West 3rd Street to the north, and West 2nd Street to the south, would be acquired and removed.

Consistent with the updated project layout, the following would be incorporated:

- Utilities would be relocated as needed to accommodate the proposed improvements.

- Geotechnical borings would be conducted within the project's limits of disturbance as needed for the design of the project.

2.2 Area of Potential Effects

The APE for the undertaking was originally established in 2000 as part of the original HPSR prepared for the undertaking (approved August 2001). The APE was revised in 2006 in consultation with Christie Hammond, Caltrans District 8 Principal Architectural Historian (PQS), and Sean Yeung, Local Assistance Engineer, to include a revised boundary due to minor design changes determined since the original HPSR was completed.

In accordance with the First Amended Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California SHPO, and Caltrans Regarding Compliance with Section 106 of the National Historic Preservation Act (Section 106 PA [January 2014]), Stipulation VIII.A, the revised (2018) APE for the project was established in consultation with Andrew Walters, Principal Architectural Historian PQS, and David Lee, Project Manager/Local Assistance Planner, on March 22, 2018. The APE map is Figure 3 in Attachment A of the SHPSR.

The purpose of the APE is to delineate the geographic areas within which an undertaking may directly or indirectly cause alteration in the character or use of historic properties, if any such properties exist. The project's updated APE has been defined in accordance with 36 Code of Federal Regulations 800.16(d) and (i) with the purpose of identifying cultural resources within the project's expanded footprint. The APE was developed from the project footprint, including current and proposed right of way limits, temporary construction easements, potential staging and storage areas, and utility relocations, plus a buffer to allow heavy equipment to maneuver and to include potential indirect effects on cultural resources that may develop as a result of this undertaking.

The APE further encompasses the full boundaries of previously recorded or newly identified archaeological sites that are partially within the project limits. The APE was further expanded to encompass entire parcels where previously recorded or newly identified built resources could be sensitive to visual, noise, and vibration effects. The western quadrant of the APE was expanded in particular to include the extents of the Santa Fe rail yard, which was evaluated as part of these updated studies. The guiding tenet in delineating the APE is that it be commensurate with the undertaking's potential to affect historic properties, should any exist.

The vertical APE within the project limits is anticipated to range from 3 feet to 100 feet deep, depending on construction activity. Limited locations may require excavating to depths of up to approximately 80 to 100 feet for bridge pilings as well as associated drilling activities. Depths of up to three to four feet would be required for roadway excavation. Excavations depths of up to 5 to 6 feet would be required for retaining walls and 4 to 14 feet for drainage trenching.

The boundaries of the original APE and the revised APE from 2006 are clearly shown on the APE map. The most recent revisions, which are addressed in this report, are also clearly delineated. The most recent APE more than doubles the two combined previous APEs due to design changes. The APE includes approximately 186 acres, of which approximately 34 acres were intensively pedestrian surveyed (41 parcels).

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Chapter 3 Sources Consulted

3.1 Summary of Methods and Results

Records Search

A records search at the South Central Coastal Information Center of the California Historical Resources Information System was performed by ICF archaeologist Nara Cox on July 24, 2017. This records search was conducted for the current, revised APE, with a 0.25-mile radius around the current project footprint. The following standard sources were consulted:

- NRHP
- California Register of Historical Resources
- California Inventory of Historic Resources
- California Historical Landmarks
- California Points of Historical Interest

The results of the records search indicate that a total of 26 previous studies have occurred in the records search area (Table 1). Of these studies, 12 have occurred in, or partially within, the present project APE and are shown in bold in Table 1.

Table 1. Previous Studies in the Records Search Area

Report #	Year	Author(s)	Title
1060122	1972	Gerald A. Smith	Archaeological Survey of the Lytle and Warm Creek Areas
1060447	1976	M.B. Scott	Development of Water Facilities in the Santa Ana River Basin, California, 1810–1968
1062163	1990	Mark T. Swanson	Cultural Resources Survey: Conditional Use Permit 90-52, a 0.42-acre Tract, 796 West 5 th Street, San Bernardino, San Bernardino County, California
1062885	1994	Michael E. Macko	Cultural Resources Evaluation: Atchison, Topeka & Santa Fe Railway Company 21.1-acre Quality Distribution Site, San Bernardino, California
1063223	1997	Andrea Urbas and Jeanette A. McKenna	Historic Resources Evaluation Report: 106–124 North I Street, San Bernardino, California
1063226	1994	Anonymous	Historical Assessment of Atchison, Topeka & Santa Fe Railway Maintenance Yards, San Bernardino, California

Report #	Year	Author(s)	Title
1063227	1994	Michael Lerch and Karen Swope	Archaeological Assessment of the Atchison, Topeka & Santa Fe Railway Intermodal Yard, San Bernardino, California
1063653	1997	Karen Swope, Michael Rodarte, and Michael K. Lerch	Turn-of-the-Century Life in a San Bernardino Neighborhood: Archaeological Investigations at the Santa Fe Yards Site (CA-SBR-8695H), San Bernardino, California
1063654	2001	Bruce Love	Archaeological Monitoring Report: Yellow Freight Systems Distribution Center
1063654	2001	Bruce Love	Archaeological Monitoring Report: Building Demolition Remains Removal, Former BNSF Storage Facility and Yard, San Bernardino, California
1063657	2000	Roger Hatheway	A Department of Energy Report for Building Features and a Proposed Archaeological Testing Evaluation and Mitigation Plan for a Proposed Distribution Center on the BNSF Storage Property
1063935	1999	Bruce Love and Bai Tang	Historic Building Evaluation: 1317 West Kingman Street, San Bernardino, San Bernardino County, California
1063941	2000	Milford Wayne Donaldson and Gail Miller	Finding of Effect for the San Bernardino Santa Fe Station Rehabilitation and Adaptive Reuse Project (Phase I), San Bernardino, County of San Bernardino, California
1063952	2000	Curt Duke	Cultural Resource Assessment for Modifications to Pacific Bell Mobile Services Facility CM 011-12, County of San Bernardino
1064338	1999	Deborah McLean	Cultural Resources Assessment for Pacific Bell Mobile Services Telecommunications Facility CM 489-01, 11245 Anderson Street, Loma Linda, County of San Bernardino
1064340	2001	Milford Wayne Donaldson	Finding of Effect for San Bernardino Santa Fe Depot Historic Rehabilitation
1065261	2005	Wayne H. Bonner and Mamie Aislin-Kay	Cultural Resource Records Search and Site Visit Results for T-Mobile Telecommunications Facility Candidate IE04881A (Nunez Park), 1717 West 5 th Street, San Bernardino, San Bernardino County, California
1065262	2005	Wayne H. Bonner and Mamie Aislin-Kay	Results for Nextel Telecommunications Facility Candidate CA6108A (Mount Vernon Permanent Emergency Generator), 1513 West 5 th Street, San Bernardino, San Bernardino County, California
1065936	2007	Wayne H. Bonner and Mamie Aislin-Kay	Cultural Resource Records Search Results for Royal Street Communications LLC Telecommunications Facility Candidate LA2374B (342 N. H St.), San Bernardino, San Bernardino County, California

