



May 18, 2023

Heather Roberts
EPD Solutions
2355 Main Street, Suite 100
Irvine, California 92614

RE: Archaeological and Paleontological Resources Records Search Results for the 630 Batavia Street Project, Orange, California

Dear Ms. Roberts:

An archaeological and paleontological resources records search has been completed for the 630 Batavia Street Project located at 630 North Batavia Street in the city of Orange, Orange County, California. Currently the property (Assessor's Parcel Number 386-542-01) contains two industrial buildings most recently associated with the Roseburrough Tool Company. As part of the environmental review process for the potential redevelopment of the property, Brian F. Smith and Associates, Inc. (BFSA), reviewed the results of cultural resources records search data obtained from the South Central Coastal Information Center (SCCIC) at California State University, Fullerton, and the OC Parks Division of Orange County (formerly the Cooper Center). In addition, BFSA requested a Sacred Lands File (SLF) Search from the Native American Heritage Commission (NAHC).

Archaeological Records Search Results

The cultural resources records search, which was completed from SCCIC data on July 7, 2022, encompassed an area of one-quarter-mile surrounding the project. The SCCIC search identified one resource (the historic Atchison, Topeka and Santa Fe Railway alignment) and one previous study within the search radius. In addition to the SCCIC search, historic (1938 through 2020) aerial photographs for the property were reviewed. Between 1938 and 1955, the property appears to be part of a citrus grove. By 1960, the southeast corner of the parcel is developed containing an industrial warehouse building with an attached, street-facing office at 630 North Batavia Street. Development of the remainder of the parcel, including the construction of another industrial building in the southwest corner of the property, appears to have occurred between 1980 and 1985. Currently, the entirety of the property is developed with industrial warehouse structures, commercial landscaping, and hardscape. Based on the records search results, no recorded resources are documented within the project. However, the subject property does not appear to have ever been formally studied and contains one structure built over 50 years ago, between 1955 and 1960.

Paleontological Review Results

The current path of the Santa Ana River lies less than a mile west of the project. Geologically, the surficial sediments across the project are mapped as late to middle Pleistocene old alluvial fan deposits, consisting of moderately to well-consolidated silt, sand, and gravel (Morton and Miller 2006). These deposits are the result of a large influx of sedimentation by Santiago Creek during the Pleistocene.

The paleontological sensitivity of the Pleistocene alluvial sediments is high, according to the guidelines published by the John D. Cooper Archaeology and Paleontology Center of Orange County (Cooper Center, 2010, Policies, procedures, and guidelines for curation of the Orange County archeological and paleontological collections). The “High” rating indicates that fossils from this formation have the potential to be of “quality preservation and scientifically significant” and are “important for research and/or very important for display” (Cooper Center 2010).

A prior paleontological locality and records search was performed for the nearby IDI Logistics Eckhoff Street Project by the paleontological curator of the OC Parks Division of Orange County and is attached in Attachment C (Gelnaw 2021). The IDI Logistics Eckhoff Street Project is located just a half-mile west of the subject project. The records search found that no fossils are recorded in the vicinity of either project. The nearest fossil localities held by OC Parks are approximately five miles east of the project in much older geologic formations. In sedimentary deposits similar to those at the 630 Batavia Street Project, the nearest fossil localities recorded by OC Parks are located in Tustin, approximately 7.5 miles to the southeast.

Fossil locality record searches conducted for prior projects by BFSA were consulted to research other potential nearby fossil localities. The sources for locality data are records from the Los Angeles County Natural History Museum (LACM). The record searches indicate that no fossil localities were identified within the project boundaries. The closest-known fossil locality is located two-and-a-half miles to the north, consisting of Pleistocene sheep remains recovered during a housing project near the Santa Ana River in Anaheim (LACM loc. 1652). The next-closest locality held by the LACM is between four and five miles north-northeast of the project, consisting of mammoth or mastodon remains from Pleistocene-aged alluvial terrace deposits (LACM loc. 3292).

A review of published literature was conducted for potential paleontological resources that are known in the vicinity of the project. Data from Miller (1971) and Jefferson (1991) indicate no known fossil localities near the project.

NAHC SLF Search Results

BFSA also requested a SLF search from the NAHC. The NAHC results were negative for sacred sites or locations of religious or ceremonial importance within the project and immediate vicinity.

Recommendations

The subject property has never formally been studied for cultural resources. Based on a review of historic photographs, the property was originally agricultural and developed after 1955. Currently, the entirety of the property is developed with industrial warehouse structures, commercial landscaping, and hardscape. Given the current development status of the property the potential for archaeological resources within the property is low. However, the 630 North Batavia Street structure in the southeast corner is

older than 50 years of age and potentially historic. As such, it is recommended that a Historic Structure Assessment (HSA) be completed for the 630 North Batavia building. The scope of the HSA should include in-depth research to further determine the date of construction of the structure and any major modifications, trace the ownership of the structure, conduct thorough photographic documentation, prepare an architectural description, evaluate the structure for inclusion in the California Register of Historical Resources, formally record the structure with the SCCIC, and, if necessary, recommend appropriate mitigation measures tied to the redevelopment of the property.

Regarding paleontological resources, based on the high paleontological sensitivity of the Pleistocene old alluvial fan deposits mapped at the project and nearby fossil localities, earth disturbance activities have a potential to impact significant paleontological resources. Therefore, prior to grading and excavation work, a mitigation monitoring and reporting program to reduce potential impacts to paleontological resources is recommended for the project.

The full results of the completed archaeological and paleontological records search are attached to this letter report (Attachments A to C). Please contact us should you have any questions or require additional study for this project.

Regards,

A handwritten signature in black ink, appearing to read "Brian F. Smith", with a stylized flourish at the end.

Brian F. Smith

BFS:ag

Attachments:

- Attachment A – Archaeological Records Search Results
- Attachment B – NAHC Sacred Lands File Search Results
- Attachment C – Fossil Locality Search Results

ATTACHMENT A

Archaeological Records Search Results

BRIAN F. SMITH and ASSOCIATES

CALIFORNIA HISTORICAL RESOURCES INFORMATION SYSTEMS RECORDS SEARCH

Company: Brian F. Smith and Associates
Processed By: Andrew Garrison
Date Processed: July 7, 2022
Project Identification: 630 Batavia Street
Information Center: South Central Coastal Information Center
Search Radius: One-Quarter-Mile Buffer

Historical Resources:

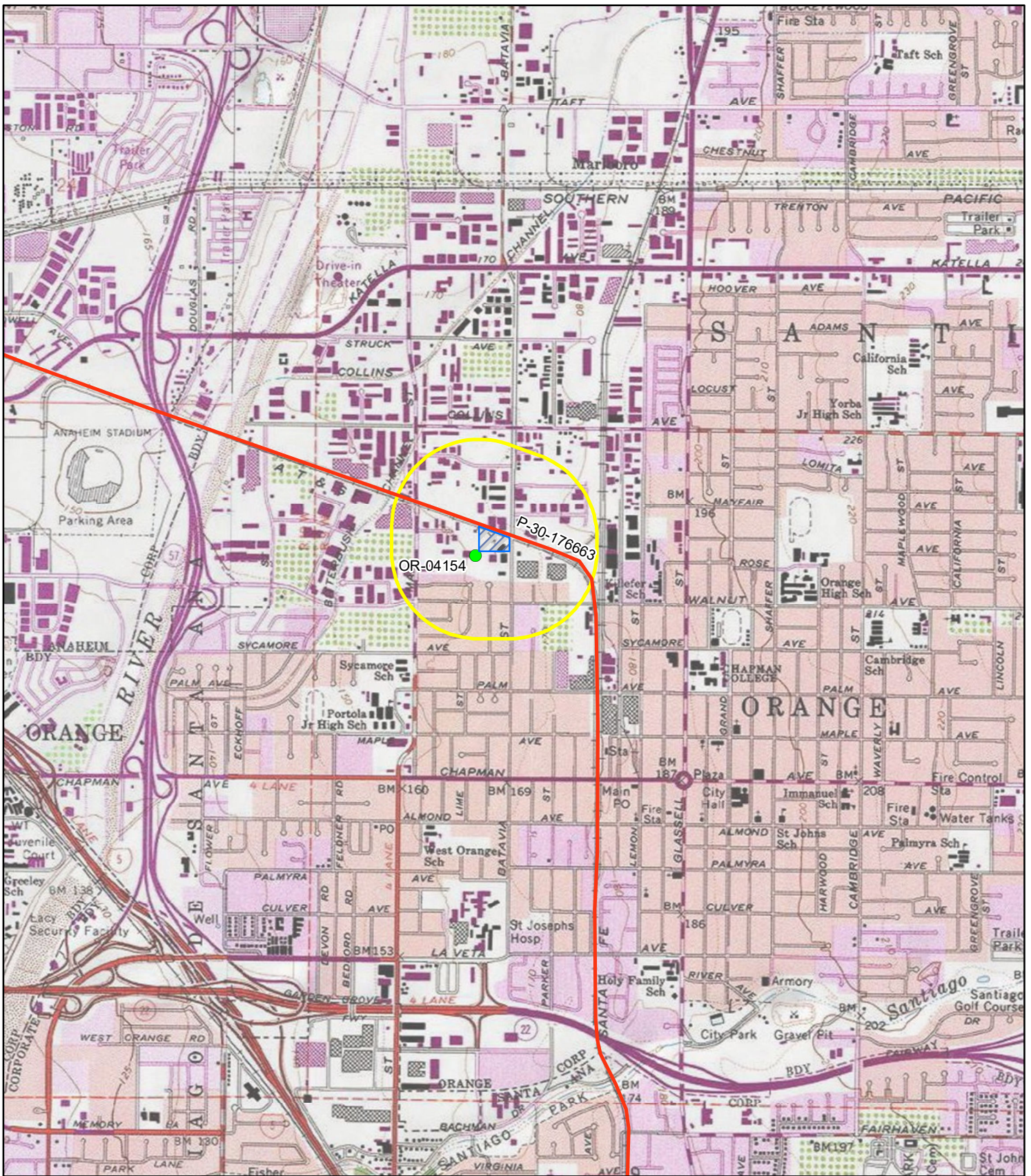
Trinomial and Primary site maps have been reviewed. All sites within the project boundaries and the specified radius of the project area have been plotted. Copies of the site record forms have been reviewed for all recorded sites.





There is one resource located within a one-quarter-mile radius of the current project area. No resources are located within the current project.

Previous Survey Report Boundaries:

Project boundary maps have been reviewed. National Archaeological Database (NADB) citations for reports within the project boundaries and within the specified radius of the project area have been reviewed.

There is one report within a one-quarter-mile radius of the current project area, No reports include the subject property.



-  Project
-  Quarter Mile Radius
-  Resource
-  Report

630 Batavia Street; (22-228)
 Records Search
 USGS Orange and Anaheim Quadrangles
 (7.5-minute series)



1:24,000
 AJG BFS: 7/7/2022

Resources

PrimaryString	TrinomialString	OtherIds	ResType	Age	Attribs	RecordingEvents	Reports
P-30-176663		<p>OHP Property Number - 144278; Resource Name - Atchison, Topeka & Santa Fe RR, Burlington Northern Santa Fe RR; Other - Burlington Northern Santa Fe; Other - Metrolink Railroad; Voided - 30-176664; Other - CRMTECH 789-50H & 951-1H; Other - California Southern Railroad; Voided - 30-176700</p>	Structure	Historic	HP37; HP39	<p>2002 (D. Ballester, CRM Tech); 2002 (Bai Tang and Josh Smallwood, CRM Tech); 2003 (Richard Shepard, BonTerra); 2007 (S. McCormick); 2012 (MK Meser, AECOM); 2016; 2016 (B. Tang, CRM Tech); 2018</p>	<p>LA-07871, LA-08158, OR-03383, OR-03517, OR-03519, OR-03551, OR-03555, OR-03573, OR-03747, OR-03797, OR-03822, OR-03835, OR-03864, OR-03866, OR-03905, OR-03910, OR-03916, OR-03919, OR-03929, OR-03942, OR-03983, OR-04020, OR-04045, OR-04058, OR-04074, OR-04096, OR-04131, OR-04154, OR-04156, OR-04169, OR-04182, OR-04186, OR-04217, OR-04229, OR-04257, OR-04290, OR-04292, OR-04331, OR-04367, OR-04374, OR-04385, OR-04404, OR-04457</p>

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 19-186804/30-176663
HRI # _____
Trinomial _____
NRHP Status Code 6Z
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 10

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

P1. Other Identifier: Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway

*P2. Location: Not for Publication Unrestricted *a. County Los Angeles/Orange
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quads Los Angeles, Calif. Date 1966, photorevised 1981
South Gate, Calif. Date 1964, photorevised 1981
Whittier, Calif. Date 1965, photorevised 1981
La Habra, Calif. Date 1964, photorevised 1981
Anaheim, Calif. Date 1965, photorevised 1981

T2-3S R10-13W, S.B. B.M. Within the boundaries of the San Juan Cajon de Santa Ana, Los Coyotes, Santa Gertrudes (McFarland and Downey), Santa Gertrudes (Colima), Paso de Bartolo (Sepulveda), Paso de Bartolo (Guirado), and San Antonio (Lugo) land grants

Elevation: Ca. 80-190 feet above mean sea level

c. Address N/A City Fullerton, Buena Park, La Mirada, Santa Fe Springs, Norwalk, Pico Rivera, Montebello, City of Commerce, and Vernon
Zip Code N/A

d. UTM: Zone 11; NW end: 388830 mE/ 3763880 mN; SE end: 417800 mE/ 3747600 mN
UTM Derivation: USGS Quad GPS

e. Other Locational Data: (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad extends from Basta (BNSF Mile Post 163.3) in the City of Fullerton to Hobart (M.P. 148.9) in the City of Vernon

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of an approximately 14.7-mile segment of the Burlington Northern Santa Fe (formerly Atchison, Topeka and Santa Fe) Railway. Most of the rail line dates originally to the 1880s. However, as a working railroad after more than 100 years of continuous operation, its current physical characteristics reflect very little of the historic origin. The existing tracks and other associated railroad features are mostly modern in origin, and show no particular historical characteristics today.

*P3b. Resource Attributes: (List attributes and codes) HP37: Railroad

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

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

(See p. 10)

P5b. Description of Photo: (view, date, accession #)

Photos taken on June 21, 2002

*P6. Date Constructed/Age of Sources:

Historic Prehistoric Both 1885-1888 (see Items B6 and B12 for detail)

*P7. Owner and Address:

Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

*P8. Recorded by: (Name, affiliation, and address)

Daniel Ballester/Bai "Tom" Tang, CRM TECH, 4472 Orange Street, Riverside, CA 92501

*P9. Date Recorded: June-July 2002

*P10. Survey Type: CEOA-compliance survey

(Continued on p. 2)

*P11. **Report Citation:** (Cite survey report and other sources, or enter "none.") Bai Tang, Michael Hogan, and Mariam Dahdul (2002): Historical Resources Compliance Report: Third Main Track and Grade Separation Project, Hobart (MP 148.9) to Basta (MP 163.3), BNSF/Metrolink East-West Main Line Railroad Track, Vernon to Fullerton, Los Angeles and Orange Counties, California. On file, South Central Coastal Information Center, California State University, Fullerton.

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 10

*NRHP Status Code 6Z

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

B1. Historic Name: Atchison, Topeka and Santa Fe Railway
B2. Common Name: Burlington Northern Santa Fe Railway
B3. Original Use: Railroad B4. Present Use: Railroad

*B5. Architectural Style: N/A

*B6. Construction History: (Construction date, alterations, and date of alterations) Most of the railroad line within this site was constructed in 1885-1888 by the Riverside, Santa Ana and Los Angeles Railway Company, an ATSF subsidiary, as a part of the ATSF main line from Los Angeles to Orange and San Diego. The easternmost segment, measuring approximately 1.5 miles in length, was built in 1910 as a part of the "Fullerton Cutoff," which straightened and shortened the ATSF line between Los Angeles and Riverside. During the heyday of the railroad age, the line was a part of the ATSF's famed "Kite-Shaped Track," one of the most popular tourist attractions in southern California in the 1890s-1910s. Almost all of the physical components of the railroad, however, have been replaced over the years.

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

*B8. Related Features: Bridges, culverts, and other common railroad features (see p. 10)

B9a. Architect: N/A b. Builder: Riverside, Santa Ana and Los Angeles Railway Company

*B10. Significance: Theme Railroad transportation Area California
Period of Significance 1880s Property Type Railroad Applicable Criteria N/A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The railroad line at this site is closely associated with an important event in 19th-century California history, namely the coming of a second transcontinental railroad, which marked the beginning of the end of the Southern Pacific Railway Company's transportation monopoly and contributed directly to the southern California land boom of the 1880s. It is also associated with the emergence of southern California as a favored tourist destiny in the late 19th and early 20th centuries. However, the existing railroad line and its associated features that constitute the site, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. Therefore, the site does not appear eligible for listing in the National Register of Historic Places.

B11. Additional Resource Attributes: (List attributes and codes) HP19: Bridges/culverts

*B12. References: Donald Duke (1991): Kite-Shaped Track Excursion, in The Branding Iron (Los Angeles) Summer 1991:8-12; Lee Gustafson and Philip Serpico (1992): Santa Fe Coast Lines Depots, Los Angeles Division, Omni Publications, Palmdale, California.

B13. Remarks: _____

*B14. Evaluator: Bai "Tom" Tang

*Date of Evaluation: November 2002

(Sketch Map with north arrow required.)

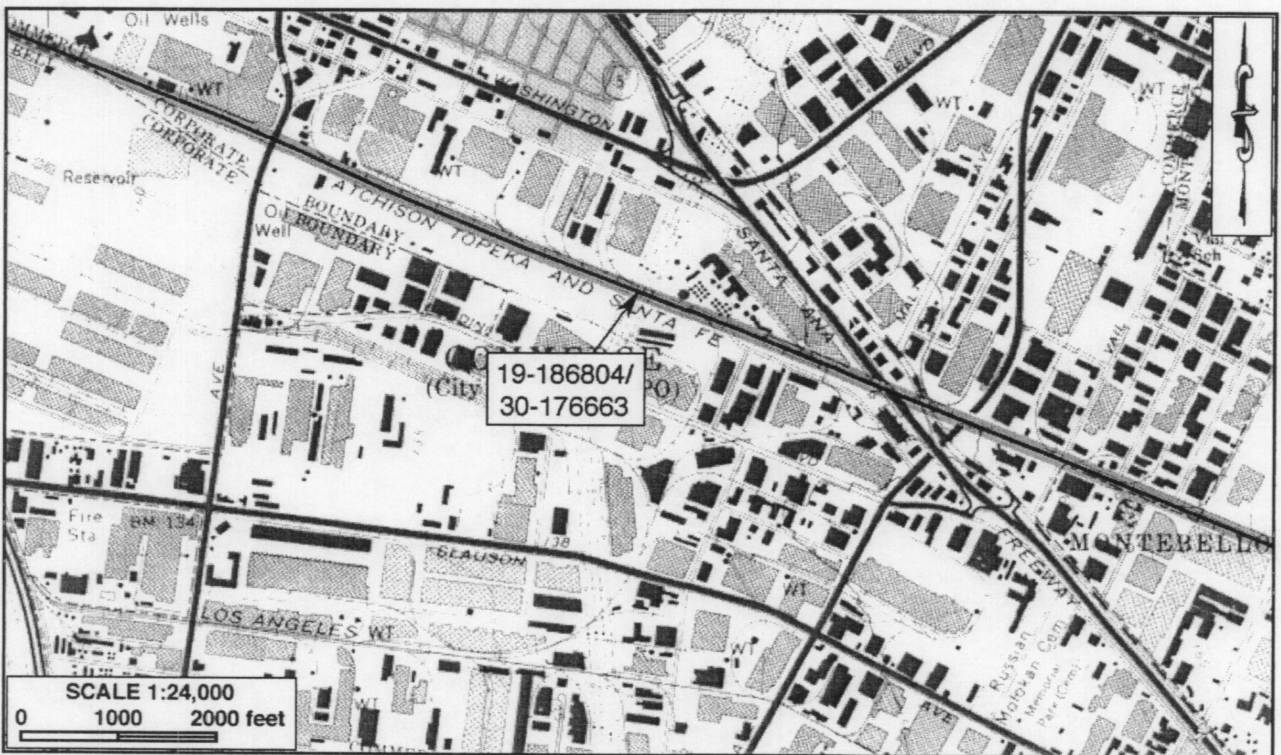
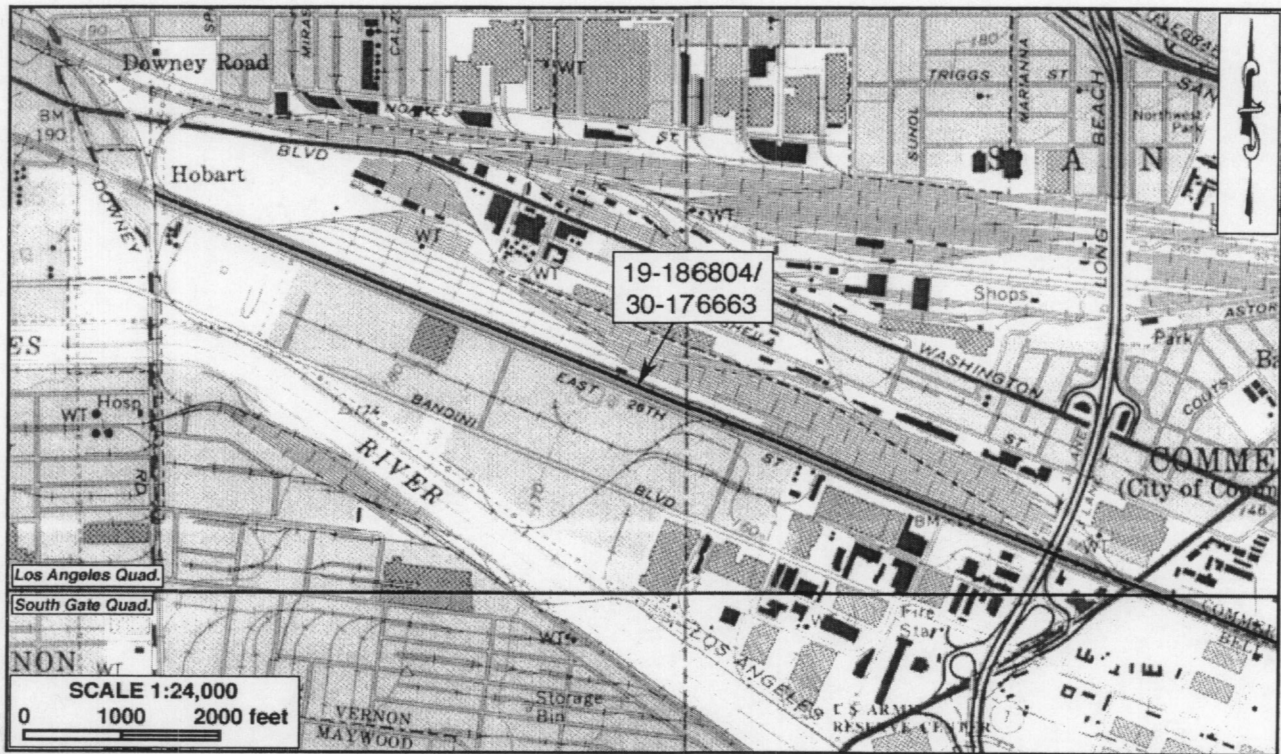
(See pp. 4-9)

(This space reserved for official comments.)

