

**ARCHAEOLOGICAL SURVEY REPORT FOR THE
PICO RIVERA REGIONAL BIKEWAY PROJECT,
CITY OF PICO RIVERA, LOS ANGELES COUNTY,
CALIFORNIA**

ATPL 5351(032)

Approved by:

Environmental Branch Chief
Cultural Studies
California Department of Transportation, District 7
100 S. Main Street, Suite 100, MS-16A
Los Angeles, California 90012

Reviewed by:

Caprice (Kip) Harper
PQS Principal Investigator – Prehistoric Archaeology
California Department of Transportation, District 7
100 S. Main Street, Suite 100, MS-16A
Los Angeles, California 90012

Prepared by:



Patrick O. Maxon, M.A., RPA
Director, Cultural Services
VCS Environmental
30900 Rancho Viejo Road, Suite 100
San Juan Capistrano, CA 92675
949-489-2700

May 2019

NADB Data: Gabrielino/Gabrieleno/Tongva/Kizh, Pico Rivera; Pedestrian Survey; P-19-190511; U.S. Geological Survey (USGS) 7.5' *Whittier* Topographic Quadrangle, Township 2 South, Range 11 and 12 West, of the San Bernardino Baseline and Meridian.

TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Summary of Findings	MS-1
1.0 Introduction.....	1
2.0 Project Location and Description.....	1
1.1 Proposed Project	2
1.1.1 Background.....	2
1.1.2 Project Description	2
2.1 Area Of Potential Effects.....	6
3.0 Sources Consulted.....	6
3.1 Archaeological/Historical Resources Records Search.....	6
3.2 Summary of Local Historical Societies Consultation.....	8
3.3 Summary of Native American Consultation	9
1.1.3 Assembly Bill 52	9
1.1.4 Section 106	9
4.0 Background	10
4.1 Environment.....	10
4.2 Prehistory	10
1.2 Ethnography	11
4.4 History	13
5.0 Field Survey	15
5.1 Survey Methods.....	15
5.2 Survey Results.....	15
6.0 Study Findings and Conclusions	15
7.0 References Cited.....	17

TABLES

<u>Table</u>	<u>Page</u>
Table 1 Cultural Resources Studies Conducted Within the Project APE	7
Table 2 Cultural Resources Recorded Within One HALF Mile of the Project APE.....	7

APPENDIX

Appendix

- A Professional Qualifications

SUMMARY OF FINDINGS

The purpose of this document is to report results of an archaeological survey undertaken for the Pico Rivera Regional Bikeway Project, located in the City of Pico Rivera in Los Angeles County, California. The proposed bikeway project involves the construction of a bicycle/pedestrian bridge over the San Gabriel River near Whittier Boulevard, improvements to Mines Avenue between Paramount Boulevard and the San Gabriel River, and the existing bicycle path between the two. This Local Assistance project will involve federal funding, and therefore, requires federal approval. This Archaeological Survey Report (ASR) has been prepared in accordance with Caltrans requirements applicable to Section 106 of the National Historic Preservation Act (NHPA) and comprises Attachment 2 of the Historic Property Survey Report (HPSR) for the project.

This project will be completed under 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).

An archaeological and historic resources records search for the project indicated 23 cultural resources studies have been completed within a 1/2-mile radius of the Area of Potential Effects (APE). Six of the studies included portions of the APE. The records search also found that ten cultural resources are located within a 1/2-mile radius of the APE. One of the resources (P-19-190511) is partially within the APE. No other resources were identified within the Project APE. An archaeological survey of the current Project APE was conducted on March 12, 2019. No previously unknown archaeological resources were identified within the Project APE during the survey.

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

1.0 INTRODUCTION

The Federal Highways Administration (FHWA), Caltrans, and the City of Pico Rivera propose to build a pedestrian/bicycle bridge and a bicycle path in the City of Pico Rivera. The Project consists of a 1.5-mile bicycle facility and a bike/pedestrian bridge over the San Gabriel River. The project includes a Class IV bike path along Mines Avenue from the Rio Hondo Channel in the west to the San Gabriel River in the east. The project also includes a new bridge structure located approximately 2,600 feet north of Mines Avenue spanning the San Gabriel River and Class I and II bike lanes along Dunlap Crossing Road from the San Gabriel River to Norwalk Boulevard in the east. The alignment along Dunlap Crossing Road will connect an existing publicly accessible bike path on the west side of the San Gabriel River to the San Gabriel River Mid Trail. The alignment is referred to as “Paseo del Rio at San Gabriel Coastal Basin Spreading Grounds.” The proposed improvements on Mines Avenue include but are not limited to: pavement reconstruction; installation of bioswales, stormwater basins and other improvements such as, reconfiguration of parking lanes; upgrading street lights; traffic signal modifications at Rosemead Boulevard and Mines Avenue; signage; striping; and landscaping.

Refer to Figure 1: Regional Location Map, Figure 2: Project Site Map, Figure 3: Area of Potential Effects Map, in Attachment 1 of the Historic Property Survey Report (HPSR). The project falls under the requirements of Section 106 of the National Historic Preservation Act (NHPA).

The project is shown on the U.S. Geological Survey (USGS) 7.5-minute *El Monte* Topographic Quadrangle Township 2 South, Range 11 and 12 West, of the San Bernardino Baseline and Meridian (Figure 2, Project Intersections Map).

This Archaeological Survey Report has been prepared in accordance with the Caltrans requirements applicable to Section 106. This report presents (1) a project description; (2) sources consulted for the identification of archaeological and paleontological resources; (3) background information describing the environmental and historical setting; (4) field methods; (5) the findings of the study; (6) conclusions; and (7) recommendations.

This report was prepared by Patrick O. Maxon, M.A., RPA according to the guidelines presented in Caltrans *Standard Environmental Reference, Volume 2: Cultural Resources* (2014). Mr. Maxon also completed the field survey. Mr. Maxon has an M.A. degree in Anthropology with an emphasis in prehistoric archaeology and approximately 25 years of professional experience. He is a Registered Professional Archaeologist (RPA) qualified under the National Park Services’ Secretary of the Interior’s Professional Qualifications Standards (1983) and is the PQS equivalent of Principal Investigator – Prehistoric Archaeology. Please refer to Appendix A for Mr. Maxon’s resume.

