



BIOLOGICAL & CULTURAL INVESTIGATIONS & MONITORING

HISTORIC RESOURCES ASSESSMENT FOR ±20.03 ACRES LOCATED ALONG CAJON BOULEVARD, COUNTY OF SAN BERNARDINO, CALIFORNIA

Devore, CA USGS 7.5-Minute Topographic Quadrangle Map
Interpolated Section 2 within Rancho San Bernardino, Township 1 North, Range 5 West

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MANAGEMENT SUMMARY

The purpose of this study was to identify potential historic resources that are older than 45 years of age that may be affected by the proposed Project; conduct an intensive pedestrian survey of all accessible areas of the Project; provide an inventory of all recorded resources located within the boundaries and a one-mile radius; and provide recommendations for avoidance and/or mitigation for impacts to historic resources. The report is one of two that document a California Environmental Quality Act (CEQA) Phase I Archaeological Assessment (or “Study”) for the Cajon Boulevard Project (“the Project”). This first report (*Phase I Prehistoric Resources Assessment for ±20.03 Acres Located at Cajon Boulevard, County of San Bernardino, California*: L&L Environmental, Inc., May 2018.) addresses only prehistoric resources while this second report addresses only Historic-era resources. The decision to split the reports was made at the client’s direction due to the distinctive nature of the two resource types.

The Project proponent proposes a warehouse development with associated parking, which is located within a ±20.03 acre property area in the County of San Bernardino, California, as outlined in the Grading Plan. The Project includes Assessor Parcel Numbers (APNs) 0262-041-09-0000, 0262-041-13-0000, 0262-041-18-0000, and 0262-041-20-0000. L&L Environmental, Inc. (L&L) has completed this assessment at the request of David Ornelas of T&B Planning, Inc.

A complete archaeological, historic, and cultural resources records search was conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. L&L Senior Archaeologist Shannon M. Smith completed the search on January 3, 2018 for the Project area and all lands found within a one-mile radius (Appendix B). Only the results pertinent to historic resources will be discussed in this report. The prehistoric research, discussion of resources, Native American Heritage Commission (NAHC) Sacred Lands Search (SLS), and the Native American scoping results is presented in the companion report (see above).

The results of the records search indicate that only one survey has been conducted within the Project boundaries for the historic Boulder Dam-San Bernardino Transmission Line (P-36-010315). The survey was linear and did not incorporate the entire Project area. No prehistoric archaeological resources have been previously recorded within the proposed footprint. A total of 11 sites and activity areas were identified within the one-mile radius and 25 cultural resource studies have been conducted, resulting in approximately 20 percent of the land within the one-mile radius being formally surveyed.

Records and maps available from the Bureau of Land Management (BLM) General Land Office (GLO) were reviewed by L&L to provide information about historic era land use and development within the Project area (BLM 2018). Historic topographic maps and aerials ranging from 1896 to 2014 (NETR 2018) and documents available from the State Historic Preservation Office (SHPO) and the National Register of Historic Places (NRHP) were also reviewed.

The Atchison, Topeka and Santa Fe (AT&SF) Rail Line, most recently consolidated with the Burlington Northern Santa Fe (BNSF) Rail line, consistently appears in all the maps and aerials; however, nothing else is present until 1936 with the identification of Cajon Boulevard/Route 66 (P-36-002910). Boulder Dam-San Bernardino Transmission Line (P-36-010315) also appears on this early 1936 map. The earliest aerial dates to 1938 and very clearly shows Route 66, Kendall Drive to the north, the BNSF (AT&SF) Rail Line, and the Boulder Dam-San Bernardino Transmission Line. A structure is located within the northwest corner of the Project boundary beginning on the 1959 aerial and the 1968 topographic map. Additional structures appear on modern aerials and maps; however, the structures are no longer present after the 2005 aerial and the 2012 map as the last fire in 2005 on the property burned most of the structures.

An intensive Phase I pedestrian survey was completed on March 7 and 8, 2018 to identify whether surficial resources existed. As observed during the survey, the Project surface has been severely disturbed to the north more so than the south as a result of the prior Al Jo Lumber Company and previous onsite activities. The majority of the northern portion of the property has been cleared of vegetation and has semi-truck parking, paving/asphalt remnants, imported gravel, a maintenance area, a small shed, a trailer and various pieces of equipment. The southern two-thirds of the property is intersected with several dirt roads and is obscured by dense non-native weeds and vegetation indicating that previous surface disturbances have removed native vegetation.

As a result of the survey and the historic research, one NRHP eligible (P-36-010315), one NRHP listed (P-36-002910), one (1) new historic site, and three (3) isolated historic artifacts (identification numbers pending) were identified within the Project boundaries. Each has been assessed as follows:

- *P-36-002910 (Historic Route 66)*: The entirety of Historic Route 66 in California was formally listed on the NRHP under Criteria A & C in the 1990s. However, not every segment of the roadway has been individually evaluated, as is the case with the 2,110 feet/0.40 mile segment adjacent to the proposed Project. Because specific planning developments are proposed to directly impact the roadway, an eligibility assessment was required. After applying the NRHP criteria and integrity considerations, this

segment of P-36-002910 is considered eligible for listing as it retains the historic integrity of location, setting, feeling, design, and association for its period of significance, 1926-1974. The segment was also reviewed under the County of San Bernardino's General Plan Cultural Preservation Overlay, and found to be applicable. Additionally, as all sites listed or eligible for listing on the NRHP are listed on the California Register of Historic Resources (CRHR), no formal evaluation was conducted using CRHR criteria. Recommended mitigation measures are located in Section 7.0.

- *P-36-010315 (Boulder Dam-San Bernardino Transmission Line)*: P-36-101315 was previously determined eligible for listing by the SHPO in 1993 under Criteria A & C. A focused assessment was required to determine whether the proposed Project would impact the visual integrity of the site or if cumulative impacts would undermine this portion of the lines integrity. Based on the assessment, the proposed warehouse and planned parking lot on the transmission line's right of way (ROW) as currently designed per Figure 4 will impact both the visual integrity and contribute towards cumulative impacts. Recommended mitigation measures are located in Section 7.0.
- *Cajon Historic-1*: This is a new historic site identified during the pedestrian survey. It consists of concrete foundations, a metal silo funnel, a metal bed frame, a stovepipe, and miscellaneous wood and debris. The resources are presumed to be associated with the Al Jo Lumber Company, a local business started by Mr. Alfred Carabajal. The site was assessed using the CRHR criteria and found to not be significant. The site was also reviewed under the County of San Bernardino's General Plan Cultural Preservation Overlay, and found to be not applicable. As Cajon Historic-1 does not fulfill the CRHR historic criteria, or any local register requirements, this site has been determined not eligible for listing. However, the proposed Project area is clearly sensitive for historic resources and construction monitoring is recommended. Recommended mitigation measures are located in Section 7.0.
- *Cajon Isolates-1, -2, -3*: The historic resources were assessed for eligibility under the CRHR criteria. However, isolates are not eligible for the listing in the CRHR because they lack association and context with other archaeological materials. Recording the physical description and location of an isolate exhausts its research potential. Therefore, Cajon Isolates-1, -2, and -3 are not eligible for listing in the CRHR, and no further archaeological work is required. The proposed Project area is clearly sensitive for historic resources though, and construction monitoring is recommended. Recommended mitigation measures are located in Section 7.0.

Based on the results of the pedestrian survey, historic research and documents review, identification of existing and new historic resources within the Project boundaries, and the subsequent evaluations and assessments, the proposed Project area is located in an area of high historic sensitivity. Recommendations for avoidance, minimization of impacts, construction monitoring, and other measures can be found in greater detail in Section 7.

1.0) INTRODUCTION AND ENVIRONMENTAL SETTING

1.1) Introduction

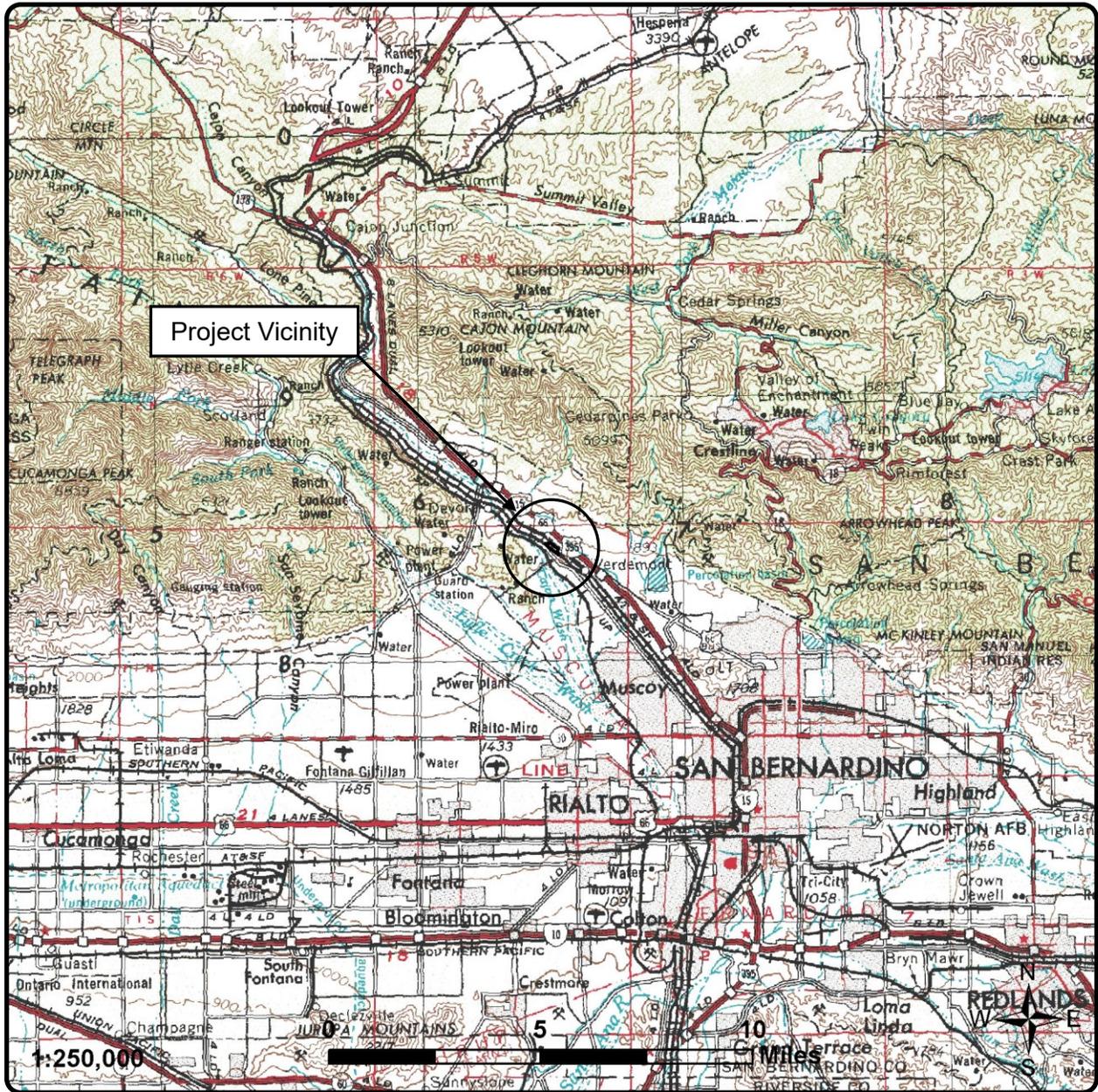
The following report has been prepared for David Ornelas from T&B Planning by L&L Environmental, Inc. (L&L). L&L performed the assessment at the request of the County of San Bernardino in order to comply with the regulations of the California Environmental Quality Act of 1970 (CEQA [as amended]) regarding the “management of cultural resources that may be adversely affected by land development...in accordance with federal guidelines relating to potentially significant cultural resources.” For the purposes of this assessment, “cultural resources” can be defined as “the cultural aspects of the environment - ...cultural uses of the natural environment, the built environment, and human social institutions” (NPI 2018). In this report, historic resources on the Project, as defined in CEQA, have been identified and their impacts assessed through the lens of the archaeological and architectural historian disciplines by qualified individuals who meet the Secretary of the Interior Standards.

Prehistoric and archaeological resources have been addressed in the companion report, *Phase I Prehistoric Resources Assessment for ±20.03 Acres Located Along Cajon Boulevard, County of San Bernardino, California*, L&L Environmental, Inc., April 2018. Identifying and assessing impacts to a wider range of Tribal Cultural Resources (TCRs) recognized under Assembly Bill 52 (AB 52) and Bulletin 38 are outside the scope of this study and should be addressed between the lead agency and interested Native American tribes. Additional regulatory information can be found in Section 3.0 of this assessment.

Although the archaeological assessment splits analysis and discussion into two separate reports – one limited to prehistoric resources and the other limited to historic resources – this assessment format is generally based on the OHP Archaeological Resource Management Report (ARMR) guidelines (OHP 1990) and follows the California Office of Historic Preservation (OHP) procedures for resource surveys.

1.2) Project Location

The proposed ±20.03 acre Cajon Boulevard Project is located within an unincorporated southwestern portion of San Bernardino County, California. The Project area is located on Cajon Boulevard and is situated southwest of Kendall Drive, northwest of Palm Ave, and northeast of Historic Route 66 (Figure 1). The BNSF (AT&SF) Railway ROW is the northeast boundary of the Project. Specifically, it can be found within Section 2 of Township 1 North, Range 5 West as shown on the USGS *Devore, California 7.5'* topographic quadrangle map.