*Map Name: Los Angeles and South Gate, Calif.

*Scale: 1:24,000

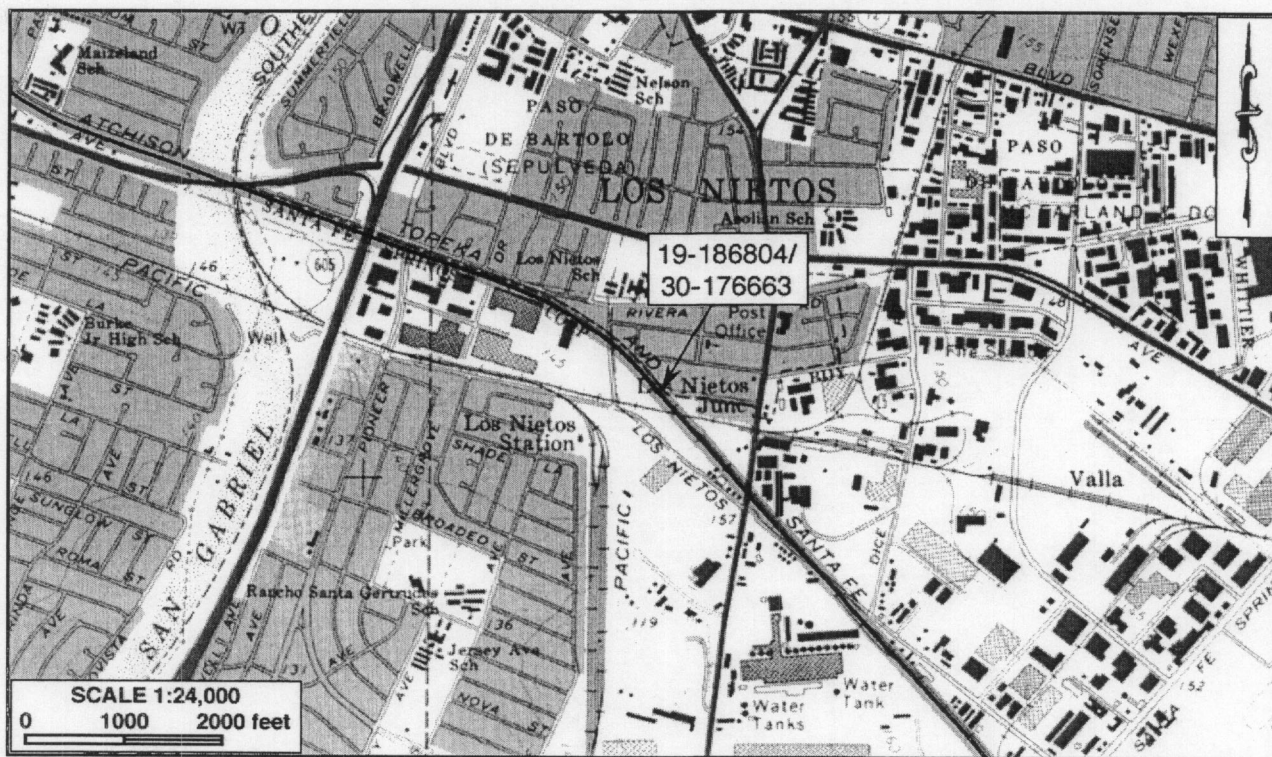
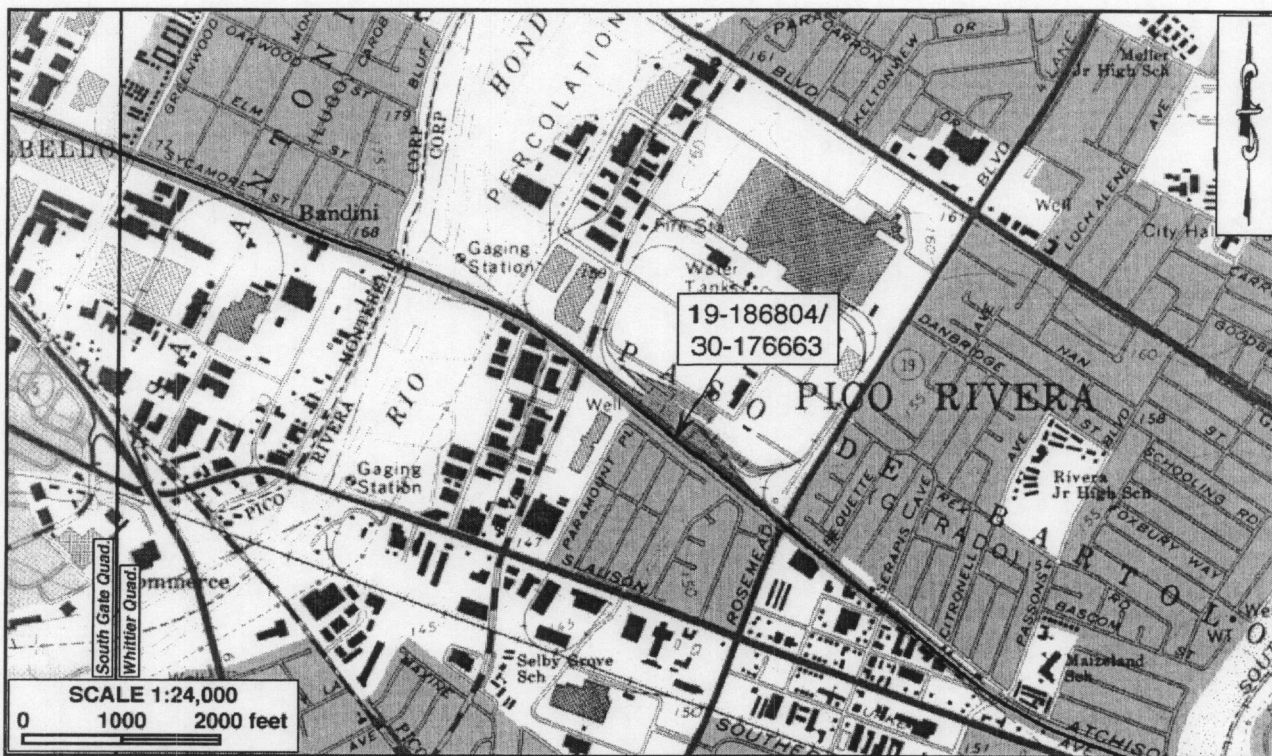
*Date of Map: 1964/1966, photorevised 1981



*Map Name: South Gate and Whittier, Calif.

*Scale: 1:24,000

*Date of Map: 1964/1965, photorevised 1981



State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 19-186804/30-176663

HRI # _____

Trinomial _____

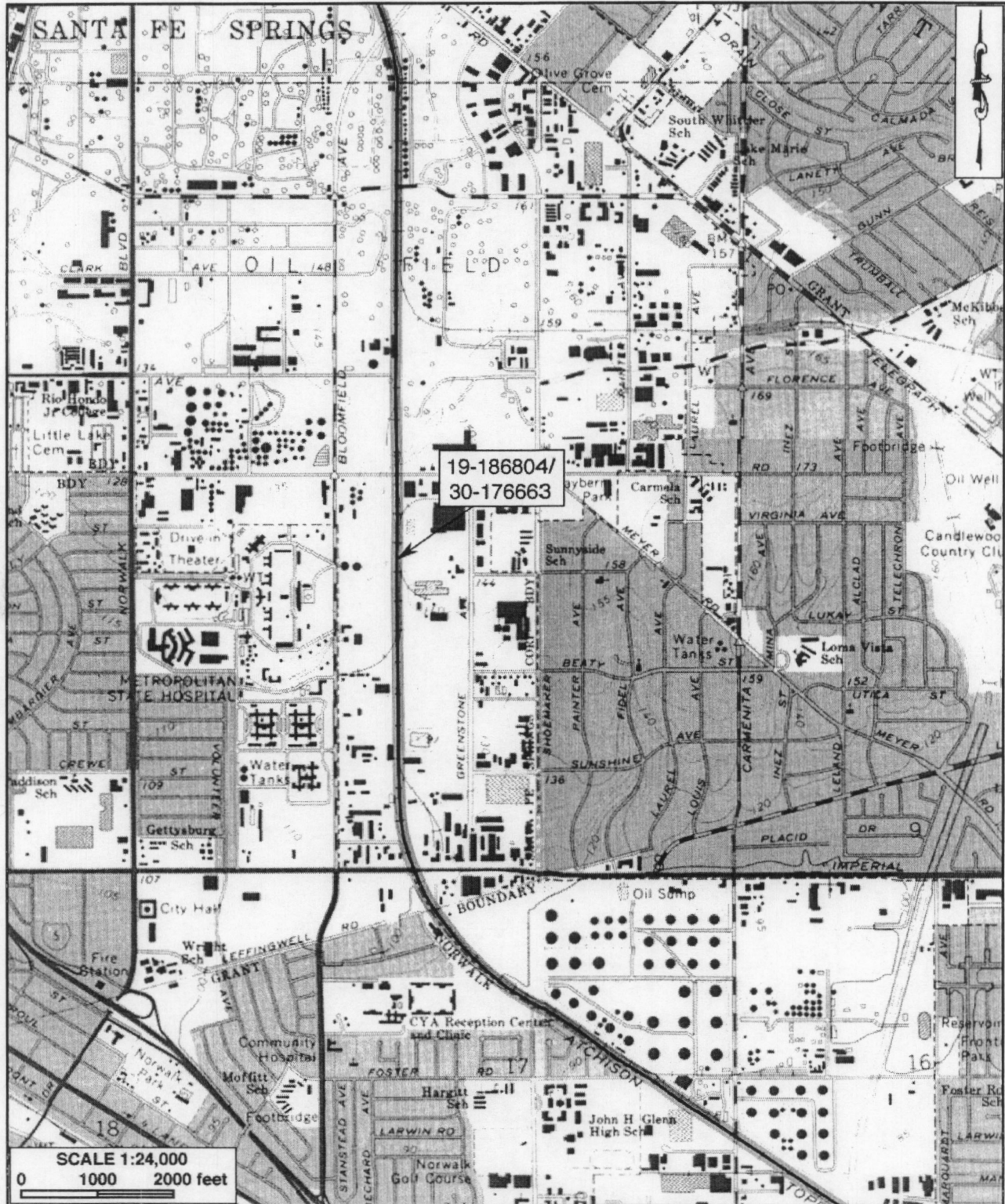
Page 6 of 10

*Resource Name or # (Assigned by recorder) CRM TECH 789-50H

*Map Name: Whittier, Calif.

*Scale: 1:24,000

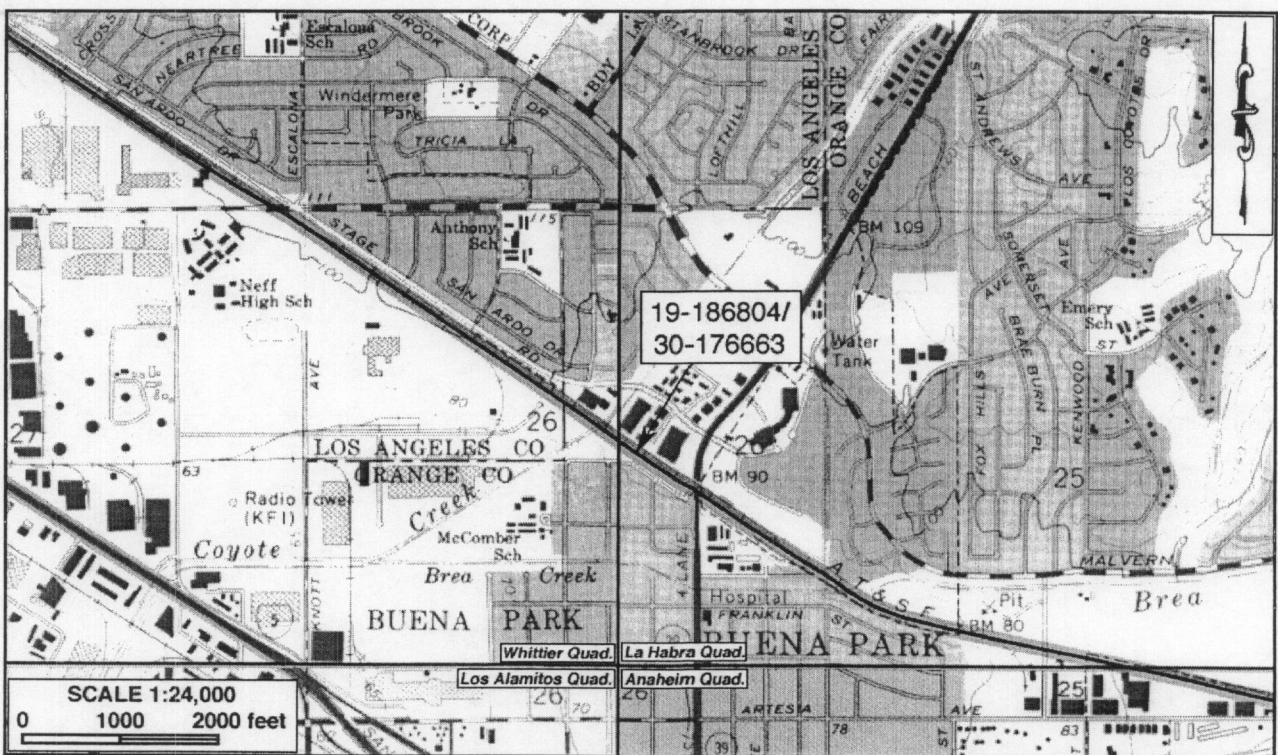
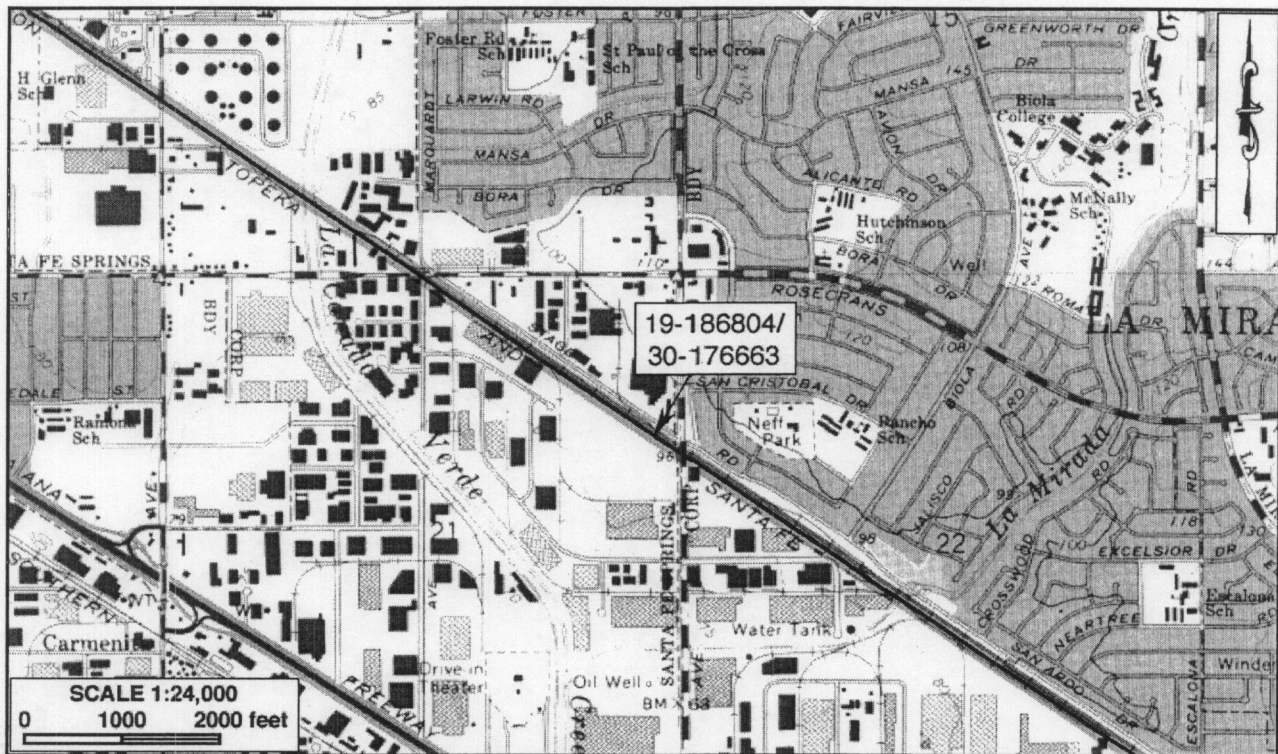
*Date of Map: 1965, photorevised 1981



*Map Name: Whittier, La Habra, Los Alamitos, and Anaheim, Calif.

*Scale: 1:24,000

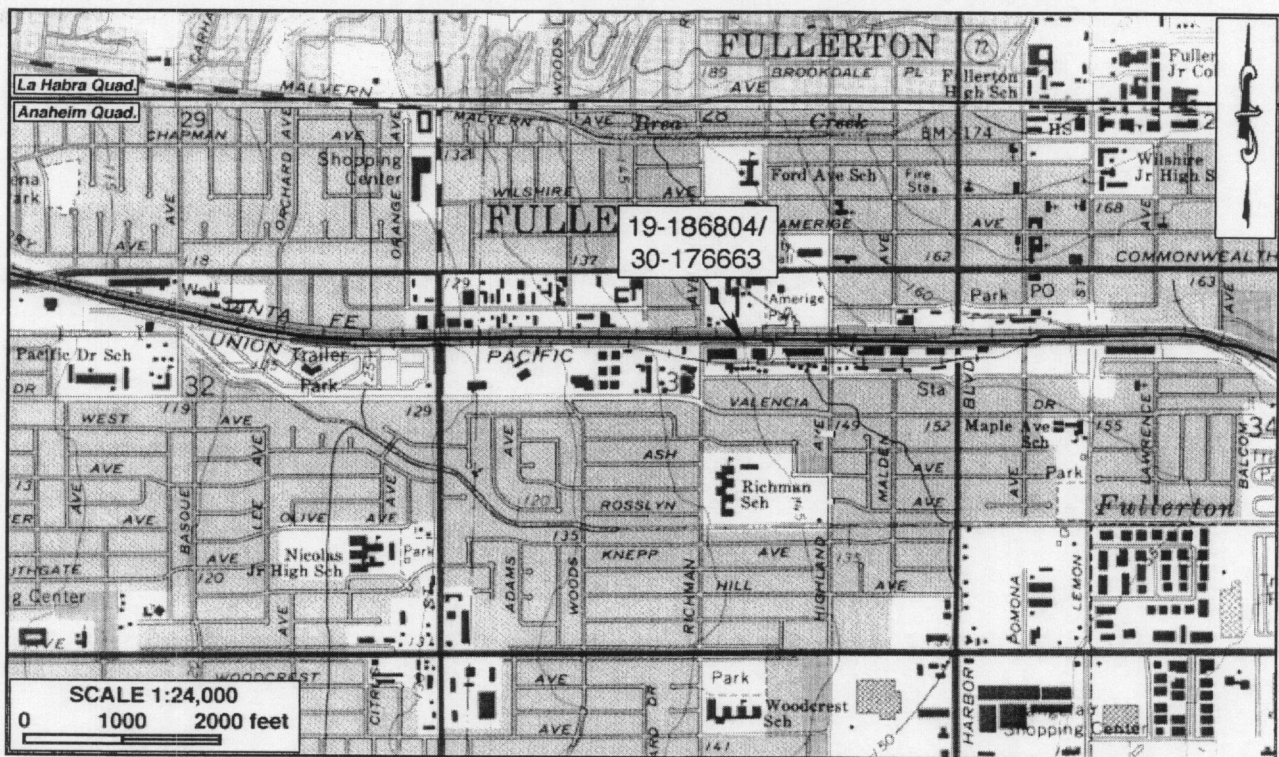
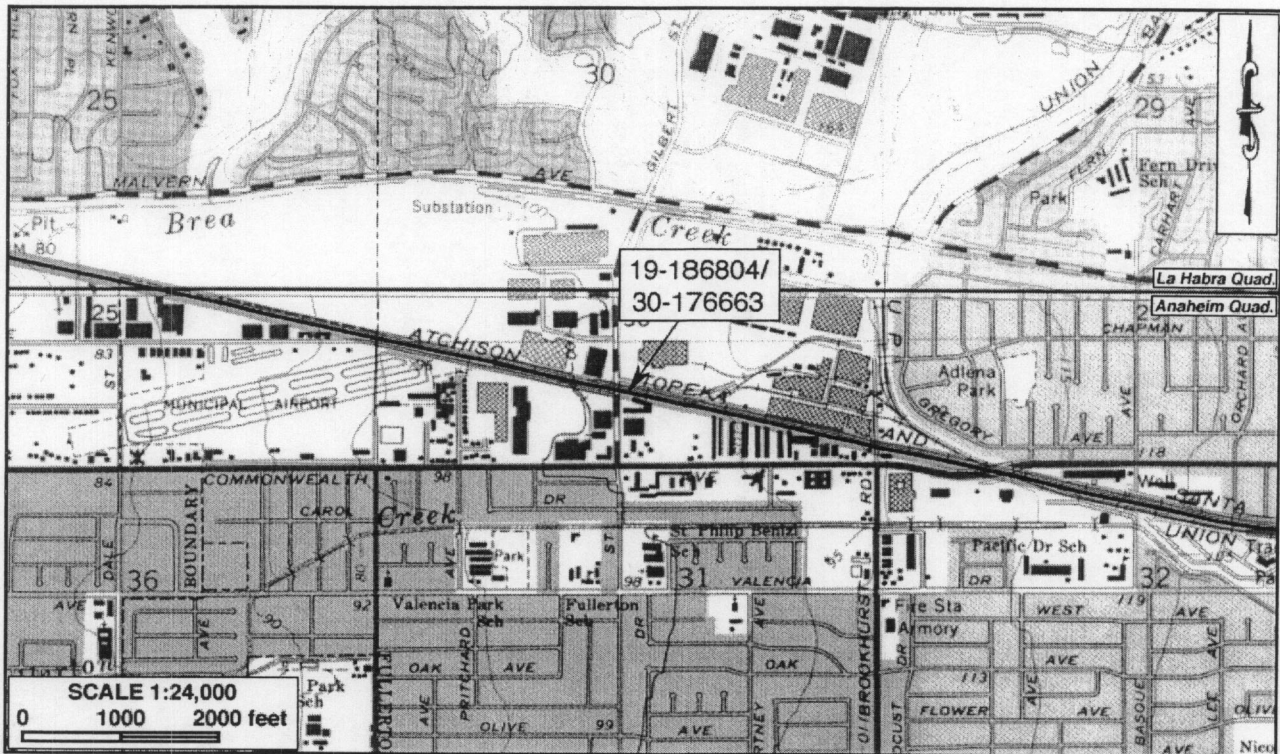
*Date of Map: 1964/1965, photorevised 1981



*Map Name: La Habra and Anaheim, Calif.