2.0 PROJECT LOCATION AND DESCRIPTION

The purpose of this document is to report results of an archaeological survey undertaken for the Pico Rivera Regional Bikeway Project, located in the City of Pico Rivera in Los Angeles County, California. The City of Pico Rivera propose to build a pedestrian/bicycle bridge and a bicycle path in the City of Pico Rivera.

1.1 PROPOSED PROJECT

The Proposed Project would be implemented within the City of Pico Rivera and involves the construction of a Class 4 Bikeway and associated road improvements to Mines Avenue, construction of a bicycle/pedestrian bridge over the San Gabriel, reconstruction of Dunlap Crossing Road and restriping of Class 2 Bikeway and reconstruction of the Dunlap Crossing Class 1 Bikeway.

1.1.1 Background

The City of Pico Rivera is located on the southern edge of the San Gabriel Valley in southeastern Los Angeles County, approximately ten miles southeast of downtown. Pico Rivera is situated north of the Interstate 5 freeway (I-5) and west of the Interstate 605 freeway (I-605). Pico Rivera is surrounded by the City of Downey to the south, the City of Montebello to the west, and the cities of Whittier and Santa Fe Springs to the east. Pico Rivera occupies narrow area of land between Rio Hondo River and San Gabriel River. It is approximately 6 miles long along the north-south axis and approximately 2.4 miles wide along its east-west axis. The two rivers and their spreading grounds generally form the western and eastern boundaries of the city. Telegraph Road forms the city's southern boundary and the Whittier Narrows Regional Park borders the city on the north.

Regional bicycle and off-road biking trails exist along eastern side of the San Gabriel River (San Gabriel River Bike Trail) and the western side of the Rio Hondo Channel (called the Lario Bike Trail). These regional trails provide off-street bicycle and pedestrian access to the Whittier Narrows Recreation Area to the north, adjacent cities to the south, and the Pacific Ocean.

The Proposed Project would provide an east-west connection to San Gabriel River Bike Trail and the Lario Bike trail with the construction of a Class 4 Bikeway. A Class IV Bikeway (separated bikeway) is a bikeway for the exclusive use of bicycles and includes a separation required between the separated bikeway and the through vehicular traffic. The separation may include, but is not limited to, landscape planters, flexible posts, inflexible physical barriers, or on-street parking. Additionally, Proposed Project includes reconstruction of the Dunlap Crossing Class 1 Bikeway and reconstruction and restriping of the Class 2 Bikeway along Dunlap Crossing Road. Class 1 Bikeways are paved rights-of-way completely separated from streets. Bike paths are often located along waterfronts, creeks, railroad rights-of-way or freeways with a limited number of cross streets and driveways. These paths are typically shared with pedestrians. Class 2 Bikeways are on-street facilities designated for bicyclists using stripes and stencils.

1.1.2 Project Description

Mines Avenue Class 4 Bikeway

Mines Avenue is a two-lane undivided roadway that functions as a collector facility from the city's western edge to Passons Boulevard where it continues as a local road. Mines Avenue allows for east-west circulation in the north central portion of the city, and functions as an alternative to Washington Boulevard and Whittier Boulevard. A combination of on-street parallel and diagonal parking is provided along the roadway. The majority land uses within the project area are single family residential land uses that front along Mines Avenue. Other sensitive land uses within the project area include; Smith Park, Pio Pico Woman's Club and the Pico Rivera Senior Center.

As shown on Figure 2, the Mines Avenue Class 4 Bikeway would be located along the center median of the roadway and would consist of 2 six-foot wide bike lanes with a 4 to 6-foot landscape bioswale on both sides of the bikeway. The proposed bioswale would treat surface water runoff and increase water quality and provide an aesthetically pleasing landscape corridor. As part of the construction of the Class 4 Bikeway, the grade of Mines Avenue would be slightly inverted to convey surface water runoff from the street into the proposed bioswale along the center of the roadway.

The Mines Avenue Class I Bikeway would involve 3 primary construction phases, Mobilization, Roadway Demolition and Reconstruction and Bikeway Construction. The construction activities would occur in 1000-foot segments and would alternate along the northbound and southbound travel lanes to allow for vehicle and pedestrian access.

Phase 1: Mobilization

Phase 1 would involve the mobilization of construction equipment, the establishment of equipment staging and material laydown areas and placement of traffic controls. Designated truck routes would be used to mobilize construction equipment and bring materials into the project area. The location of construction equipment staging areas and material laydown areas would be coordinated with City staff to ensure public safety.

Phase 2: Roadway Demolition and Reconstruction

Phase 2 would involve the demolition and reconstruction of Mines Ave. The proposed improvements would occur within the curb to curb right-of-way and would not require any property acquisitions. The demolition activities would remove approximately 16 inches of existing asphalt and crushed aggregate base. An approximate 4-foot excavation of the roadway subgrade would also occur to construct the invert grade of the roadway. Along 1000-foot $\frac{1}{2}$ roadway segment of Mines Avenue, approximately 5,180 cubic yards of material would be removed. The material would either be hauled offsite for disposal or pending on suitability stockpiled for reuse. Approximately 370 daily truck trips would be required to haul off the removed material. Once the material is removed, the exposed area along the roadway subgrade would allow for any utility relocations.

Once demolition activities and utility relocations are completed, suitable stockpile material and other material if needed would be hauled into the construction site. The material would be compacted and used as backfill to construct inverted roadway grade. Approximately 375 daily trips would be required to haul the material into the construction site. Once the roadway grade is set, crushed aggregate base would be constructed the roadway surface would be paved.

Once the paving is completed on one side of the roadway, the demolition and reconstruction activities would occur on the alternate side of the road and traffic would be directed to the newly constructed roadway segment. It is anticipated that each 1000-foot $\frac{1}{2}$ roadway segment construction would require 6 construction days.

During construction driveway access and vehicle and pedestrian access would be maintained at all times. A combination of traffic control systems would be implemented to direct traffic and ensure pedestrian safety. During the demolition and reconstruction of each 1,000-foot segment of roadway it is anticipated approximately – parking spaces would be displaced. Once after each

1,000-foot segment of new roadway is constructed, on-street parking would again be permitted. During the construction period a temporary parking plan would be implemented to minimize the temporary loss of parking.