Report #	Year	Author(s)	Title
1066086	2008	Robert J. Wlodarski	Record Search and Field Reconnaissance Results for the Proposed Bechtel Wireless Telecommunications Site (LSANCA8033-Mount Vernon) at 1513 West 5 th Street, San Bernardino, California
1066444	2000	Gail F. Miller	Historic Property Survey Report for the San Bernardino Santa Fe Station Rehabilitation and Adaptive Reuse Project (Phase I), San Bernardino, San Bernardino County, California
1066745	2010	Bai “Tom” Tang	Preliminary Historical/Archaeological Resources Study: Short Way Subdivision Positive Train Control Project, Southern California Regional Rail Authority, Cities of San Bernardino and Colton, San Bernardino County, California
1066747	2009	David Van Horn	Finding of Effect for the Metrolink Parking Structure Project, San Bernardino, San Bernardino County, California
1066994	2011	Jennifer Sanka	Cultural Resources Assessment: San Bernardino Redevelopment Project Area Merger—Area B Project, San Bernardino, San Bernardino County, California
1067084	2010	Bai “Tom” Tang	Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino
1067254	2011	Kirsten Brodhy	Parlas Rebuild California

Bold: study occurred within or partially within the APE.

In addition to the above, the results of the records search indicate that 22 previously recorded cultural resources occur in the records search area (Table 2). Only one historical archaeological site (the Santa Fe Site, 36-008695/CA-SBR-8695H) occurs within the APE.

One previously recorded archaeological site, the Santa Fe Site (36-008695/CA-SBR-8695H), is mapped within the APE. This site consisted of 11 privy deposits and 2 refuse dumps associated with residences present on the property between 1895 and 1916. The 13 features were discovered during monitoring of demolition and grading activities in 1995–1996, and were recorded and recovered for analysis. Artifacts recovered from the 13 features consisted of a typical domestic assemblage dating to the late 19th and early 20th centuries including glass, ceramics, hardware, food bone, personal items, and construction debris. Because previously identified archaeological deposits were destroyed during the sub-excavation that followed the data recovery of the discovered features and because inspection of the lower strata did not reveal additional archaeological remains, the potential to uncover archaeological features is very low. Because of this, the site is no longer included in the vertical APE. As part of this study, the site record was updated to reflect the fact that the site is no longer extant (see Appendix B of this report).

Appendix C contains the confidential California Department of Parks and Recreation (DPR) forms from the literature and records search.

Additionally, the California Southern Railroad segment was also found to be in the APE through the records search. The segment located in the APE was evaluated as part of the rail yard in the 1st SHRER (March 2018) and found ineligible for the NRHP.

Table 2. Previously Recorded Cultural Resources in the Records Search Area

Primary #	Trinomial	Description
36-002910	CA-SBR-2910	Foothill Blvd/State Route 66/Historic Route 66
36-006847	CA-SBR-6847H	California Southern Railroad Segment
36-008695	CA-SBR-8695H	The Santa Fe Site
36-010315	CA-SBR-10315H	132 kV Hoover Dam Transmission Line
36-03886	N/A	Pacific Electric Substation #24
36-017751	N/A	390 North H Street
36-017752	N/A	462 North H Street
36-017753	N/A	468 North H Street
36-017857	N/A	845 West Spruce Street
36-017858	N/A	847 West Spruce Street
36-017860	N/A	858 West Spruce Street
36-017975	N/A	1170 West 3 rd Street
36-017982	N/A	Dorothy Inghram Home
36-017491	N/A	Norton and Hay Bennett Historic District
36-018032	N/A	1246 West Rialto Avenue
36-020459	N/A	1317 West Kingman Street
36-026909	N/A	Artifact – Trash Scatter
36-026910	N/A	Artifact – Medicine Bottle
36-026911	N/A	Cement Headstone
36-030767	N/A	Cottage Gate Apartments
36-030810	N/A	698 West 8 th Street
36-030811	N/A	725 West 8 th Street

Bold: site occurs within the APE

Although the records search returned that there were 22 previously recorded cultural resources in the APE, previous studies conducted for this project evaluated 23 other buildings/structures that were found to be ineligible for the NRHP. These are an additional 23 buildings/structures that

were not identified in the records search. Thirteen of those were determined to be exempt from evaluation in accordance with Attachment 4 of the Section 106 PA and the other 10 were reevaluated in the SHRER (see Chapter 6, Section 6.1, items c and i in the SHRER for the addresses of these additional 23 buildings/structures).

In addition, further research revealed that the Metrolink Parking Structure HPSR, prepared by David M. Van Horn in 2009, covers part of the APE. The report revealed that the APE included two ditches that were identified and evaluated for NRHP eligibility: the Santa Fe Ditch (P-36-014221) and Viaduct Boulevard Ditch (P-36-014222). The 2009 HPSR found that neither ditch was eligible for inclusion in the NRHP. SHPO concurred on March 5, 2009, that the ditches were ineligible for listing in the NRHP. The intensive pedestrian field surveys completed for the current project revealed that both ditches appear to have been destroyed during the construction of the parking structure.

A former segment of Route 66, now known as West 4th Street, and the Santa Fe rail yard were not identified in the record search results, but both were evaluated as part of these 2018 updated studies (Map Resource Numbers 27 and 56, respectively) and found ineligible for the NRHP. Lastly, the Santa Fe Depot, listed on the NRHP, was also not identified in the APE through the records search; however, it is known to be in the APE. The project is not expected to have an adverse effect on the Santa Fe Depot.

3.2 Summary of Others Who Were Consulted

Michael K. Lerch of Statistical Research, Inc. was contacted for information regarding site 36-008669/CA-SBR-8695H as well as the status and location of the archaeological collections from the site. He stated that the collection is packed and ready for curation; however, it still remains in his custody and has not yet been delivered to a permanent curation facility.