*Scale: 1:24,000

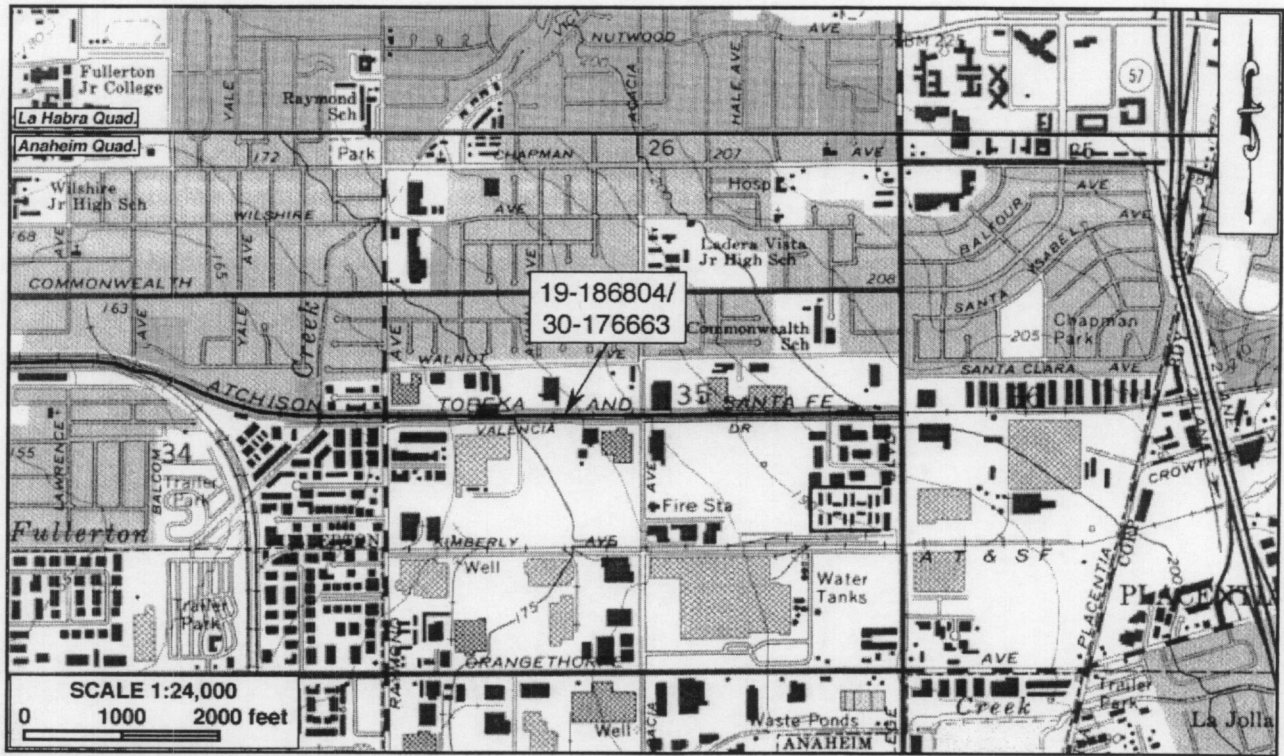
*Date of Map: 1964/1965, photorevised 1981



*Map Name: La Habra and Anaheim, Calif.

*Scale: 1:24,000

*Date of Map: 1964/1965, photorevised 1981





Typical view of the existing railroad line



Old concrete culvert across the railroad bed

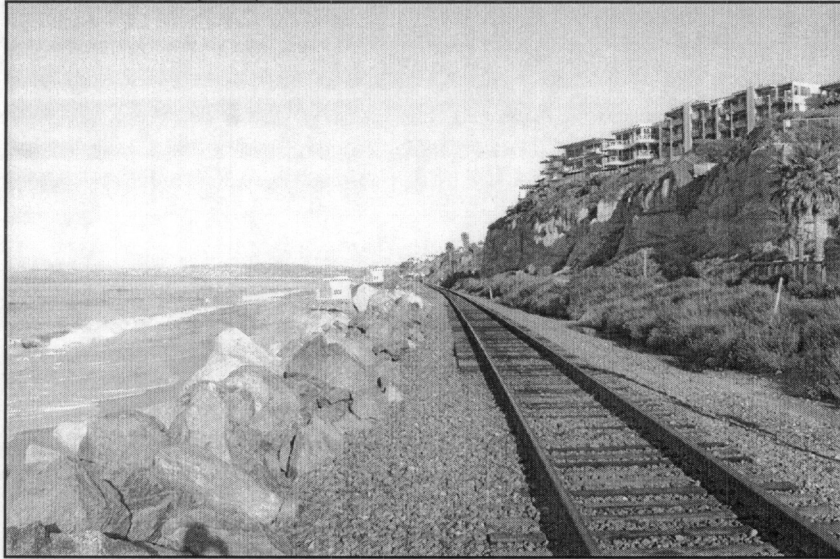
State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary # 30-176664
HRI # _____
Trinomial _____
NRHP Status Code 6Y
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3*Resource Name or # (Assigned by recorder) CRM TECH 951-1H

- P1. Other Identifier:** Metrolink Railroad; Burlington Northern Santa Fe (BNSF, formerly Atchison, Topeka and Santa Fe) Railway
- *P2. Location:** **Not for Publication** **Unrestricted** *a. County Orange
and (P2b and P2c or P2d. Attach a Location Map as necessary.)
*b. **USGS 7.5' Quads** Dana Point, Calif. Date 1968, photorevised 1975
San Clemente, Calif. Date 1968, photorevised 1975
Section 32, T8S R7W, and Sections 4, 5, 9, and 10, T9S R7W, S.B. B.M., and a portion of the Rancho Boca de la Playa land grant
Elevation: < 20 feet above mean sea level
- c. **Address** N/A **City** San Clemente **Zip** N/A
- d. **UTM: Zone** 11; **North end:** 441380 mE/ 3699030 mN; **South end:** 443980 mE/ 3695725 mN
UTM Derivation: **USGS Quad** _____ **GPS** _____
- e. **Other Locational Data:** (e.g., parcel #, directions to resource, etc., as appropriate) The recorded segment of the railroad extends from Avenida Estacion to approximately 1,600 feet south of Avenida Calafia
- *P3a. Description:** (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) The site consists of an approximately 2.5-mile segment of the Metrolink Railroad, consisting of a single track laid on a raised gravel bed and bounded by large rocks. The railroad was originally built in 1882-1883, but the existing track and other railroad features are mostly modern in origin, and show no particular historical characteristics.
- *P3b. Resource Attributes:** (List attributes and codes) HP37—Railroad
- *P4. Resources Present:** **Building** **Structure** **Object** **Site** **District** **Element of District**
Other (isolates, etc.)

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



P5b. Description of Photo: (view, date, accession #) Photo taken on December 23, 2002; view to the northwest

***P6. Date Constructed/Age of Sources:**
 Historic **Prehistoric** **Both**
1882-1883 (see Items B6 and B12 for detail)

***P7. Owner and Address:**
Burlington Northern Santa Fe Railway Company, 2650 Lou Menk Drive, Fort Worth, TX 76131

***P8. Recorded by:** (Name, affiliation, and address)
Bai Tang and Josh Smallwood, CRM TECH, 4472 Orange Street, Riverside, CA 92501

***P9. Date Recorded:** December 2002

***P10. Survey Type:** Intensive-level survey

***P11. Report Citation:** (Cite survey report and other sources, or enter "none.") Bai Tang, Michael Hogan, and Mariam Dahdul (2002): Historic Property Survey Report: San Clemente Beach Trail Project, City of San Clemente, Orange County. On file, South Central Coastal Information Center, California State University, Fullerton.

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

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

Primary # 30-176664

HRI # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

*NRHP Status Code 6Y

*Resource Name or # (Assigned by recorder) CRM TECH 951-1H

- B1. Historic Name: California Southern Railroad; Atchison, Topeka and Santa Fe Railway
- B2. Common Name: Burlington Northern Santa Fe Railway; Metrolink Railroad
- B3. Original Use: Railroad B4. Present Use: Railroad
- *B5. Architectural Style: N/A
- *B6. Construction History: (Construction date, alterations, and date of alterations) This segment of railroad was originally constructed in 1882-1883 as a part of the California Southern Railroad, the first Santa Fe subsidiary in California and the Pacific coast terminus of the second transcontinental railway to reach the state. Almost all of the physical components of the railroad, however, have been replaced over the years. The existing tracks typically date to the modern period.
- *B7. Moved? No Yes Unknown Date: _____ Original Location: _____
- *B8. Related Features: Various minor features related to railroad operations
- B9a. Architect: N/A b. Builder: California Southern Railroad Company
- *B10. Significance: Theme Railroad transportation Area California
Period of Significance 1880s Property Type Railroad Applicable Criteria N/A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) The completion of the California Southern Railroad marked the beginning of the end of the Southern Pacific Railway Company's transportation monopoly in the state, an important event in 19th century California history, and contributed directly to the southern California land boom of the 1880s. However, the existing railroad line and its associated features, as working components of the modern transportation infrastructure, do not retain sufficient historic integrity to relate to the site's period of significance. Therefore, the site does not appear eligible for listing in NRHP.
- B11. Additional Resource Attributes: (List attributes and codes) _____
- *B12. References: Lee Gustafson and Philip Serpico (1992): Santa Fe Coast Lines Depots, Los Angeles Division. Omni Publications, Palmdale, California.
- B13. Remarks: _____
- *B14. Evaluator: Bai "Tom" Tang
- *Date of Evaluation: January 2003

(Sketch Map with north arrow required.)

(See p. 3)

(This space reserved for official comments.)

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary # 30-176664
HRI # _____
Trinomial _____

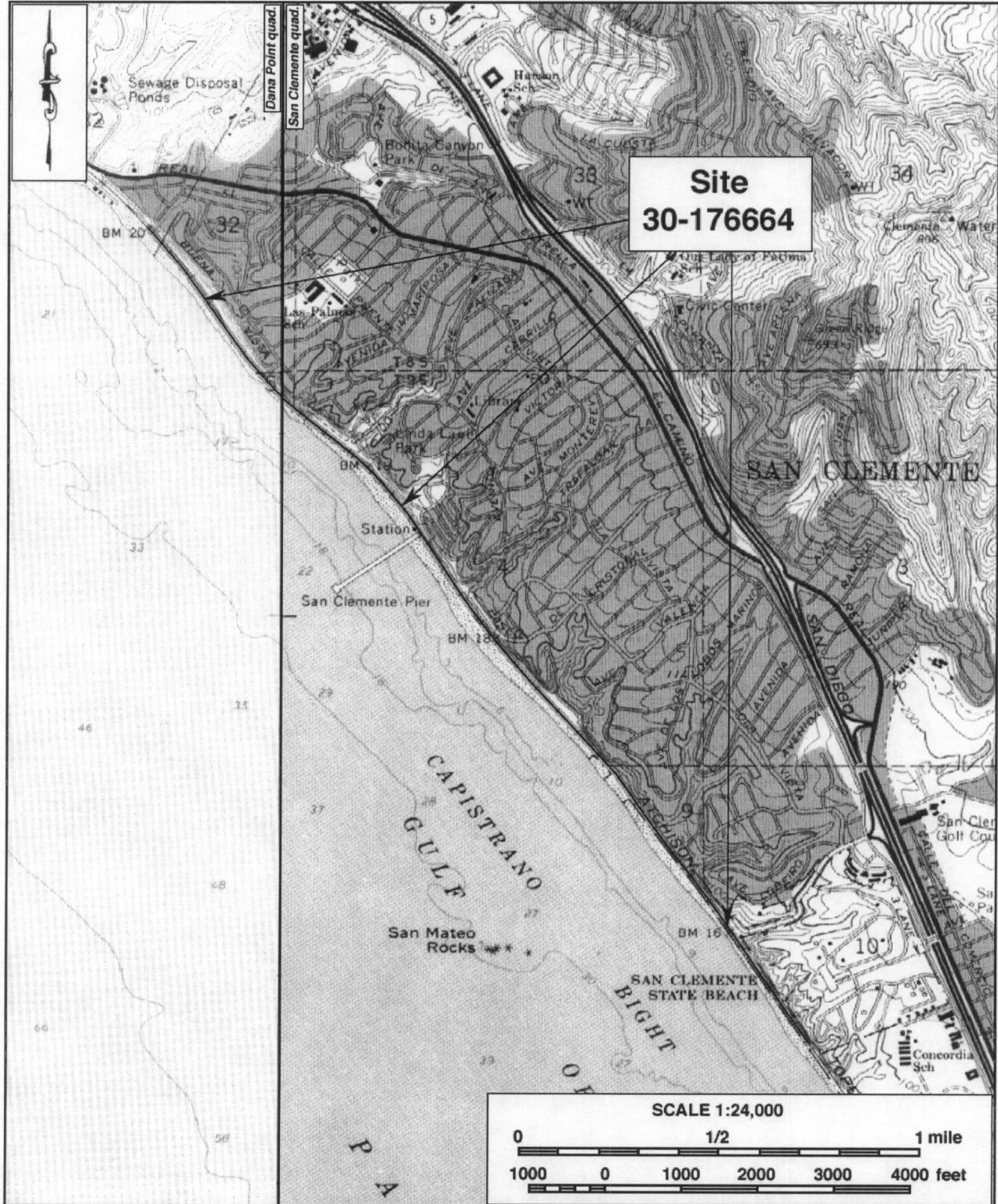
Page 3 of 3

*Resource Name or # (Assigned by recorder) CRM TECH 951-1H

*Map Name: Dana Point and San Clemente, Calif.

*Scale: 1:24,000

*Date of Map: 1968, photorevised 1975



PRIMARY RECORD

Primary # 30-176700 30-176663
HRI # _____
Trinomial _____
NRHP Status Code _____

Page 1 of 3

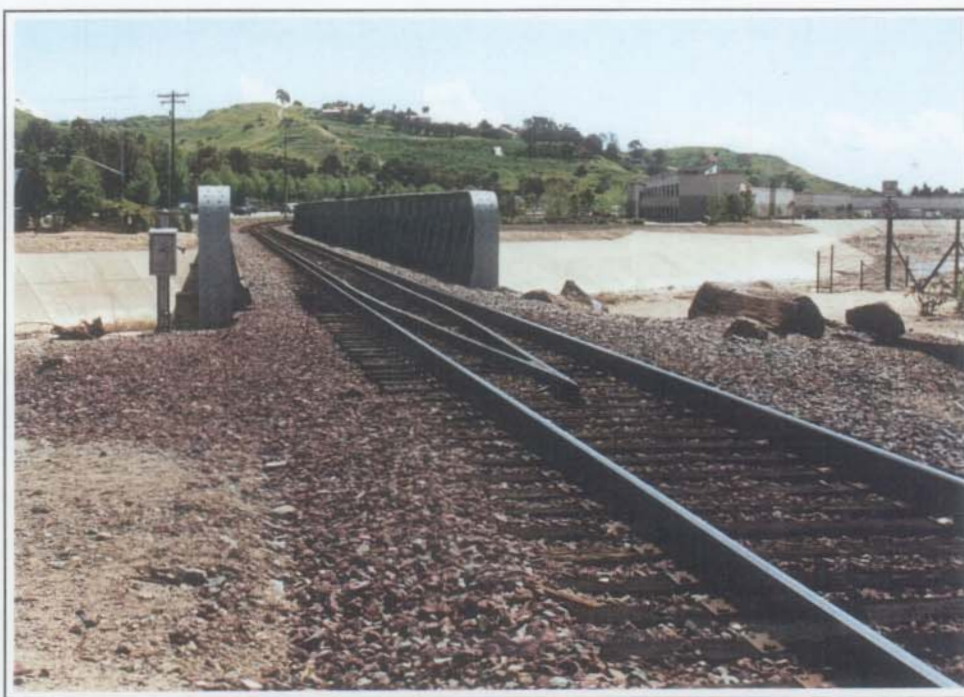
Other Listings _____
Review Code _____ Reviewer _____ Date _____

- P1. Resource Identifier: Former CSRR / AT&SF Railroad (Segment)
- P2. Location: a. County Orange and (Address and/or UTM's. Attach Location Map as required.)
b. Address _____ City _____
c. UTM: USGS Quad Dana Point (7.5') Date Photorevised 1975; Zone 11. Coordinates: 438380 mE/ 3705830 mN
d. Other Locational Data (e.g., parcel #, legal description, directions to resource, additional UTM's, etc., when appropriate):

Segment of historic railroad route in the City of San Juan Capistrano within the modern-day Los Angeles—San Diego (LOSSAN) Rail Corridor utilized by Metrolink and Amtrak. Immediately north of San Juan Creek between Camino Capistrano and Paseo Adelanto. Township 8 South, Range 8 West, NW ¼ of SE ¼ of SW ¼ of NE ¼ of Section 12. The recorded segment is defined by the Area of Potential Effects (APE) for the Vereda Bikeway Underpass Project, and thus is arbitrary in relation to the overall route.

- P3a. Description (resource and its major elements: design, materials, condition, alterations, size, setting, and boundaries):
Segment of the historic "Surf Line" rail route established in this location in 1887 by the California Southern Railroad (CSRR), a subsidiary of the Atchison, Topeka and Santa Fe (AT&SF). The "Surf Line" directly connected Fullerton and San Diego. Although the route is historic, all existing rails, ties, and signals in the current APE are modern.

- P3b. Resource Attributes: AH7 (Roads/Trails/Railroad Grades)
- P4. Resource Present: Building Structure Object Site District Element of District



- P6. Date Constructed/Age:
 Prehistoric Historic Both
Originally established here in 1887
- P7. Owner and Address:
- P8. Recorded by:
Richard Shepard, M.A., RPA
BonTerra Consulting
151 Kalmus Drive, Suite E-200
Costa Mesa, Calif 92626
- P9. Date Recorded: April 2, 2003
- P10. Type of Survey: Intensive
 Reconnaissance Other
- P11. Report Citation (Provide full citation or enter "none."):

Historic Property Survey Report: Vereda Bikeway Underpass Project in the City of San Juan Capistrano, Orange County, California, by Richard Shepard, M.A., RPA, with Contributions by Mitchel R. Stone, B.S. (2003)

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

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

- B1. Resource Identifier: Former CSRR / AT&SF Railroad (segment)
- B2. Historic Name: Surf Line (segment)
- B3. Common Name: same
- B4. Address: _____ City: San Juan Capistrano County: Orange Zip: _____
- B5. Zoning: _____ B6. Threats: none
- B7. Architectural Style:

Single line railroad / industrial

- B8. Alterations and Date(s): All historic materials have likely been replaced through routine maintenance.
- B9. Moved? No Yes Unknown Date: _____ Original Location: _____
- B10. Related Features:

The rail line crosses San Juan Creek immediately south of the recorded segment via the San Juan Creek Bridge, constructed in 1917 and evaluated by McKenna (1993) as ineligible for inclusion in the National Register of Historic Places (bridge does not meet any of the four major criteria for significance). The 1917 bridge had replaced an earlier crossing that likely dated to the original construction of the railroad in 1887.

B11. Architect: Unknown Builder: California Southern Railroad (CSRR), a subsidiary of the Atchison Topeka and Santa Fe (AT&SF) Railroad

B12. Historic Attributes (List attributes and codes): AH7 (Roads/Trails/Railroad Grades)

B13. Significance: Theme Commerce / transportation Area Orange County
Period of Significance 1887—1888 Property Type Railroad Applicable Criteria _____

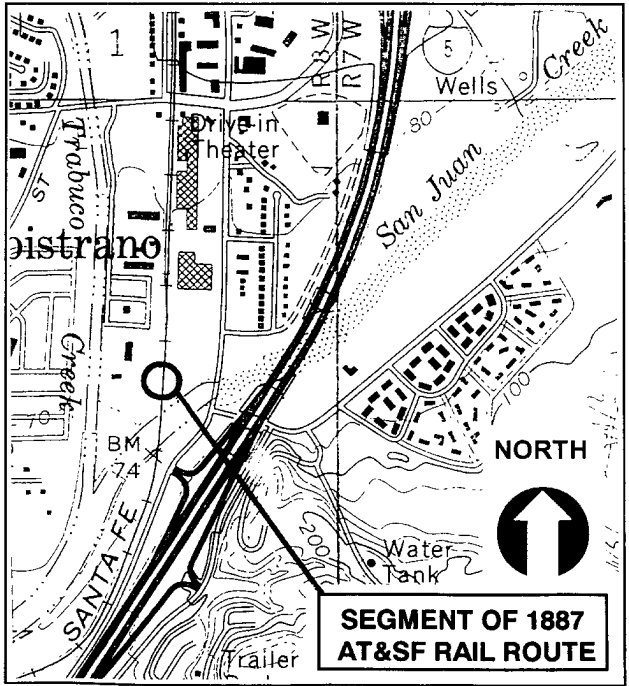
(Discuss importance in terms of historical or architectural context as defined by theme, period, geographic scope, integrity.)