Phase 3: Construction of Bioswale and Bikeway

Once both sides of the roadway are reconstructed, the bioswale and Class I Bikeway would be constructed. Fill material would be deposited to establish the grade of the bikeway and to construct the bioswale. The bikeway would have a permeable surface that would allow surface water runoff to percolate into the ground. Pending on percolation rates, subdrains could also be constructed. Once the construction bioswale and bikeway are completed, the bike lanes would be striped and landscape material would be installed bioswale planters.

Mines Avenue Bikeway Bridge

The Mines Avenue Bikeway Bridge would be constructed approximately 1000 feet downstream of the Whittier Boulevard Crossing over the San Gabriel River. The western end of the bridge would generally be constructed at the location where the San Gabriel River Spreading Basins Trail and the San Gabriel River Trail meets. The eastern end of the bridge would tie into the existing San Gabriel River Trail. The closest sensitive receptor would be approximately 125 feet from the construction activities.

The proposed Mines Avenue Bikeway Bridge would have a width of 8 feet and expand approximately 350 feet over the San Gabriel River. The bridge would be a prefabricated structure that would be installed in segments. The construction activities for the bikeway bridge would involve 3 primary construction phases, Mobilization, Construction of Bridge Foundations and Installation of Bridge.

Phase 1: Mobilization

Phase 1 involve the mobilization of construction equipment and materials to prepare the site and construct the bridge. A construction equipment staging area and materials laydown area would be coordinate with City staff to ensure if safe and secure. Construction access to the proposed bridge location would occur along the San Gabriel Trail. Temporary access ramps would be constructed along the slopes of the river channel to provide access to the construction area. Pending if water is present in the channel, a temporary sand berm diversion could be needed to the divert river flows away from the construction area.

Phase 2: Construction Bridge Foundation

Construction of the bridge foundation involves two primary activities, construction of the support piers and bridge abutments. As shown in Figure--, the bridge would have two piers and abutments at each end. The bridge pier columns would be approximately 7 feet in diameter. The locations where the pier columns would be installed would be augured to a required depth and reinforced with rebar and concrete. Once the pier columns are formed, the pier caps would be constructed to support the bridge structure. Concurrently, the abutments at each end of the bridge would be constructed on piles or spread footings.

Phase 3 Installation of Bridge Structure

The proposed bridge structure would be prefabricated and consists of three segments that would fasten to the bridge abutments and pier columns. The bridge segments between the abutments and pier columns would first be installed then followed by the installation of the bridge middle segment.

Dunlap Crossing Road Bikeways

The Dunlap Crossing Road Bikeways improvements involve reconstruction of Dunlap Crossing Road Class 1 Bikeway and Class 2 Bikeway from Norwalk Boulevard to the San Gabriel River Trail. The Dunlap Crossing Road Class 2 Bikeway extends 1000 feet from Norwalk Boulevard before transitioning into a Class I Bikeway. The roadway has a width of 30 feet with one travel lane in each direction. The Dunlap Crossing Class 1 Bikeway is approximately 600 feet in length with a five-foot width with an adjacent dirt shoulder. The majority of land uses long the Dunlap Crossing Class 1 Bikeway and Class 2 Bikeway are residential land uses.

The Dunlap Crossing Road Bikeway improvements would involve 2 primary construction phases, Mobilization and Roadway and Bikeway Demolition and Reconstruction. Along Dunlap Crossing Road the construction would alternate along the northbound and southbound travel lanes to allow for vehicle and pedestrian access. The Dunlap Crossing Bikeway would be constructed in one construction phase and would remain closed until it would be completed.

Phase 1: Mobilization

Phase 1 would involve the mobilization of construction equipment, the establishment of equipment staging and material laydown areas and placement of traffic controls. Designated truck routes would be used to mobilize construction equipment and bring materials into the project area and the location of construction equipment staging and material laydown areas would be coordinated with City staff.

Phase 2: Roadway and Bikeway Demolition and Reconstruction

Phase 2 would involve the removal approximately 16 inches existing asphalt and crushed aggregate base from a 1000-foot $\frac{1}{2}$ roadway segment of Dunlap Crossing Road. The material would be hauled from the site to an offsite location. It is estimated that approximately 5,180 cubic yards of material would be removed, and 375 daily truck trips would be required to haul the material away from the construction.

Once the roadway demolition activities are completed and the roadway grade is set, a new crushed aggregate base would be constructed, and the road surface would be subsequently paved with asphalt and stripped with the Class 2 Bike Lane. Once the paving is completed, the roadway demolition and reconstruction activities would occur on the alternate side of the road and traffic would be directed to the newly constructed roadway segment.

Once the Dunlap Crossing roadway and bikeway improvements are completed, reconstruction of the Dunlap Crossing Class 1 Bikeway would begin. The existing trail would be demolished and removed, and a new aggregate base would be constructed. It is anticipated the reconstruction of

Dunlap Crossing Road and reconstruction of the Dunlap Crossing Bikeway would require eight construction days.

2.1 AREA OF POTENTIAL EFFECTS

The Project APE occurs at an elevation of approximately 44.5 meters (146 feet) to 48.7 meters (160 feet) above mean sea level (msl) within predominantly developed land located along a portion of the San Gabriel River and existing streets and bike trails.

The APE was established as the footprint of the project disturbance area that includes the entirety of Mines Avenue, extending from Paramount Boulevard eastward to the San Gabriel River, and along a short segment of Dunlap Crossing Road on the east side of the river to Norwalk Road. The proposed bike path on Mines Avenue will extend down the middle/median of the street, with the dual bioswales located on both sides of the bike path. The APE also includes the existing bicycle path from the eastern end of Mines Avenue on the west side of the river, north along the Spreading Grounds to the San Gabriel River Spreading Basins Trail. Here the Spreading Basins Trail (and APE) splits – the eastern fork of the Spreading Basins Trail terminates at the San Gabriel River Bike Path, which is the future location of the west end of the proposed bridge. The northern fork of the Spreading Basins Trail extends north a short distance ending at the access gate at Whittier Boulevard. The APE also encompasses a portion of the San Gabriel River Flood Control Channel itself, south of the existing drop structure, and finally, a short section of the existing San Gabriel River Bike Path on the east bank of the river.