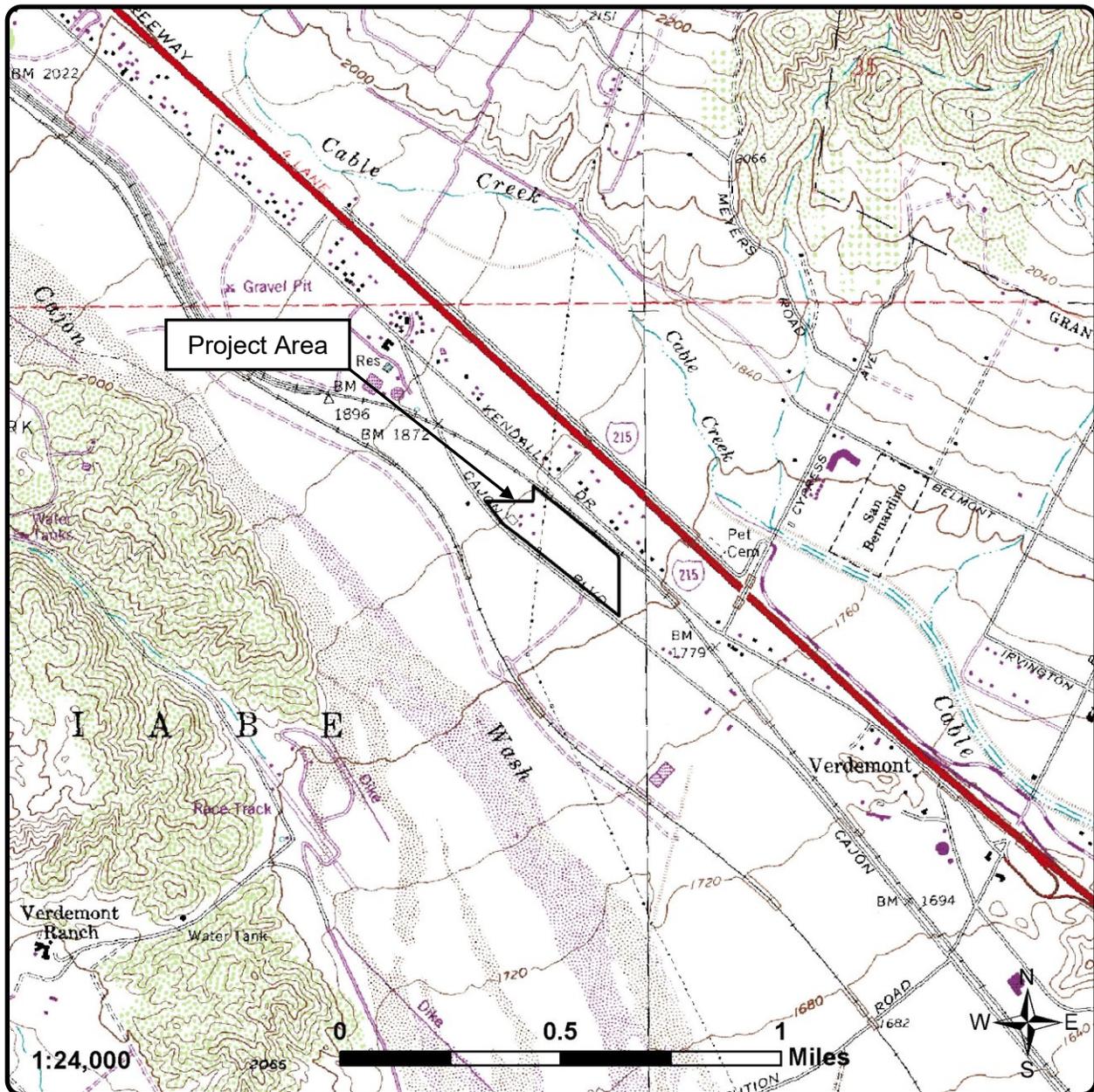
L&L Environmental, Inc.

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Figure 1
Project Vicinity Map

Cajon Blvd. Project, San Bernardino Area
County of San Bernardino, California



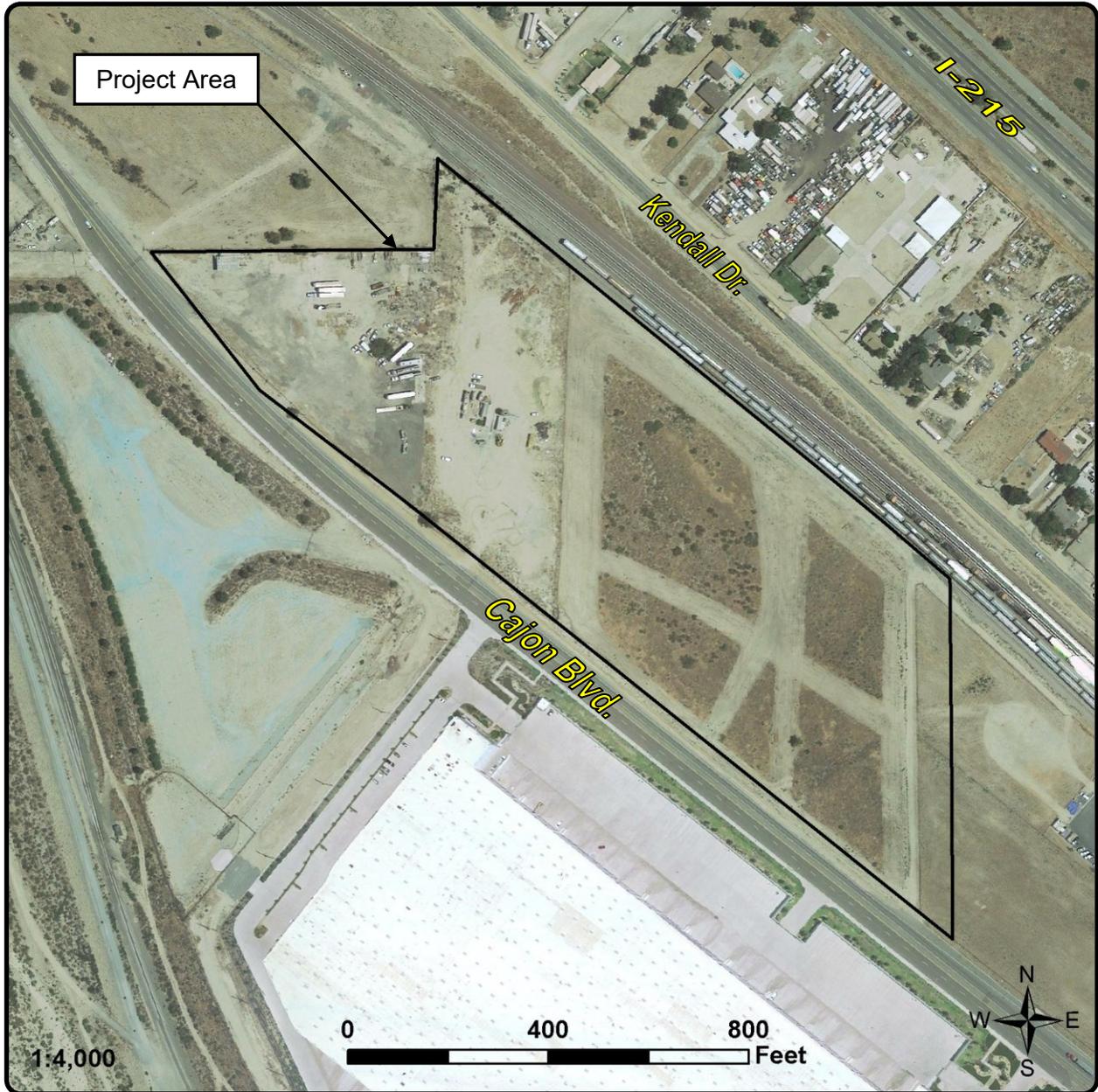
L&L Environmental, Inc.

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Figure 2
Project Location Map
(USGS Devore [1988] quadrangle,
Interpolated Section 2 within Rancho San Bernardino,
Township 1 North, Range 5 West)

Cajon Blvd. Project, San Bernardino Area
County of San Bernardino, California



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Figure 3

Aerial Photograph

(Photo obtained from Google Earth, June 2017)

*Cajon Blvd. Project, San Bernardino Area
County of San Bernardino, California*

1.3) Project Description

The Project site includes Assessor Parcel Numbers (APNs) 0262-041-09-0000, 0262-041-13-0000, 0262-041-18-0000, and 0262-041-20-0000. The Project property is an elongated rectangle, situated roughly northwest-southeast between Cajon Blvd/Historic Route 66 on the southwest, the BNSF (AT&SF) Rail line on the northeast, and Kendall Drive beyond the rail line. Per the prepared preliminary grading plan, the Project proponent proposes to construct a single industrial warehouse of 321,496 square feet with associated parking on the property's ±20.03 acres. Per the Glen Helen Specific Plan, zoning is heavy industrial (HI). The development plan is shown in relation to the Project boundary in Figure 4.

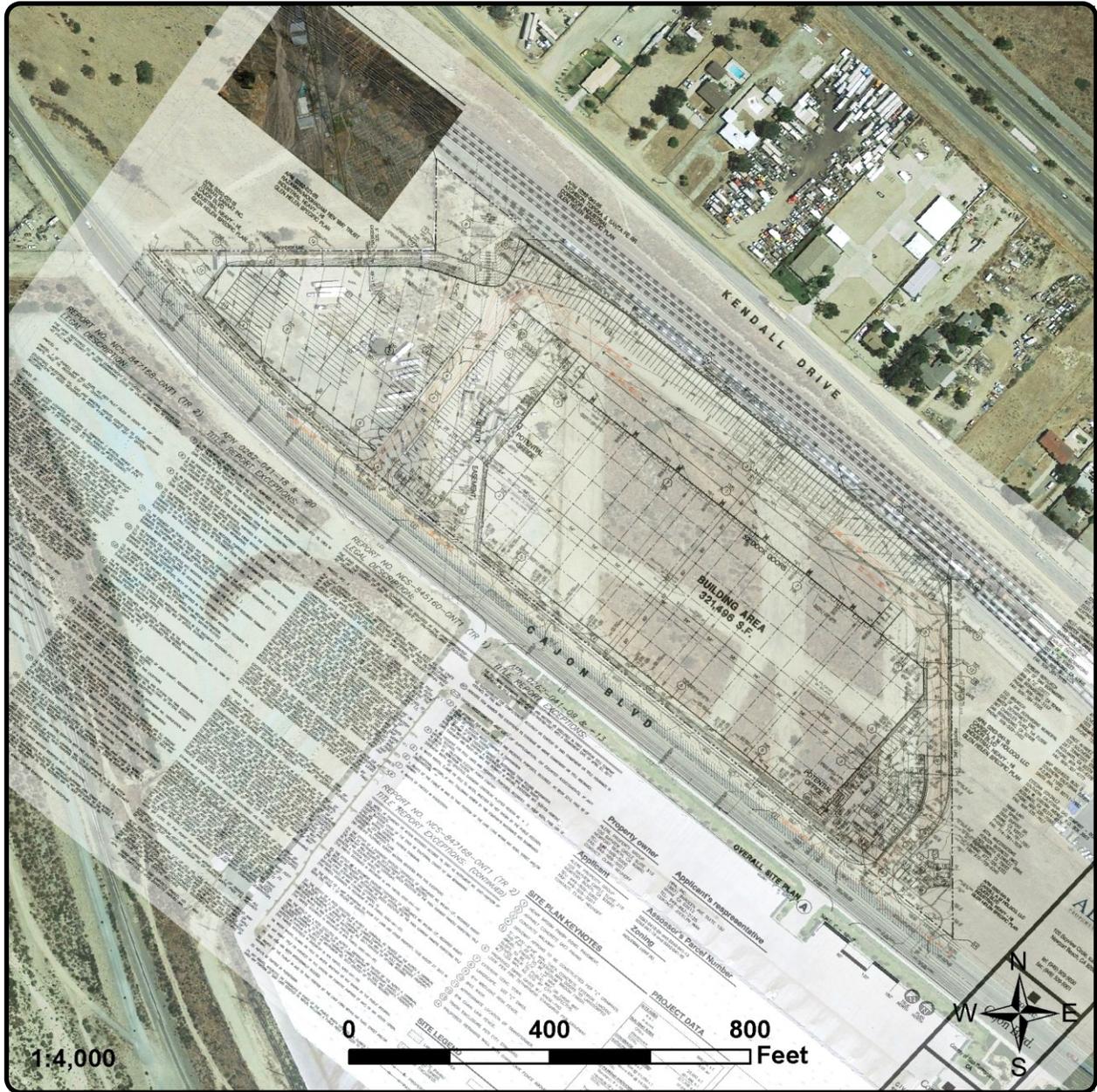
1.4) Cultural Resources Staff

The records search and pedestrian survey was completed by Shannon M. Smith, Sr. Archaeologist for L&L. Recordation of Cajon Historic Site and Historic Isolates-1, -2, and -3 was also completed by Shannon M. Smith. The assessment, including a field visit, for 36-010315 and associated portions of the report, including CEQA regulations, was completed by Architectural Historian Carole Denardo, M.A., RPA from Provenience Group. The Route 66 assessment was prepared jointly between Ms. Denardo and Anna Hoover, M.S. RPA, Sr. Ethnoarchaeologist for Cultural Geographics Consulting, LLC (CGC) and L&L consulting Sr. Ethnoarchaeologist/Principal Investigator. The report was prepared by Anna Hoover. L&L CEO/Principal Project Manager Leslie Irish provided quality control oversight. Professional qualifications for all team members are located in Appendix A.

1.5) Environmental Setting

1.5.1) Existing Land Use/Topography/Geology

The Project area can be characterized as disturbed. The northern portion of the property is currently being used for storage of semi-trucks, a temporary storage bin, and various pieces of gunite mixing equipment from a previous swimming pool business. The southern portion of the Project contains dirt roadways and vegetation. Land surrounding the Project is generally characterized by industrial developments to the south and southwest; railroad and freeway transportation routes to the east and northeast; and vacant land to the northwest. Located on a slightly raised bench within the historic flood plain between Cajon Wash and Cable Creek, the Project terrain is relatively flat with a slight slope that drops downward to the southeast. Topographically, the Project area has a combined vertical relief of roughly 45 feet,



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Figure 4

Development Plan
(Photo obtained from Google Earth, June 2017)

Cajon Blvd. Project, San Bernardino Area
County of San Bernardino, California

with elevation ranging from approximately 1,800 feet AMSL at the southeastern corner of the site to 1,845 feet AMSL at the northwestern boundary.

Soils observed within the northern disturbed portion of the property are either compacted or contain remnants of imported gravel and asphalt paving. The southern portion of the property contains soils that are compacted where there are roadways but appear sandy in less disturbed areas and adjacent to the railroad tracks along the northeast. The Project area is a mixture of Soboba gravelly loamy sand (0-9% slopes) and Tujunga gravelly loamy sand (0-9% slopes). The majority of the survey area is characterized as Tujunga gravelly loamy sand (USDA SSURGO 2018).

1.5.2) Water Resources

Cajon Wash is located approximately 500 feet west of the Project area, with Cable Creek approximately the same distance to the east.

1.5.3) Vegetation

Current vegetation in the northern portion of the Project area is minimal, mostly due to the truck parking and storage bin and equipment placement. This area has been almost entirely disturbed and soils are either compacted or covered with gravel/asphalt and only non-native weeds were observed.

The southeastern half of the Project area has been mown around the exterior boundaries and in a cross pattern through the center of the site, possibly as a firebreak. In these areas, the limited vegetation that was observed during the survey tended to be mostly weedy and invasive, including species such as non-native grasses (*Schismus* and *Bromus* spp.), annual sunflower (*Helianthus annuus*), Russian thistle (*Salsola tragus*), and shortpod mustard (*Hirschfeldia incana*); however, some native habitat is beginning to recover. Although the mown area is heavily disturbed, remnants in the form of native annuals, grasslands, and small plants typical of the habitat were present and soils were not overly compacted. Areas not mown still support good quality plants designated as Alluvial Fan Sage Scrub (AFSS), although non-native grass species are present throughout the understory and along the margins.

Three (3) western sycamore (*Platanus racemosa*) trees and a very large mountain mahogany (*Cercocarpus betuloides*) were observed scattered over the Project area.

Most certainly the vegetation communities were vastly different in the Project area prior to European influence from what exists today. The presence of water from the Cajon Wash and other nearby branching creeks would have supported an abundant floral and faunal community that could have supported or at least supplemented the diets of inhabitants from nearby villages and communities, especially *Muscupibit*, of which the Rancho Muscupiabe would later take its name. The Mojave Trail, which later became Route 66, which ran through Cajon Pass (less than five miles north of the Project area) to the north of San Bernardino, originated as an ancient Native American travel and trade route.