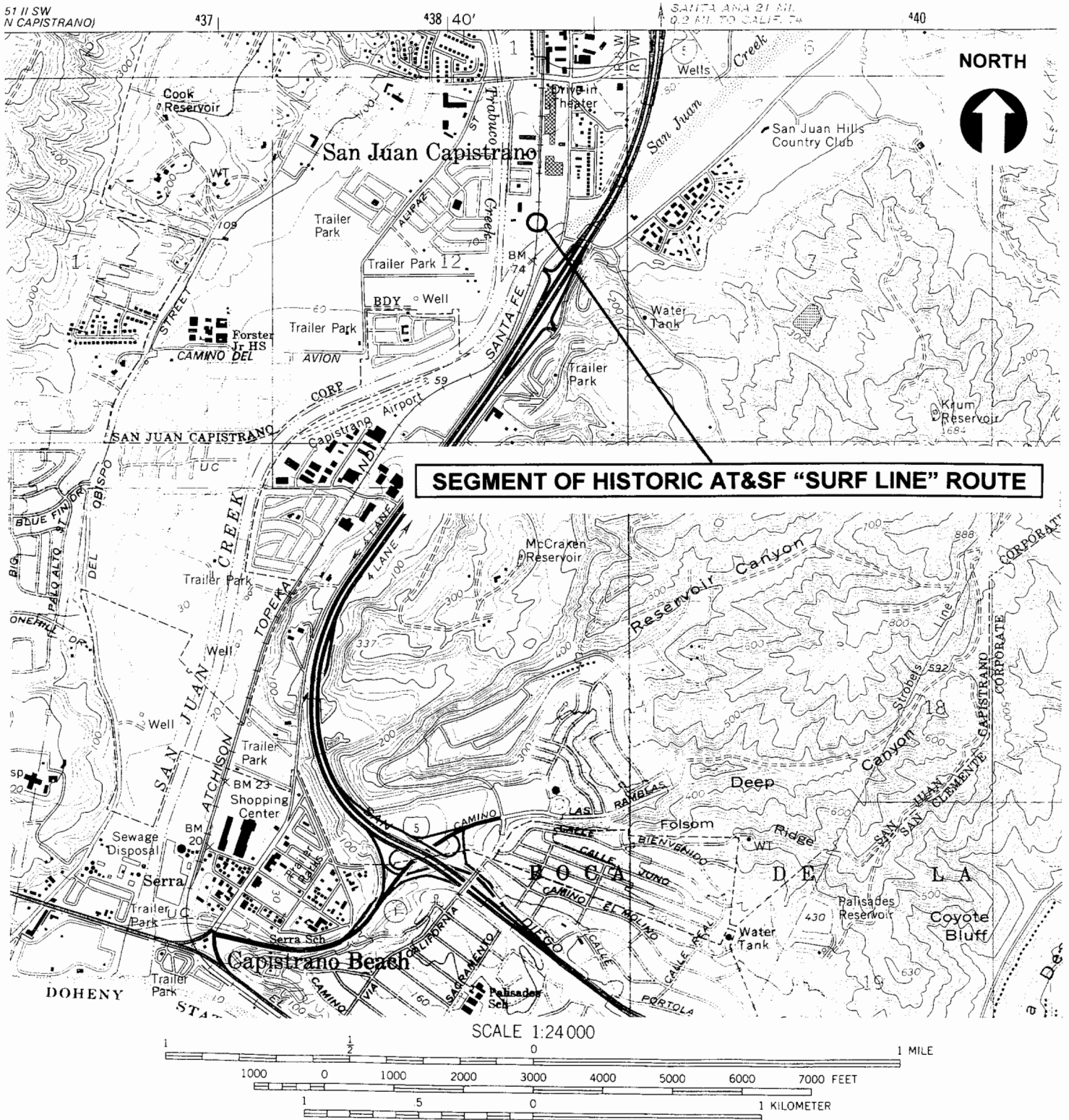
In preparation

B14. References: "Cultural Resources Investigations Within the Proposed Realignment Right-Of-Way for the Existing A.T. & S.F. Railroad Alignment, San Juan Capistrano, Orange County, California" (January 5, 1993) by Jeanette A. McKenna, M.A., SOPA / McKenna et al.

B15. Evaluator: Mitchel R. Stone / San Buenaventura Research Associates
Date of Evaluation: April 2003

(This space reserved for official comments.)





SEGMENT OF HISTORIC AT&SF "SURF LINE" ROUTE

SCALE 1:24 000

CONTOUR INTERVAL 20 FEET
DOTTED LINES REPRESENT 10-FOOT CONTOURS

BUILDING, STRUCTURE, AND OBJECT RECORD UPDATE

Page 1 of 27

*NRHP Status Code

*RESOURCE NAME OR # Burlington Northern Santa Fe Railway

B1. Historic Name: Atchison, Topeka and Santa Fe Railway

B2. Common Name: Burlington Northern Santa Fe Railway

B3. Original Use: Railroad **B4. Present Use:** Railroad

*B5. Architectural Style: NA

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

Most of the railroad within this site was constructed in 1885-1888 by the Riverside, Santa Ana and Los Angeles Railway Company, an ATSF Subsidiary, as part of the ATSF main line from Los Angeles to Orange and San Diego.

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

*B8. Related Features: Bridge,s culverts and other common railroad features

B9a. Architect: NA. **Builder:** Santa Fe

*B10. Significance: Theme: Rairoad transportaion

Period of Significance: 1880

Property Type: Railroad

Applicable Criteria: NA

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.) This railroad line at this site is closely associated with the coming of a second transcontinental railroad. This railway helped to contribute to the souther California land boomof the 1880's. This is a operational railway and as such the railway and its associated features do not retain sufficient historic integrity to relate to the sites period of significance and therefor does not apper to be eligible for listing in the National Registor of Historic Places. 1889 Santa Fe built the segment of the railway thru Irvine Ranch.

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

*B12. References: Orange County Rialroads.

<http://www.anaheimcolony.com/train.htm>

2007 Paleontological and Archaeological Assessment Report For The Alton – Bake Layover Facility and El Toro Siding Extension, City of Irvine, California by Sherri Gust, Steven McCormick and Kim Scott.

B13. Remarks: This is an update to extend the site from Fullerton Station all the way down to the Orange County/ San Diego Border. This segment of the railway is approximately 43 miles

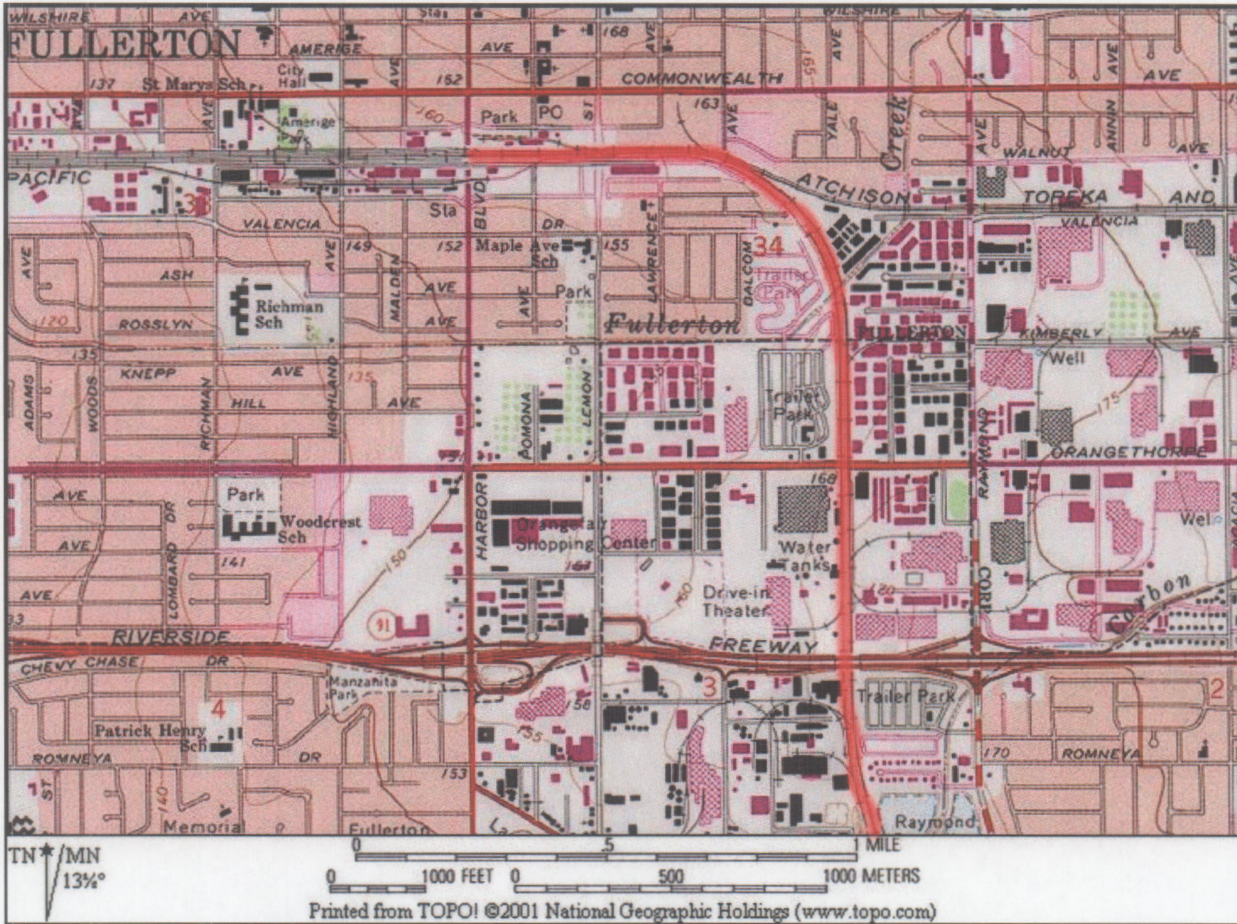
*B14. Evaluator: Steven McCormick

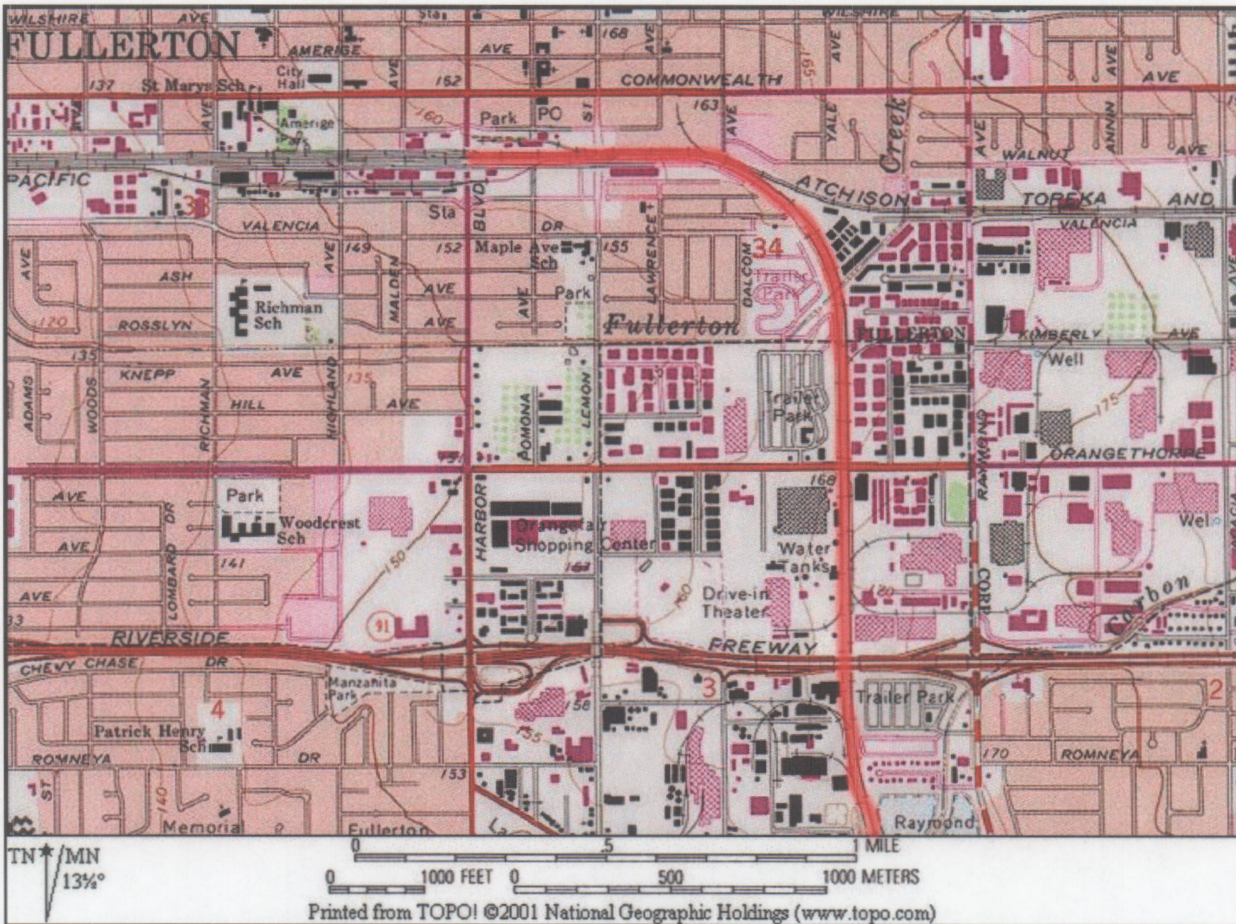
Sketch map

See series of map sheets attached.

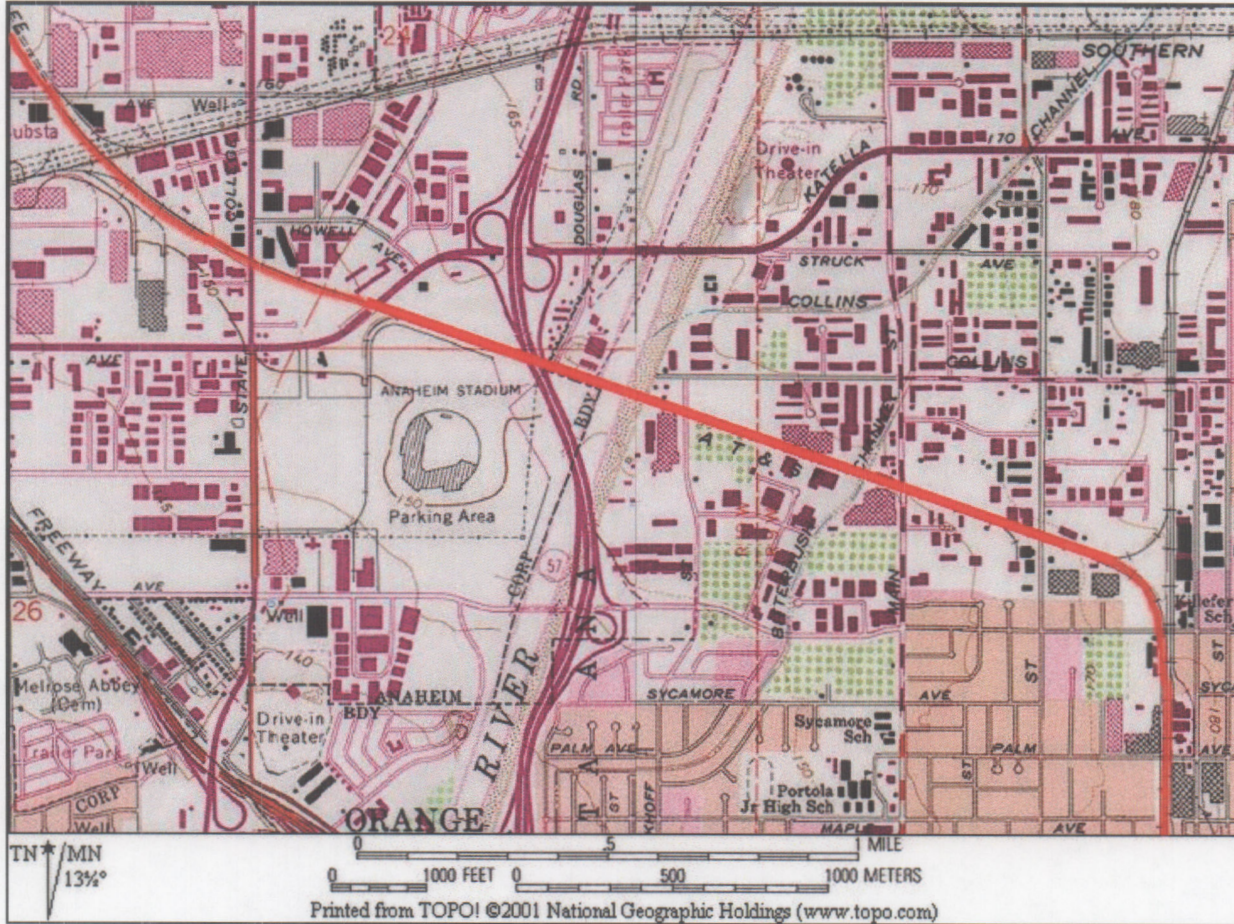
*Date of Evaluation: June 2007

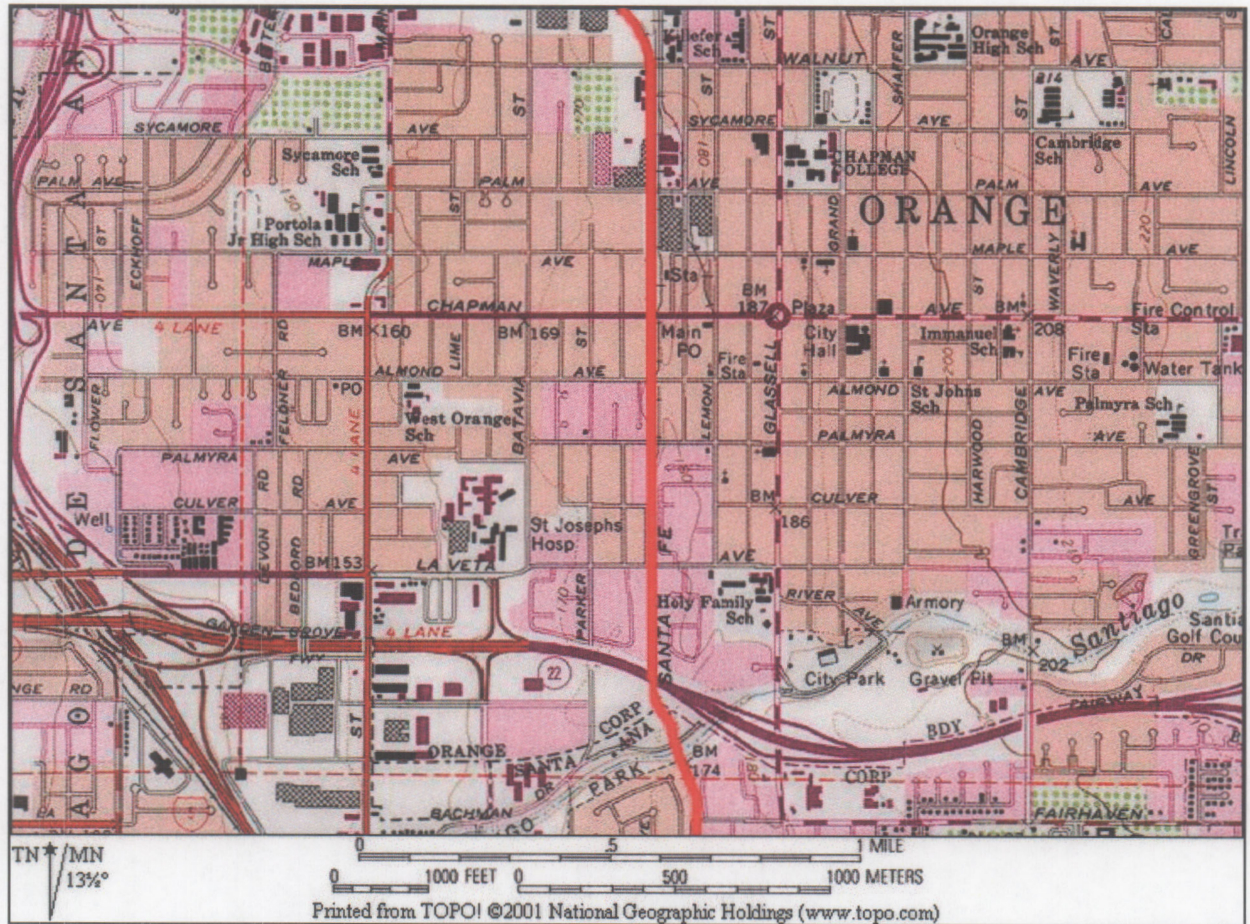
(This space reserved for official comments.)