3.3 Summary of Native American Consultation

A request to the Native American Heritage Commission (NAHC) was first made for the project on April 8, 2004. On May 10, 2004, the NAHC responded that a search of its Sacred Lands File for the affected project area failed to indicate the presence of Native American cultural resources in the immediate project area.

Letters were sent to the tribal contacts the NAHC provided as part of consultation efforts in 2004. On September 17, 2004, the San Manuel Band of Mission Indians responded via letter that

they had no knowledge of any culturally sensitive locations in the project area. No other tribe responded to consultation attempts in 2004.

Although none of the previously contacted tribes identified any concerns regarding the project, updated letters were sent to nine tribes on August 29, 2017. Additionally, calls were made to each individual and group. Lee Clauss responded to consultation attempts on behalf of the San Manuel Band of Mission Indians and Anthony Morales responded on behalf of the Gabrieleno/Tongva San Gabriel Band of Mission Indians.

Lee Clauss responded on behalf of the San Manuel Band of Mission Indians through an email in response to contact attempts to Gary Jones of Caltrans on October 3, 2017. In her email she stated that the project was of interest to the tribe because it is located in the Serrano ancestral territory. In addition, she requested a copy of the Draft ASR and the literature and records search results. These were sent to her on January 9, 2018. Because the tribe has not responded, and because previous disturbance and the record search information acquired for the project indicate a low sensitivity for prehistoric cultural resources, Caltrans is assuming the tribe has no further concerns and is proceeding to the next phase of the undertaking.

In his response, Mr. Morales indicated that monitoring by both archaeologists and Native Americans should be conducted for underground work. A monitoring denial letter was sent to Mr. Morales dated March 5, 2018, which indicated that the project APE was determined to not have a high probability of encountering intact, buried prehistoric cultural deposits, and therefore Native American monitoring was determined to be unnecessary for this project. This conclusion is based upon: (1) the results of the records search, which did not identify any prehistoric sites in or near the project; (2) statements from the San Manuel Band of Mission Indians indicating that they have no knowledge of any sites or culturally sensitive locations in the project area; (3) the fact that no prehistoric deposits were identified during the sub-surface data recovery work at CA-SBR-8695H (Swope et al. 1997); and (4) the fact that there was no surface evidence of prehistoric sites found during past or current field surveys (see Attachment H of the 2nd SHPSR for a copy of this letter). No response has been received to date.

The following individuals were contacted via letter on August, 29 2017, and via phone on September 27 and November 2, 2017; however, no response was received:

- Cindi Alvitre, Ti'at Society
- Michael Contreras, Morongo Band of Mission Indians
- Sam Dunlap, Gabrieleno/Tongva Council/Gabrieleno/Tongva Nation
- Joseph Hamilton, Ramona Band of Cahuilla Mission Indians

- Anthony Madrigal, Cahuilla Band of Indians
- James Ramos, San Manuel Band of Mission Indians
- Goldie Walker, Serrano Nation of Indians

The Native American consultation efforts did not result in the identification of any specific cultural resource information such as site locations or traditional use areas. See Attachment H of the 2nd SHPSR for a record of Native American consultation.

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Chapter 4 Background

4.1 Environment

The project APE is within the urban environment of San Bernardino, which includes non-native grasses, concrete, asphalt, and gravels. It is flat with little or no slope. Most of the area has been disturbed by construction, demolition, or grading. The APE is a highly developed industrial and urbanized area with residential housing, commercial development, roads, a bridge, BNSF rail facilities, and a Metrolink station.

4.2 Ethnography

The project APE is in the traditional Serrano Native American territories. According to Altschul et al. (1984:54), the Serrano-speaking groups in the San Bernardino Valley were more closely allied with the Gabrielino than the Serrano-speaking groups of the Mojave Desert. The term *Serrano* comes from the Spanish, who applied the name to indigenous groups who lived in and around the mountains (sierra). The Serrano were speakers of a language that is in the Takic sub-family (Kroeber 1925).

The Serrano were hunter-gatherers who utilized both large and small game, as well as numerous plant resources, for food. Large game, such as deer and mountain sheep, were hunted with bows and arrows, while smaller animals, including rabbits and rodents, were taken with throwing sticks, nets, and snares. Pinyon nuts and acorns from several species of oak formed the dietary staples, supplemented by seeds, such as chia; roots; tubers; and greens (Bean and Smith 1978).

Clothing was made of netted fabrics, bark cloth, woven rabbit skins, or buckskin (Benedict 1924). Bows and arrows were about three feet long. The bows were made from scrub oak (*Quercus* spp.). Arrows were either sharpened wood or cane with stone arrowheads attached with fiber (Benedict 1924).

The settlement pattern of the Serrano consisted of permanent villages in proximity to reliable sources of water and a range of floral and faunal food resources, which were exploited from temporary camp locations that surrounded the main village (Bean and Smith 1978).

The houses of the Serrano were rectangular, non-communal structures that were constructed of tule (Benedict 1924). Ceremonial houses were constructed in the same way but were larger, up to 40 feet long and 15 feet wide (Benedict 1924). Semi-subterranean sweathouses were also constructed (Benedict 1924).

One of three major Serrano communities in the region, the community of *Muscupiabit* (CA-SBR-425/H), was located near the southern end of the Cajon Pass (Grenda 2017). This community was occupied in the late 17th and early 18th centuries and was likely abandoned by 1815.

The project area was once the territory of the *Wa'achem*, a Serrano clan (Altschul et al. 1984:57). Their territory was known as *Wa'atsava't* and encompassed about 60 square miles of the San Bernardino Valley. A *Wa'achem* village known by the Spanish as “Guachama” is suspected to have been located approximately two to three miles south of the project APE, but its precise location has never been verified (Macko 1994:4). The *Wa'achem* were extinct by the late 1800s (Altschul et al. 1984:57).

4.3 Prehistory

Occupation of the region appears to have begun approximately 9,000 years ago, based on excavations at sites near Lake Elsinore and Diamond Valley Lake, both about 30 miles south of the project area. Prehistoric development of the region appears to follow a chronology that was very similar to that proposed by Warren (1984) for the adjacent desert regions of Southern California.

Paleo-Indian Period (ca. 12,000–7000 B.P.)

The earliest humans to occupy North America are believed to have been highly mobile hunters and gatherers. Paleo-Indian sites within the Colorado Desert were assigned by Rogers (1966) to the San Dieguito culture. Moratto (1984:92) notes that San Dieguito artifact assemblages are similar to those of Lake Mojave and other Paleo-Indian cultures in Southern California. Moratto goes on to suggest that assemblages from this early era can be divided into a Fluted-Point Tradition (12,000–10,000 before present [B.P.]) and, following Bedwell (1970), a Western Pluvial Lakes Tradition (10,000–7000 B.P.).