While all construction work within the river channel will occur nearest the proposed bridge site, the APE has been extended northward to the drop structure to allow heavy construction equipment room to maneuver and park and equipment to be stored nearest the location of work if necessary. Those areas of the APE within which are US Army Corps of Engineers' delineated Waters of the United States are also shown on the APE map.

All project impacts, and any potential impacts to cultural resources will occur within the project footprint. Proposed excavations that have the potential to affect cultural resources will include (1) grading of Mines Avenue to a depth of up to four feet below the present surface in order to create the inverted road, bike trail, and bioswales; (2) grading and excavation into each channel wall for the construction of the bridge buttress; (3) construction of access ramps for construction equipment built into the channel and (4) drilling with augers of a two 7-foot diameter augers to a maximum depth of 15 feet for the placement of two 7-foot reinforced concrete pier columns and reinforced with concrete and rebar for installation of the bridge pier columns.

The Project APE was established in consultation with Claudia Harbert, Caltrans Principal Architectural Historian, and Henry Nguyen, District Local Assistance Planner. The APE map book is located in Attachment 1 of the HPSR.

3.0 SOURCES CONSULTED

3.1 ARCHAEOLOGICAL/HISTORICAL RESOURCES RECORDS SEARCH

An archaeological and historical resources records search for the APE locations and a one-half mile radius around each was conducted on February 25, 2017, by the South Central Coastal Information Center (EIC) at California State University, Fullerton (HPSR Attachment 3). The

SCCIC is the designated regional repository of the California Historical Resources Information System (CHRIS) for records regarding archaeological and historical resources and associated studies in Los Angeles County. The CHRIS system provides data on the NRHP, CRHR, California Historical Landmarks (CHL), California Points of Historical Interest (CPHI), and Historical Landmarks of Riverside County, plus historical maps and photographs as needed.

The results of the records search indicate that 23 studies have been conducted within 1/2 mile radius of the APE (Table 1; see HPSR Attachment 3 for complete bibliography). Six of these studies consisted of archaeological surveys and monitoring efforts at least partially within the Project APE.

Two were literature reviews; one was 36 linear miles long, along Washington and Passons Boulevards, Mines Avenue, then along the river trail on the east side of the river past the APE. The second included a swath of land a few hundred feet wide, east of the San Gabriel River and several miles long through a small portion of the APE east of the river. Two of the four remaining studies were linear surveys along city streets that crossed the APE in only one place. The final two surveys were pedestrian surveys within the San Gabriel River channel related to the construction of the No. 2 Inlet/Turn-out structure and the 001B Turn-Out structure within the channel.

**TABLE 1
CULTURAL RESOURCES STUDIES CONDUCTED WITHIN THE PROJECT APE**

Report No.	Author(s)/Year	Type of Study/Resources Identified
LA-03408	Stickel (1994)	Literature search. 36 linear miles
LA-04209	Allen (1998)	Survey. 29.5 linear miles
LA-04880	Smith & Sriro (2000)	Literature search. >1 linear mile
LA-07834	Gust (2003)	Survey. 6.5 linear miles. 3 resources
LA-12320	Kry et al. (2013)	Survey. 5 resources
LA-12321	Kry et al. (2013)	Survey. 43 resources

Ten cultural resources properties have been recorded within 1/2 mile of the APE (Table 2); three of these properties (P-19-190511; P-19-101352; P-19-101353) were recorded within the Project APE as a result of the previous investigations.

**TABLE 2
CULTURAL RESOURCES RECORDED
WITHIN ONE HALF MILE OF THE PROJECT APE**

Trinomial (Primary No.)	Recorder (Year Recorded - latest)	Resource Description
P-19-000182	Briggs (1984)	Village of Sejat, Suku
P-19-001179	Woodward & Swidden (1984)	Historic foundation and trash scatter
P-19-101352*	Rincon (2015)	Isolate: clear bottle with patina
P-19-101353*	Rincon (2015)	Isolate: Bottle base – clear glass
P-19-178611	Newland (1999)	Casa de Governor Pio Pico Adobe
P-19-186112	Smith & Steely	Union Pacific RR

P-19-186932	Newland (1999)	Pio Pico State Historic Park Admin Facility
P-19-188983	Stewart (2008)	LADWP Boulder Lines
P-19-190007	URS (2012)	Pico Rivera United Methodist Church
P-19-190511*	ESA (2017)	San Gabriel Coastal Spreading Grounds
Within the APE*		

P-19-190511

This resource is the San Gabriel Coastal Spreading Grounds (SGCSG), a 128-acre water conservation facility that diverts water from the San Gabriel River during potential flood events. The resource consists of a segment of the San Gabriel River from Whittier Boulevard in the north to nearly Slauson Avenue on the south, as well as a desilting basin, three spreading basins, one canal, one pump station, several diversion structures.

This facility is assumed eligible for listing in the National Register of Historic Places (NRHP) for the purposes of this project due to large resource size and the limited potential for effects. Alexandra Bevk Need, Branch Chief, Section 106 Coordination Branch, Caltrans Cultural Studies Office made the decision in an April 18, 2019 email to Caltrans District 7 PQS - Principal Architectural Historian Claudia Harbert (See HPSR Attachment 6). The SGCSG is a part of the San Gabriel River Conservation System which is itself part of the overall Los Angeles County Flood Control System – determined eligible for listing on the NRHP.

P-19-101352

This resource is an isolated find consisting of a clear bottle with patina. It was recovered by Rincon Consultants in 2015 during monitoring for the Water Replenishment District’s 001B Turn-out Structure project.

P-19-101353

This resource is an isolated find consisting of a clear glass, square bottle base. It was recovered by Rincon Consultants in 2015 during monitoring for the Water Replenishment District’s 001B Turn-out Structure project.