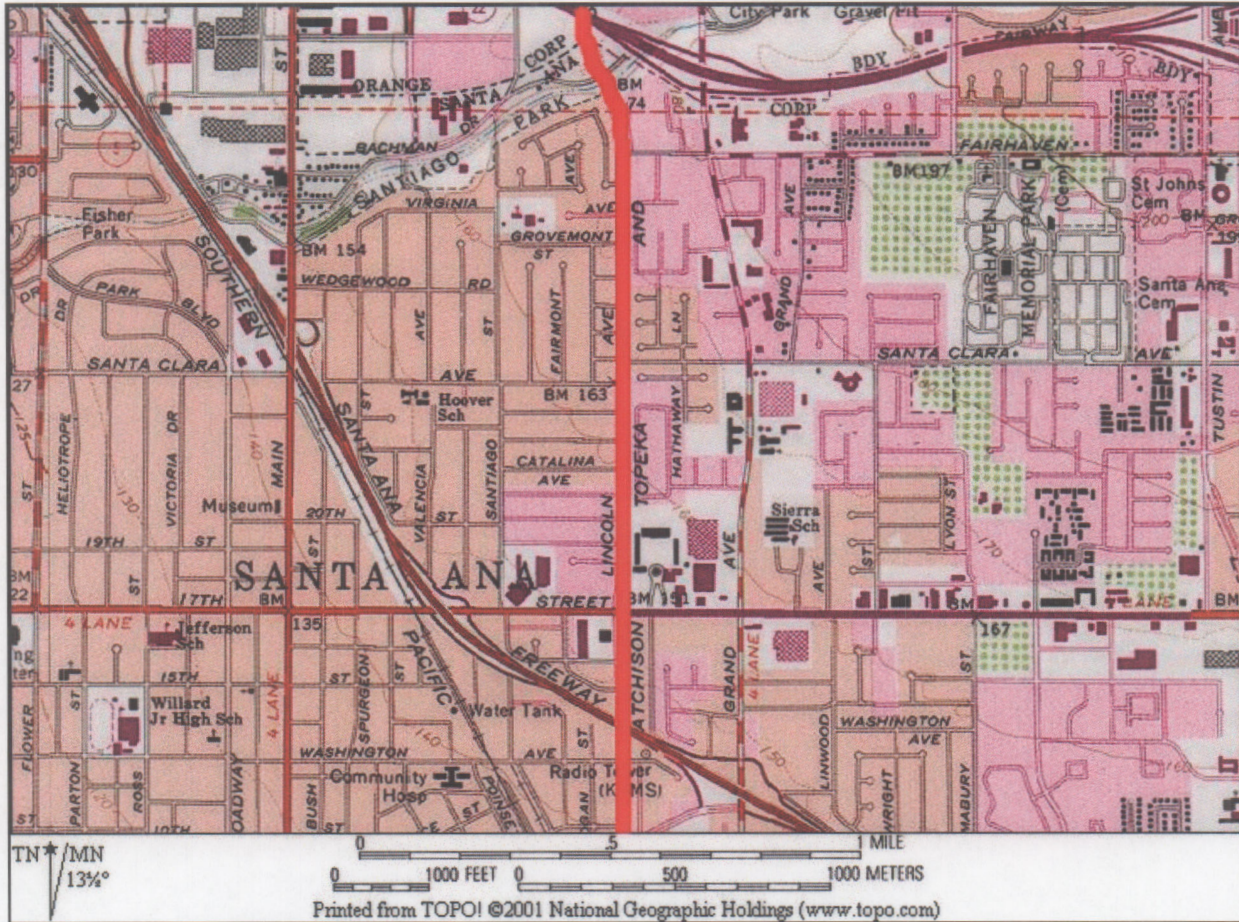


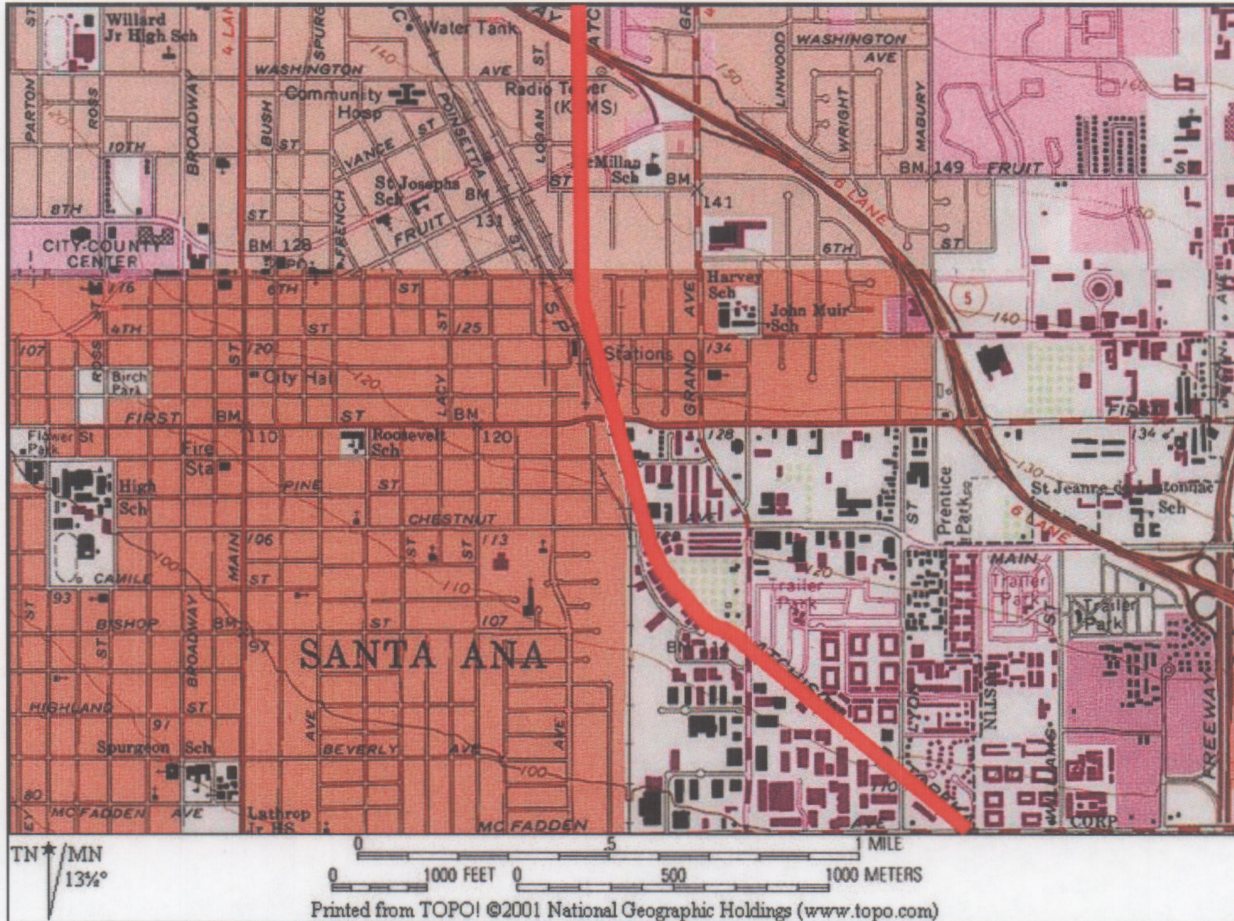


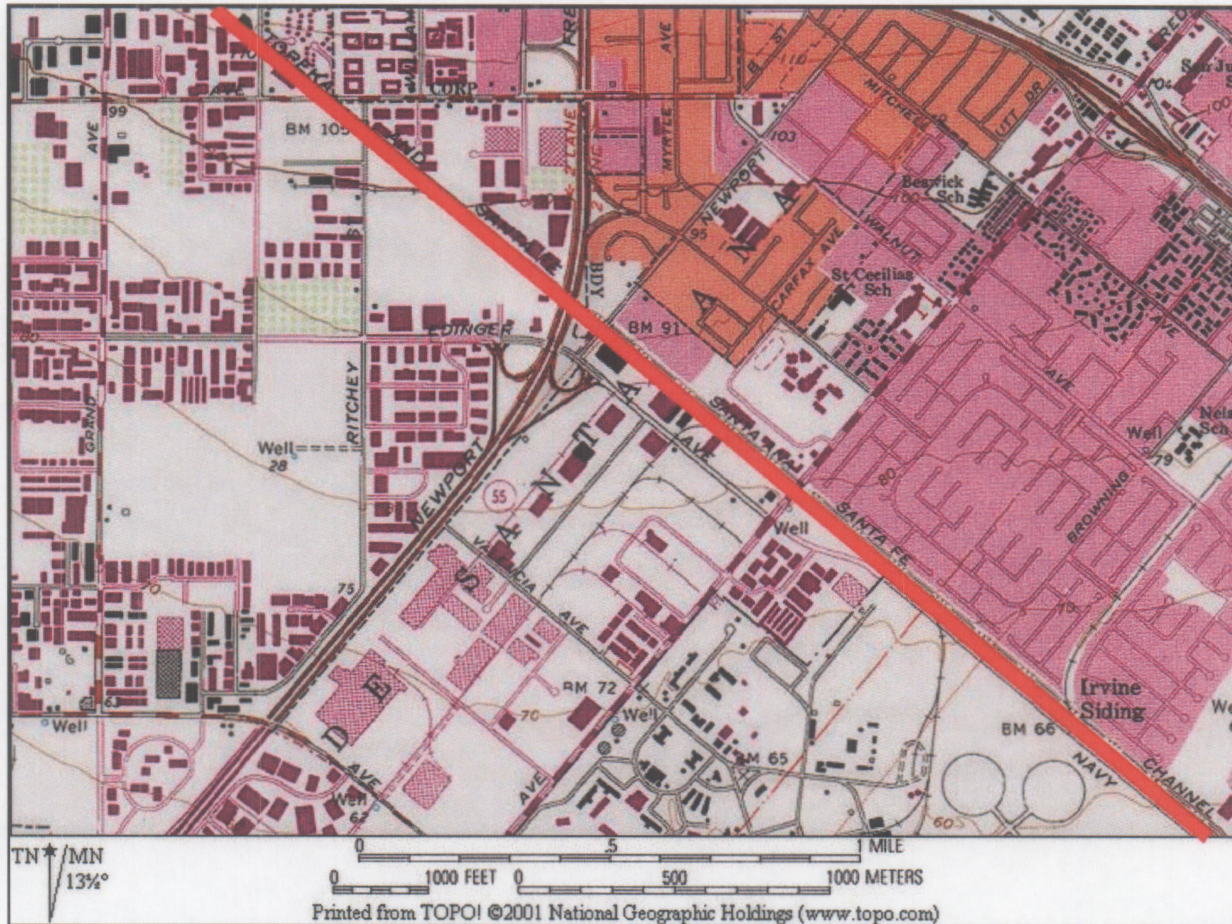


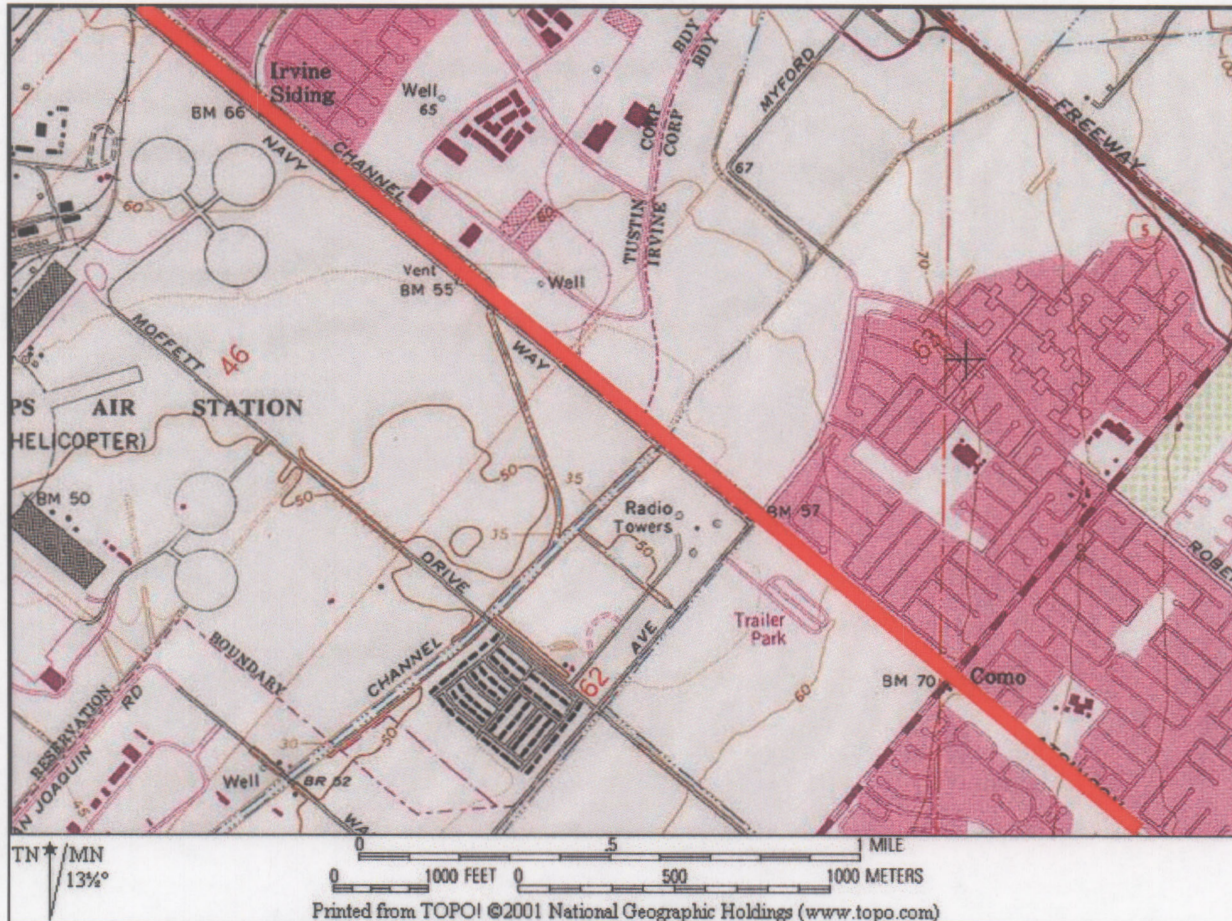


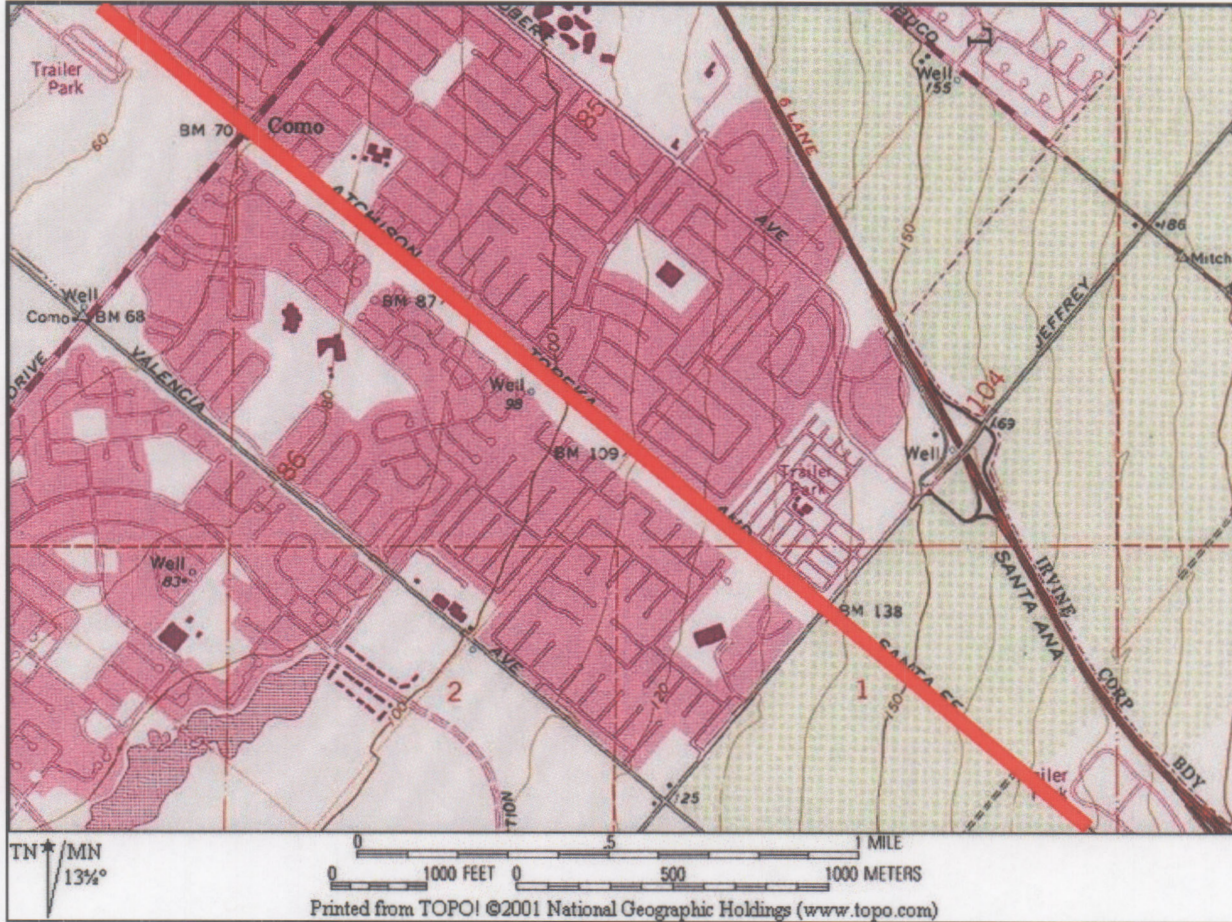


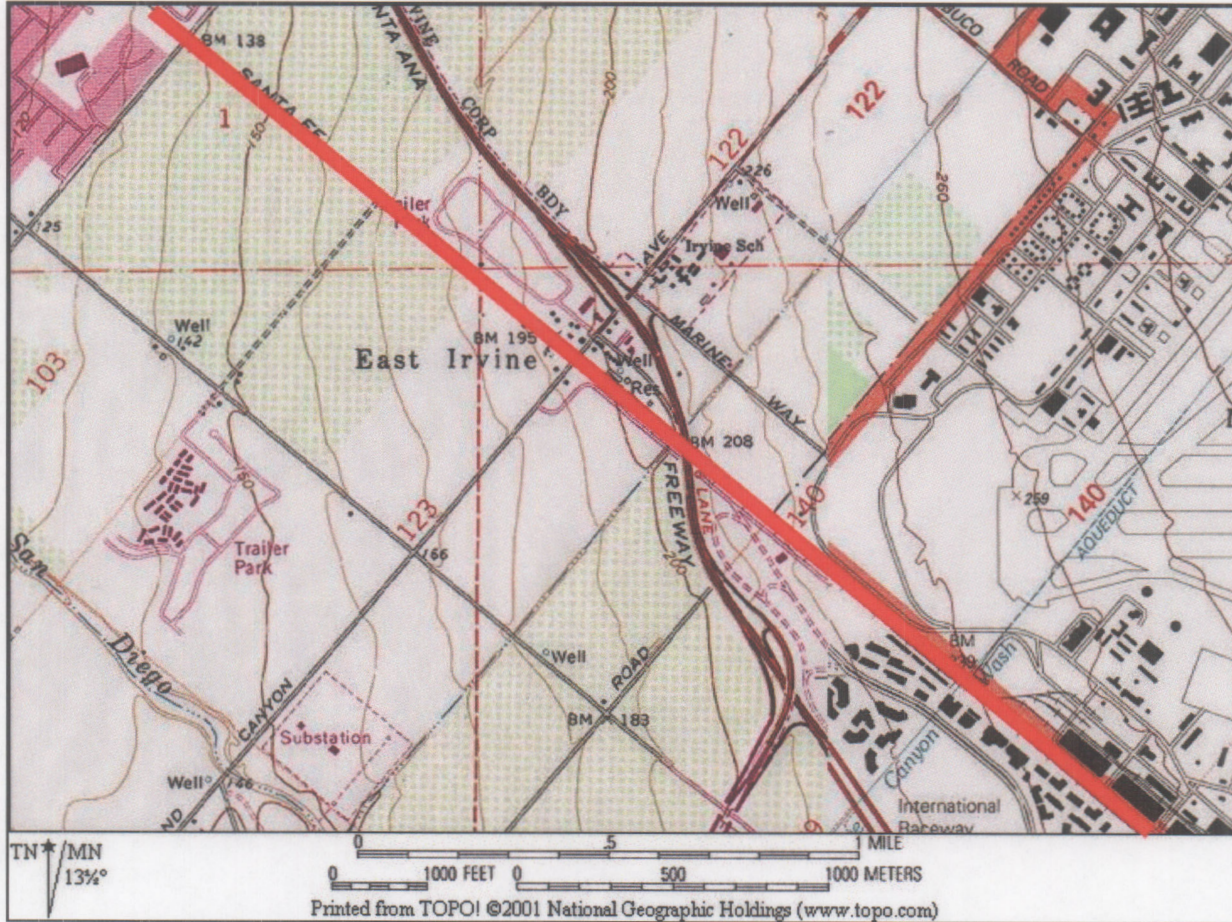


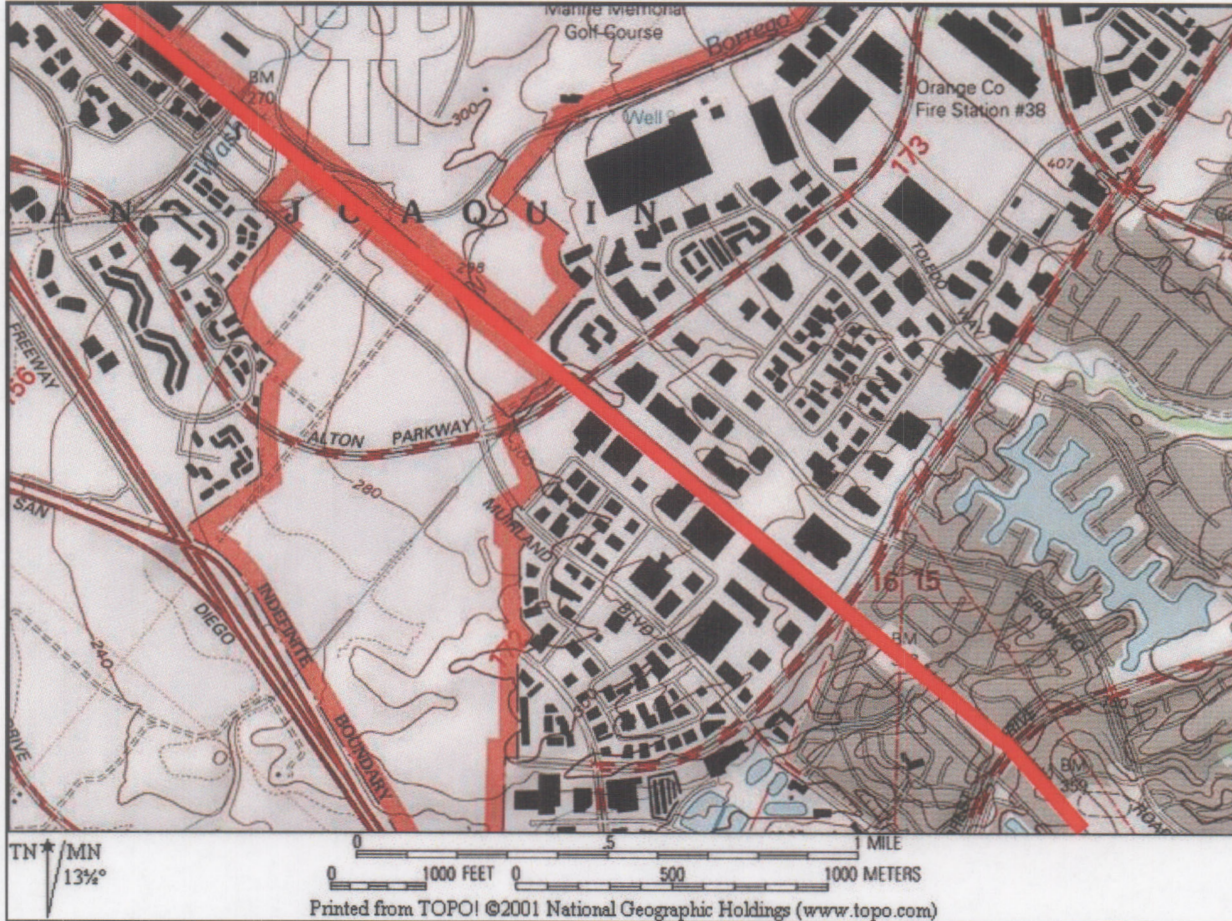






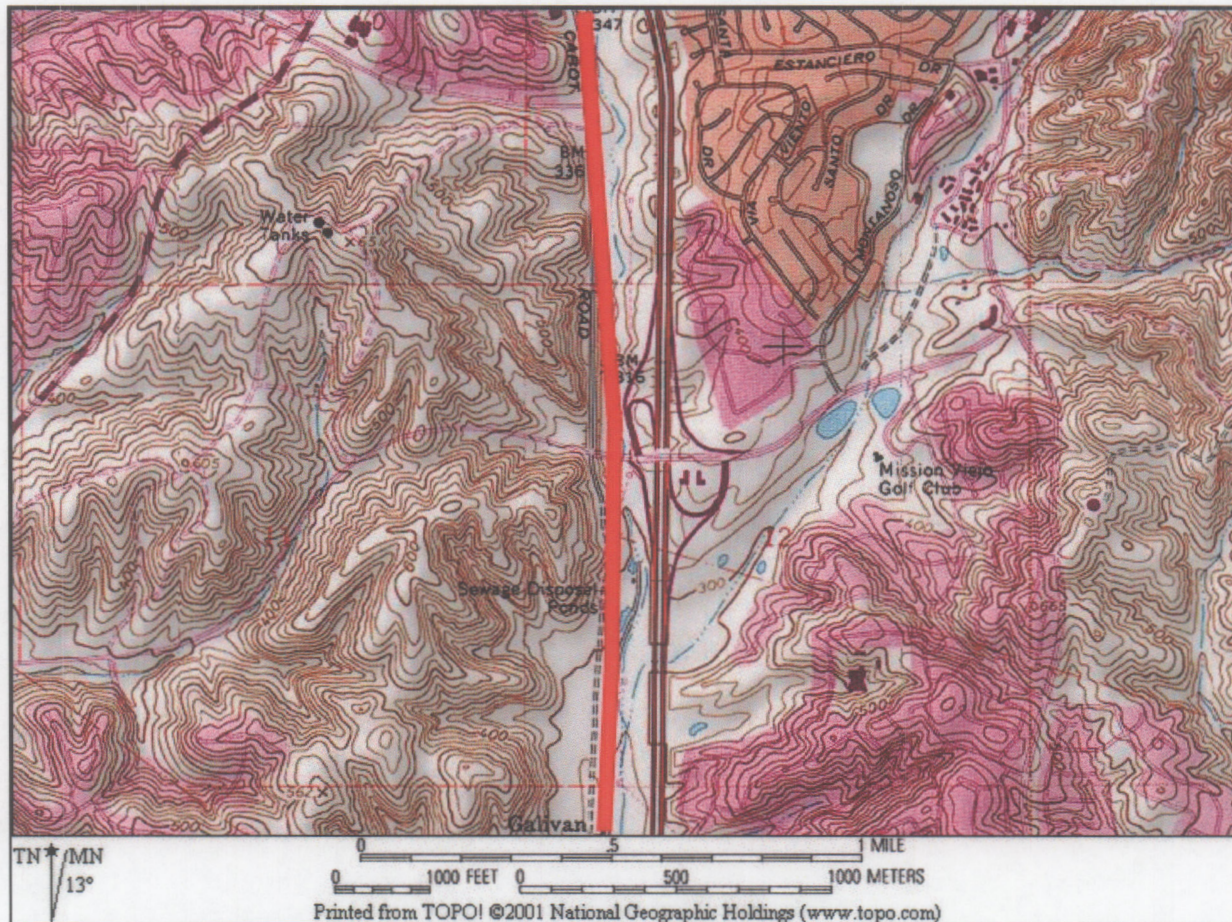




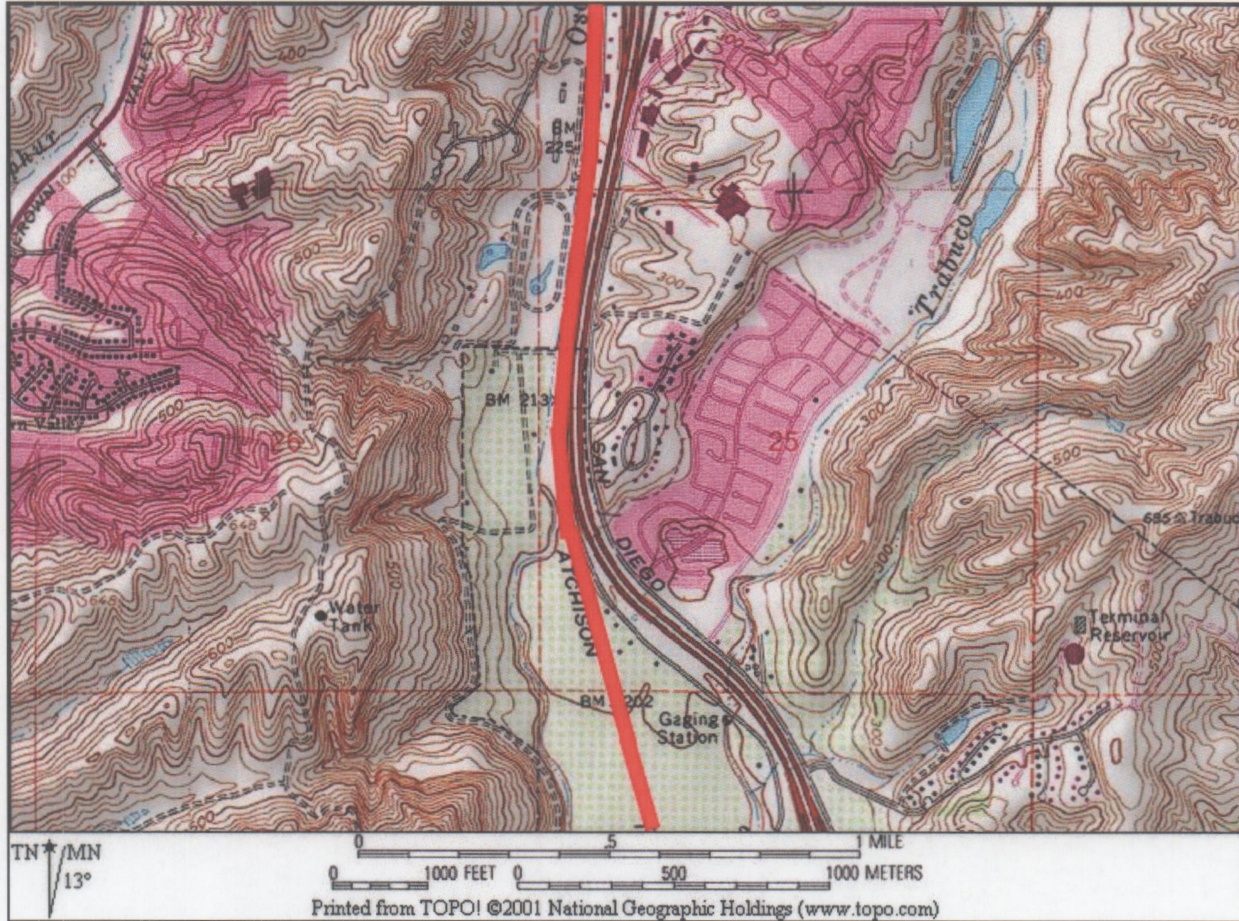


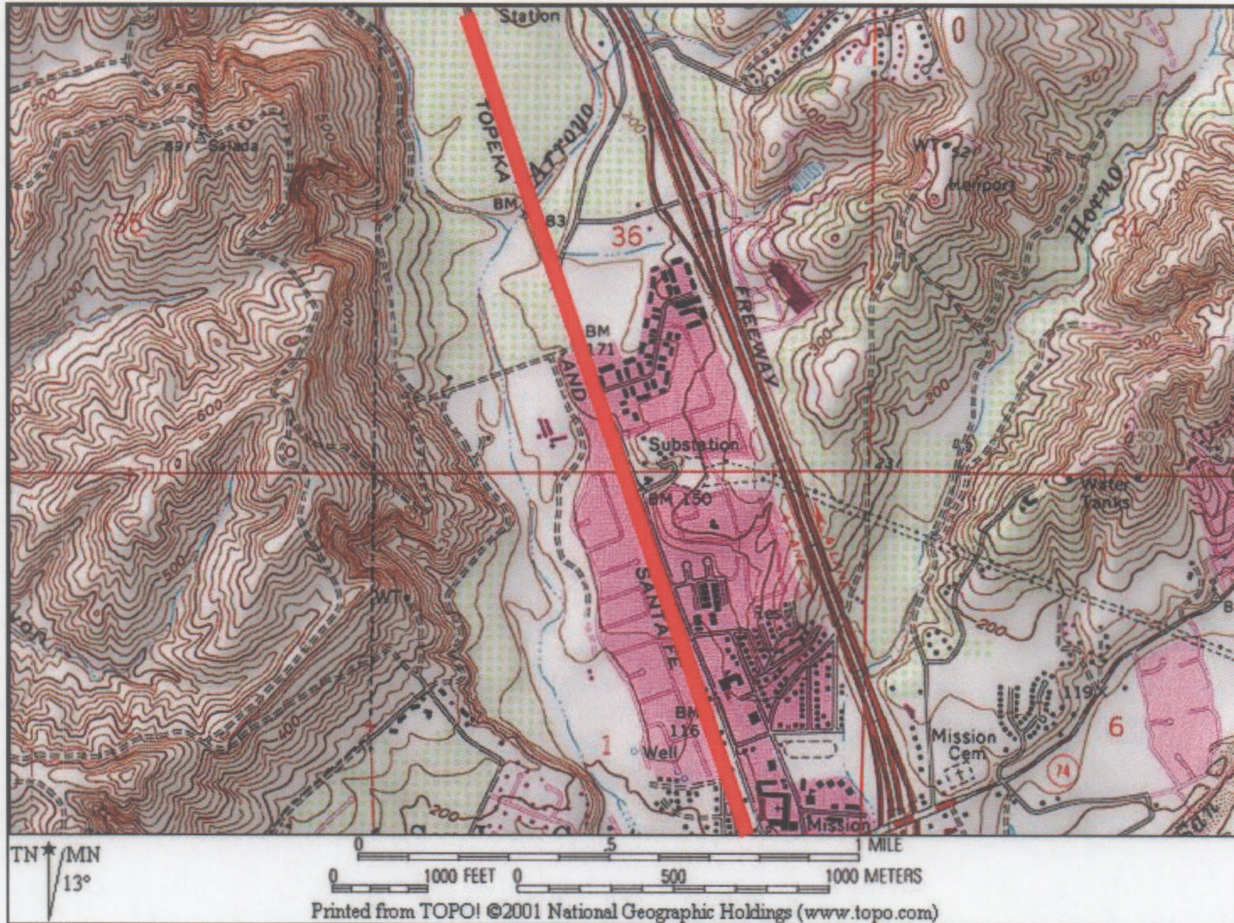


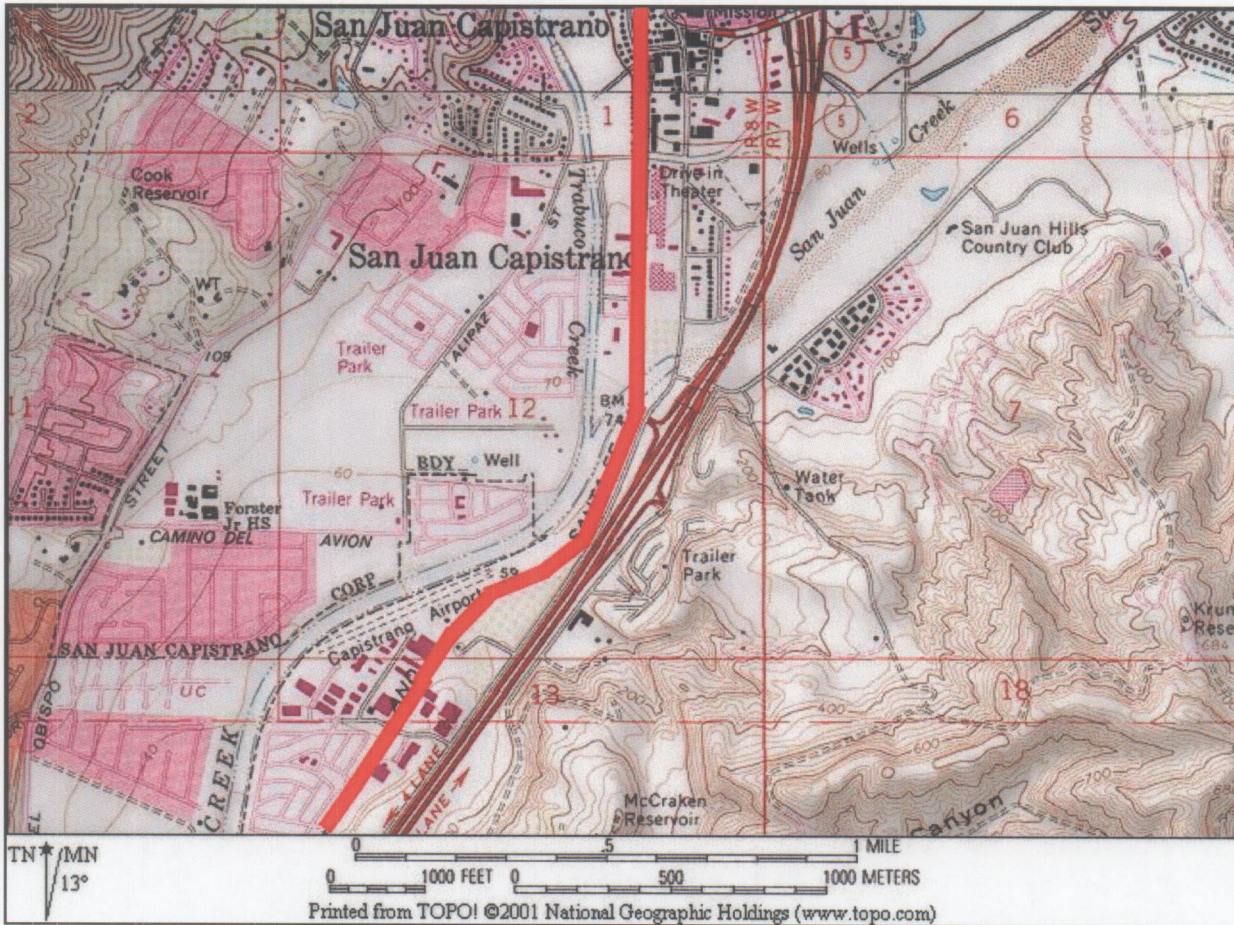


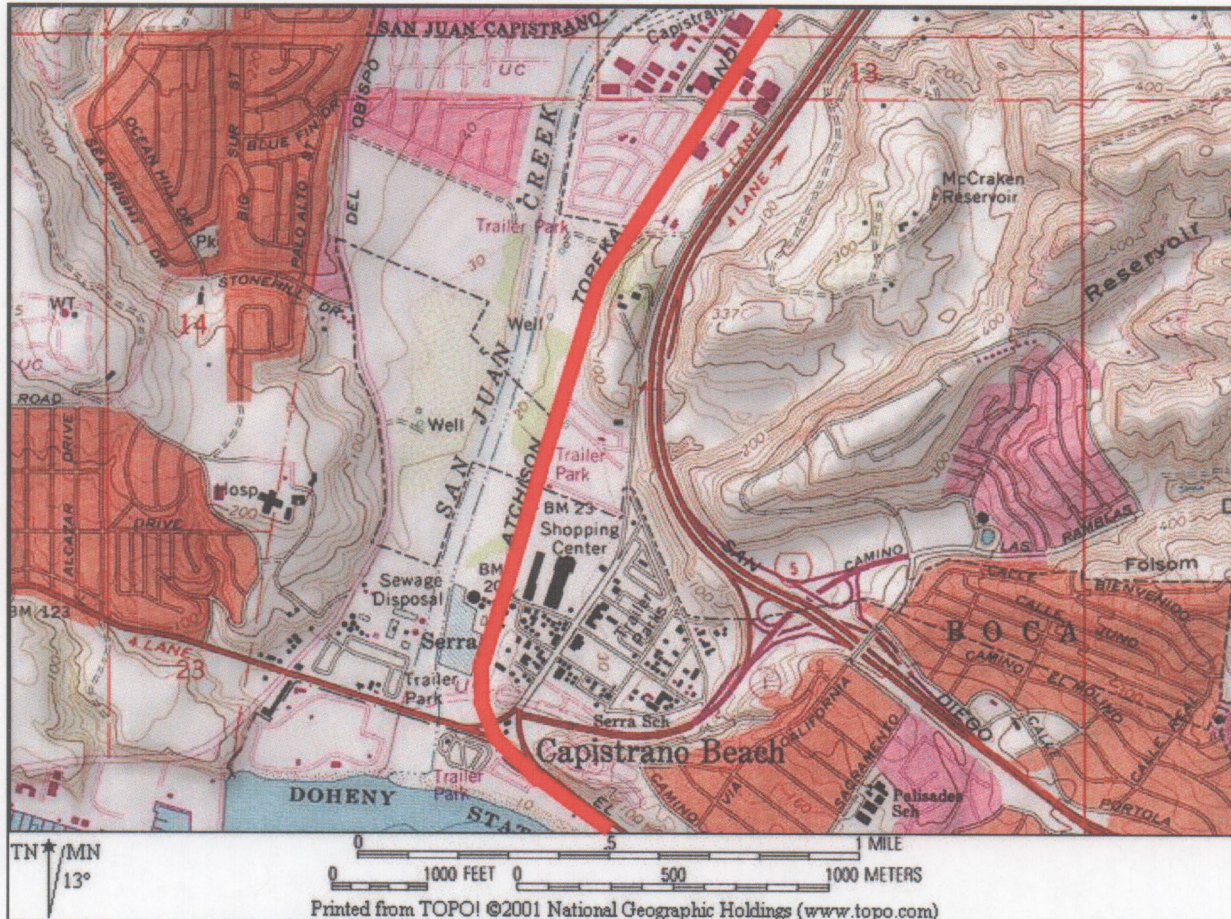












LOCATION MAP

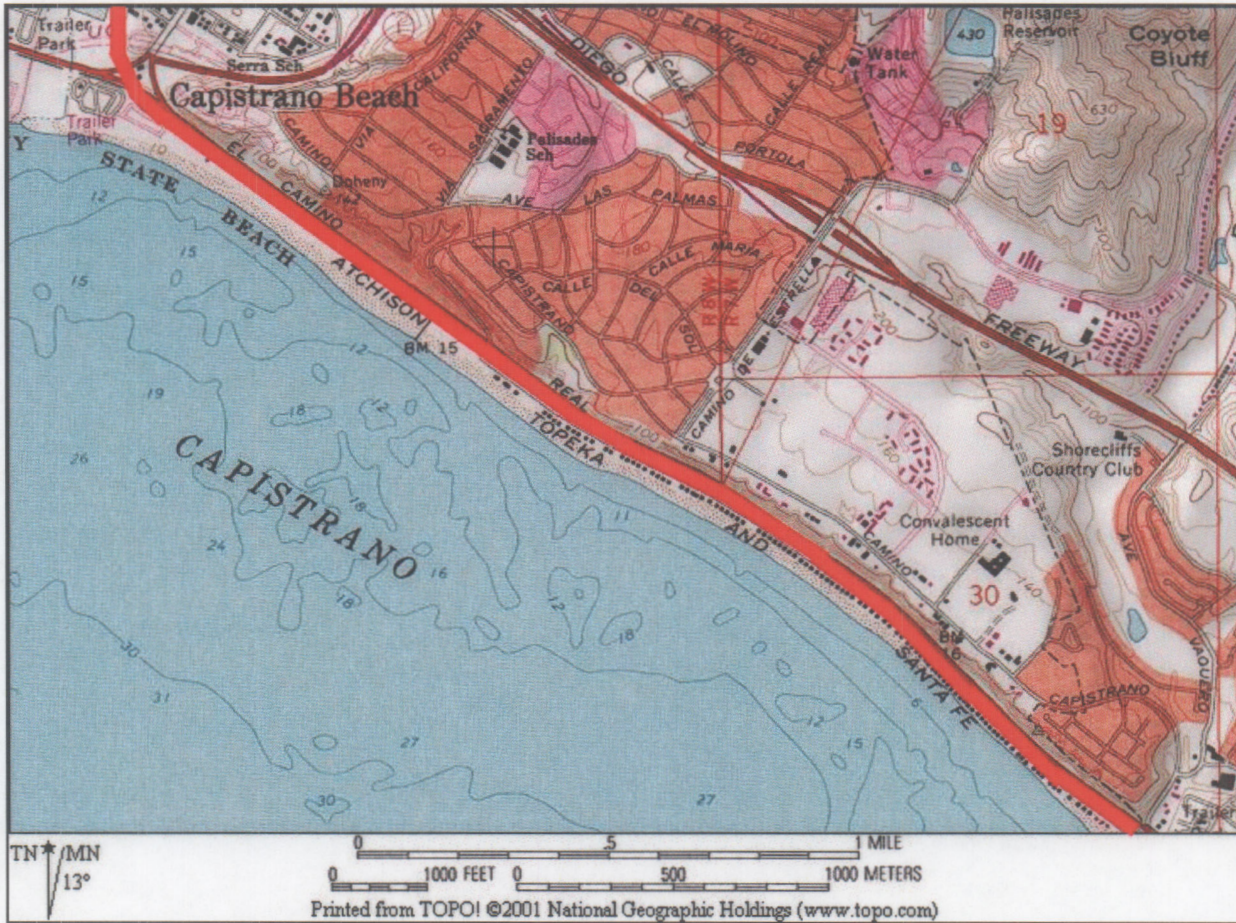
Trinomial

*Resource Name or #: Burlington Northern Santa Fe Railway

*Map Name: Dana Point

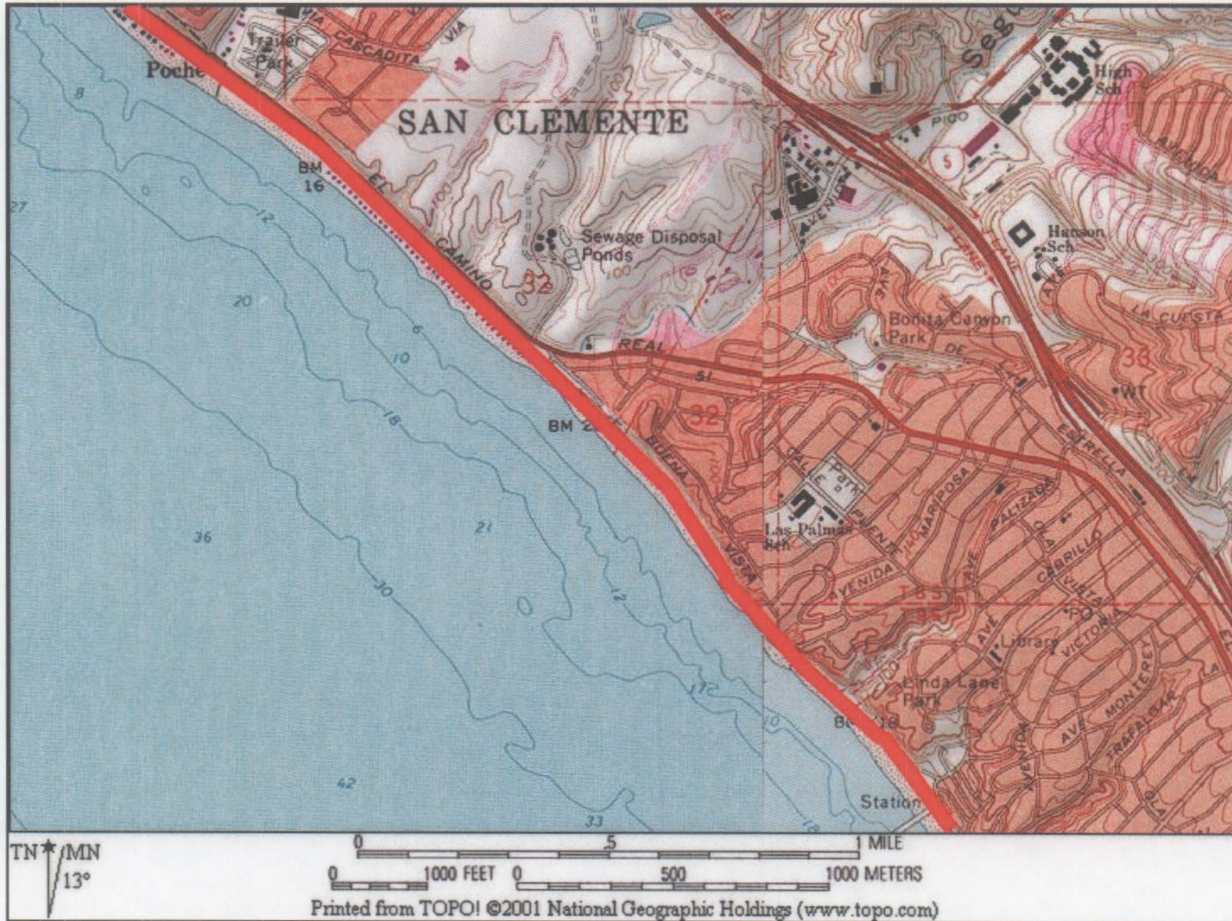
*Scale: 1 : 24,000

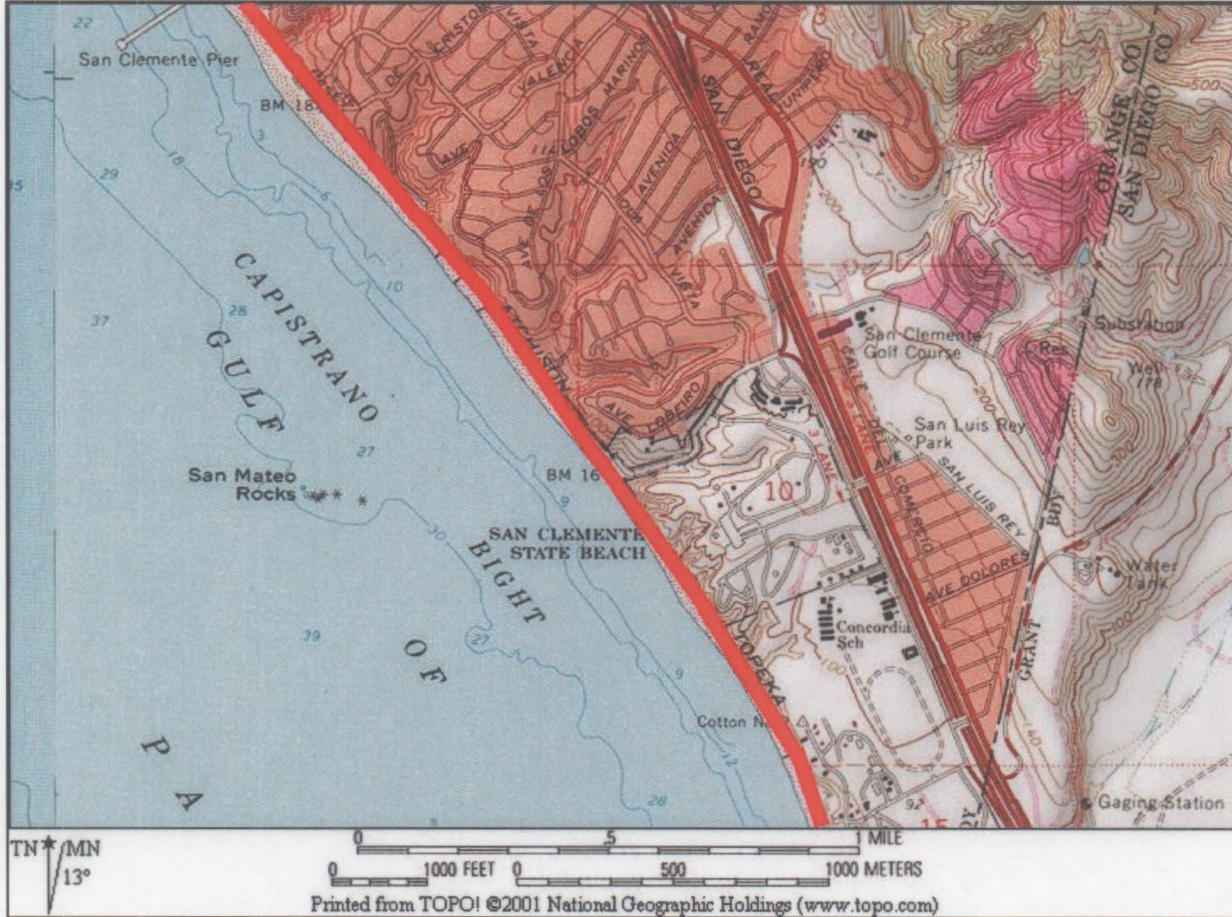
*Date of Map: 1968 photorevised 1975

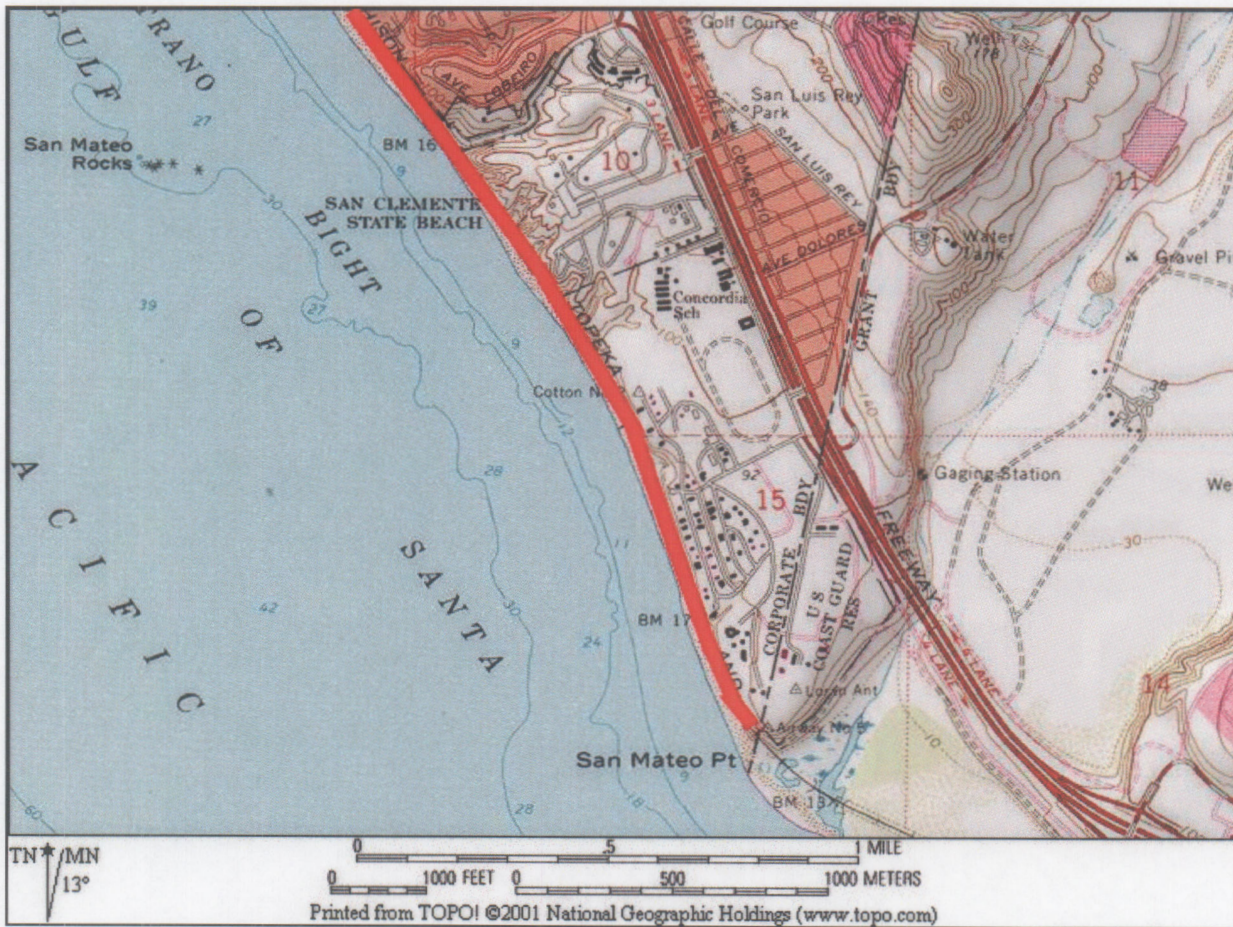


DPR 523J (1/95)

*Required information











PHOTOGRAPH RECORD

Camera Format:

Lens Size: 35mm

Film Type and Speed: Digital

Negatives Kept at: Cogstone

Mo.	Day	Time	Exp./Frame	Subject/Description	View Toward	Accession #
5	24		1	Fullerton tracks	east	
5	24		2	Fullerton Station	west	
5	24		3	Proposed Siding area between alton and bake	east	
5	24		4	tracks behine Irvine spectrum	north	
5	24		5	tracks behine Irvine spectrum	north	
5	24		6	Canery	west	
5	24		7	tracks after alton pkwy from overpass	west	
5	24		8	tracks after alton pkwy	west	
5	24		9	tracks after alton pkwy	down	
5	24		10	Paseo de colins bridge	south	
5	24		11	track east of Irvine station	ne	
5	24		12	tracks at orangethorpe	south	
5	24		13	tracks east of fullerton station	north west	
5	24		14	tracks under highway 73 toll	south	
5	24		15	orangethorpe crossing	south	
5	24		16	orangethorpe crossing	north	
5	24		17	Irvine station	east	
5	24		18	Irvine staion	west	

Page 1 of 2

*Resource Name or #: Burlington Northern Santa Fe Railway (BNSF) MR#1

*Recorded by: AECOM

*Date: 05/11/2012

Continuation Update

Map Reference #1

Description:

A segment of the previously recorded site, P-30-176663, the Burlington Northern Santa Fe (BNSF) (formerly Atchison, Topeka and Santa Fe) Railway, was observed from the Lincoln Avenue overpass of Interstate 5. The railway is currently an active Metrolink route which runs parallel to the Lincoln Avenue. This segment of the resource is approximately 0.08-miles long and includes a railroad overpass. Two tracks are elevated above Interstate 5 on a concrete and steel girder bridge.



Description of Photo:

BNSF Railway segment at the Interstate 5 overpass adjacent to Lincoln Avenue, view towards east.

Recorded by: AECOM, S. Flower Street, 9th Avenue, Los Angeles, CA 90071

Significance:

This segment is part of a previously recorded 14.7-mile segment of the BNSF Railway. The railroad segment was originally part of the ATSF Railway, dating to the 1880s. The segment has been in continuous use since its original construction between 1885 and 1888, and has had significant alterations over the course of its operation. Existing tracks and associated railroad features were recorded as being modern, without specific historical characteristics. Although this segment was found significant based on its association with the establishment of the second transcontinental railroad, the resulting land boom in California in the 1880s, and turn-of-the-20th-century tourism in California, the historic resource was evaluated as not eligible for the National Register of Historic Places because it did not retain significant integrity to convey its historical significance.

*Recorded by: AECOM

*Date: 05/11/2012

Continuation Update

This segment of the resource was revisited on 11 May 2012. The physical components of the historic railroad have been replaced over the years, including the girder bridge overpass parallel to Lincoln Avenue. The girder and concrete bridge appears to date from the mid- to late 20th century, and is a typical form. No major changes appear to have occurred since the original recording. Although the ATSF Railway is an important historic resource, with historic associations that qualify it to be eligible for listing the National Register of Historic Places under Criterion A or the California Register of Historical Resources under Criterion 1, this segment does not retain sufficient integrity to convey its significance. Therefore, it does not appear to be eligible for listing in the National Register of Historic Places or the California Register of Historical Resources.

References:

Gust, Sherri, Steven McCormick, and Kim Scott.

2007 Paleontological and Archaeological Assessment Report For the Alton- Bake Layover Facility and El Toro Siding Extension, City of Irvine, CA.

Wallace, James and Sara Dietler

2012 Archaeological Survey Report for the OCTA I-5 Highway Improvements, County Of Orange, California. Report on file at AECOM, Los Angeles, CA.

*B14. Evaluator: M.K. Meiser, M.A.

*Date of Evaluation: 05/11/2012

*Recorded by: HDR-EOC

*Date: 2016-03-08 Continuation Update

***Location and Description:**

The purpose of this update is to provide the current condition and an evaluation for a segment of the previously recorded Burlington Northern Santa Fe (BNSF)/ Atchison, Topeka, and Santa Fe (AT & SF) Railroad which is currently an active Metrolink Line. The site consists of several large segments of the Burlington Northern Santa Fe rail line extending from Fullerton, CA in Los Angeles County to San Clemente, CA in Orange County. The segment referred to in this update extends from MP 185.2 in Irvine, CA to MP 199.2 in San Juan Capistrano, CA. The railroad was originally the AT & SF railroad which was constructed in the mid 1880s and has been in continuous use to the present time. Since inception this railroad segment has undergone numerous repairs, realignments, and upgrades such as those completed after catastrophic floods undermined and destroyed portions of the railroad in 1916 and 1938. Currently the segment consists of two to three sets of steel railroad tracks with 60% creosote soaked wood railroad ties and 40% concrete precast railroad ties resting on one to three feet of ballast. -Please see Continuation No. 1 for Evaluation.