Pinto Period (ca. 7000–4000 B.P.)

The Pinto Period is marked by the gradual transition from pluvial to arid conditions during the terminal Pleistocene-Early Holocene. Pinto Period sites are associated with the margins of pluvial lakes and now-extinct springs. Pinto-series projectile points, crudely made stemmed or basally notched dart points, are the most distinctive artifact type of the Pinto Period. Other artifacts found at Pinto Period sites include large leaf-shaped knives, thick split-cobble choppers and scrapers, scraper-planes, and small milling slabs and manos.

Throughout most of the California desert region, sites that contain elements of the Pinto Basin Complex are small, usually limited to surface deposits, suggestive of temporary and perhaps seasonal occupation by small groups of people. Environmental conditions during the Pinto Period of the Early Holocene were characterized by increasing aridity. However, at least one period of increased moisture, from approximately 6,500 to 5,500 years ago, resulted in the return of pluvial lake conditions. Warren (1984:414) postulates that human occupation of the Southern California deserts during the periods from approximately 7,000 to 6,500 years ago and from 5,500 to 4,000 years ago may have been limited because of the arid conditions. It is also suggested that the Pinto Period populations withdrew to the desert margins and oases during these arid periods, leaving large portions of the California deserts unoccupied for many centuries.

Gypsum Period (ca. 4000–1500 B.P.)

The Gypsum Period is one of cultural intensification in the deserts of Southern California. The beginning of the Gypsum Period coincides with the Little Pluvial, a period of increased effective moisture in the region, wherein the ameliorated climate allowed for more extensive occupation of the desert regions. In addition, periods of drought within this era seem to have resulted in human adaptations to more arid conditions rather than a retreat from the deserts. Diagnostic projectile points of this period include Humboldt-, Gypsum-, and Elko-series dart points (Warren 1984). Late in the Gypsum Period, Rose Spring arrow points appear in the archaeological record, reflecting the spread of bow-and-arrow technology from the Great Basin and Colorado River region. Other artifact types that were characteristic of this period include leaf-shaped arrow points, rectangular-base knives, flake scrapers, T-shaped drills, milling slabs and manos, and core/cobble tool assemblages such as scraper planes, large choppers, and hammerstones (Warren 1984; Moratto 1984:416). In addition to the introduction of the bow and arrow, another technological innovation introduced during this period was the mortar and pestle for processing hard seeds, such as those derived from the mesquite pod. Trade relationships with the Pacific Coast are indicated by the presence of shell ornaments at several Gypsum Period sites.

Other artifacts from this period include shaft smoothers, incised slate and sandstone tablets and pendants, bone awls, *Olivella* shell beads, and *Haliotis* beads and ornaments. Technologically, the artifact assemblage of this period is similar to that of the preceding Pinto Period. New tools were also added, either as innovations or as “borrowed” cultural items.

Saratoga Springs Period (ca. A.D. 500–1200)

This period is, in large part, a continuation of the developments begun during the Gypsum Period, such as increasing adaptation to the desert environment and an increase in trade relations

(Warren 1984). Regional environmental conditions became much wetter, a development known as the Little Pluvial. Variations in regional cultural adaptations during the Saratoga Springs Period also become apparent.

The Saratoga Springs Period is characterized by cultural diversification, with strong regional developments. Turquoise mining and long-distance trade networks appear to have attracted both the Anasazi and Hakataya peoples into the California deserts from the east and southeast, respectively. Trade with the California coastal populations also appears to have been important in the Antelope Valley region and stimulated the development of large, complex villages. In the northwestern Mojave Desert, however, the basic pattern established during the Gypsum Period changed little during the Saratoga Springs Period. Toward the end of the Saratoga Springs Period, the Hakataya apparently moved far enough north to gain control of the turquoise mines in the central Mojave Desert, thereby replacing Anasazi occupation of the eastern California desert.

Developments during the Saratoga Springs Period in the southern cultural sphere include the gradual introduction of pottery, cottonwood-series arrow points, and desert side-notched arrow points late in the period. Trade with the Pacific and Gulf coastal populations appears to have been extensive and likely the driving force that led to the gradual expansion of Hakataya cultural traits farther west and into the deserts and, later, the mountains of the Peninsular Range as well as the inland valleys and coastal regions of Southern California. Lake Cahuilla, which is believed to have formed around A.D. 500, was the focus of cultural activities, such as the exploitation of fish, water fowl, and wetland resources, during this period.

Shoshonean Period (ca. A.D. 1200 to the 1800s)

During the Shoshonean Period, sometimes referred to as the Proto-historic Period, there appears to have been a continuation of the technological developments from the earlier Saratoga Springs Period. However, regional developments that indicate the formation of distinct ethnographic groups become clearer during the Shoshonean Period. Two major events affected the archaeological record of this period. The final desiccation of Lake Cahuilla, which had occurred by approximately A.D. 1640, resulted in a population shift away from the lakebed into the Peninsular Ranges to the west and the Colorado River regions to the east. Subsequently, Spanish exploration and establishment of the Mission system during the late 1700s mark the end of prehistoric lifeways.

Brown ware and buff ware pottery, first appearing on the lower Colorado River at about A.D. 800, started to diffuse across the California deserts by about A.D. 900 (Moratto 1984). Associated with the diffusion of this pottery were desert side-notched and cottonwood triangular projectile points, dating to about A.D. 1150–1200, suggesting a continued spread of Hakataya

influences. Trade along the Mojave River also expanded, resulting in middlemen between coastal and Colorado River populations. Large, complex housepit village sites were established along the headwaters of the Mojave River, similar to those reported in the Antelope Valley. Although both of these areas appear to have participated in extensive trade between the desert and the coast, the lack of brown ware and buff ware pottery at the Antelope Valley sites suggest that these people were minimally influenced by the Hakataya developments along the Mojave River (Moratto 1984). The Hakataya influence throughout the Colorado and Mojave Deserts is evidenced by desert side-notched and cottonwood triangular projectile points and brown ware and buff ware pottery. During this period, Lake Cahuilla began to recede, and the extensive Hakataya populations occupying its shores began moving westward into areas such as Anza-Borrego, Coyote Canyon, the Upper Coachella Valley, the Little San Bernardino Mountains, the San Jacinto Valley, and Perris Plain.