Other

Just outside the project site, but within the ½ mile radius around the site is an important site that includes Pio Pico State Historic Park (P-19-001179), which includes Governor Pico’s adobe (P-19-178611) and administrative facility (P-19-186932), which itself sits atop P-19-000182 – thought to be the ethnohistoric village of Sejat (recorded by Briggs 1984). However, because no subsurface work will occur near the site – the closest being the construction of the bridge in the channel—there will be no effects to the site and no further consideration need be given to these resources.

3.2 SUMMARY OF LOCAL HISTORICAL SOCIETIES CONSULTATION

Attachment 4 of the HPSR contains the complete results of the local historical scoping.

3.3 SUMMARY OF NATIVE AMERICAN CONSULTATION

1.1.3 Assembly Bill 52

Native American scoping and consultation is required for this project under both Section 106 of the National Historic Preservation Act (NHPA) and Assembly Bill (AB 52) under CEQA.

For consultation under AB 52, the five tribes on the City of Pico River's consultation list were informed of the project via email on April 24, 2018 and offered an opportunity to consult on the project.

The following individuals/tribes were sent email letters:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians - Kizh Nation
- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation
- Linda Candelaria, Co-Chairperson, Gabrielino Tongva Tribe
- Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians

The 30 day response period is underway.

1.1.4 Section 106

Section 106 consultation was initiated on April 18, 2019 with a Sacred Lands File search and Tribal contacts list request from the NAHC. On April 24, 2019, the NAHC reviewed its Sacred Lands file and prepared a list of local representatives who could be contacted in regard to the Project that may have knowledge of cultural resources within or near the APE. The results of the sacred lands file check indicate that the NAHC has/not located the presence of resources within the APE.

Tribes and individuals listed by the NAHC include the following:

- Andrew Salas, Chairperson, Gabrieleño Band of Mission Indians - Kizh Nation
- Sandonne Goad, Chairperson, Gabrielino/Tongva Nation
- Linda Candelaria, Co-Chairperson, Gabrielino Tongva Tribe
- Robert Dorame, Chairperson, Gabrielino Tongva Indians of California Tribal Council
- Anthony Morales, Chairperson, Gabrieleño/Tongva San Gabriel Band of Mission Indians
- Charles Alvarez, Councilmember, Gabrielino-Tongva Tribe

All the individuals and tribes on the contacts list were sent informational letters and an offer of consultation on May 1 2019. (see Attachment 5).

Attachment 5 of the HPSR contains the complete results of the Native American Consultation.

4.0 BACKGROUND

4.1 ENVIRONMENT

The proposed Pico Rivera Regional Bikeway project is located in the City of Pico Rivera within the San Gabriel River Watershed and adjacent to the San Gabriel Coastal Spreading Grounds. The Project area overlies the Puente Basin within the San Gabriel Valley Groundwater Basin (San Gabriel Basin). The basin underlies most of the San Gabriel Valley and a portion of the upper Santa Ana Valley. Alluvial fan deposits, formed by outflow from the San Gabriel Mountains, comprise the basin.

The APE topography is relatively flat overall with elevations ranging from 146 feet to 160 feet amsl (average mean sea level). The developed portions of the APE include vegetation in the form of landscaping and incidental non-native, weedy patches. Vegetation within the San Gabriel River appears to be heavily managed and maintained, based on the lack of mature established habitat and dominance of non-native species.

4.2 PREHISTORY

The prehistory of coastal Southern California has been described by a number of authors who generally agree on at least four major prehistoric periods (Wallace 1955; Warren 1966; Koerper and Drover 1983). These four sequential periods of time, sometimes called Horizons and sometimes Traditions, are each characterized by time-sensitive artifacts. The periods then are not arbitrary, but likely reflect material/cultural changes at those times.

The earliest occupations of the Southern California coastal area are debated to begin as early as 50,000 years before present (BP) (Bada et al. 1974). The earliest radiocarbon dates, however, were derived from Los Angeles Man and Laguna Woman at 23,600 and 17,150 B.P. respectively (Berger et al. 1971), although these old dates have been subsequently questioned after further study (Erlandson 2007). Unfortunately, little is known of the material culture of finds of this antiquity.

The earliest archaeological culture known in any detail is that of San Dieguito, named after the drainage of the same name near Del Mar, California where implements dating to 8,000 B.P. were found. Although the subsistence strategy of this tradition is unknown, Warren (1966:2) has inferred a hunting economy (cf. Koerper and Drover 1983; Drover et al. 1983). Typical artifacts would include percussion flaked implements, elongated knives, domed scrapers, teshoa flakes, crescentics and an absence of millingstone tools. The San Dieguito culture is defined primarily from its single type site, the Harris Site of San Diego County, CA-SDi-149 (Warren 1966).

After San Dieguito, the next prehistoric period for coastal Southern California is termed "Millingstone" and "Encinitas" by Wallace (1955) and Warren (1968), respectively. The Millingstone Horizon or Encinitas Tradition are very similar, as described by each author and have a time span beginning about 7,000 to 8,000 B.P. and ending between 3,000 to 4,000 B.P. The onset of Holocene climatic conditions may have brought about the cultural changes associated with this

period. Processing and millstone tools like manos and metates reflect an increased dependence on plant foods. Projectiles are rare but, when found, suggest the use of the *atlatl* or throwing stick. The material culture characteristic of this period is longer-lived the further one travels south of Santa Barbara.

The “Intermediate Horizon” and “Campbell Tradition” by Wallace (1955) and Warren (1966), respectively is the next cultural period in coastal southern California. This period is strongly represented north of the Los Angeles area and is only suggested in the San Diego area. Numerous, smaller projectile points suggesting increased hunting and the introduction of the use of the bow and arrow characterize this period. It is during this time period that true maritime exploitation and occupation of the Channel Islands flourishes (Meighan 1959). The duration of this period is roughly 3,000 to 1,000 B.P. In general, the emphasis seems to shift from the hard seed orientation of the Milling Stone Tradition to the growing practice of balanophagy (acorn consumption) and processing of other soft, pulpy seeds. While mortars and pestles become more common in comparison to manos and metates, the latter survive into European contact times attesting to the use of hard seeds in the diet.