Description of Photo: Overview facing northwest. The photo depicts a section of the resource located in Irvine, CA.

*Date Constructed/Age and Sources: Historic Prehistoric Both

Recorded by: M. Diss, M. Connolly, HDR EOC, Inc. 8690 Balboa Avenue, Suite 200, San Diego, CA 92123

*Survey Type: Intensive Survey

*Report Citation: Michael Connolly, Margaret Diss, and Wayne Glenny. July, 2016. *Cultural Resources Technical Report, OCTA, Slope Stabilization Project*. Prepared by HDR, Inc. for the Orange County Transportation Authority.

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

*Recorded by: HDR-EOC

*Date: 2016-02-24 Continuation Update

Continuation No. 1, Evaluation:

National Register (NRHP)

In order to qualify for the National Register, a historic object must be significant to American history and/ or culture and possess integrity of location, design, setting, materials, workmanship, feeling, and association. A historic object need not retain integrity in all seven areas to be eligible, but it must retain enough overall physical integrity to continue to convey its historic character and design intent. In order to be considered significant to American history, the object must either (A) be associated with a historic event, or (B) be associated with the life of a significant historic person, or (C) embody the distinctive characteristics of a type, period, method of construction, or the work of a master, or (D) have yielded or may be likely to yield information important to history.

The segment does not meet the above listed requirements to qualify for the National Register under Criteria B, C, or D, but does qualify for the National Register under Criterion A in that it has been found significant based on association with the establishment of the second transcontinental railroad. However, the segment lacks enough overall physical integrity to convey its historical character in order to be considered eligible for listing in the NRHP. The loss of historic integrity has effectively separated the railroad segment from the event which qualified it under Criterion A. Portions of the segment lack locational integrity as they have been altered significantly over the past 100 years during various upgrades and realignments. During the upgrades and realignments the original design, materials, and workmanship was altered to where the historic character and feeling of the railroad segment has been lost. The main line track has been replaced several times; in the mid-twentieth century 130 lb. / yd. (64.5 kg/ m) track was installed then replaced with 136 lb. / yd. (67.5 kg/ m) weight rail in the 1980s. In addition, approximately 40% of the historically characteristic creosote soaked wood railroad ties have been replaced with concrete. Therefore, the railroad segment and associated features are recommended as not eligible for the National Register due to the significant loss of historic integrity, feeling, and characteristics.

California Register (CRHR)

In order to qualify for the California Register, a historical object must be significant to history and/ or culture and possess integrity of location, design, setting, materials, workmanship, feeling, and association at the local, state, or national level. A historic object need not retain integrity in all seven areas to be eligible, but it must retain enough overall physical integrity to continue to convey its historic character and design intent. In order to be considered significant to American history, the object must either (1) be associated with a historic event that has made a significant contribution to the broad patterns of local or regional history, or the cultural heritage of California or the United States, or (2) be associated with the life of a person important to local, California, or national history, or (3) embody the distinctive characteristics of a type, period, method of construction, or the work of a master, or (4) have yielded or has the potential to yield information important to history of the local area, California, or the nation.

The segment does not meet the above listed requirements to qualify for the California Register under Criteria 2, 3, or 4, but does qualify for the California Register under Criterion 1 in that it has been found significant based on association with events related to the second transcontinental railroad. The establishment of the railroad led to a land boom in California during the 1880s and bolstered late nineteenth/ early twentieth century tourism in California which was of great benefit to the economic future of the state. However, the segment lacks enough overall physical integrity to convey its historical character in order to be considered eligible for listing in the CRHR. The same loss of historic integrity which disqualifies the segment for the NRHP has also disqualified it for the CRHR. Therefore, the railroad segment and associated features are deemed ineligible for the California Register due to the significant loss of historic integrity, feeling, and characteristics.

Local Register

The railroad segment passes through the Cities of Irvine, Lake Forest, Mission Viejo, and San Juan Capistrano in Orange County California. These localities recognize and use the criteria set forth by CEQA, the CRHR, and the NRHP to determine what historic resources are eligible for a local historic register. As such, this resource does not qualify to appear on an inventory of historic places or register for any of the above listed localities.