4.4 History

City of San Bernardino

The town site of San Bernardino was surveyed by Henry G. Sherwood in 1853, the same engineer who laid out Salt Lake City. The city was one mile square, with a grid of wide streets fanning the boundaries of eight-acre blocks. The east-west streets were numbered 1 to 10 from south to north, as they remain designated today, while the north-south streets received names, all of which were subsequently changed (City of San Bernardino 2005).

In 1854, San Bernardino was incorporated as a city, one year after the County of San Bernardino was split from the counties of San Diego and Los Angeles. At that time, the population consisted of approximately 1,200 inhabitants, 75 percent of whom were members of the Church of Latter-day Saints (Mormons). In 1857, Mormons from across the country were recalled to Utah. Approximately 75 percent of the Mormons in San Bernardino returned to Utah, with approximately 30 to 50 families deciding to remain (City of San Bernardino 2005).

During the 1860s and 1870s, the community grew slowly. The small nucleus of the town included two hotels and several large businesses. A stagecoach ran regularly between San Bernardino and Los Angeles with mule-drawn freight wagons that arrived from Salt Lake City and other eastern cities. San Bernardino's early status as a transportation and freight center began at this time and escalated with the arrival of the railroad. The mining trade served as a modest stimulus to the growth of the city as a supply center and staging area. The agricultural character of the valley, established during the Anglo-Mexican period, continued to dominate the local economy. However, with continued development of the timber and mineral resources of the

mountains and desert, the character of the city slowly emerged as a regional commercial center (City of San Bernardino 2005).

The connection of Southern California to the national railroad network in 1876 gave rise to a period of unprecedented regional growth and development in the late 19th century. The arrival of railroads provided better and faster access to markets for farmers and their crops. Packing houses and warehouses were built along the railroad corridors. The railroads also provided access to the county for tourists and immigrants alike. With the completion of rail connections between the desert and Los Angeles in 1887 by the Atchison, Topeka & Santa Fe (ATSF) Railway, San Bernardino soon developed into a railhead boom town. Commercial enterprises dominated the urban landscape, with an emphasis on service and retail establishments, while industrial enterprises supported agricultural development. In 1890, a horse-drawn streetcar was established to bring visitors to the health resort at the Arrowhead Springs Hotel where visitors partook of the hot mineral water and mud baths (City of San Bernardino 2005).

With the center of the city established near the location of Lugo's Agua Caliente rancho adobe, the commercial core of the city grew slowly to the east, west, and north. Downtown businesses included hotels, restaurants, saloons, retail shops, and small service-oriented businesses. Property to the south, closer to the Santa Ana River, remained primarily agricultural through the late 19th and early 20th centuries. To the west of the commercial core, transportation-related industries developed around the ATSF rail yard. To the north and east of the core, relatively small agricultural farms and ranches dominated the landscape. Service industries slowly intermingled with the eastern farms, while farms to the north developed into the primary residential district of the city. Between 1900 and 1910, with the growth of the railroad, businesses, and other economic development, the population doubled from 6,150 to 12,799. During this time, City Hall was constructed on the corner of 3rd and D Streets (in 1901), and a public library was built at 4th and D Streets (City of San Bernardino 2005).

San Bernardino's development is closely linked with that of the ATSF Railway and its important shops and yards, which were constructed in the city. By 1900, more than 85 percent of the city's population was directly employed by the railroad, despite increased industrial and agricultural development in the following decades. By the 1940s, one-quarter of the city's population was employed by the ATSF Railway. However, with the advent of World War II, development and expansion of an Army airfield on the grounds of San Bernardino Municipal Airport rapidly surpassed development associated with the railroad, which had been the city's leading economic contributor (City of San Bernardino 2005).

Although new construction slowed during the 1930s, San Bernardino continued to serve as a regional transportation center, from the early days of the wagon trains and railroads through the 20th century and the development of the automobile and truck corridors. Route 66 was built through the city as part of construction of the highway from Chicago to Santa Monica between 1926 and 1937. In the San Bernardino area, the route traveled over the Cajon Pass and down Mount Vernon Avenue to 5th Street where it then headed west. In the early 20th century, roads, such as Route 66, were developed because they followed routes that had been surveyed by the railroad companies (Roland et al. 2011). In Southern California, these routes ran through Needles, Barstow, San Bernardino, and Los Angeles (Roland et al. 2011). Today, most of Route 66 in the San Bernardino area has been replaced by Interstate 15. The completion of the interstate highway through San Bernardino, as well as the new state freeways, provided opportunities for development and enabled commuting to surrounding counties, particularly Riverside and Los Angeles, thereby transforming San Bernardino into a bedroom community (City of San Bernardino 2005).

Following the Second World War, the military presence in San Bernardino continued as the Army airfield became one of three major maintenance facilities for jet engines. The base was transferred to the U.S. Air Force in 1948 and renamed Norton Air Force Base in 1950. Operations expanded to provide maintenance, storage, and logistical support for various missile programs. In 1966, the base became home to the 63rd Military Airlift Wing and headquarters for Aerospace Audiovisual Services. From the 1940s to the 1960s, the base played a pivotal role in the economic development of the region (Edwards 2010). It also played an important role in creating employment opportunities for the residents of San Bernardino (Edwards 2010).

The population of San Bernardino reached nearly 100,000 in the 1960s as the city continued its expansion to the north and east. However, Norton Air Force Base was selected for closure in 1988. When it finally closed in 1994, 10,000 military jobs and 10,000 civilian jobs were lost (Edwards 2010). In economic terms, the San Bernardino region is still dealing with Norton's closure (City of San Bernardino 2005).

Another large company, Kaiser Steel, opened a plant in nearby Fontana in the early 1940s, employing more than 2,500 workers at its peak. Many of the plant workers lived in San Bernardino and commuted the 13 miles to Fontana. In the 1980s, however, Kaiser Steel declared bankruptcy, and the plant was closed and torn down. With the closure of the city's major industries, the community experienced further economic downturns, and many residents moved away from San Bernardino to surrounding areas. In August of 2012, the city filed for bankruptcy. However, more recently, San Bernardino has emerged from economic crises and is working to rebuild and restructure (Hagen 2017).

Development of the Atchison, Topeka & Santa Fe Railway in San Bernardino

The founding of the railroad now known as the ATSF began with a vague proposal to build a railroad to transport large quantities of goods to the trappers and traders in the newly acquired Santa Fe territory. Construction of the ATSF started at Washington Street, between 4th and 5th Streets, in Topeka, Kansas, in 1868. By 1869, the line included just over 28 miles of track; three years later, it reached Dodge City, Kansas. By 1872, the ATSF had reached Colorado (Anonymous 1994).