In the southern end of Los Angeles County, several traits make an appearance rather late in the Tradition; these include pottery and ground painting, which give rise to speculation that significant culture contact from the southeast was occurring (Meighan 1954). This complex is thought to owe its basic cultural orientations to the Southwestern United States.

A general picture emerges through time of growing population pressure resulting in intensified land use patterns. Increases in population or siltation of coastal estuaries are examples of intensifying the local carrying capacity (e.g., Newport Bay during the Milling Stone Tradition). Occasionally, siltation may actually progress to the point of making an estuary less productive as in the case of northern Orange County (Newport Back Bay) resulting in local populations adapting to other environments such as acorn processing.

In the few centuries prior to European contact, the archaeological record reveals substantial increases in the indigenous population (Wallace 1955:223). Some village sites may have contained as many as 1,500 individuals. Apparently, many of these village sites were occupied throughout the year rather than seasonally. This shift in settlement strategy was likely influenced by improved food procurement and storage technology, which enabled population growth and may have helped stimulate changes in sociopolitical organization.

Evidence is growing that prehistoric cultural change has been much more variable through time and across culture areas than previously thought. Cultural traits such as maritime economies, seafaring, complex trade networks, and year-round occupation of villages appear to have developed much earlier than previously thought. Culture change during the Late Prehistoric Period, in particular, may have been driven more by environmental and resource pressures than optimal adaptation to the environment (Byrd and Raab 2007).

1.2 ETHNOGRAPHY

Gabrielino

At the time of contact in 1769, when Gaspar de Portolá’s expedition crossed the Los Angeles Basin, the Gabrielino Native Americans (also Tongva and Kizh) occupied the area around the

Project site. The Spanish named the Gabrielino after the Mission San Gabriel Archangel. The Gabrielino spoke Takic (Shoshonean) languages.

Settlement

According to Bean and Smith (1978:538), the Gabrielino are, in many ways, one of the least known groups of California's native inhabitants. In addition to much of the Los Angeles Basin, they occupied the offshore islands of Santa Catalina, San Nicolas, and San Clemente. Gabrielino populations are difficult to reconstruct. However, at any one time, as many as 50 to 100 villages were simultaneously occupied. Like the prehistoric culture before them, the Gabrielino were a hunter/gatherer group who lived in small sedentary or semi-sedentary groups of 50 to 100 persons, termed rancherías. These rancherías were occupied by at least some of the people all of the time. Location of the encampment was determined by water availability. Houses were circular in form and constructed of sticks covered with thatch or mats. Each village had a sweat lodge as well as a sacred enclosure (Bean and Smith 1978). Although the earliest description of the Gabrielino dates back to the Cabrillo expedition of 1542, the most important and extensive accounts were those written by Father Gerónimo Boscana about 1822 and Hugo Reid in 1852.

Subsistence

Gabrielino subsistence relied heavily on plant foods, but was supplemented with a variety of meat, especially from marine resources. Food procurement consisted of hunting and fishing by men and gathering of plant foods and shellfish by women. Hunting technology included use of bow and arrow for deer and smaller game, throwing sticks, snares, traps, and slings. Fishing was conducted with the use of shell fishhooks, bone harpoons, and nets. Seeds were gathered with beaters and baskets. Seeds and other foods were stored in baskets. Seeds were prepared with manos and metates and/or mortars and pestles. Food was cooked in baskets coated with asphaltum, in stone pots, on steatite frying pans, and by roasting in earthen ovens (Bean and Smith 1978).

Trade

Most trade between settlements was through reciprocity (barter), indicated by strings of Olivella shell beads used as a medium of exchange throughout Southern California (Ruby 1970). Gabrielino and Juaneño from the mainland probably traded trade beads, game, and plant foods in exchange for shell beads and steatite, and plant foods from the islanders. Steatite artifacts along with fish, shell money, and animal pelts were traded by the mainlander Gabrielino into the interior for seeds and deer skin. According to Bean and Saubel (1972), the Gabrielino traded with the Serrano and the Cahuilla to the east. The Gabrielino traded goods such as shell beads, dried fish, sea otter pelts, asphaltum, and steatite for goods such as salt, obsidian, deer hides, furs, and acorns. There is evidence of trade between the Arizona Hohokam and the Gabrielino, probably with the Mojave people as middleman (Koerper in Mason et al. 1997). *Glycymeris* shell bracelets, ceramics, and blankets may have been exchanged for Pacific shells and shell beads (Koerper in Mason et al. 1997).

Religion

Aside from shamanistic curing rituals, principal religious activity is related to the Chinigchinich cult that emphasized correct behavior as promulgated by a mythical figure, Chinigchinich. The Chinigchinich religion developed in Gabrielino territory and spread southeast to the

Juaneño/Luiseño, Cupeño, and Ipai. It is a cult that is tied into an older creation myth. Chinigchinich is said to give laws and punishment for those who are disobedient in which shamans were given responsibilities to oversee the cult. It was an extensive system of polar opposites (duality) that are united under higher principals (unity) (Applegate 1979). Male-Female dualism found in the creation myth is also present in the origin myth (Applegate 1979). Chinigchinich cult ceremonies included boys' puberty ceremonies using *toloache*, a drug made from Jimson Weed (*Datura stramonium*). During the vision quest, a personal protector or totemic animal was acquired. Such totems could be bear, coyote, crow, or rattlesnake. Other ceremonies were to obtain vengeance on enemies; to express thanks for victory; and to commemorate the dead. The focus of the ceremonies was a circular sacred enclosure found in each village. The emphasis on male rites of passage and war may be a response to the increasing population and resultant competition for territory and access to resources. Or it may be a response to the arrival of the Spanish since the Chinigchinich religion seems to be of recent (not prehistoric) origin.

Both inhumation (burial in a grave) and cremation was practiced. During cremations, the goods of the deceased and his hut were often buried with him. Annual mourning ceremonies were held in the late summer for all who had died during the previous year. Clothes of the deceased and an image of the deceased were often burned at this time. Eagles were sacrificed for recently deceased chiefs (Applegate 1979).