2.0) CULTURAL SETTING

2.1) Prehistoric & Ethnographic Setting

The Prehistoric and Ethnographic Settings can be found in the companion prehistoric report *Phase I Prehistoric Resources Assessment for ±20.03 Acres Located Along Cajon Boulevard, County of San Bernardino, California*, L&L Environmental, Inc., April 2018.

2.2) Historic Setting

The historic period (post-contact) in southern California is commonly presented in terms of Spanish, Mexican, and American political domination. Certain themes are common to all periods, such as the development of transportation, military activities, settlement, and agriculture.

2.2.1) Spanish Period (1769 to 1821)

The first Europeans to travel in the vicinity of the Project area were Spanish soldier Pedro Fages and Father Francisco Garcés. This expedition to locate deserting soldiers brought the group through the foothills of the San Jacinto Mountains and along Coyote Canyon on the southern edge of Riverside County. They then continued into the Anza Valley, the San Jacinto Valley, Riverside, and eventually into San Bernardino and the Cajon Pass. Such expeditions sparked an influx of non-natives to southern California and the first of these groups were the Spanish. Associated with the Spanish migration is the establishment of missions and military presidios along the coast of California. Between 1769 and 1823, Spanish explorers and missionaries established 21 missions, four (4) presidios, and four (4) pueblos between San Diego and Sonoma (Bean and Rawls 1983).

Beginning in the late 18th century, the missions began establishing ranchos for the purpose of expanding their agricultural holdings. The establishment of the ranchos is important to the development of the area as a center of mission activity for inland southern California and it encouraged population expansion into the region.

In 1819, Rancho San Bernardino was formally established. It followed a decision by the heads of the mission system to expand their agricultural holdings into the interior and later establish a chain of additional missions in the desert region (Harley 1989). The direction was made to create an *estancia*, or ranch headquarters, with a chapel that was occasionally visited by church

fathers at the *Guachama Ranchería*. However, local Native American attacks forced the estancia overseers to move the headquarters from the original site to a better-protected location. The *San Bernardino Asistencia*, or sub-mission, was located on high ground approximately one and one-half miles east-southeast of the original estancia. Construction began about 1830 and was not yet finished when the project was abandoned in 1834 (Lugo 1950). The *San Bernardino Asistencia* (36-17534/36-2307/CA-SBR-2307H) is located south of the Project area and is listed as California Historic Landmark (CHL) #42.

2.2.2) Mexican Period (1821 to 1848)

By the early decades of the 19th century, the growth of Spanish California had come to a halt. Embroiled in the Napoleonic wars and a subsequent struggle to evade French rule, Spain was unable to effectively rule its North American colonies. In 1821, and after more than a decade of revolutionary struggle, Mexico achieved independence from Spain and California became a distant outpost of the Mexican Republic. Following Mexican Independence, secularization of the missions and mission holdings took place over the next decade and the former mission lands were transferred to prominent Mexican families.

As more and more settlers with large livestock holdings moved into the area, coupled with the opening of the Old Spanish Trail in 1829, raiders and thieves realized they could easily steal horses and mules, move them through Cajon Pass, and sell them to Fort Bridger, Fort Bent, Saint Louis, settlements in Colorado and New Mexico, and other settlements beyond. One particularly notorious horse thief and all around infamous villain was Thomas “Peg-leg” Smith. With the decline of the fur trade in the late 1830s, Smith turned to kidnapping Native American children to sell to the Mexican haciendas. With undoubtedly many bounties on his head, he fled to California and became a horse thief. He partnered to run raiding parties with his brother-in-law, the famous Ute Chief Colorow Ignacio Ouray Walkara (“Walker” or “Cuaka”), who regularly stopped caravans and demanded tribute for passing through their lands. With the tributes being paid and money from sales of stolen horses and mules, Walkara and his partners were becoming rich, and becoming bold (Dawes 2018).

From the 1830s to the 1850s, California ranchos were hit with a huge wave of rustling. It is estimated that settlers lost 5,000+ horses and an undocumented number of mules and cattle. Thefts were so commonly made by Walkara’s men that he boasted that the ranchers were only allowed in the valley as stock raisers for his special benefit (P-36-015221).

In 1842, Antonio Maria Lugo and his family received from Governor Alvarado the Rancho San

Bernardino, a land grant of approximately 37,700 acres (9 leagues) covering portions of the San Bernardino and Yucaipa Valleys. They occupied a large house and several other buildings constructed at the San Bernardino Asistencia and grazed 4,000-6,000 head of cattle, plus horses and other livestock, on the land (Lugo 1950; Dawes 2018). With such large herds, Lugo continually had problems with theft.

The Lugo family had considerable power and control and worked diligently to bring in new colonists to settle the rancho lands, in exchange for protection of their livestock from raiders and horse thieves in the area. An existing settlement on a bluff near Lytle Creek, known as La Politana, was established as a mission chapel and supply station by Mission San Gabriel. Lugo enticed settlers to join Politana in 1842; however, a year later, a small contingent from the community migrated a few miles west and established the communities of La Placita de Los Trujillos and Agua Mansa along the Santa Ana River on Juan Bandini's Jurupa Rancho. Lugo made the offer to others to settle on his lands to thwart thieves, including Pauline Weaver (originally from Louisiana, a half-Cherokee guide and mountain man famous in Arizona history) and Daniel Sexton (who was involved in the Rowland-Workman Party) (Dawes 2018). Lugo was unsuccessful in his attempts until he met Michael White, who was confident he could do the job.

In 1843, with an application prepared by Bandini and approved by newly appointed Governor Manuel Micheltorena, Michael White (also known as Miguel Blanco) was granted Rancho Muscupiabe, named after the Serrano village *Muscupibit*. It was a beautiful location, at the mouth of Cajon Pass and along the Old Spanish Trail, with running water and rich vegetation. White built a sturdy log home for his family and promptly brought them to live with him. This was a short-lived reunion though. White proved to be ill-equipped for the onslaught of thievery and after only six weeks, he sent his family away. After just nine months, White was forced to leave his land, in debt and bitter (Feller 2017). Rancho Muscupiabe was then in litigation for various reasons for the next several decades.

2.2.3) American Period (1848 to Present)

The Mexican Period formally ended in 1848, following the signing of the Treaty of Guadalupe Hidalgo. This event marked the end of the Mexican-American War and ceded the northern provinces of Mexico to the U. S. The following decades saw an influx of American settlers to the region, sparked by the discovery of gold, agricultural possibilities, and land speculation. Mexican ranchos were subdivided or sold during this period, and much of the land that once constituted rancho holdings became available for settlement by immigrants to California.

In 1850, California officially received statehood and gold was discovered at Sutter's Mill. Peg-leg Smith continued stealing horses from California ranchos, driving them into Idaho and to forts, ultimately selling them to miners and settlers to take across the Old Spanish Trail back to California.

In 1851, under the direction of Charles C. Rich, 437 Mormon colonists from Utah were sent to establish a settlement near Cajon Pass. After striking a deal with the Lugo family, the colonists purchased Rancho San Bernardino and the Lugos moved back to their other land holdings in Los Angeles County. The result of the purchase was San Bernardino, the principal Mormon settlement in California along the "Mormon Corridor," which connected the Utah settlements to the West Coast. It was intended to be a gathering place for immigrants from the Pacific as well as a waystation to assist immigration via the Pacific. Latter-day Saints from the gold fields also congregated there. By 1856, about 3,000 settlers lived in San Bernardino, but the colony was plagued by dissension. In 1857, as the U. S. Army approached Utah, Brigham Young instructed the San Bernardino settlers, along with other outlying settlers, to return to Utah (Encyclopedia of Mormonism 2013).

2.2.4) Energy and the Growth in the West

In 1928, the United States Congress approved the Boulder Canyon Project Act, which permitted development of both the Boulder Dam and All-American Canal. However, construction of Boulder Dam required electrical power, so in 1931, the federal government issued contracts to both the Southern Sierras Power Company and Nevada-California Power Company to construct a transmission line from San Bernardino, California to Boulder City, Nevada. From 1930 to 1931 more than 1,600 transmission towers were erected to span the 225-mile distance. After the new transmission line was completed on June 25, 1931, the steam powered generator at the San Bernardino Substation (later renamed the Calectric Substation) began to transmit 115kV of electrical energy via the transmission line to the Boulder City substation to construct the dam. By August 1937, Boulder Dam generated sufficient power to invert electrical power through the transmission lines back to San Bernardino and the Los Angeles basin (Hahn and McElroy 2010; Williams 2015). Through an act of Congress in 1947, Boulder Dam was officially renamed Hoover Dam (Pfaff 2007). As a result of a merger with the California Electric Power Company in 1964, Southern California Edison Company received the Boulder-San Bernardino Transmission Line (Hahn and McElroy 2010, Williams 2015).

Most of the original transmission line towers were an H-frame steel structure design (Standard Tower) measuring 52 feet tall and spaced generally about 750 feet apart. However, based on

the topography, it was also necessary to use other types, including HD (Dead End Tower), AL (A-Frame Tower), AP (Angle Structure Tower), T (Transposition Tower), and SW (Sectionalizing Switch Tower) designs (Hahn and McElroy 2010, Williams 2015).

Today, there are six (6) segments of the San Bernardino to Hoover Dam Transmission Line. Extending from west to east they comprise: 1) Arrowhead-Calelectric-Devil Canyon-Shandin portion, where the project area is located, 2) Victor-Aqueduct-Phelan, 3) Victor-Black Mountain-Sopport-Southcap-Southdown, 4) Gale-PS512, 5) Cool Water-Gale (post 1959), and 6) Eldorado (Ivanpah)-Baker-Cool Water-Dunn-Siding-Mountain Pass. Besides the original San Bernardino and Hoover substations, new substations were built periodically to modernize the transmission line (Hahn and McElroy 2010; Williams 2015).

2.2.5) Transportation in Northern San Bernardino

The major trail system that ran through Cajon Pass, north of the Project area, was originally a trade and travel route used by Native Americans for a long time prior to the arrival of the Spanish. In 1769, Frances Garcés followed the trail to “discover” this portion of Southern California. Dubbed the Mojave Trail, it ran through the gap between the San Bernardino and San Gabriel mountains, continuing along the Mojave River and as far east as the Colorado River. Mexicans in California used it as a trade route to the territories of New Mexico and Arizona for the next century, but it was only generally attempted annually due to its difficulty and dangers. In 1829-30, Santa Fe merchant Antonio Armijo, blazed a new route, along with a party of 60 traders, in what was to become known as the Old Spanish Trail. This new route not only opened the San Bernardino area to new supplies and products that were previously difficult to obtain, but left it vulnerable to cattle, horse, and mule thieves, as discussed above. However, only the brave attempted the trail, as its approximate 700 miles ran through areas of high mountains, arid deserts, and deep canyons. It is considered one of the most arduous of all trade routes ever established in the United States. The trail saw extensive use by pack trains from about 1830 until the mid-1850s (www.oldspanishtrail.org).

Although California became a state in 1850, it remained largely isolated from the eastern United States until the First Transcontinental Railroad was completed in 1869, connecting the existing eastern rail line in Omaha, Nebraska/Council Bluffs, Iowa with San Francisco Bay. Until then, various in-state rail lines connected northern and southern California. In 1883, California Southern Railroad (CSR) linked San Bernardino to San Diego in the south and to Barstow in the north via a line that borders the northeast portion of the Project area. Cutting north through Cajon Pass, it connects with the main line of Santa Fe’s First Transcontinental Railroad

(www.theRoute-66.com). However, the CSR didn't last long. The rail line was leased to Atchison, Topeka & Santa Fe in 1884 and was fully acquired by AT&SF in 1897. AT&SF officially merged with Burlington Northern Santa Fe (BNSF) in 1996, which currently owns the rail line along the Project boundary. Completion of the BNSF (AT&SF) line, the second transcontinental railroad to reach California, signaled the demise of the transportation monopoly Southern Pacific Railway had enjoyed in the state and was a direct factor in the great land boom of the 1880s, to which the roots of numerous Southern California cities and towns can be traced (Martinez and Connolly 2013). Because of the rail line's significance, it was determined eligible for the NRHP in 1998.

By the early 1900s, the automobile was becoming more prevalent and better roads were needed for new motorists. This led to creation of the National Old Trails (N.O.T.) Association and a grand vision for a motorcar connection between Los Angeles and New York. Their transcontinental highway ran beside the BNSF (AT&SF) railroad tracks from Los Angeles, through San Bernardino, across Cajon Pass, through Barstow, and eventually crossed into Arizona. In the San Bernardino area, the Automobile Club of Southern California (ACSC) shows on its 1915 map the N.O.T. road heading from Devore (at the foot of Cajon Pass), through Verdemon Station, where it crossed the train tracks a few hundred feet north of the Project area and headed along Cajon Avenue (Boulevard) northeast and south of the Project area (www.theRoute-66.com).

In 1926 the route was designated U. S. Highway 66 and it incorporated much of the N.O.T. There are two roads that lead into San Bernardino, both split off at the intersection of Cajon Boulevard and Kendall Drive a few hundred feet north of the Project area: one heads into the City via Cajon Boulevard and Mt. Vernon Avenue several miles southeast of the Project area (known as the Alternate 66) and the other extends along Kendall Drive on the eastern side of the BNSF Railroad, northeast of the Project and into the City via North E Street (known as the City 66) (www.theRoute-66.com).

Historic Route 66 was the nation's first all-weather highway linking Chicago, Illinois to Santa Monica, California and was part of the first nationally designated highway system. More widely known as Route 66, the romance and nostalgia of the road was popularized in story, song, film, and television. Nicknamed the "Mother Road" in John Steinbeck's *The Grapes of Wrath*, Route 66 became a principle east-west highway in America's westward expansion.

According to the National Park Service (NPS) Route 66 Corridor Preservation Program, "Historic Route 66 represents an outstanding example of the transition from dirt track to

superhighway. Not only does Route 66 underscore the importance of the automobile as a technological achievement, but, perhaps equally important to the American psyche, it symbolized unprecedented freedom and mobility for every citizen who could afford to own and operate a car.” Its use and popularity through the early and mid-twentieth century was instrumental in bringing an influx of people, goods, and ideas that enhanced the settlement and growth of the southern California region (Hamilton 2011).

3.0) REGULATORY SETTING

3.1) Regulatory Setting

Government agencies, including federal, state, and local agencies, are required to comply with laws and regulations designed to consider, protect, and/or mitigate for significant historic, archaeological, and cultural resources that may be affected by project undertakings and activities. Under CEQA, public agencies must consider the effects of their actions on both historical resources and unique archaeological resources. Pursuant to Public Resources Code (PRC) Section 21083.2, an agency is required to determine whether proposed projects would have effects on unique archaeological resources. Section 21084.1 states that a project that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Historical resource is a term with a defined statutory meaning (see PRC Section 21084.1 and CEQA Guidelines, Section 15064.5(a) and (b)).

The CRHR was created in 1998 by an act of the State Legislature. Under the provisions of that legislation, the following historic resources are automatically included in the California Register:

- Resources formally determined eligible for, or listed in, the National Register of Historic Places through federal preservation programs administered by the Office of Historic Preservation, including the National Register program; the Tax Certification program; National Historic Preservation Act Section 106 reviews of federal undertakings;
- State Historical Landmarks (SHL) numbered 770 or higher; and
- Points of Historical Interest (PHI) recommended for listing in the California Register by the State Historical Resources Commission.