State of California--The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
CONTINUATION SHEET

Primary # 30-176663/30-176700 (Update)

HRI # _____

Trinomial _____

Page 1 of 3

Resource name or # (Assigned by recorder) _____

Recorded by B. Tang and D. Ballester Date August 15, 2016 Continuation Update
Affiliation: CRM TECH, Colton, CA Project No: CRM TECH 3061

An approximately 4,900-foot segment of the former Atchison, Topeka and Santa Fe (ATSF) Railway (now the Southern California Regional Rail Authority mainline) lying south of Del Obispo Street in San Juan Capistrano, including the existing bridge over San Juan Creek, was the subject of an intensive-level survey on May 17, 2016, for a proposed bridge replacement and railroad realignment project (Tang et al. 2016). A portion of this segment was previously recorded as Site 30-176700 in 2003, and the entire segment has since been designated a part of Site 30-176663, as updated in 2007, which encompasses the entire ATSF network in Orange County (Shepard 2003; McCormick 2007).

The bridge, measuring approximately 340 feet long and 30 feet wide, was built by the American Bridge Company in 1917, according to a dedication plaque on the structure. It is a three-span steel plate girder bridge of the pony truss type, constructed of two riveted I-beams reinforced on the interior by triangular stiffener plates and supported by concrete abutments and two concrete piers. It carries one set of railroad tracks resting on wooden ties and a ballast of crushed rock, flanked by the top portions of the main girders that serve as sidewalls. In the creek bed below, truncated, splintered, and deteriorating remains of wooden piles clustered around the piers evidently represent the remnants of an earlier railroad bridge, which presumably dated to the original construction of the rail line.

The other features in this portion of Site 30-176663/30-176700 include the railroad tracks and the signal system. The segment of railroad is double-tracked at the northern and southern ends, but merges into a single set of tracks in the middle portion, near the bridge. The signal apparatus is modern in appearance, and date stamps on some of the rails indicate that they were manufactured in the 1990s. Near the southern end of the segment, the wooden ties have been replaced with concrete ties.

This segment of the railroad was built in 1887-1888 by the San Bernardino and San Diego Railway, one of the many ATSF subsidiaries in southern California, as a part of the ATSF "Surf Line" (Gustafson and Serpico 1992:181). It extended from Santa Ana to Los Angeles Junction (now called Fallbrook Junction) near Oceanside to connect two other ATSF subsidiaries, the Riverside, Santa Ana and Los Angeles Railway on the north and the California Southern Railway on the south. Once the ATSF's first outlet on the Pacific coast, the California Southern Railway was partially abandoned after the tracks between Temecula and Fallbrook were repeatedly destroyed by seasonal floods between 1884 and 1891 (*ibid.*:161). The Surf Line was the ATSF's solution to reconnect the important seaports of Los Angeles and San Diego with a more reliable route.

The ATSF was the nation's second transcontinental railroad, and its expansion into California in 1882-1883 marked the beginning of the end of the Southern Pacific Railway Company's monopoly on modern transportation in the state and contributed directly to the southern California land boom of the 1880s. As such, Site 30-176663/30-176700 is arguably associated with an important event in the history of California. However, like other components of the historical transportation infrastructure that remain in service today, this segment of the rail line has been regularly maintained and repeatedly upgraded over the years, and consequently retains few physical characteristics—other than the location itself—that would relate distinctively to the ATSF's period of significance, namely the late 19th century. Due to the loss of historical integrity, Site 30-176663/30-176700 does not appear to be eligible for listing in the National Register of Historic Places or the California Historical Resources Register.

References:

Gustafson, Lee, and Phil Serpico

1992 *Santa Fe Coast Lines Depots, Los Angeles Division.* Omni Publications, Palmdale, California.

McCormick, Steven

2007 California Historical Resource Information System site record, 30-176663 (update). On file, South Central Coastal Information Center, California State University, Fullerton.

McKenna, Jeanette

1993 Cultural Resources Investigations within the Proposed Realignment Right-of-Way for the Existing A.T.&S.F. Railroad Alignment, San Juan Capistrano, Orange County, California. On file, South Central Coastal Information Center, California State University, Fullerton.

Shepard, Richard

2003 California Historical Resource Information System site record, 30-176700. On file, South Central Coastal Information Center, California State University, Fullerton.

Tang, Bai "Tom", Terri Jacquemain, Daniel Ballester, Harry M. Quinn, and Nina Gallardo

2016 Identification and Evaluation of Historic Properties: San Juan Creek Bridge Replacement Project, City of San Juan Capistrano, Orange County, California. On file, South Central Coastal Information Center, California State University, Fullerton.

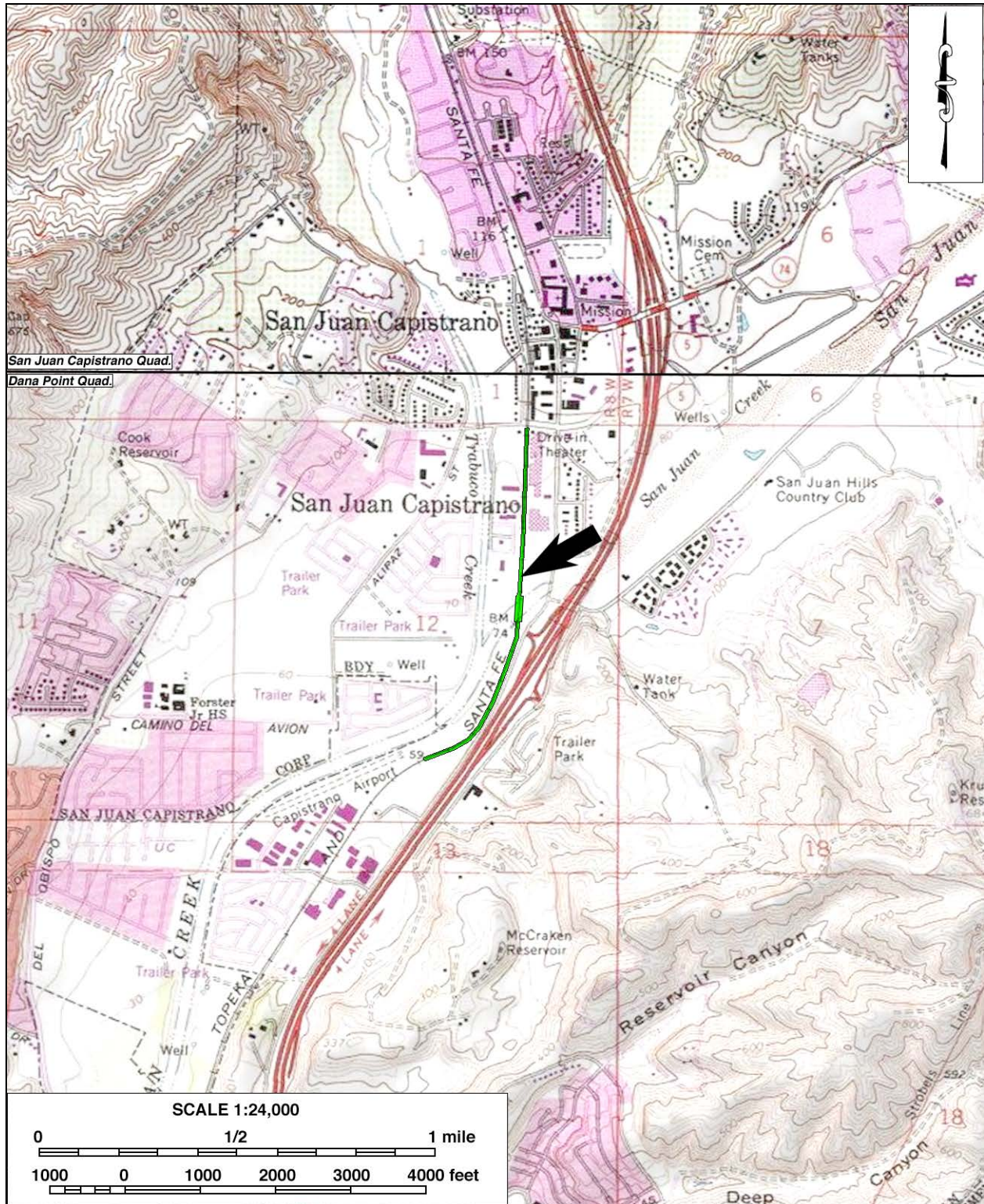


Site 30-176663/30-176700 in the APE. *Clockwise from top left:* existing bridge over San Juan Creek, view to the southwest; deck of the bridge, view to the north; remains of wooden piles under the bridge, view to the east; railroad tracks south of the bridge, view to the northeast. (Photographs taken on May 17, 2016)

*Map Name: Dana Point and San Juan Capistrano, Calif.