According to McCawley (1996:45-46), the important Gabrielino community of *'Ahwiinga* was located on Rancho La Puente, west of the San Jose Hills, two to three miles east of the San Gabriel River, and seven to ten miles from the APE. There is some evidence that this site served as a provincial capital for several Gabrielino communities. The placename also appears in the account of an expedition by two priests who passed by it on their way to Mission San Gabriel. A smaller, ritual site named *'AXaarvonga* was located even closer to the current project site, at Whittier Junction, near the mouth of Sycamore Canyon and the intersection of Beverley Boulevard and I-605, and less than one mile north of the APE. According to Gabrielino oral tradition, a white bear lived in a cave at the site, on the mountain above the marsh (McCawley 1996:46).

Most of the Gabrielino villages were abandoned around 1805 due to rapid decline from European-introduced diseases (Singer 1985).

4.4 HISTORY

The major historic periods for the greater Southern California area are defined by key events documented by participants, witnesses, historians, and cartographers. Paramount among these was the transfer of political control over Alta California, including the study area specifically.

- Spanish Period (1769–1821)
- Mexican Period (1821–1848)
- American Period (1848-Present)

The historic era encompasses the period of occupation by European descendants. This period marked a time of disease, exploitation, and deculturation of the native peoples beginning circa 1769 with the founding of the Mission San Diego de Alcalá. The occupation and control by the Spanish was passed on to Mexico after the latter gained its independence in 1821. The Mexican Period, in turn, gave way to control by the United States subsequent to the Mexican-American War and the treaty of Guadalupe Hidalgo in 1848.

Spanish Period (1769 to 1821)

Spanish explorer Juan Rodriguez Cabrillo made a temporary landfall at the Chumash village of *Sisolop* (present-day Ventura) on October 12, 1542 (Grant 1978:518). He was the first of several early explorers, representing several nations, to explore the *Alta California* coast. However, the end of the prehistoric era in Southern California is marked by the arrival of the Gaspar de Portolá overland expedition from New Spain (Mexico) and founding of the first Spanish settlement at San Diego on July 16, 1769 (Johnston 1962). With the onset of the Spanish Period, the Cahuilla first came into direct contact with Europeans when Spanish friar/explorer Francisco Garcés searched the southeastern deserts for mission sites in 1771 (Beck and Haase 1974:15). More certainly, they witnessed Juan Bautista de Anza's overland expedition pass through their territory in 1774 after the founding of Mission San Diego (1769) had inaugurated the Spanish Period in Alta California. Although no missions were actually established in Cahuilla territory, Spanish presence in the region intensified with the establishment of *asistencias* (outlying chapels for the missions) in several inland locations (Pala in 1816, Santa Ysabel in 1818, and San Bernardino/Redlands in 1819).

Mexican Period (1821 to 1848)

Mexico's independence from Spain in 1821 brought the Mexican Period in Alta California. The new government of Mexico had a very different outlook on mission activities. Secularization of the missions, planned under the Spanish, was greatly accelerated by the Mexican government. Mexico secularized the missions in 1833 and expanded on the Spanish practice of granting large tracts of ranch land to soldiers, civil servants, and pioneers. Plans to provide land, training, and living quarters for the Native American population never developed and the mission lands were soon under the control of a relatively few influential Mexican families. The rancho life style was relatively short lived, but remains an influential period in California history.

American Period (1848 to Present)

Americans began to explore Alta California as early as 1826, when trapper Jedediah Smith arrived at Mission San Gabriel (Morgan 1953:200–202; Lewis 1993:441). An increasing influx of Americans from the eastern United States during the 1840s spurred an American challenge for the California territory. The American Period began with Mexico's defeat at the end of the Mexican-American War, resulting in the concession of California and other territory to the United States under the Treaty of Guadalupe Hidalgo on February 2, 1848 (Rolle 1998:91, 104). Only a few days before the treaty was signed, gold was discovered on the American River, however the Gold Rush of 1848–1849 did not begin until several months later

American dominance became more apparent in 1850 when California became a state and was divided into 21 original counties (Marschner 2000). Riverside County was not formed until 1893, using areas previously allocated to the original San Diego County of 1850 (7,300 square miles) and San Bernardino County, established in 1853 (590 square miles) (Coy 1973:291).

Local history can be found in the Finding of Effect completed for this project and attached to the project HPSR.

5.0 FIELD SURVEY

5.1 SURVEY METHODS

An archaeological field survey of the Project APE was conducted on March 12, 2019 by VCS Environmental Director of Cultural Services, Patrick Maxon, RPA. The survey of the Project APE was completed by accessing the site through a LA County Department of Public Works gate off of Whittier Boulevard at the northern end of the APE. The San Gabriel River channel was not accessed as it was not deemed necessary; however, the two locations of the proposed bridge buttresses were visually inspected as was the river channel from the proposed bridge to the drop structure to the north. This was followed by a pedestrian survey of the existing bike path that extends southward to Mines Avenue from the San Gabriel River Spreading Basins Trail, sandwiched between Pico Vista Road and the San Gabriel Spreading Grounds. Finally a windshield survey of Mines Avenue and Dunlap Crossing Road was completed.

5.2 SURVEY RESULTS

The majority of the APE is developed and under existing streets and sidewalks, save for the area within and on the banks of the San Gabriel River. Ground disturbances within the APE include construction of roads and sidewalks along Mines Avenue and the various bike and pedestrian trails between Mines Avenue and the San Gabriel Spreading Grounds.

No prehistoric or historic archaeological resources, including the recorded isolates (P-19-101352 and P-19-101353), were noted during the survey.

6.0 STUDY FINDINGS AND CONCLUSIONS

The background research and field survey concluded that three cultural resources were identified within the APE. Archaeological isolates P-19-101352 and P-19-101353 were not relocated during the survey. The San Gabriel Coastal Spreading Grounds (P-19-190511) remain within the APE.

Consultations with local historical and archaeological sources did not result in the identification of any new cultural resources within the APE.

No prehistoric archaeological resources were identified in the Project APE during the survey.