For the purposes of CEQA, resources eligible for or listed in the California Register are, by definition, “historical resources.” Additionally, resources included in a local register of historical resources or deemed significant (i.e., given a status code 3-5 in a survey meeting OHP’s requirements) are presumed to be historically or culturally significant for purposes of CEQA. Unless a resource listed in a survey has been demolished, lost substantial integrity, or there is a preponderance of evidence indicating that it is otherwise not eligible for listing, a lead agency should consider the resource to be potentially eligible for the CRHR (PRC, Section 5024.1 and California Code of Regulations, Title 14, Section 4850) (OHP 2004).

In addition to assessing whether historical resources potentially impacted by a proposed project are listed or have been identified in a survey process, lead agencies have a responsibility to evaluate them against the CRHR criteria prior to making a finding as to a proposed project's impacts to historical resources (PRC, Section 21084.1 and CEQA Guidelines, Section 15064(a)(3)). An impact would be considered significant if the proposed Project affects the qualities that render a resource eligible for listing in the NRHP or the CRHR. The following criteria were used to evaluate the significance of potential impacts to cultural resources for the proposed Project.

In September 2014, California Governor Jerry Brown approved AB 52, which established a new category of resources that must be accounted for under CEQA known as "tribal cultural resources" or TCRs. In identifying and evaluating TCRs, tribal values, perspectives, and worldviews are prioritized and steps must be taken to include California Native American tribes, who:

. . . may have expertise with regard to their tribal history and practices, which concern the tribal cultural resources with which they are traditionally and culturally affiliated. Because the California Environmental Quality Act calls for a sufficient degree of analysis, tribal knowledge about the land and tribal cultural resources at issue should be included in environmental assessments for projects that may have a significant impact on those resources.

AB 52 further states "that California Native American tribes traditionally and culturally affiliated with a geographic area may have expertise concerning their tribal cultural resources" (21080.3.1(a)). Due to the influence of the mission system on Native American tribes in California, historical resources may also be considered Native American resources and/or TCRs. However, for the purposes of this Project AB 52 and other Native American concerns have already been addressed from an archaeological viewpoint in the companion prehistoric report.

3.1.1) Federal Significance Criteria

Evaluation of a resource for listing on the NRHP requires that specific elements be addressed: 1) criteria of significance and 2) integrity of the property.

Regulations found in Title 36 Code of Federal Regulations (CFR) Part 60.4 list the criteria for evaluating site significance for listing on the NRHP. Following the standards and guidelines, resources are considered significant if they meet at least one (1) of four (4) significance criteria (A-D), retain integrity, can be correlated to one (1) of five (5) recognized property "types"—

object, site, building, structure, historic district—and are at least 50 years old. In rare cases, historic properties or places may be considered significant if they are of exceptional value and do not meet any other requirements. The criteria for determining significance of a property are based on:

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

In addition to meeting one (1) of the significance criteria listed above, a property must also demonstrate a sufficient degree of integrity so that it is capable of conveying such significance (Hardesty and Little 2000). The seven (7) elements of integrity identified by the NRHP consist of location, design, setting, materials, workmanship, feeling, and association. Importantly, “[d]etermining which of these aspects are most important to a particular property requires knowing why, where, and when the property is significant” (NPS 1997:44).

3.1.2) State Significance Criteria

Given that the CRHR was modeled after the NRHP, it has very similar eligibility criteria. Generally, to be considered significant under CEQA, a resource must possess integrity and demonstrate eligibility under at least one (1) of the following criteria (California Code of Regulations 15064.5):

- 1. Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- 2. Is associated with the lives of persons important in our past;
- 3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- 4. Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

As noted above, CEQA also requires lead agencies to consider whether projects will impact

unique archaeological resources. PRC Section 21083.2(g) states that a unique archaeological resource is an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

- Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
- Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
- Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Treatment options under Section 21083.2 include activities that preserve such resources in place and in an undisturbed state. Other acceptable methods of mitigation under Section 21083.2 include excavation and curation, or study in place without excavation and curation (if the study finds that the artifacts would not meet one or more of the criteria for defining a unique archaeological resource). It is important to note that Native American tribes handle resources per their traditions and cultural heritage, which may not necessarily align with Federal and State regulations. Further consultation between the lead agency and interested Native American tribes is recommended to determine appropriate mitigation language and their recommended treatment option preferences.

3.1.3) Local Regulations

San Bernardino County General Plan

The County of San Bernardino addresses cultural resources in Chapter 82.12 (“Cultural Resources Preservation (CP) Overlay”) of the Code of Ordinances (Ord. 4011, passed 2007, amend 2018): in the San Bernardino County General Plan (<http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf>).

§ 82.12.010 Purpose.

The Cultural Resources Preservation (CP) Overlay established by §§ 82.01.020 (Land Use Plan and Land Use Zoning Districts) and 82.01.030 (Overlays) is intended to provide for the identification and preservation of important archaeological and historical resources. This is necessary because:

- (a) Many of the resources are unique and non-renewable; and

- (b) The preservation of cultural resources provides a greater knowledge of County history, thus promoting County identity and conserving historic and scientific amenities for the benefit of future generations.

§ 82.12.020 Location Requirements.

The CP Overlay may be applied to areas where archaeological and historic sites that warrant preservation are known or are likely to be present. Specific identification of known cultural resources is indicated by listing in one or more of the following inventories:

- (a) California Archaeological Inventory;
- (b) California Historic Resources Inventory;
- (c) California Historical Landmarks;
- (d) California Points of Historic Interest; and/or
- (e) National Register of Historic Places.

§ 82.12.030 Application Requirements.

The application for a project proposed within the CP Overlay shall include a report prepared by a qualified professional that determines through appropriate investigation the presence or absence of archaeological and/or historical resources on the project site and within the project area, and recommends appropriate data recovery or protection measures.

The measures may include:

- (a) Site recordation;
- (b) Mapping and surface collection of artifacts, with appropriate analysis and curation;
- (c) Excavation of sub-surface deposits when present, along with appropriate analysis and artifact curation;
- (d) Preservation in an open space easement and/or dedication to an appropriate institution with provision for any necessary maintenance and protection; and/or
- (e) Proper curation of archeological and historical resource data and artifacts collected within a project area pursuant to federal repository standards. Such data and artifacts shall be curated at San Bernardino County Museum. Pursuant to State Historical Resources Commission motion dated February 2, 1992, the repository selected should consider 36 C.F.R. 79, Curation of Federally-owned and Administered Archaeological Collection, Final Rule, as published Federal Register, September 12, 1990, or a later amended for archival collection standards.

§ 82.12.040 Development Standards.

- (a) The proposed project shall incorporate all measures recommended in the report required by § 82.12.030 (Application Requirements).
- (b) Archaeological and historical resources determined by qualified professionals to be extremely important should be preserved as open space or dedicated to a public institution when possible.

Glen Helen Specific Plan

The Glen Helen Specific Plan was prepared for the County of San Bernardino in 2005, with revisions adopted in 2015 (Glen Helen Specific Plan 2015), and provides guidance for development within its various sub-areas. The Project area falls within the Cajon Boulevard and Kendall Drive sub-area and is bordered by the Devore sub-area on the north; the City of San Bernardino on the west/southwest; and the County of San Bernardino on the south and east.

The residential community of Devore Heights is adjacent to the project area on the northeast... The City of San Bernardino extends around portions of the [Glen Helen] Specific Plan area, creating a long peninsula of unincorporated land along Cajon Boulevard and Kendall Drive. This stretch of the Specific Plan area is within the City of San Bernardino Sphere of Influence. Residents and business owners from the Devore Tract as well as those along Cajon and Kendall have played an active role in shaping this Plan. The western portion of the Specific Plan area includes San Bernardino County territory that is within the City of Rialto Sphere of Influence (ibid: p. 1-4).

...

GH2.0205 General Provisions

The Specific Plan area has been divided into smaller sub-areas that are distinguishable in terms of existing uses, terrain, and access considerations. Six planning sub-areas have been identified...

Cajon and Kendall Corridors: These planning sub-areas comprise a long, narrow strip of County of San Bernardino territory along Cajon Boulevard and Kendall Drive, sandwiched between the City of San Bernardino extension along Cajon Creek and the I-215 Freeway. It is characterized by long, narrow lots generally backing up to the freeway. Because of its location in the unincorporated peninsula, the County of San Bernardino disposal site area is included in the Kendall Corridor planning sub-area, despite the fact that it differs substantially in character from the remainder of the corridor (ibid: p2-3).

The Cajon and Kendall Corridor is zoned for Heavy Industrial (HI). According to the Specific plan, "The intent of the Heavy Industrial zone is to provide for certain industrial uses that include primary outdoor storage. The Heavy Industrial zone is generally located in areas that are served by the railroad, are not visible from Scenic Corridors, and/or allow for additional screening from public views."

Regarding historical resources, specifically Route 66, the Specific Plan states: "Even with the changes that have taken place, Glen Helen is known as an area that respects and retains its historic roots. Its connection with old Route 66 and rural roots, as part of the historic Devore community, will be carried through in its design themes and cultural activities. An ongoing Glen

Helen Community Improvement Organization could oversee implementation of the Plan and flag the need for actions, including its update or modification when needed (p. vi).” It is presumed that the proposed Improvement organization as recommended above has not yet been implemented.

The Specific Plan does not acknowledge that Route 66 passes to the south, through the Cajon and Kendal Corridor sub-area. Thus, no requirements or mitigation recommendations for direct impacts or viewshed impacts are provided.

Guiding portions of the Specific Plan that may affect historical resources located in the Project area include sewer and water, landscaping, and streetscaping. The pertinent sections are referenced below:

3. Cajon Corridor and Kendall Corridor Planning Sub-Areas. In this area, the existing septic systems can remain until new development proposals exceed existing capacities. This will be determined on a case-by-case basis as new project applications are submitted to the County. However, the City of San Bernardino Sewer System has master planned new 15-inch sewer mains along Cajon Boulevard, Kendall Drive, and a segment of Palm Avenue between the freeway interchange and Cajon Boulevard (See Exhibit 2-10). A portion of the sewer main along Cajon Boulevard is already installed. These lines can accommodate future wastewater demands associated with development in these planning sub-areas. Landowners within this area are currently within the City’s Sphere of Influence. Once the sewer system is in place, landowners will have the option of connecting to the City’s sewer system on a parcel-by-parcel basis. As a condition of the connection, landowners may be required, at the City Council’s discretion, to annex into the City of San Bernardino, conduct new studies required by the City and pay all associated fees to the City. (Projects located outside of the City’s Sphere of Influence requesting service by the City may also be required to annex to the Sphere of Influence and to the City prior to approval of service.)

....

GH3.0105 General Provisions: The landscaping standards set forth in Chapter 83.10 (Landscaping Standards) of the County Development Code shall apply to all projects within the boundaries of this Specific Plan.

GH3.0110 Streetscape: The following guidelines for major street [Cajon Blvd] and freeway edges are intended to:

1. Reinforce hierarchy of vehicular circulation through variation in street scenes;
2. Set design themes/ambience for land use areas;
3. Function as windbreaks, visual framework; to denote transition between uses, and activity areas such as pedestrian crossings and arrival/major access points to developments; to frame view windows to special natural or manmade features; and to screen undesirable elements from public’s view;

4. Ensure a consistent/continuous look and quality of design along the major thoroughfares within the project area;
5. Ensure the intended aesthetic quality and functionality of the roadway is achieved; and
6. Minimize potential conflict between pedestrians and vehicular traffic.

The following general guidelines apply to Glen Helen Parkway, Glen Helen Road, Cajon Boulevard, Kendall Drive, and the edges of the I-15 and I-215 Freeways and are illustrated on Exhibit 3-1, Landscape Conceptual Plan:

1. A hierarchy in the street scene shall be established through variation of setback width and landscape design. Landscape setbacks set forth in Division 2 of this Plan shall be those areas required to be landscaped.
2. Streetscapes shall be designed to calm traffic along the roadways especially where pedestrian crossings occur. This is particularly critical where visitor pedestrian traffic is expected to be high.
3. Focal points shall be placed at major intersections while landscaping along the roadways shall have minimal accent planting to promote a strong continuous edge.
4. Plant materials shall include species that are native or drought tolerant, good windbreaks and known to survive well in the local climate and soil.
5. Maximize windbreak effect through proper placement and spacing of plant materials.
6. All major street trees referenced in these guidelines shall be a minimum 24 inches box except Eucalyptus species which shall be five gallons. Shrubs/hedges are to be minimum one gallon when installed.
7. All other trees shall be 15 gallons.
8. Landscape berms shall average no more than four feet in height. Slopes shall average 3:1 and no steeper than 2:1.
9. Streetscape shall be maintained year round. Deceased plants shall be replaced promptly with materials comparable in size to existing plants.
10. The landscape area along the major circulation network within the Specific Plan area is summarized in Table 3.1 as follows:

(c) Streetscape Design Guidelines

5. Cajon Boulevard/Kendall Drive

- a) The streetscape on Cajon Boulevard and Kendall Drive shall be formal, clean and simple to reflect a more urban characteristic.
- b) The streetscape zone is comprised of a 12-foot public right-of-way and a 15-foot minimum landscape setback at the adjoining property.
- c) The 12-foot right-of-way incorporates a five-foot sidewalk adjacent to the street curb and a seven-foot landscaped parkway.
- d) Major street trees on the parkway shall be planted in uniform spacing at 25 feet on center. Recommended parkway street trees are *Prunus caroliniana*.

- e) Within 15-foot landscape setback area, incorporate a continuous berm with uniform slope three feet above the top of the street curb. The berm shall be planted with informal clusters of evergreens trees planted averaging 40 feet on center. Recommended street trees are *Liquidamber styraciflua* and *Pinus canariensis*.
- f) A row of shrub/hedge three feet in height shall be planted at the backside of the berm. The remaining areas on the berm shall be covered with drought tolerant groundcover and/or turf. Maximum slope for turf is 3:1 and maximum slope for groundcover is 2:1.
- g) No raised median is required.

4.0) METHODS

4.1) Methods

The primary purpose of this assessment is to determine whether historic and cultural resources greater than 45 years of age under CRHR and 50 years of age under the NRHP are located within or near the Project area and whether these resources will be, or could be, impacted by the proposed Project. To accomplish this, historic research, a pedestrian survey, and historic-related follow-up field visits were conducted. The results of these efforts assist in determining if resources are present and, if present, considered eligible for inclusion in the NRHP, CRHR, or local designation. This allows for the consideration of the impacts of the proposed Project on historic and cultural resources, including resources considered significant under the parameters of the Regulatory Setting. As prehistoric resources have been previously assessed in the companion report, assessment for historic resources in this report included the following tasks:

- Review of regional history and previous resource sites and studies within the Project area and the vicinity.
- Examination of archival topographic maps and aerial photographs for the Project area and the general vicinity.
- Conduct a non-collection Phase I intensive pedestrian survey of the Project.
- Photograph and record historic resources and isolates located within the Project.
- Evaluate the potential for the proposed Project to result in significant impacts to historic resources.
- Complete new and updated Department of Parks and Recreation (DPR) forms.
- Develop recommendations associated with impacts to resources following the guidelines as outlined in the Regulatory Setting.