Through an aggressive merger and acquisition program, ATSF management attempted to reach the lucrative California coast by buying into other rail lines. With their purchase of the Atlantic & Pacific line, ATSF acquired a critical Albuquerque-to-New Mexico route and later a Mojave-to-Needles route (Anonymous 1994).

ATSF's next planned merger was with the California Southern Railroad, whose route stretched from National City, located south of San Diego, to Colton, located south of San Bernardino. San Bernardino's position at the base of the Cajon Pass made it a strategic component for ATSF's ingress to California (Raup 1940). In 1880, ATSF quietly bankrolled the charter for the California Southern Railroad, after which it maintained a controlling interest and was thus poised to compete more effectively with the Central Pacific and Southern Pacific Railroads (Anonymous 1994).

At Colton, a bitter war between two regional railroads took place when the Southern Pacific Railroad denied crossing rights to the California Southern Railroad for passage to San Bernardino. After months of conflict, the California Southern Railroad prevailed in court, and service was extended to San Bernardino in 1883. San Bernardino's position at the base of the Cajon Pass made it a strategic component for ATSF's ingress to California (Raup 1940)

The California Southern Railroad was a "Baby Bell" railroad in which ATSF owned a controlling interest. ATSF shipped engines, track, and rolling stock to San Diego by sea. Fred Perris (for whom the City of Perris is named) was the chief engineer for the California Southern. He surveyed and built the track from San Diego to Colton. Perris then surveyed and built the track up the Cajon Pass and across the desert (mostly along the Mojave River, as much as was practical) to Barstow, connecting with track there ATSF had acquired from the Southern Pacific. In 1885, ATSF acquired the California Southern and was poised to compete more effectively with the Central Pacific and Southern Pacific railroads (Anonymous 1994). This gave ATSF a direct line from Chicago to the west coast, which broke the Southern Pacific's monopoly on transcontinental rail travel.

By the late 1880s, through procurement of another rail line, ATSF's route encompassed several key Midwestern cities (e.g., Chicago, Cincinnati, St. Louis), resulting in overall holdings that included more than 7,000 miles of track. At the same time, the company's hardware, tracks, and locomotives were upgraded to accommodate larger, heavier loads for longer distances. By the turn of the century, the ATSF line had more than 11,000 miles of track (Anonymous 1994).

Development of the Southern California Railroad and the ATSF rail yards in San Bernardino spurred more than a century of growth in a town that had been a sleepy Mormon settlement. By the late 1800s, the ATSF was established in San Bernardino. The presence of the railroad was responsible for a large amount of the community's economic and physical development for the next century (Raup 1940).

The parcel occupied by the former ATSF rail yards was originally part of Rancho San Bernardino, which had been subdivided into large individual parcels by the late 1870s. A map (Perris 1878–1887), which was part of the original surveyor's estate, identifies the rail yard area as the property of 13 separate landholders.

The first train entered San Bernardino by way of San Diego, amid much fanfare, in September of 1883. The ATSF facilities at San Bernardino were opened later that year when the California Southern Railroad was granted a right of way and depot grounds. The citizenry enthusiastically received the new industry, and by 1885, ATSF acquired the California Southern Railroad line and the 18-acre San Bernardino rail yards (Robinson 1958). In 1886, condemnation suits were necessary to secure the initial land assemblage required for the depot and shop grounds. However, by 1888, the parcel was graded and the roundhouse and outbuildings were built (Ingersoll 1904). In 1917, ATSF added more than eight acres to the rail yard and constructed additional car shop facilities (Anonymous 1994).

ATSF's San Bernardino rail yards were the largest in the west, and the company's regional, or Los Angeles divisional, offices were located in San Bernardino, not in Los Angeles. The nationwide employee magazine featured articles every few months on the San Bernardino rail yard's vast mechanical and personnel capabilities. In the early 20th century, the railroad served as the community's principal industry, employing as much as half of San Bernardino's work force at times, and a high proportion of the populace was employed in industries indirectly related to the railroad (Anonymous 1994).

By the turn of the century, San Bernardino was known as a "railroad town." The presence of the railroad was a prime factor in the development of the city. Historic development patterns in the community were directly related to the growth of the ATSF rail yard. South and east of the rail yard, a large amount of residential development occurred between 1880 and 1900. Residential

construction was concentrated in areas southwest of the rail yard between 1900 and 1920. On the north side of the rail yard, homes were built between 1920 and 1935 (during the rail yard's most ambitious expansion program) (Raup 1940). Each of these periods of nearby residential development can be linked to comparable expansion phases at the ATSF rail yards (Anonymous 1994).

The transport of fresh citrus was among the highest priorities for ATSF's San Bernardino division. At the turn of the century, a pre-cooling plant was built off site for the purpose of icing freight cars and the fruit shipments. Among trucking companies and other rail lines, ATSF handled the majority of the Southern California citrus crop (Shaw 1913). The location of the depot and rail yard were substantial influences in the evolution of the San Bernardino business center. Local events such as parades and the National Orange Show were underwritten in large part by ATSF, whose corporate sponsorship of the community did not end with the work week. Public speeches were peppered with proud references to the city as a "Santa Fe town" (Gore 1934).

The ATSF rail yards occupy a vast parcel of land, reaching from the Mount Vernon Avenue viaduct on the west side to I Street/Interstate 215 and between 3rd and 5th Streets on the north side of the tracks. The Mission Revival-style depot (rebuilt in 1918) is on the south side of the parcel at 3rd Street. With the conversion to truck trailers on flatcars (called TOFCs or "piggyback" units) during the 1960s and 1970s, the San Bernardino rail yard became increasingly obsolete. The rail yard's location in the center of older, densely settled residential districts made expansion for land-intensive truck trailers on flatcars difficult in San Bernardino. Other rail yards, such as Barstow, were located on the outskirts of town and had more room to build. After downsizing year by year, the San Bernardino rail yard transferred more than 350 employees to Topeka. The San Bernardino rail yard closed on November 13, 1992. In 1993, the tie depot was converted to Metrolink use, and most of the remaining operations were transferred to other rail yards (Anonymous 1994).