The amount of surface and subsurface disturbance that has occurred as a result of construction of the existing bike and pedestrian trails and access roads, combined with the negligible nature of proposed disturbances in these areas, suggests little potential for adverse effects to cultural resources there. However, in two distinct areas of the project area, proposed excavations do have the potential to adversely affect cultural resources. The first is the proposed bridge and surrounding area. Here, excavations for the bridge buttress on each bank of the river, construction of three access ramps, and installation of the bridge columns, have the potential to affect cultural resources if excavations are into native sediment. Current project plans do not yet make this clear as geotechnical borings have not yet been completed. The second area is the entire length of Mines Avenue from Paramount Boulevard to the San Gabriel River. In order to construct the inverted Mines Avenue road way that will allow for rainwater to flow into the

bioswales in the center of the road, up to four feet of excavations into the road subgrade will be necessary.

Review of historical photographs on NETRONLINE show that Mines Avenue was constructed sometime before 1951. Prior to and during that time, the surrounding area was planted in citrus. Similarly, the San Gabriel Spreading Grounds were constructed sometime before 1951. Prior to that time, the natural river course prevailed.

The presence of Pio Pico State Historic Park and the ethnohistoric village of Sejat within ½ mile of but outside the APE adds some sensitivity to the local area, but because excavations will be only in the river channel and the existing levee, there is little possibility of encountering any resources associated with those sites.

If previously unidentified cultural materials are unearthed during construction, it is Caltrans' policy that work be halted in that area until a qualified archaeologist can assess the significance of the find. Additional archaeological survey will be needed if the Project limits are extended beyond the current survey limits. If human remains are unearthed during construction, Section 7050.5 of the *California Health and Safety Code* states that no further disturbance shall occur until the County Coroner has made the necessary findings as to the origin and disposition of the remains pursuant to Section 5097.98 of the *California Public Resources Code*.

7.0 REFERENCES CITED

Applegate, R.B.

- 1979 The Black, the Red, and the White: Duality and Unity in the Luiseño Cosmos. *The Journal of California and Great Basin Anthropology* 1(1):71-88.

Bada, J. L., R. A. Schroeder, and G. G. Carter

- 1974 New Evidence for the antiquity of man in North America deduced from aspartic acid racemization. *Science* 184.

Bean, J.L. and Saubel

- 1972 *Temalpakh: Cahuilla Indian Knowledge and Usage of Plants*. Malki Museum, Inc., Banning, California.

Bean, L.J., and C.R. Smith

- 1978 Gabrielino. In *Handbook of North American Indians: California*, Vol. 8, edited by R.F. Heizer, pp. 530-549. Smithsonian Institution, Washington, D.C.

Beck, Warren A., and Ynez D. Haase

- 1974 *Historical Atlas of California*. University of Oklahoma Press, Norman.

Berger, R., R. Protsch, R. Reynolds, C. Rozaire, and J. Sackett

- 1971 *New Radiocarbon date based on bone collagen of California Paleoindians*. Berkeley: Contributions of the University of California Archaeological Research Facility 12:43-49.

Byrd, B. and M. Raab

- 2007 Prehistory of the Southern Bight: Models for a New Millennium. In *California Prehistory: Colonization, Culture, and Complexity* (Terry Jones and Kathryn Klar, Eds., pp. 215–227). Altamira Press, a Division of Rowman & Littlefield Publishers, Inc., Lanham, Maryland.

Coy, Owen C.

- 1973 *California County Boundaries: A Study of the Division of the State into Counties and the Subsequent Changes in their Boundaries*. Revised Edition (originally published in 1923 by the California Historical Survey Commission, Berkeley). Valley Publishers, Fresno.

Drover, C.E., H.C. Koerper, and P.E. Langenwaller II

- 1983 Early Holocene Human Adaptation on the Southern California Coast: A Summary Report of Investigations at the Irvine Site (CA-ORA-64), Newport Bay, Orange County, California. *Pacific Coast Archaeological Society Quarterly* 19 (3+4): 1-84.

Grant, Campbell

- 1978 Interior Chumash. In: *Handbook of North American Indians*, Vol. 8, California, Robert F. Heizer (ed.), pp. 530-534. Smithsonian Institute, Washington, D.C.

Johnston, Bernice Eastman

- 1962 *California's Gabrielino Indians*. Southwest Museum, Los Angeles.

Koerper, H.C., and C.E. Drover

- 1983 Chronology Building for Coastal Orange County: The Case from ORA-119-A. *Pacific Coast Archaeological Society Quarterly* 19(2):1-34.

- Lewis, Donovan
1993 *Pioneers of California: True Stories of Early Settlers in the Golden State*. Scottwall Associates, San Francisco.
- Marschner, Janice
2000 *California 1850: A Snapshot in Time*. Coleman Ranch Press, Sacramento.
- Mason, R.D., W.H. Bonner, S.J. Bouscaren, L. Carbone, R.O. Gibson, L.P. Klug, M.L. Peterson and V. Popper
1997 San Joaquin Hills Transportation Corridor Results of Data Recovery at CA-ORA-225, vol. 2. Chambers Group, Inc., Irvine, California. Submitted to Sverdrup Corporation, Irvine, California and Transportation Corridor Agencies, Santa Ana, California.
- McCawley, W.
1996 *The First Angelinos: The Gabrielino Indians of Los Angeles*. Malki Museum Press/Ballena Press.
- Meighan, C.W.
1954 A Late Complex in Southern California Prehistory. *Southwestern Journal of Anthropology* 10:215-227.

1959 The Little Harbor Site, Catalina Island: An example of ecological interpretation in archaeology. *American Antiquity* 24(4):383-405.
- Morgan, Dale L.
1953 *Jedediah Smith and the Opening of the West*. University of Nebraska Press, Lincoln.
- Rolle, Andrew
1998 *California: A History*. Fifth Edition. Harlan Davidson, Inc., Wheeling, Illinois.
- Ruby, J.
1970 *Culture Contact Between Aboriginal Southern California and the Southwest*. Ph.D. dissertation, University of California, Los Angeles.
- Wallace, William J.
1955 A Suggested Chronology for Southern California Coastal Archaeology. *Southwestern Journal of Anthropology* 11:214-23th.
- Warren, C.N.
1966 Cultural Tradition and Ecological Adaptation on the Southern California Coast. In *Archaic Prehistory in the Western United States, Eastern New Mexico University Contributions in Anthropology* 1 (3):1-14.

APPENDIX A
PROFESSIONAL QUALIFICATIONS