4.1.1) Records Search

L&L Senior Archaeologist Shannon M. Smith conducted a records search at the SCCIC at California State University, Fullerton (Appendix B). The records search consisted of a check for previously recorded archaeological and historic resource sites and isolates and previous studies on or within a one-mile radius of the Project area. The records search also included a review of the NRHP, Archaeological Determinations of Eligibility (ADOE), and the OHP Historic Property Data File (HPDF).

4.1.2) Historic Records Review & Research

L&L reviewed available information available from the BLM, including maps and GLO records pertinent to the Project area (BLM 2018). Archival topographic maps and aerial photographs containing the Project area were also reviewed (NETR 2018). Documents available from the SHPO, including CHL and CPHI, and the NRHP were also reviewed. Several additional documents were reviewed for the assessments including the Southern California Edison Historical Era Electrical Infrastructure Management Plan (2017) and the Bureau of Land Management California Historic Route 66 Needles to Barstow Corridor Management Plan (2015). Additional references can be found in Section 9.0.

4.1.3) Native American Coordination

Documentation regarding Native American coordination for this Project is included in the companion prehistoric report (*Phase I Prehistoric Resources Assessment for ±20.03 Acres Located at Cajon Boulevard, County of San Bernardino, California* by L&L Environmental, Inc., May 2018).

4.1.4) Pedestrian Survey and Site Visits

The primary purpose of the pedestrian survey was to locate and document previously recorded or new archaeological resource sites or isolates that are more than 45 years old within the Project boundaries and, if present, to determine whether such resources will be or could be impacted by Project implementation. An intensive pedestrian survey was completed using north-south trending transects at intervals of no more than 10 meters.

4.1.5) Documentation of Historic Resources

Digital photographs were taken during the site survey and notes were taken to characterize conditions in the Project area. Previously recorded resource locations were revisited and documented by the surveyor and Project architectural historian. Newly identified, unrecorded resources were measured, photographed, and mapped in the field. Location information was also obtained for all resources via Universal Transverse Mercator (UTM), North American Datum of 1983 (NAD83). All data obtained in the field were recorded onto DPR 523 Forms.

5.0) RESULTS

5.1) Records Search

L&L Archaeologist Shannon M. Smith conducted the records search on January 3, 2018 at the SCCIC (Appendix B). The records search included the proposed Project area and all land found within a one-mile radius (Appendix B).

The results indicated that only one (1) survey has been conducted within the Project boundaries, which was for a segment of the historic Boulder Dam-San Bernardino Transmission Line (P-36-010315). The survey was linear and did not incorporate the entire Project area.

A total of 11 sites and activity areas were identified within the one-mile radius:

- Two (2) undetermined prehistoric or historic (rock alignments).
- One (1) unknown resource.
- Eight (8) historic resources:
 - Two (2) foundations and associated trash scatters;
 - One (1) trash dump;
 - One (1) NRHP-eligible rail line;
 - One (1) NRHP-eligible transmission line;
 - One (1) NR-listed Route 66 segment;
 - One (1) historic levee; and
 - One (1) pending historic resource (water tributary study).

One (1) previously recorded site, an SCE transmission line, is located within the Project boundaries (P-36-010315). One (1) previously recorded site (P-36-002910: a segment of Route 66), while not in the Project development footprint, is required to be impacted pursuant to County roadway improvement standards and is therefore, addressed in more detail in this study. One (1) site borders the northeastern Project boundary but is not within the boundaries or proposed for impacts (P-36-006793: segment of the BNSF (AT&SF) Rail line). These previously recorded resources and their locations relative to the Project area are outlined below in Table 1.

Table 1. Previously Recorded Resources Located Within One Mile of the Project Area

Resource Number	Recorder Name and Date	Resource Description	Within ~One to 0.50 Mile Radius	Within ~0.50 to 0.25 Mile Radius	Within ~0.25 Mile Radius	Within Project Area?
P-36-002910	Historical Point of Interest, Arda M. Haenzel, 1962 (original)	NRHP-listed Route 66 segment	●	●	●	Yes
P-36-006793	Multiple Recorders Michael K. Lerch & Assoc, 1990 (original)	Historic NRHP-eligible AT & SF Rail Line	●	●	●	No
P-36-007031	Frank Ritz, 1990	House foundation, small cellar, standing rock wall, misc artifacts	●	—	—	No
P-36-010221	Richard Shepard, 2000	Concrete building foundations, wall remnants, trash scatter	—	—	●	No
P-36-010315	N. Neunenschwander and J. Miller (original)	NRHP-eligible/CRHR listed Boulder Dam-San Bernardino transmission line	●	●	●	Yes
P-36-14463	Michael Dice, 2008	Rock alignment	●	—	—	No
P-36-14464	Michael Dice, 2008	Rock alignment	●	—	—	No
P-36-14897	Andrews & Akyuz, 2009	Can and bottle dump	—	●	—	No
P-36-014898	Andrews & Akyuz, 2009	Cable Creek Levee	●	—	—	No
P-36-006094	---	Unknown	—	●	—	No
PH1071-25H	Unknown	Pending Record: Diversions of Tributaries Upstream from Cucamonga Creek	●	—	—	No

The SCCIC records search also indicated that within a one-mile radius, 25 archaeological studies have been conducted; however, the majority of the studies were linear surveys, resulting in only approximately 20 percent of the land within the one-mile radius being formally surveyed. Survey coverage varies throughout the search radius, with lands located within one-quarter mile exhibiting less than five percent coverage, between one-quarter and one-half mile approximately 15 percent coverage, and between one-half and one mile of the Project area exhibiting about 10 percent coverage. The details of these reports are summarized below in Table 2.

Table 2. Previous Cultural Resources Studies Within One Mile of the Project Area

Report #	Date	Rsrcs	Report	Author
SB-00713	1978	Yes	Final: Cultural Resources Evaluation for the Naval Petroleum Reserve No. 1 (Elk Hills) to Rialto Crude Oil Pipeline	Chavez, David
SB-01821	1988	No	Cultural Resource Survey and Clearance for an AT&T Fiberoptic Communication Cable Re-Route from San Bernardino Northwest to San Bernardino National Forest Boundary	Peak & Associates, Inc.
SB-02042	1989	No	Cultural Resources Survey Report for the 10 Acre Verdemont Site in San Bernardino County, California	Macko, Michael E., Roger D. Mason, and Richard H. Osborne
SB-02679	1992	No	Archaeological Investigations at the Abbey Way Well Site Property for the East Valley Water District, San Bernardino County, California	Mckenna, Jeanette A.
SB-03647	1999	No	An Archaeological Assessment of TT 13630, An 11.42 Acre Parcel Located Adjacent to Belmont Ave in the Verdemont Area of the City of San Bernardino	White, Robert and Laurie White
SB-03711	2000	Yes	Cultural Resource Record Search & Survey Report for Level 3 Fiber Optic Project: WSO 4 Devore Alternatives, San Bernardino County, CA	Shepard, Richard
SB-03771	2002	Yes	Phase I Cultural Resource Assessment for the Proposed Village at Victorville Project, City of Victorville, San Bernardino County, CA	Brock, James
SB-04366	2002	No	Proposed Wireless Device Monopole and Equipment Cabinet, Little League Site 3652 W. Little League Dr, San Bernardino CA	Budinger, Fred E.
SB-04551	2005	Yes	Cultural Resources Evaluation Report: BNSF Railway Bridge Over Cajon Blvd, BNSF Mile Post 72.31 Devore-Verdemont Area, San Bernardino County, CA	Tang, Bai and Michael Hogan
SB-04720	2006	No	Cultural Resources Assessment for the Verdemont Heights Towne Center Project, San Bernardino County, California	Fulton, Terri and Deborah McLean
SB-04721	2005	No	Phase I Cultural Resource Survey of the Ranch Country View Estates Project near Cable Creek and Interstate 215, County of San Bernardino, California	Dice, Michael, Peter Messick, and Jay Keasling
SB-04723	2004	No	CA-8533-A/Bailey Canyon	Lambert, Meranda
SB-05272	2006	No	Archaeological Survey: Palm Connector, Verdemont Phase I Project, City of San Bernardino, San Bernardino County, California	Hogan, Michael
SB-05546	2007	No	Historical/Archaeological Resources Survey Report: Verdemont Area Water Infrastructure Improvements Project In and Near the City of San Bernardino, San Bernardino County, California.	Bodemer, Clarence and Daniel Ballester
SB-06057	2008	No	Identification and Evaluation of Historic Properties: Palm No. 3 Reservoir Project, City of San Bernardino, San Bernardino County, California	Encarnacion, Deirdre
SB-06395	2005	No	Cultural Resources Assessment Report Kmep Calnev 8" Mainline Inspection Colton to Barstow and Barstow to Bracken, San Bernardino County, California and Clark County, Nevada, 18 Anomalies	Allan, James M., Kearney, Kyle, Jenni Price, and Adam Marlow

Report #	Date	Rsrcs	Report	Author
SB-06648	2009	No	Cultural Resources Record Search and Archaeological Survey Results for the Proposed Royal Street Communications, California, LLC, Site LA3588A (Bailey Canyon TowerCo CA2794) Located at 6707 Little League Drive, San Bernardino, San Bernardino County, California 92407	Wlodarski, Robert J.
SB-06971	2011	Yes	Historic Property Survey Report for the I-15/I-215 Interchange Improvements Project, Community of Devore, San Bernardino County, California	Goodwin, Riordan
SB-06987	2009	Yes	Archaeological and Paleontological Resources Assessment Report with Mitigation Plan for the Spring Trails Project, City of San Bernardino, California	Harper, Veronica; Sherri Gust, and Kim Scott
SB-07623	2014	Yes	Cultural Resources CRHR/NRHP Review of the 105 Mile Portion of the Arrowhead-Calelectric-Devil Canyon-Shandin 115kV Sub-Transmission Line Project, Cajon Creek, San Bernardino County, California	Becker, Wendy L. Tinsley, and Laura Hoffman
SB-07625	2012	No	Cultural Resources Survey Report for Muscoy Groin #2 Storm Drain Project, San Bernardino County, California	Mason, Roger
SB-07636	2011	No	Finding of Effect for the Palm Avenue/Burlington Northern Santa Fe Railroad Grade Separation Project	Hamilton, M. Colleen
SB-07637	2011	No	Historic Property Survey Report- Palm Avenue/BNSF Railroad Grade Separation Project, San Bernardino County, California	Hamilton, M. Colleen
SB-07960	2010	Yes	Class III Cultural Resources Survey Addendum for the Proposed Calnev Expansion Project, California Portion San Bernardino County, California	Self, William
SB-08221	2009	Yes	Cultural Resources Report for the Palm Avenue Grade Separation Project, San Bernardino County, California	George, Joan, Kholood, Abdo-Hintzman, and M. Colleen Hamil

5.2) Historic Records Review

Historic documents and maps available from the BLM GLO website were reviewed to provide information about historic era land use and development within the Project area (BLM 2018). Several GLO Plat maps were available for adjacent Section 1; however, all available maps indicate Section 2 as part of Rancho Muscupiabe, with no additional information (1875, 1883, 1898, 1905, 1921supp, 1980supp).

Historic topographic maps from 1896, 1898, 1901, 1905, 1909, 1913, 1926, 1929, 1936, 1941, 1955, 1959, 1960, 1965, and 1968 were also reviewed (NETR 2018). The AT&SF Rail Line consistently appears in all the maps; however, nothing else shows on the maps until 1936 with the identification of “Nos 66 and 395” on the roadway west of the AT&SF Rail Line (contemporary Cajon Boulevard/Route 66). P-36-010315 (Boulder Dam-San Bernardino Transmission Line) also appears on this early 1936 map. The 1941 topographic map identifies both the community of Verdemont and Kendall Drive (“Alt 66”) east of the Project area. The

1959 topo contains the markings for “shrubland” over much of the land in the Cajon Wash. A possible structure is located within the northwest corner of the Project boundary beginning on the 1968 topographic map. Additional structures appear on modern topographic maps; however, the structures are no longer present on the 2012 maps.

Aerial photographs were also reviewed for the Project. The earliest aerial dates to 1938 and very clearly shows Route 66, Kendall Drive, (BNSF) AT&SF Rail Line, and the Boulder Dam-San Bernardino Transmission Line. No additional features appear on the Project until 1959 when three (3) structures appear on the northwest corner of the property. A larger building appears on the 1966 aerial, presumably all associated with the Al-Jo Lumber Company, which was established circa 1957. The amount of disturbance and usage of this northern part of the Project area increases until contemporary times (1968, 1980, 1995, 2002, 2005, 2009, 2010, 2012, 2014).

The 2017 geotechnical study prepared for the Project was reviewed for additional information related to prior subsurface impacts. Based on soil borings, the study stated that native soils exist below two feet of the ground surface with the potential for uncovering unknown areas of disturbance during construction. Known subsurface impacts are anticipated to correspond with the above described activities as well as an underground storage tank removal occurring sometime in the 1990s.

Documents available from the SHPO, including CHL and CPHI, and the NRHP were also reviewed. The OHP Archaeological Determinations of Eligibility (DOE) forms indicated that P-36-010315 and P-36-002910 are both listed. Additionally, the National Old Trails Monument located in Needles, CA is California State Historical Landmark #781, approved in 1962 by the State Park Commission. Although not located on this Project, the monument is an important part of the historic Route 66 highway system and is part of the DPR forms.

5.3) Native American Coordination

All Native American coordination is documented in the companion report, *Phase I Prehistoric Resources Assessment for ±20.03 Acres Located at Cajon Boulevard, County of San Bernardino, California* by L&L Environmental, Inc., May 2018.

5.4) Pedestrian Survey

An intensive Phase I pedestrian survey was completed on March 7 and 8, 2018 by Sr. Archaeologist Shannon M. Smith to identify whether surface resources existed. During the survey, north-south trending transects were completed at intervals of no more than 10 meters. All accessible areas were surveyed in this method; however, portions of the northern property were fenced and dense brush on the southern portion made accessibility difficult. As observed during the survey, the Project surface has been disturbed as a result of previous onsite activities, the northern portion more so than the southern. The majority of the northern portion of the property has been cleared of vegetation and has semi-truck parking, paving/asphalt remnants, imported gravel, a maintenance area, a small shed, a trailer, and various pieces of equipment. The southern two-thirds of the property is intersected with several dirt roads and is obscured by dense non-native weeds and vegetation indicating previous surface disturbances that has removed the native vegetation.

As a result of the pedestrian survey, one (1) historic site and three (3) new isolated historic artifacts were identified. Further, 36-010315 and P-36-002910 were relocated; P-36-006793 was observed but as it is outside the boundaries, was not documented further.

Survey coverage is shown in relation to the Project area boundary in Figure 5 and photographs of the Project area are included in Appendix C.

5.5) Resources Located in the Project Area

As a result of the records search, historic document research, and the pedestrian survey, three (3) sites and three (3) isolates were identified within the Project boundaries and will be impacted by the proposed development. These resources are described in detail below.

Additionally, P-36-006793 is an NRHP-eligible site. Although it runs along the northeast border of the Project, the ROW does not extend onto Project lands and no impacts to the rail line are proposed. Therefore, no further research was conducted on this NRHP-eligible resource.¹

¹ Should the proposed Project be revised to extend into the BNSF (AT&SF) rail line ROW, a full historic assessment with proposed mitigation recommendations must be completed *prior to any* construction activities.