*Scale: 1:24,000

*Date of Maps 1975 and 1981



CONTINUATION SHEET

*Recorded by: HDR Inc.

*Date: 2018-09-11 Continuation Update

P-19-186804 / P-30-176663 is the Burlington Northern Santa Fe (BNSF) (formerly Atchison, Topeka and Santa Fe) Railway. The resource as currently mapped and recorded extends from near the City of Commerce in Los Angeles County (at the north) to the Orange County/San Diego County border (at the south). Most of the railway was originally constructed between 1885 and 1888 by the Riverside, Santa Ana, and Los Angeles Railway Company, an ATSF subsidiary, as part of the ATST main line from Los Angeles to Orange County and San Diego (Ballester and Tang 2002). The resource is an active railway currently serving Metrolink commuter trains, Amtrak intercity trains, and BNSF Railway and Union Pacific Railroad freight trains. The site retains significance due to its association with the establishment of the second transcontinental railroad, the resulting land boom in California in the 1880s, and turn-of-the-20th-century tourism in California. However, due to it being regularly upgraded, maintained, and otherwise altered over the years, the recorded segment of the railway located within the APE (and associated features) retain poor historic integrity and therefore have been previously determined ineligible for listing in the National Register of Historic Places (NRHP) and California Register of Historic Resources (CRHR). Associated features described in the previous non-eligible evaluations include all railroad overpasses and culverts (Ballester and Tang 2002; Diss and Connolly 2016; McCormick 2007; Meiser 2012).

This update addresses two segments of the railway (located north of San Juan Capistrano) that HDR Inc. (HDR) surveyed on September 11, 2018 (see attached map). Segment 1, at the north, is 400feet (ft) long and located at Mile Post (MP) 194.50 (CP Camino); Segment 2, at the south, is 700ft long and located at MP 195.67 (CP Trabuco) (Figures 1 and 2). Both small segments of the resource consist of a single track of 115 lb/yd steel rails, rail fasteners, wood railroad ties resting on approximately 1-2ft of ballast, and the underlying subgrade. All of the steel tracks located within both surveyed segments of railway were replaced ca. 1989 based on manufacture date stamps located on the steel structure. Both segments of the resource are in good condition and regularly-maintained for present day use. Segment 1 crosses one associated feature, a small and heavily modernized 1941 wood trestle overpass. As previously indicated, this feature is directly associated with the railway and thus has already been previously determined ineligible for the NRHP and CRHR as a component of P-30-176663.

References:

- Ballester, Daniel and Bai "Tom" Tang
2002 DPR Site Record for P-19-186804/P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.
- Diss, Margaret and Michael Connolly
2016 DPR Site Record Update for P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.
- McCormick, Steven
2007 DPR Site Record Update for P-19-186804/P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.
- Meiser, M. K.
2012 DPR Site Record Update for P-19-186804/P-30-176663. On file at the South Central Coastal Information Center, California State University, Fullerton, CA.

*Recorded by: HDR Inc.

*Date: 2018-09-11 Continuation Update



Figure 1. Overview of Segment 1 of P-19-186804 / P-30-176663 facing south.



Figure 2. Overview of Segment 2 of P-19-186804 / P-30-176663 facing south.

CONTINUATION SHEET

*Recorded by: HDR Inc.

*Date: 2018-09-11

Continuation

Update

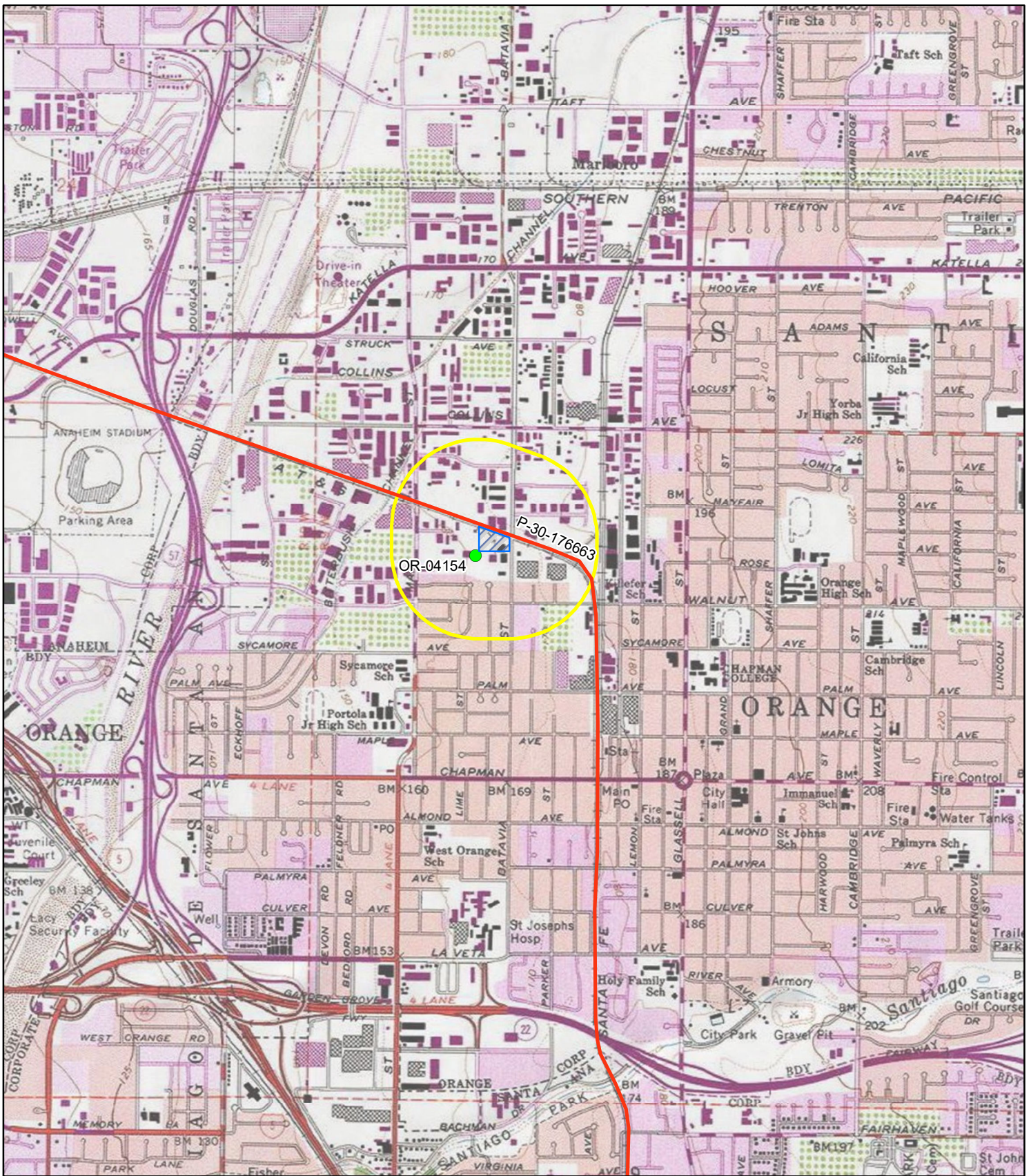






Figure 3. Overview of overpass, associated feature located within Segment 1 of P-19-186804/P-30-176663, view facing east.

*Recorded by: HDR Inc.

*Date: 2018-09-11 Continuation Update





-  Project
-  Quarter Mile Radius
-  Resource
-  Report

630 Batavia Street; (22-228)
 Records Search
 USGS Orange and Anaheim Quadrangles
 (7.5-minute series)



1:24,000
 AJG BFS: 7/7/2022

Reports

ReportNum	Authors	CitYear	CitTitle	CitPublisher	Resources
OR-04154	Puckett, Heather	2011	Batavia, 601 N. Main Street, Orange, California 92868	TetraTech	30-176663, 30-176664

ATTACHMENT B

NAHC Sacred Lands File Search Results



Brian F. Smith & Associates

Archaeological/Biological/Historical/Paleontological/Air/Traffic/Noise Consulting

July 7, 2022

For: Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, California 95814

From: Andrew Garrison M.A., RPA
Brian F. Smith and Associates Inc.
14010 Poway Rd. Suite A
Poway, CA 92064

Re: Request for Sacred Lands File and Native American Contact List for the 630 Batavia Street Project, City of Orange, Orange County, California.

I would like to request a record search of the Sacred Lands File and a list of appropriate Native American contacts for the following project: 630 Batavia Street; (22-228). The approximately 3.1-acre project is associated with the potential redevelopment of 386-542-01. The subject property is located at 630 North Batavia Street in city of Orange, Orange County, California. The project can be found within the unsectioned Santiago de Santa Ana land grant (Township 4 South, Range 9 West [Projected]), as shown on the USGS *Orange, California* Quadrangle. A copy of the project map showing the project area has been included for the processing of this request.

Thank you for your time.

Sincerely,

Andrew Garrison M.A., RPA
Project Archaeologist
Billing: 14678 Ibex Court, San Diego, CA 92129
Phone: 858-484-0915
Email: agarrison@bfsa-ca.com

Attachments:

USGS 7.5 *Orange and Anaheim*, California, topographic map with project area delineated.

Sacred Lands File request form

Sacred Lands File & Native American Contacts List Request
NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, RM 364 * Sacramento, CA 95814 * (916) 653-4082
(916) 657-5390 – Fax * nahc@pacbell.net

Information Below is Required for a Sacred Lands File Search

Project: 630 Batavia Street; (22-228)

County: San Bernardino

USGS Quadrangle Name(s): *Orange*

Township 4 South, Range 9 West

Company/Firm/Agency: Brian F. Smith & Associates Inc.

Contact Person: Andrew Garrison

Street Address: 14010 Poway Road, Suite A

City: Poway Zip: 92064

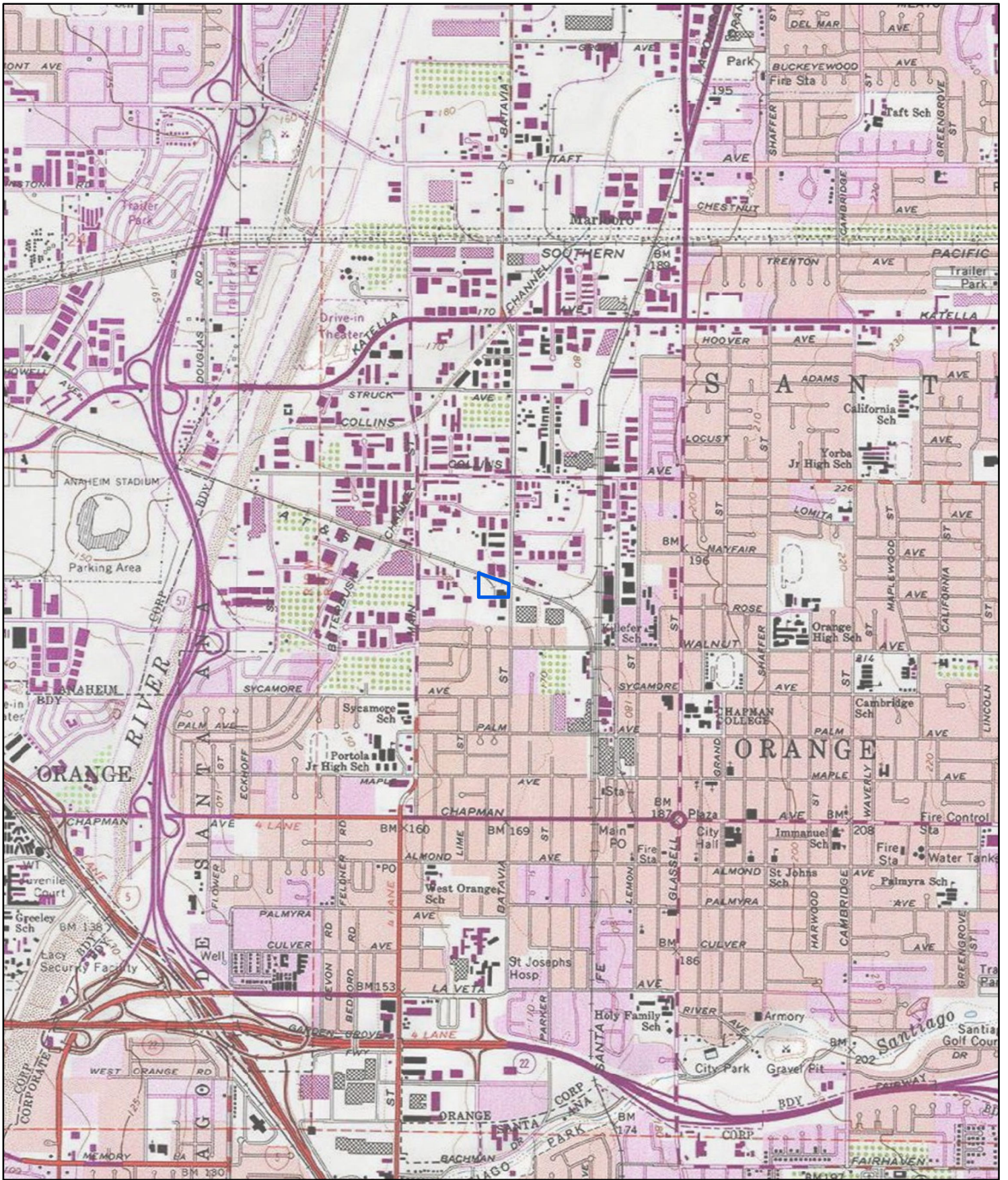
Phone: 858-484-0915

Fax: 858-679-9896

Email: agarrison@bfsa-ca.com

Project Description:

I would like to request a record search of the Sacred Lands File and a list of appropriate Native American contacts for the following project: 630 Batavia Street; (22-228). The approximately 3.1-acre project is associated with the potential redevelopment of 386-542-01. The subject property is located at 630 North Batavia Street in city of Orange, Orange County, California. The project can be found within the unsectioned Santiago de Santa Ana land grant (Township 4 South, Range 9 West [Projected]), as shown on the USGS *Orange, California* Quadrangle. A copy of the project map showing the project area has been included for the processing of this request.



630 Batavia Street; (22-228)
 USGS Orange and Anaheim Quadrangles
 (7.5-minute series)

 Project



1:24,000
 AJG BFS/A: 7/7/2022

NATIVE AMERICAN HERITAGE COMMISSION

September 13, 2022

Andrew Garrison
Brian F. Smith & Associates Inc.

Via Email to: agarrison@bfsa-ca.com

Re: 630 Batavia Street (22-228) Project, Orange County

Dear Mr. Garrison:

A record search of the Native American Heritage Commission (NAHC) Sacred Lands File (SLF) was completed for the information you have submitted for the above referenced project. The results were negative. However, the absence of specific site information in the SLF does not indicate the absence of cultural resources in any project area. Other sources of cultural resources should also be contacted for information regarding known and recorded sites.

Attached is a list of Native American tribes who may also have knowledge of cultural resources in the project area. This list should provide a starting place in locating areas of potential adverse impact within the proposed project area. I suggest you contact all of those indicated; if they cannot supply information, they might recommend others with specific knowledge. By contacting all those listed, your organization will be better able to respond to claims of failure to consult with the appropriate tribe. If a response has not been received within two weeks of notification, the Commission requests that you follow-up with a telephone call or email to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we can assure that our lists contain current information.

If you have any questions or need additional information, please contact me at my email address: Andrew.Green@nahc.ca.gov.

Sincerely,

Andrew Green
Cultural Resources Analyst

Attachment



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
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Apache

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COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

**Native American Heritage Commission
Native American Contact List
Orange County
9/13/2022**

**Gabrieleno Band of Mission
Indians - Kizh Nation**

Andrew Salas, Chairperson
P.O. Box 393 Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
admin@gabrielenoindians.org

**Gabrieleno/Tongva San Gabriel
Band of Mission Indians**

Anthony Morales, Chairperson
P.O. Box 693 Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626) 286-1262
GTtribalcouncil@aol.com

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., Gabrielino
#231
Los Angeles, CA, 90012
Phone: (951) 807 - 0479
sgoad@gabrielino-tongva.com

**Gabrielino Tongva Indians of
California Tribal Council**

Robert Dorame, Chairperson
P.O. Box 490 Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

**Gabrielino Tongva Indians of
California Tribal Council**

Christina Conley, Tribal
Consultant and Administrator
P.O. Box 941078 Gabrielino
Simi Valley, CA, 93094
Phone: (626) 407 - 8761
christina.marsden@alumni.usc.edu

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

**Juaneno Band of Mission
Indians Acjachemen Nation -
Belardes**

Matias Belardes, Chairperson
32161 Avenida Los Amigos Juaneno
San Juan Capistrano, CA, 92675
Phone: (949) 293 - 8522
kaamalam@gmail.com

**Juaneno Band of Mission
Indians Acjachemen Nation -
Belardes**

Joyce Perry, Tribal Manager
4955 Paseo Segovia Juaneno
Irvine, CA, 92603
Phone: (949) 293 - 8522
kaamalam@gmail.com

**Juaneno Band of Mission
Indians Acjachemen Nation 84A**

Heidi Lucero, Chairperson
31411-A La Matanza Street Juaneno
San Juan Capistrano, CA, 92675
Phone: (562) 879 - 2884
hllucero105@gmail.com

Pala Band of Mission Indians

Shasta Gaughen, Tribal Historic
Preservation Officer
PMB 50, 35008 Pala Temecula Cupeno
Rd. Luiseno
Pala, CA, 92059
Phone: (760) 891 - 3515
Fax: (760) 742-3189
sgaughen@palatribe.com

**Santa Rosa Band of Cahuilla
Indians**

Lovina Redner, Tribal Chair
P.O. Box 391820 Cahuilla
Anza, CA, 92539
Phone: (951) 659 - 2700
Fax: (951) 659-2228
Isaul@santarosa-nsn.gov

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 630 Batavia Street (22-228) Project, Orange County.

**Native American Heritage Commission
Native American Contact List
Orange County
9/13/2022**

***Soboba Band of Luiseno
Indians***

Isaiah Vivanco, Chairperson
P. O. Box 487
San Jacinto, CA, 92581
Phone: (951) 654 - 5544
Fax: (951) 654-4198
ivivanco@soboba-nsn.gov

Cahuilla
Luiseno

***Soboba Band of Luiseno
Indians***

Joseph Ontiveros, Cultural
Resource Department
P.O. BOX 487
San Jacinto, CA, 92581
Phone: (951) 663 - 5279
Fax: (951) 654-4198
jontiveros@soboba-nsn.gov

Cahuilla
Luiseno

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resource Section 5097.98 of the Public Resources Code.

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ATTACHMENT C

Fossil Locality Search Results



DYLAN WRIGHT
DIRECTOR
OC COMMUNITY RESOURCES

CYMANTHA ATKINSON
ASSISTANT DIRECTOR
OC COMMUNITY RESOURCES

JULIE LYONS
DIRECTOR
ADMINISTRATIVE SERVICES

ANDI BERNARD
DIRECTOR
OC ANIMAL CARE

JULIA BIDWELL
DIRECTOR
OC HOUSING & COMMUNITY
DEVELOPMENT

RENEE RAMIREZ
DIRECTOR
OC COMMUNITY SERVICES

STACY BLACKWOOD
DIRECTOR
OC PARKS

JULIE QUILLMAN
COUNTY LIBRARIAN
OC PUBLIC LIBRARIES

OC Community Resources

Brian F. Smith and Associates, Inc.
14010 Poway road, Suite A
Poway, California 92064

Mr. Wirths:

I have thoroughly searched our paleontology collection records for the locality and specimen data for the proposed IDI Eckhoff Street Project, BSA project no. 21-053, in the City of Orange, Orange County, project area as outlined on the portion of the Orange USGS topographic quadrangle map that you sent to me via e-mail on March 11, 2021. The area is underlain by young alluvial fan deposits¹ from the nearby Santa Ana River. We do not have any fossil localities that lie directly within the proposed site boundaries and the nearest localities with fossils in our collection from the equivalent geologic unit are approximately 7.5 miles to the southeast, in the city of Tustin. There are also no fossil localities known from older alluvial fan deposits near the proposed project area. The nearest geological units with known localities are the Puente and Topanga formations, approximately 5 miles east of the proposed project area.

Shallow excavations in the younger Quaternary alluvium in the proposed project area are unlikely to uncover any significant vertebrate fossils. If fossils are recovered during excavation, they should be deposited in an accredited and permanent scientific institution for the benefit of current and future generations. If any fossils are recovered during excavation, then sediment samples should also be collected and processed to determine the small fossil potential in the proposed project area. Because of the rarity of fossils in the Santa Ana River floodplain, any fossils recovered would have potential significance for understanding late Quaternary climatic evolution in the Los Angeles Basin.

This records search covers only the Orange County Paleontology Collections curated at the Cooper Lab. It is not intended to be a thorough paleontological survey of the proposed project area covering other institutional records, a literature survey, or any potential on-site survey. The Natural History Museum of Los Angeles County and the San Diego Museum of Natural History both have extensive collections originating from Orange County and should also be consulted to evaluate the paleontological impact risk.

Literature Cited:

1. Morten, D.M. and F.K. Miller. 2006. Geologic Map of the San Bernardino and Santa Ana 30' x 60' quadrangles, California. U.S. Geological Survey Open File Report 2006-1217.

Respectfully yours,

Dr. William Gelman, PhD
Paleontology Curator
OC Parks

March 26, 2021