History of the APE

Historic development patterns in the community were directly related to the growth of the ATSF rail yard—to the south and east of the rail yard, a large amount of residential development occurred between circa 1883 and 1900; to the southwest of the rail yard, residential construction was concentrated between 1900 and 1920 (this is the time consisted with development of residences in the Santa Fe Site/CA-SBR-8695H); and on the north side of the rail yard, most of the homes were built between 1920 and 1935, as can be seen in the county tax assessor records (during the rail yard's most ambitious expansion program) (Raup 1940). Each of these periods of

nearby residential development can be linked to comparable expansion phases at the ATSF rail yards (Anonymous 1994).

The properties just to the west of Mount Vernon Avenue were developed in this area as a result of the expansion that occurred during the late 19th and early 20th centuries.

Review of Sanborn maps and historical aerials reveal that this development was hit or miss: there are no common setbacks, or sidewalks on some streets, and a number of lots remained vacant even through the 1950s. With few exceptions, most residences are modest, one-story, single-family homes. Historical research did not indicate that the ATSF had specific or direct involvement with the development of this neighborhood; the physical development of the neighborhood and the types and styles of the buildings were not dictated by the company.

An example of this development is Kingman Street, which was created when the Santa Fe Tract was subdivided in 1902, named presumably because of its close proximity to the ATSF Railway facilities. The Santa Fe Site/CA-SBR-8695H in the northeast quadrant of the APE was also being developed at this time. The proximity to the rail yard and Route 66 also encouraged development of small commercial properties such as restaurants and bars, car washes, and liquor stores, as well as small-scale industrial properties. This development primarily occurred on the remaining vacant lots that faced the local thoroughfares: Mount Vernon Avenue, and its intersection with 2nd, 4th, and 5th Streets. It is not surprising, therefore, that the Santa Fe Tract during this period was populated predominantly with blue-collar workers of the ATSF Railway, the majority of whom had Hispanic last names, as revealed by local directories. Historic aerial maps from 1938 confirm that the majority of the properties along West Kingman and West 4th Streets were already developed (NETR 1938; Love and Tang 1999). Full build-out of the neighborhood was not achieved until the 1950s, the development of which came in waves resulting in a neighborhood of mixed architectural styles. Many of the community's original homes have been renovated and modified, and some have been demolished as the community has developed over time.

Today the area in San Bernardino west of Mount Vernon Avenue remains a working-class neighborhood that experienced another population boom in the 1950s as people came for jobs in the ATSF rail yard, the citrus industry, and later the Kaiser steel mill in Fontana. This altered the neighborhoods further with the introduction of residential and industrial infill of the remaining vacant lots. The neighborhood has been in decline since the closing of the steel mill and the reduction in staff and services at the rail yard, resulting in demolition of residential, commercial, and industrial buildings. Although some agricultural fields remained in the area in the 1930s and 1940s, by 1959 these fields were obsolete, transforming the neighborhood into almost entirely

residential uses (NETR 1959). Generations of families have lived there, some still residing in the homes in which they grew up (Love and Tang 1999; Rokos 2012).

Chapter 5 Field Methods

Intensive archaeological reconnaissance surveys of accessible portions of the project's archaeological APE were conducted by archaeologists Stephen Bryne, M.S., RPA, and Monica Corpuz, M.A., RPA, of ICF on October 6, 2017, December 21, 2017, and January 10, 2018. During the surveys, the archaeologists were able to access many of the vacant lots in the APE to survey them by foot. The total acreage of the 41 surveyed vacant lots was approximately 34 acres. For these vacant lots, transects that were spaced at no more than 10-meter intervals were walked. The APE was also surveyed by foot from the public right of way for all areas that were gated or fenced off, with the archaeologists paying particular attention to all open ground.

There were some survey constraints or limitations. The rail yard and rail lines themselves, a completely paved over/built out and gated off area, compose the majority of the APE and access could not be gained to this area. In addition, the homes along West Kingman Street, in the northwest quadrant of the revised APE, could not be fully accessed. Although many of the vacant lots within this neighborhood were surveyed by foot (as shown in the Survey Map in Attachment A of this report), and archaeologists walked the sidewalks on either side of the street to view into the yards, an intensive pedestrian survey could not be completed for each of these homes. The remaining lots were occupied and permissions to enter these properties were not obtained, so these lots could not be surveyed at this time.

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Chapter 6 Study Findings and Conclusions

No new prehistoric or historical archaeological resources were identified as a result of the surveys conducted within the project APE. The project APE is currently developed (i.e., largely covered with buildings and pavement or disturbed land surfaces). All of the lots and open ground in the APE showed evidence of previous construction and development, with concrete and asphalt remains present in many cases. No indicators of prehistoric or historical archaeological sites were observed.

Results of an earlier archaeological assessment, reported in *Archaeological Assessment of the Atchison, Topeka & Santa Fe Railway Intermodal Yard, San Bernardino, California* (Lerch and Swope 1994), indicated a low probability of encountering prehistoric resources in the area of direct impact, but a somewhat higher probability of encountering historical archaeological resources in the project area, and eventually they encountered 36-008695/CA-SBR-8695H. A monitoring and data recovery program was developed as a result of the high probability of encountering historical archaeological resources during construction for that ATSF Railway Intermodal Yard project.

The site Swope et al. encountered is the one previously recorded historical archaeological site, identified during the construction of the ATSF Intermodal Yard, and is mapped within the horizontal limits of the APE. The Santa Fe Site (36-008695/CA-SBR-8695H) was formerly located at what is now 1500 West Rialto Avenue in the City of San Bernardino. The site consisted of 11 privy deposits and 2 refuse dumps associated with residences on the property between 1895 and 1916. The 13 features were discovered during archaeological monitoring of demolition and grading activities, and were recorded and recovered for analysis. The investigations were reported on by Swope et al. (1997). No prehistoric deposits were identified during the sub-surface data recovery work at CA-SBR-8695H (Swope et al. 1997).

Following data recovery from the discovered features, the area was sub-excavated by grader during monitoring, and inspection of the lower strata failed to reveal additional archaeological remains. After completion of data recovery, the site location was graded and covered with asphalt. The collection of 13 features harbors the potential to contribute additional knowledge and address future research questions. According to Swope et al. (1997:173), the archaeological deposits were destroyed during the sub-excavation that followed the data recovery of the discovered features. Swope et al. (1997:173) reported that inspection of the lower strata did not reveal additional archaeological remains. Thus, all the information potential of the archaeological deposits was excavated. Therefore, while the collection may further contribute to future research, the site itself cannot. It should be noted that the collection itself is an orphan

collection that resides with Michael Lerch, of Statistical Research, Inc., and that the collection is packed and ready for curation but has not yet been put into an institution (private correspondence from October 20, 2017).