5.5.1) Cajon Historic-1

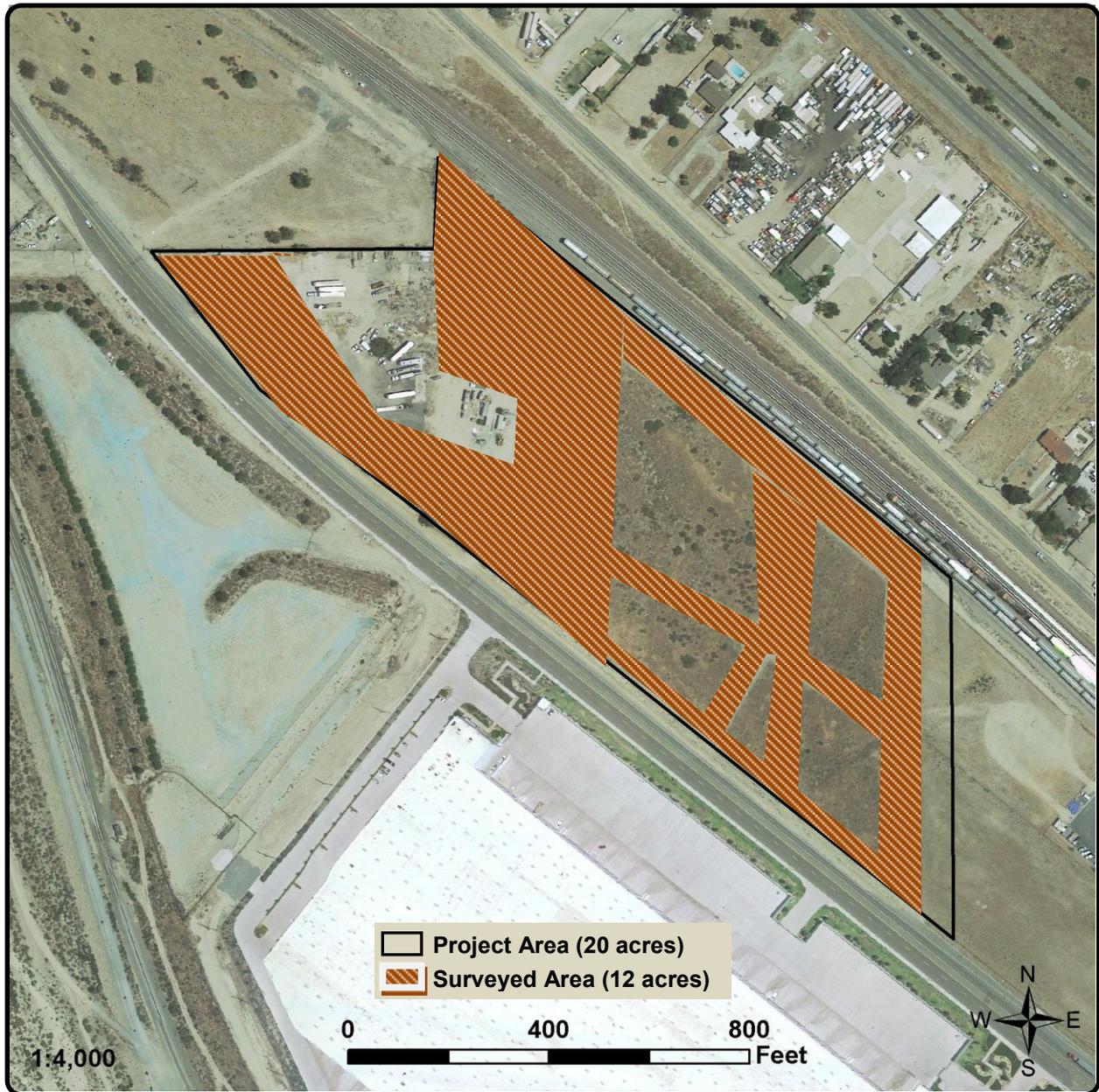
Sr. Archaeologist Shannon Smith identified a new historic site during the pedestrian survey, which is preliminarily identified as Cajon Historic-1 (site number pending). Located on the northern portion of the ±20 acre property, it consists of two (2) concrete foundations, a silo sheet metal funnel, bendable stove pipe, a metal bed frame, and miscellaneous debris. The site perimeter measures 311 meters, with a length of 142 meters and a width of 12 meters.

The 1959 aerial shows no previous structures or ground disturbance prior to the lumber company's establishment. This is confirmed by information provided in the Project Phase I Hazardous Waste report (SCS Engineers 2017). The following information is from that study:

SCS interviewed Mr. Carabajal by telephone on August 4, 2017. The western side of the Property was purchased by Mr. Carabajal's father in 1957. At that time, it was undeveloped land. According to Mr. Carabajal, the lumber mill and its related structures were damaged or destroyed in fires in the 1970s, 1980s, and in 2005. The lumber mill was not rebuilt after the 2005 fire. He and his brother now own the western parcels. Mr. Carabajal stated that the lumber mill had operated rip saws and wood molding machines.

...

The Property was undeveloped land located to the south of a dirt road and railroad right-of-way from at least 1896 to 1954. The high tension electrical transmission lines have crossed the Property since approximately the mid-1930s. The eastern half of the Property was never developed. Al Jo Lumber Co., a lumber mill/wood working operation, was located at the Property from 1957 through 2005. Lumber mill structures were damaged or destroyed in three different wildfires, one in the 1970s, one in the 1980s, and one around 2005. During this period, the number and configuration of buildings on the western side of the Property changed. The lumber mill was not rebuilt after the 2005 fire. Since 2005, the western portion of the Property was used for truck and truck trailer parking and as a storage yard/staging area for a swimming pool gunite business (SCS Engineers 2017).



L&L Environmental, Inc.

*BIOLOGICAL AND CULTURAL
INVESTIGATIONS AND MONITORING*

TB-17-606
May 2018

Figure 5

**Survey Coverage
in the Project Area**

(Photo obtained from Google Earth, June 2017)

*Cajon Blvd. Project, San Bernardino Area
County of San Bernardino, California*

As indicated above, very little remains of the Al Jo Lumber Company due to multiple fires. There is an abundance of trash and debris piled all over the northern portion of the Project. During the pedestrian survey, Ms. Smith spoke with the property owner who confirmed ongoing trash clean-up activities. Presumably, historic trash has been discarded with modern trash. The remaining associated historic refuse observed consists of miscellaneous wood fragments, sheet metal strips, and other unidentifiable debris. These items are deteriorating due to exposure to natural elements. The concrete foundations are in relatively good condition, still in their original form with minimal signs of deterioration. Detailed descriptions of the site attributes with historic information are presented below. Site photographs are located in Appendix C.

A) Rusted metal folding bed with wheels: measuring 1.7 m (length) X 51.9 cm (height) X 1.22 m (width). The folding bed was originally invented by Leonard C. Baily who received a patent in 1899. The coil configuration of the bed springs is known as “connected bonnell coils,” which rose to popularity in the early part of the 20th century. The style of the bed identified onsite resembles the metal fold-away beds produced from the 1920s to the 1960s. There are no clear markings on the frame that can be used to determine the make or model number.

B) Bendable weathered stovepipe measuring 2.23 m (length) X 617.4 cm (diameter). These types of pipes are generally associated with wood burning stoves. The simple style of the pipe has changed little since it was first developed.

The concept of a flat-topped heat source combined with an oven came to fruition during the late 1700s by Benjamin Thompson. The idea was to replace fireplace cooking with a contained space where the temperature could be easily manipulated. In order to focus the smoke away from the enclosed space, a metal pipe was attached, directing the heat exhaust up and out. The flexibility of the design gave the user more freedom to place a heating and cooking source where it was needed instead of relying on a fixed fireplace. This pipe may also have been used for the lumber company in an industrial capacity.

C) The silo sheet metal funnel measures 30.4cm (height) X 1 m (diameter). This type of metal funnel is most likely a hopper bottom silo or a cone bottom silo. The silo is cylindrical in design and came into production after World War II. Silos are first mentioned in the periodical, “American Agriculturalist” in 1875. These original silos were of brick design, walled on three sides with the fourth side open and usually attached to the side of a barn. Cylindrical silos became popular after World War II, transitioning from wood slatted or brick to sheet-metal.

D) The concrete silo foundation measures approximately 8 feet in diameter and 6 inches in height from the current soil surface. The top is discolored from rusted metal and there are pieces missing from the sides. Overall, there are no distinguishing marks, inclusions, or identifiers.

E) The largest concrete foundation is roughly rectangular and measures approximately 60 feet in length and 20 feet in width. It has been incorporated into the asphalt parking area and the function is unknown. It has been broken on the eastern side and may extend farther north but is covered by trash and metal. It was difficult to determine exact measurements.

5.5.2) Cajon Isolate-1

This isolate consists of a single milky glass fragment (number pending). It was identified during the pedestrian survey and is located at the western edge of the north-south railroad access road that connects Cajon Boulevard to the railroad tracks located north of the Project area. The access road has been severely disturbed due to vehicular traffic and smoothing/grading over the years. The sliver of glass measures approximately 3/8 in (width) by 1 1/8 in (length).

Opaque glass originated in Venice during the 16th century, though the term “milk glass” is a general, characteristic description of any opaque white glass. Opaque glass is manufactured in multiple colors: white, pink, yellow, blue, and brown; however, white glass became the more popular color during the Victorian era, due to its similarity to porcelain. It was during this time period that the term “milk glass” came about.

In the United States this type of glass was first produced in eastern Pennsylvania during the mid-1800s for decorative purposes in the form of tableware. American manufacturers such as Westmoreland, Fenton, Imperial, Indiana, and Anchor Hocking produced milk glass as an economical substitute for the pricier European glass and china. The height of its popularity only lasted about 15 years though, from approximately 1895 to 1910, with a short revival between the 1940s and 1950s. Milk glass is generally associated with Ponds cold cream jars, produced from 1888 to 1965, predominately by the Hazel-Atlas glass company. Commonly milk glass items found today include animals on nests, vases, dresser sets, figurines, lanterns, boxes, and perfume bottles (Knapstein 2011).

5.5.3) Cajon Isolate-2

Cajon Isolate-2 (number pending) is an aqua-marine “Hemingway” power pole insulator. The artifact was observed by Ms. Smith during the pedestrian survey adjacent to the BNSF (AT&SF) rail line. This particular type of insulator was produced between 1921 and 1960 and is considered

extremely common. This particular model is style 42, trade name “double petticoat.” These types of insulators were exclusively used for the telegraph. This particular artifact may have been used for a telegraph/power line associated with the historic BNSF (AT&SF) rail line to the north; however, it is not in context and is fragmented.

5.5.4) Cajon Isolate-3

Cajon Isolate-3 is an iron railroad spike and was located by Smith during the pedestrian survey, south of the BNSF Railroad. These types of spikes are known as a “dog spike,” and are large hooked nails designed to hold the rail in place with the elongated base. The head of the spike is designed to allow an easier removal process. Development of the spike was a result of the introduction of T-Rail in the mid-1800s by Colonel Robert Livingston Stevens. The spike does not have a manufacturer’s mark.

5.5.5) P-36-010315: 132kV Boulder Dam-San Bernardino Transmission Line

A segment of P-36-010315 runs north-south through the Project area, separating the disturbed northern portion from the relatively undisturbed southern portion. As noted above, it can be identified on early topographic maps and aerial photographs and is a significant resource to the County of San Bernardino and the United States.

From 1930 to 1931 the federal government contracted with Southern Sierras Power Company and Nevada-California Power Company for construction of a transmission line extending from San Bernardino, California to Boulder City, Nevada to supply electrical power for the Boulder Dam project (later renamed Hoover Dam). When built, more than 1,600 transmission towers spanned the 225-mile distance.

In August 1993 Dames and Moore originally evaluated transmission line and towers of the Boulder (Hoover) Dam-San Bernardino Transmission Line during their study for the *Class III Cultural Resource Inventory for the Los Angeles Department of Water and Power, Mead to Adelanto Transmission Line Project; Stateline and Baker Divisions*. They determined it was eligible for listing in the NRHP under Criterion A due to its association with Hoover Dam. In a letter dated October 14, 1993, in addition to NRHP-eligibility under Criterion A, the Bureau of Land Management also determined the transmission line is eligible for listing under Criterion C as “a rare example of low-voltage long-distance electrical transmission (Letter from Henri R. Bisson [BLM] to Steade Craigo [OHP] October 14, 1993).

In 1993 the SHPO concurred with the Bureau of Land Management’s (BLM) evaluation and

assessment of the 132kV Hoover Dam Transmission Line as eligible for listing on the NRHP, under Status Code 2S2. The transmission line and towers are also listed on the CRHR.

The property is eligible under Criterion A/1, for its association with Hoover Dam and development of electrical energy in California and Nevada, and Criterion C/3, for the outstanding engineering achievement of the transmission lines and towers. The period of significance is 1930-1931 (Daly 2008, Hahn and McElroy 2010, Williams 2015).

Focused Field Survey

On May 18, 2018, Architectural Historian Carole Denardo, M.A. RPA, conducted a site visit to observe the present condition of the transmission line and towers within the Project area. The Southern California Edison (SCE) unpaved yard is enclosed by chain link fencing and a locked gate and the facility serves as storage for trucks, tractor trailers, and miscellaneous equipment. The surrounding area was confirmed as maintaining the same characteristics as the previous surveys with industrial development to the south and southwest; railroad and freeway transportation routes to the east and northeast; and vacant land to the northwest. The transmission line corridor runs diagonally across the northern portion of the highly industrialized Project area. There is a transmission tower on the south end of the utility corridor, just north of Cajon Boulevard/Route 66, and a second tower on the northwest end, south of the BNSF (AT&SF) ROW. Although outside the Project area, at least six (6) additional towers were noted across the landscape, north of Kendall Drive. No similar towers were noted south of Cajon Boulevard. A review of aerial photographs confirmed that the towers located south of Cajon Blvd were replaced in 2014 with modern structures in a different alignment than the historic alignment.

Pole Types on the Property

Type H-Frame Standard Structure. The transmission tower within the utility corridor north of Cajon Blvd and west of the facility entrance, consists of a riveted steel Type H-Frame Standard Straightaway Suspension structure (Appendix C, Plates 10 and 12), which based on its design (Portion of SCE Drawing No. 572256-1), appears to be one of the original towers that date from ca. 1930-1931 (Williams 2015). The H-frame tower rests on two lattice legs, each measuring two feet by two feet wide, spaced about 15 feet apart and overlain by an approximately 34-foot long and two feet wide horizontal cross-arm. The tower cross-arm supports three evenly spaced conductors, each with nine individual porcelain insulation units connected to suspension insulator strings (Williams 2015). The tower appears to be intact and in good condition.