The vertical APE for the Mount Vernon Bridge project is anticipated to range from 3 to 100 feet deep, depending on construction activities and location. Because previously identified archaeological deposits were destroyed during the sub-excavation that followed the data recovery of the discovered features and because inspection of the lower strata did not reveal additional archaeological remains, the potential to uncover archaeological features is very low. Because of this, the site is no longer included in the vertical APE. As part of this study, the site record for 36-008695/CA-SBR-8695H was updated to reflect the fact that the site is no longer extant (see Appendix B of this report).

Similarly, the two ditches identified in the Metrolink Parking Structure HPSR (Santa Fe Ditch, P-36-014221, and Viaduct Boulevard Ditch, P-36-014222) were found to be ineligible for inclusion in the NRHP. The pedestrian field surveys completed for this current project on October 6, 2017, December 21, 2017, and January 10, 2018, revealed that both ditches appear to have been destroyed during the construction of the parking structure.

6.1 Project Area Sensitivity

No new prehistoric or historical archaeological resources were identified during surveys within the project APE as a result of this study or the two previous archaeological studies completed for this project. Most of the APE is built out, paved over, or covered with active railway. There is little open space remaining in the APE. Overall sensitivity for archaeological resources in the APE is very low. However, some areas in the APE could not be fully surveyed. There are 101 parcels that were added to the APE for the 2nd SHPSR, mostly concentrated in the northwest and southwest quadrants. Forty-one vacant lots were intensively surveyed in 10-meter intervals, which amounted to approximately 34 acres. The remaining lots are currently occupied and were closed to entry. These parcels were surveyed for built environment resources but were not intensively surveyed for archaeological resources. Relatively large portions of the project's APE are heavily urbanized, with the vast majority of the APE covered with buildings, structures, roads, and the rail yard with other structures of related uses. These areas are fully developed and built over and will remain so; therefore, there is no chance for encountering archaeological deposits in these areas.

The rail yard was not surveyed for archaeological resources. It was evaluated as a built resource within the APE that did not require direct entry into the rail yard.

The potential for encountering prehistoric deposits appears very low. This conclusion is based upon (1) the results of the records search, which did not identify any prehistoric sites in or near the project; (2) statements from the San Manuel Band indicating that they have no knowledge of any sites or culturally sensitive locations in the project area; (3) the fact that no prehistoric deposits were identified during the sub-surface data recovery work at CA-SBR-8695H (Swope et al. 1997); and (4) the fact that there was no surface evidence of prehistoric sites found during past and current field surveys.

The potential for encountering historical archaeological deposits throughout the APE is low overall. Using the 50-acre area monitored by Swope et al. (1997) in the northeastern quadrant of the APE, where archaeological site CA-SBR-8695H is located as a guide, it can be logically inferred that a similar resource potential exists in the northwestern quadrant of the APE.

Dating back to the 1880s the area located in the northwest quadrant of the APE was once part of a larger neighborhood that spanned the northern extent of the rail yard. This primarily working-class neighborhood was occupied by railway employees and their families. As stated above, historic archaeological materials were discovered in the northeast quadrant of the APE (east of Mount Vernon Avenue) during grading operations of the Santa Fe Intermodal Yard Project in the 1990s, resulting in the recordation of P36-008695/CA-SBR-8695H, the Santa Fe Yard site (Lerch and Swope 1994). These subsurface deposits extended up to 76 inches below grade and were not visible as a surface expression. These resources were determined to be from the late 19th and early 20th centuries, and predate the railway acquisition of the land.

The 1906 Sanborn fire insurance maps indicate a similar occupation in the northwest quadrant west of Mount Vernon Avenue. The 1906 map (Sheet 33) shows the neighborhood in the northwest quadrant (i.e., the area bounded on the north by 5th Street, on the east by Mount Vernon Avenue, and on the south by the rail yard) as residential at the time. While not displaying the whole AMA, Sheet 33 shows many of the same parcels that exist within the AMA today, but is cut off before the western limits of the AMA terminate. It is possible that historical archaeological features similar to those found at CA-SBR-8695H, such as privies and trash pits, may be present.

The neighborhood in the northwest quadrant of the revised APE has evolved over its existence. There has been considerable alteration to the community over the last two to three generations and the housing styles have changed with times reflecting current trends and affordability. This has resulted in a community of mixed architectural periods and styles that reflects the working-class background of the residents. Many of the original homes have been renovated and/or modified, which has diminished the original context. In addition, many have suffered from

disrepair, and some have been demolished. This community was not initially planned, with utilities, underground water lines, sewers, and gas lines added as the city developed. Utilities dating to the period of significance would be part of the neighborhood. The underground construction of the utilities would not likely have affected privies and trash pits in backyards of residences. This would have led to the abandonment of privies, which would have, in turn, been backfilled or covered. Thus there is a greater potential to uncover historic archaeological deposits during ground-disturbing activities in this area.

Based on information obtained from the Sanborn maps and the data recovery from the Lerch and Swope studies at the Santa Fe Yard, it is anticipated that subsurface deposits from the late 19th and early 20th centuries are likely to be encountered during grading and ground-disturbing activities in the northwest quadrant of the APE. These factors give the northwest quadrant moderate potential to encounter resources. Therefore, a Post-Review Discovery and Monitoring Plan was prepared and is included as Attachment 7 to the revised 2018 Finding of Effect (Attachment E of the 2018 2nd SHPSR).

6.2 Unidentified Cultural Materials

It is Caltrans' policy to avoid cultural resources whenever possible. If buried cultural materials are encountered during construction, all earth-moving activity within and around the immediate discovery area will be diverted until a qualified archaeologist can evaluate the nature and significance of the find. An additional survey will be required if the project changes to include areas that were not previously surveyed.

If human remains are discovered, California State Health and Safety Code Section 7050.5 states that further disturbances and activities shall stop in any area or nearby area that is suspected to overlie remains, and the County Coroner shall be contacted. If the remains are thought by the coroner to be Native American, the coroner will notify the NAHC, who pursuant to Public Resources Code (PRC) Section 5097.98 will then notify the Most Likely Descendant. At that time, the person who discovered the remains will contact Gary Jones, District Native American Coordinator, Caltrans District 8, Division of Environmental Planning, (909) 383-7505. Further provisions of PRC 5097.98 are to be followed as applicable.

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Appendix A Area Surveyed Map

Appendix B (Confidential) Updated Department
of Parks and Recreation Form 523 for CA-SBR-
8695H

Appendix C (Confidential) Department of Parks
and Recreation Record Search Forms