Type AH-Frame – Dead End Construction for Angle 25°-50°. The AH-Frame steel lattice transmission tower is on the northwest edge of the Project area, approximately 60 feet south of the BNSF (AT&SF) Railway tracks (Appendix C, Plates 11 and 13). Based on its design (Portion of SCE Drawing No. 572256-1 and Image SCE_07_02585) it appears to be one of the original towers that date from ca. 1930-1931 (Williams 2015). It consists of an A-frame cage structure, approximately 55-foot-high, sans footings, with four legs spaced about 17 feet between the front and back and 15 feet from side-to-side. It is topped with a 32-foot trapezoidal-shaped horizontal cross-arm with three dead-end structures comprised of 10 porcelain insulators at the end of each conductor (Williams 2015). The tower appears to be intact and in good condition.

5.5.6) P-36-002910: Historic Route 66

A segment of the historic Route 66 roadway passes along the west-southwest Project boundary. Although, on the 2010 site record map prepared by Hamilton and Smallwood, the entire Cajon Boulevard/Route 66 is highlighted and could be interpreted as recorded, the segment along the Project area has not been formally evaluated.

As the Project is proposing roadway improvements, such as sidewalks, lighting, curbs, and gutters, and will connect to utilities in the road, an assessment must be conducted to determine if this segment retains integrity, can be included as a contributing element to the larger NRHP-listed site, and if the impacts are considered significant. As Hamilton states: “While the entire length of Historic Route 66 in California is recognized as a NRHP-eligible resource, issues of integrity with regard to changes in its location, design, setting, materials, workmanship, feeling, and association are important considerations along the route in determining whether or not individual segments are contributing elements to the larger resources” (2011).

Many segments of Route 66 have been recorded and evaluated for NRHP eligibility. Generally, these are completed as part of roadway improvement, bridge upgrade/replacement, road widening, and other transportation-related projects. Sadly, many segments have been impacted without formal evaluation and their integrity has been lost, nullifying them for inclusion as a contributing element on the NRHP. That Cajon Boulevard has not been significantly built-up is a key factor for these segments to retain their original feeling of association and integrity.

The earliest site record for Route 66 in California was completed in 1972 by D. Gallegos². There is very little information on the 1972 site record, simply attributing the site to “one of the earliest modern trans-United States automobile routes, 1911.” Many more site records were completed in the 1970s and 1980s for various segments throughout California. Federal Highways Administration (FHWA) and the Federal Energy Regulatory Commission (FERC) evaluated Route 66 through San Bernardino and it was determined that it was eligible for listing on the NRHP by the SHPO in 1990 and 1998. Route 66 is eligible under Criterion A, association with an event or pattern of events important in national, state and local history and Criterion C, distinctive characteristics of a type, period, region, or method of construction. Many more segments have been evaluated and determined eligible or not eligible, based on various factors.

Congress passed Public Law 102-400, the Route 66 Study Act of 1990 and directed the NPS to prepare a study that would provide the management and preservation options for the eight states Route 66 passes through. The Bischoff 2005 study was prepared for Route 66 and it was determined that “former U. S. Route 66 in parts of California is eligible for the National Register under Criteria A and C, with individual segments found in the Mojave Desert possibly also eligible under Criteria B and D (Hamilton 2011).” In 2011, the California Preservation Foundation and NPS teamed with consultant Mead & Hunt to prepare a Multi Property Documentation Form (MPDF) for the NRHP that provides comprehensive documentation on Route 66 and assists with nominating new properties (Rowland et al. 2011). The following is adapted from the NRHP MPDF.

Prior to the twentieth century, rail was the preferred method of transportation while the country’s road system was based on trails and wagon routes. A system of roads developed haphazardly based on routine travel and the continued use of earlier trails and wagon routes... Through the efforts of citizen groups and local and state governments, these trails evolved into a regional and national network of highways during the twentieth century.

In 1912, due to the efforts of automobile groups, clubs, and other transportation advocates, including the Automobile Club of Southern California (ACSC), the adopted National Old Trails Road became transcontinental and linked former wagon roads rooted in the Old Cumberland Trail, also known as the National Road, in the Eastern U. S. to

² A previous California Historical landmark designation was prepared in 1962, for the National Old Trail Monument in Needles, CA and is the earliest form on file at the SCCIC.

Los Angeles. In California, the National Old Trails Road generally followed the route established by the surveys for the railroad that extended from Needles through Barstow and San Bernardino to Los Angeles.... Much of the National Old Trails Road was unimproved or in poor condition through the 1910s and into the 1920s.

In 1922, the Secretary of Agriculture appointed the Joint Board on Interstate Highways to develop a consistent, state-wide highway numbering system. By the end of 1925, a national numbering system plan was adopted for U. S. Highways along with a standard design for signs between states.... In 1926, 13 of California's 70 designated State Highways were incorporated into the newly created U. S. Highway System, including U. S. Highway 66 in California. However, even after National Old Trails Road segments west of Las Vegas were designated as U. S. Highway 66, the name "National Old Trails Road" was so ingrained that the name continued to be used in literature, in ACSC and other maps, and signage to identify U. S. Highway 66.

The 1930s saw a number of major changes and alterations to U. S. Highway 66 in California instituted by the State Highway Commission. At the western end of the route in downtown Los Angeles, approximately 15 miles were added to the route into Santa Monica. During this period, the California Division of Highways began to re-engineer U. S. Highway 66 to conform to more modern concepts of highway design, to improve road conditions, relieve traffic congestion, and to abandon segments of the National Old Trails Road. It was at this time that the road began to take its current form in many areas.

One of the largest and most ambitious road straightening projects accomplished in the 1930s by the Division of Highways was the realignment of Cajon Pass between Victorville and San Bernardino. Cajon Pass, a deep cut between the San Bernardino and San Gabriel mountain ranges that separate the Mojave Desert from the Los Angeles basin, represented one of the biggest engineering challenges on U. S. Highway 66 in California. A natural pass that had served as a Native American trail and later a wagon road, Cajon Pass underwent a number of road changes and realignments over time. By the 1920s the road was generally 16 feet wide and, since 1916, had been surfaced with a macadam pavement. Between 1932 and 1934 large portions of the roadway were widened to include 20-foot-wide graded roadbed with five-foot-wide shoulders. This eliminated a number of treacherous curves and generally straightened the road.... The construction and realignment of the route through Cajon Pass represents innovative and

bold engineering solutions to address challenging site conditions in California highway design and construction.

World War II stimulated new businesses along Route 66, when it was designated a strategic defense highway and was used to transport troops and supplies from one military base to another. Motels saw an increase in occupancy, as families of servicemen stationed at military bases stayed for long stretches. But more significantly, Route 66 facilitated perhaps the single greatest wartime mobilization, as thousands of jobseekers headed to California, Oregon, and Washington to work in defense plants.

When the war ended, traffic increased as rationing and travel restrictions were lifted. Automobile ownership grew dramatically over the next 10 years, with 52.1 million cars registered in 1955 (compared to the 25.8 million at the end of the war). With more cars and leisure time, families headed west on Route 66 to the Grand Canyon, Disneyland, and the beaches of Southern California. During the time that California was being highly marketed as a desirable state to vacation, many more people moved out west in search of new jobs and a better life.

With increased traffic, came the desire to create high-speed, free-flowing highways. New interstates (I-40, I-15, I-10, and I-210) incrementally replaced Route 66 over the next three decades. Interstate construction coincided with the powerful forces of economic consolidation as evidenced by the growth of branded gasoline stations, motels, and restaurant chains. The 1984 bypassing of the last section of U. S. 66 by I-40 led to the official decommissioning of the highway in 1985.

Today, Route 66 is perceived as the essence of Americana: “The Mother Road” and “America’s Main Street” embodies the core small town values of America, with its Mom-and-Pop stores, its vintage service stations, motels, and diners. It is also a representation of freedom, a roaming, mobile, and automobile-oriented society, where new horizons for personal growth and experiences can always be found (TheRoute-66.com)

Current Conditions & Field Visit

The segment of Route 66 that will be impacted by the proposed Project is 2,110 feet/0.40 miles in length. On May 18, 2018, Ms. Denardo conducted a site visit to observe the present condition of the transmission line and towers within the Project area and also photographed the current road conditions of Cajon Blvd/Route 66. The centerline of Cajon Blvd is the dividing line

between the City and the County of San Bernardino. On the south-bound side owned by the City, Cajon Blvd has been widened to two lanes, with modern striping, curbs, gutters, and lighting. On the County north-bound side, within the limits of the proposed Project, it is still one lane, with no curbs or gutters, and an open dirt/gravel shoulder. The surface material appears to be asphalt-pavement and there are various cracks throughout. No Route 66 signage was observed, either alongside the roadway or painted on the surface as is common in this area (Hamilton 2011).

The character of the northbound road segment view is much like its original setting, unlike other modernized portions of the San Bernardino Valley that are bordered with dense residential and commercial development. Intrusive elements to the historic character of this road segment include the modernization of the City of San Bernardino south-bound side and the large warehouse development. The open viewshed along the road with the train to the east and small businesses alongside the roadway, it is likely much the same as during its period of significance, from 1926 through the late 1950s.

6.0) ELIGIBILITY RECOMMENDATION AND PROJECT IMPACTS

6.1) Eligibility Recommendations

Potentially historic sites, objects, buildings, features, etc. must be assessed for significance using the CRHR criteria as outlined in Section 3.0 Regulatory Setting. Furthermore, CEQA establishes that "a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment" (PRC Section 21084.1). "Substantial adverse change," according to PRC Section 5020.1(q), "means demolition, destruction, relocation, or alteration such that the significance of a historical resource would be impaired." Impacts to historical resources are analyzed using the Secretary of the Interior's Standards for the Treatment of Historic Properties. CEQA defines a substantial adverse change as:

- 1) Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired.
- 2) The significance of an historical resource is materially impaired when a project: a) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register; or b) Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) of the Public Resources Code or its identification in an historical resources survey meeting the requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or, c) Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its eligibility for inclusion in the CRHR as determined by a lead agency for purposes of CEQA.

CEQA also requires that each public agency avoid or reduce to less-than-significant levels, wherever feasible, the significant environmental effects of projects it approves or implements. If a project would result in significant environmental impacts that cannot be feasibly mitigated to less-than significant levels, the project can still be approved, but the lead agency's decision

makers must issue a “statement of overriding considerations” explaining in writing the specific economic, social, or other considerations that they believe, based on substantial evidence, make those significant and unavoidable effects acceptable.

The following information will assess each site for significance and outline potential Project impacts. Section 7.0 will outline recommendations and proposed mitigation for each of the sites and isolates.

6.1.1) Cajon Historic-1

The Al Jo Lumber Company was in business between 1957 and 2005.. Because the resources that were recorded as part of Cajon Historic-1 are associated with the business, they can generally be projected to be over 45 years and are considered potentially historic. In order to determine whether these resources are considered historically significant under CEQA, they were evaluated at the local level for association with the Al Jo Lumber Company in the County of San Bernardino which operated between the years of 1957 and 2005. Following is a discussion of the application of the CRHR criteria:

Criterion 1: Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;

The Al Jo Lumber Company was a family operated business established in the Devore area along Cajon Boulevard/Route 66 in the County of San Bernardino in 1957. The business offered services such as timber cutting, wood molding machines, rip saws, and finished woodworking. Undoubtedly, the woodworking operation contributed an important trade and service to the community and contributed to the economic viability of this area of San Bernardino. However, the Al Jo Lumber Company cannot be connected with any events that have significantly contributed to the history of California. Therefore, these resources do not qualify for the CRHR under Criterion 1.

Criterion 2: Is associated with the lives of persons important in our past;

The Al Jo Lumber Company was established by Mr. Alfred Carabajal who purchased the land and built the associated structures. Mr. Carabajal was originally from New Mexico. He was a World War II Navy veteran and received the Victory medal and two bronze stars. Although an important community member and valued war veteran, the business and resources remaining from the Al Jo Lumber Company do not appear to satisfy the criteria. Therefore, this resource does not qualify for the CRHR under Criterion 2.

Criterion 3: Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or

According to information obtained from SRS Engineers: [f]our small structures were located on the northwestern portion of the Property as early as 1959. One additional structure was added in the early 1960s. Lumber mill structures were damaged or destroyed in three different wildfires, one in the 1970s, one in the 1980s, and one around 2005. During this period, the number and configuration of buildings on the western side of the property changed. The lumber mill was not rebuilt after the 2005 fire (p. 11). The resources that remain from the Al Jo Lumber Company are not representative of the business, nor do they display any extraordinary character, maker marks, or features. Thus, this resource does not qualify for the CRHR under Criterion 3.

Criterion 4: Has yielded, or has the potential to yield, information important to the prehistory or history of the local area, California, or the nation.

The resources remaining from the Al Jo Lumber Company – concrete foundations, a stovepipe, a metal silo funnel, a metal bedframe, and miscellaneous debris, are all common historic items. They are not unique, nor do they have the potential to provide information about history that is not available through historic research. Therefore, this resource segment does not qualify for the CRHR under Criterion 4.

County of San Bernardino Cultural Resource Eligibility Evaluation

This resource was also evaluated for eligibility as a cultural resource pursuant to the County of San Bernardino General Plan Cultural Protection (CP) Overlay. Section 82.12.020 requires that the CP Overlay be applied to historic resources eligible for listing on an applicable inventory such as a California Archaeological Inventory, a California Historic Resources Inventory, as a California Historical Landmark, a California Point of Historic Interest, and/or the National Register of Historic Places. Section 82.12.030 of the General Plan requires that should historic resources be found eligible for listing on an inventory, specific mitigation measures be applied. Finally, Section 82.12.040 requires the proposed project to incorporate all measures recommended in the [archaeological or other appropriate] report as required in Section 82.12.030 and that archaeological and historical resources determined by qualified professionals to be extremely important should be preserved as open space or dedicated to a public institution when possible.

Conclusion

As outlined above in the CRHR eligibility assessment, the Cajon Historic-1 site is not eligible under the four (4) criteria of assessment nor can it be considered a County of San Bernardino cultural resource as outlined in the revised General Plan.

6.1.2) Cajon Isolate-1

Isolates are not eligible for listing in the CRHR because they lack association and context with other archaeological materials. Recording the physical description and location of an isolate exhausts its research potential. Therefore, Cajon Isolate-1 is not eligible for listing in the CRHR, and there is no impact on the isolate by the proposed Project.

6.1.3) Cajon Isolate -2

Isolates are not eligible for the listing in the CRHR because they lack association and context with other archaeological materials. Recording the physical description and location of an isolate exhausts its research potential. Therefore, Cajon Isolate-2 is not eligible for listing in the CRHR, and there is no impact on the isolate by the proposed Project.

6.1.4) Cajon Isolate -3

Isolates are not eligible for the listing in the CRHR because they lack association and context with other archaeological materials. Recording the physical description and location of an isolate exhausts its research potential. Therefore, Cajon Isolate-3 is not eligible for listing in the CRHR, and there is no impact on the isolate by the proposed Project.

6.1.5) P-36-010315: 132kV Boulder Dam-San Bernardino Transmission Line

In 1993, the California SHPO concurred with the BLM's evaluation and assessment of P-36-010315 as eligible for listing on the NRHP under Status Code 2S2. The property is eligible under Criterion A/1 for its association with Hoover Dam and development of electrical energy in California and Nevada, and Criterion C/3 for the outstanding engineering achievement of the transmission lines and towers. The period of significance is 1930-1931 (Daly 2008, Hahn and McElroy 2010, Williams 2015). In California, if a resource is eligible for the NRHP, it is automatically eligible and listed on the CRHR.

As significance has already been determined for P-36-010315, the resource must be assessed to determine if impacts to a historic resource will be significant environmental impact and

whether mitigation is required.

Visual Impacts

As currently designed, visual impairment would result from construction of the proposed building, which would abut the east boundary of the utility corridor easement. The proposed architectural concept plan indicates the distance from the east end of the H-frame tower cross-arm to the proposed building would be approximately 15 feet. The building height would be 42 feet 6 inches, although the maximum building height allowed could be 50 feet under the current County code zoning. The proposed building would partially block the view of the 52-foot H-frame tower, which is part of the 132kV Hoover Dam Transmission Line, from traffic traveling west on Cajon Boulevard/Route 66 and viewpoints to the south and east. Similarly, as proposed, the paved parking lot would extend across the utility easement, which would result in vehicles being parked directly under the transmission line. Although vehicles are currently parked under the transmission line, the marked parking spaces would promote a more permanent location, rather than temporary, for vehicles to park.

Cumulative Impacts

In accordance with CEQA, a cumulative impact refers to a proposed project's incremental impacts considered over time and taken together with those of other, nearby, past, present, and reasonably foreseeable future projects whose impacts may compound or increase the incremental effect of the proposed project (Pub. Resources Code sec. 21083; Cal. Code Regs., tit. 14, secs. 15064(h), 15065(a)(3), 15130, and 15355).

Past projects include reconstruction of segments of the original transmission line in the 1970s and construction of the Ivanpah Substation in 2013. In 2010, the Ivanpah Solar Electric Generating System Project resulted in the removal of the transmission towers for a distance of 28-miles between the Eldorado Valley, Nevada and Ivanpah Valley, California. Several other related projects have been completed within this segment. These projects have impacted the integrity of the eastern portion of the historic alignment from Ivanpah to Hoover Dam, a distance of about 67 miles.

Additionally, some of the original towers to the west of Cajon Blvd were removed in 2014. They were replaced with modern towers, further contributing to the cumulative impacts of this historic resource.

Conclusion

P-36-010315 has previously been assessed and is considered eligible for the NRHP under Criterion C. Other segments of the transmission line, including the Project area appear to be relatively intact; however, development, including the proposed project, will impact the visual integrity of the site and contribute to cumulative impacts.

6.1.6) P-36-002910 Route 66

The entirety of Historic Route 66 was determined eligible and listed on the NRHP in 1990 under Status Code 2S2 with subsequent studies completed in 2005 and 2011. It is eligible for inclusion under Criteria A and C, with some desert segments eligible under Criteria B and D. It is significant under the following themes: Transportation, Engineering, Social, History, Commerce, Entertainment/Recreation, and Architecture.

Although the entire Route is considered eligible, the various segments must be individually evaluated. This 2,110 foot/0.40 mile portion of Route 66 has not been formally evaluated and therefore, will be assessed under its period of significance, from 1926 to 1974, and appropriate theme(s) as outlined in the MDPF (Rowland et al. 2011). Per the MDPF, "To qualify for listing in the National Register under this MDPF, properties must meet registration requirements, be a component of the roadway itself or have a direct and documented association with U. S. Highway 66 during the period of significance, and be important under one of the historic contexts identified in Section E." In California, if a resource is eligible for the NRHP, it is automatically eligible and listed on the CRHR. Therefore, because Route 66 has already been evaluated under the NRHP, an analysis under the CRHR criteria will not be provided.

Theme and Period of Significance

The Special Resource Study of Route 66 by the NPS (1995) established the significance of Route 66 as important to the transportation history of the United States. However, this study did not evaluate Route 66 using NRHP eligibility criteria. The *Multiple Property Documentation Form for Route 66 in California* (Roland et al. 2011) provided four (4) primary themes for evaluating segments and associated features of Route 66 in California. Of those themes, the following are applicable for this segment:

- Development of U. S. Highway 66 in California, San Bernardino and Los Angeles Counties, California, 1926-1974.

- U. S. Highway 66 as a Migratory Route, San Bernardino and Los Angeles Counties, California, 1926-1974.

The period of significance for this portion of Route 66, and much of the roadway in California, begins in 1926 and extends to 1974, when a large portion of the route was bypassed by Interstate 40, Interstate 15, Interstate 10, and Interstate 210 (Roland et al. 2011). The segment of Route 66 that will be impacted by the proposed Project represents the development of the U. S. Highway System and transportation trends.

In California, U. S. Highway 66 roughly followed the route of the Atchison, Topeka, and Santa Fe Railroad across the desert into the urban environs of Los Angeles. The early segments designated as U. S. Highway 66 were generally narrow and followed the natural topography. With improvements and upgrades through the years, the urban roadway typically had shoulders with some medians, straightened or banked curves, and side slopes. In its half century of service, U. S. Highway 66 in California evolved to meet increasingly stringent standards for heavier and faster traffic. From the early days of highway construction, engineers and road builders were faced with design challenges to resolve issues such as the continuously shifting sands along the desert segments of the highway and washouts during heavy rains.

As U. S. Highway 66 was upgraded from the 1930s through the mid-twentieth century, engineering features were incorporated into roadway design to resolve issues such as washouts during heavy rains and to provide for a safer highway. Road segments were generally straightened to remove sharp curves, widened, and received upgraded surfaces, including the use of concrete west of Cajon Pass. Erosion control and drainage features such as bridges, culverts, retaining walls, and spillways were constructed where needed along the desert highway segments subject to frequent washouts. Other engineering features included installation of curb and gutter and the construction of center median dividers, left turn lanes, and access ramps in the urban Los Angeles basin.

One of the most ambitious projects accomplished during the early years of U. S. Highway 66's history was the realignment of Cajon Pass between Victorville and San Bernardino. Between 1932 and 1934 the road was widened and a number of treacherous curves were removed. Additionally, Cajon Creek was channelized and a retaining wall was installed to resolve issues with repeated slides and flooding. In 1938 a major flood in the canyon washed out a part of the recently improved Blue Cut and resulted in an alignment to place the roadway on more stable ground less prone to flooding (Rowland et al. 2011).

Integrity

The site was evaluated against the seven (7) aspects of integrity as outlined in National Register Bulletin 15, including location, setting, design, workmanship, materials, feeling, and association (NPS 1991) and in association with the guidance provided in the MPDF (Rowland et al. 2011).

Location: All topographic maps, aerial photographs, and research materials identify Cajon Boulevard/Route 66 in its current location. Rowland et al. states that Route 66 roughly followed the AT&SF Rail line, which is located north-northeast of the proposed Project. No maps or materials have been found that indicate any portion of this segment has been altered.

Setting: The surrounding physical environment of this resource segment is relatively similar to its period of significance. The only major development along the segment is the large warehouse on the south-bound lanes in the City of San Bernardino, which is a modern construction. Views to the north include the undeveloped, open Project property, visible rail cars and ROW, and small businesses that still reflect the rural, historic character of the area³. To the east, most of the modern development is screened from view by undeveloped hillsides. The views of the San Bernardino and San Gabriel Mountains as Cajon Boulevard heads toward Cajon Pass is still a scenic vista. The setting has only been minimally affected due to industrial development of contemporary warehouses.

Design, Materials, and Workmanship: This portion of the roadway is a connector piece between Cajon Pass and Foothill Boulevard (CA-66) and is utilized as a local, alternative route to I-215 to the east. Fifty percent of the road segment still retains its original integrity. The 2,110 feet/0.40 mile segment's north-bound surface material appears to be asphalt-pavement and there are various cracks throughout. There is no curb or gutter on the east side and the shoulder is dirt/gravel. No Route 66 signage was observed, either alongside the roadway or painted on the surface. The south-bound side of the roadway has been modernized, with new asphalt, striping, curbs, gutters, and lighting.

From Rowland et al. 2011:

Today, two categories of roadbed remain from U. S. Highway 66: roadbed segments still in use (as major and minor arterials, alternate routes, and frontage roads) and abandoned segments. Several types of roadway surface material may be found on existing segments of U. S. Highway 66; these may help date the road segment. Road improvements occurred at different times in different locations, and in some cases an alignment was abandoned for a new one....

Segments of U. S. Highway 66 left in service as local and frontage roads are unlikely to retain original roadway surface materials, but may provide evidence of the improvements made to the roadway throughout the highway's history. This evidence would provide an understanding of the technology of highway construction and transportation engineering. Abandoned segments of U. S. Highway 66 are found primarily in the Mojave Desert....

³ Although the Al Jo Lumber Company is no longer in existence, its presence would not have deterred the setting of the resource as it was constructed in 1957 and was present during the last few decades of its period of significance.

Road segments in which surface material from the period of significance has been covered or replaced, or where work has been completed to widen road shoulders or replace minor structures, does not necessarily render the property not eligible if other aspects of integrity remain.

Feeling and Association: Overall, the north-bound portion of this segment of Route 66 retains the original feeling that a driver would have experienced. As this is an actual portion of the original Route 66, there is a direct association. Further:

Most highway and road-related structures will possess significance at the local level since an isolated segment of the route relays the setting and feeling the automobile traveler experienced along a discrete portion of U. S. Highway 66. Highway and road-related structures may possess significance at the state level if they demonstrate early advances in design or construction innovations that subsequently spread across the state or region (Rowland et al. 2011).

County of San Bernardino Cultural Resource Eligibility Evaluation

This resource was also evaluated for eligibility as a cultural resource pursuant to the County of San Bernardino General Plan Cultural Protection (CP) Overlay. Section 82.12.020 requires that the CP Overlay be applied to historic resources eligible for listing on an applicable inventory such as a California Archaeological Inventory, a California Historic Resources Inventory, as a California Historical Landmark, a California Point of Historic Interest, and/or the National Register of Historic Places. Historic Route 66 is eligible and listed on the NRHP and the CRHR; therefore, the CP Overlay requirements apply.

Section 82.12.030 of the General Plan requires that should historic resources be found eligible for listing on an inventory, specific mitigation measures be applied. This segment of Route 66 has been assessed through NRHP criteria and found to be eligible as it retains its historic integrity of location, setting, feeling, design, and association. Thus, proposed measures can be found in Section 7.0.

Finally, Section 82.12.040 requires the proposed project to incorporate all measures recommended in the [archaeological or other appropriate] report as required in Section 82.12.030 and that archaeological and historical resources determined by qualified professionals to be extremely important be preserved as open space or dedicated to a public institution *when possible*.

Conclusion

The entirety of P-36-002910 is a NRHP listed site under Criteria A & C. This segment of Route 66 has been assessed through NRHP criteria and found to be eligible as it retains its historic integrity of location, setting, feeling, design, and association. Furthermore, this segment is eligible as a County of San Bernardino cultural resource. The proposed Project will be directly impacting the roadway as the County of San Bernardino requires improvements to the road alongside the Project's frontage.

6.2) Project Impacts & Recommendations

6.2.1) Cajon Historic-1

The proposed Project, as currently designed, will directly impact the Cajon Historic-1 site with a parking lot. As outlined above, the site is not eligible for listing on the CRHR and is not determined to be a significant historic site. No further archaeological studies are recommended for this site. While collection of the historic artifacts is not required under CEQA, should the landowner desire to keep any of the items, it is recommended that the Project archaeologist assist with the collection and ensure proper documentation of their ultimate destination/storage location in the final report.

The Project area is highly sensitive for historic resources. Should development be approved by the County of San Bernardino, construction monitoring is warranted in order to identify any previously unknown or subsurface resources that may be uncovered during ground disturbance.

6.2.2) Cajon Isolates-1, -2, -3

Isolates are not eligible for the listing in the CRHR because they lack association and context with other archaeological materials. Recording the physical description and location of an isolate exhausts its research potential. Therefore, Cajon Isolates-1, -2, and -3 are not eligible for listing in the CRHR and there are no impacts to isolates by the proposed Project. While collection of the historic artifacts is not required under CEQA, should the landowner desire to keep any of the items, it is recommended that the Project archaeologist assist with the collection and ensure proper documentation of their ultimate destination/storage location in the final report.

The Project area is highly sensitive for historic resources. Should development be approved by the County of San Bernardino, construction monitoring is warranted in order to identify any previously unknown or subsurface resources that may be uncovered during ground disturbance.

6.2.3) P-36-010315: 132kV Boulder Dam-San Bernardino Transmission Line

Proposed warehouse and parking lot construction immediately adjacent to and under the lines of P-36-010315 will directly impact the *visual integrity* of the resource. Offsite development on the eastern and western portions of P-36-010315 has already cumulatively impacted the transmission line and development on the Project site will contribute to additional cumulative

impacts. Much of the feeling and historic association of the resource's alignment has been destroyed already, and the Project would cumulatively contribute to this adverse cumulative effect.

CEQA recommends that where feasible, historical resources shall be protected from project impacts by avoidance, and if avoidance is not possible, feasible mitigation measures shall be considered. Based on the significance of P-36-010315, L&L recommended to the Developer/Applicant that the Project's design be adjusted to set the building back 50 feet from the SCE easement to avoid impacts. It was not feasible for the Developer/Applicant to revise the site plan due to technical, engineering, and financial constraints. Because the proposed warehouse cannot be set back the recommended 50 feet from the easement, L&L recommends the following for the Project's direct, visual, and cumulatively-considerable impacts to the integrity of P-36-010315.

- The Developer/Applicant shall be required to undergo a consent review by SCE, and as a result, receive SCE's written consent to place any physical improvements in the easement. The Project's current design plans show preservation of the two historic transmission line H-frame towers and preservation of the overhead lines. Landscaping is proposed in the southeastern and northwestern portions of the easement around the transmission towers. Paved parking and drive isles are proposed as part of the Project design in the middle section of the easement underneath the overhead lines. These improvements can only occur upon the written consent of SCE. In addition, the Project's construction, design features, and ongoing operation will be required to adhere to any conditions imposed by SCE as a result of their consent review. SCE's consent review process is designed to ensure that:
 - The proposed development will not conflict with SCE's rights within the right-of-way easement.
 - The proposed development is compatible with SCE's right-of-way easement.
 - The proposed development will not result in an interference with SCE's ability to operate, inspect, access, and maintain its facilities, and
 - The proposed development will not impede on SCE's responsibility to ensure the safety of the public and SCE employees.
- To maintain visibility of the transmission line towers from Cajon Boulevard, the Project's landscaping plan shall not place any trees in the 60-foot-wide SCE easement where the easement adjoins Cajon Boulevard.
- No structures, other than SCE-approved structures, shall be placed in the easement, including light poles, trees, signs, or other features that would detract from the open visual character or vertical clearance between the ground surface and the overhead transmission lines.

- If SCE permits parking stalls in the easement, such parking shall be limited to passenger cars. No truck or trailer parking stalls, long-term parking of any vehicle, or storing of vehicles shall be permitted in the easement.
- The Developer/Applicant shall coordinate with County of San Bernardino and a qualified historian to prepare signage that will educate members of the public about the historical importance of the transmission line. The sign shall be placed in a conspicuous location on the Project site visible to the visiting public and should be installed prior to the County's issuance of an occupancy permit for the warehouse.

L&L recommends that the above be included as mitigation (Section 7.0). Although the historic visual integrity of the resource as it crosses the Project site will still be adversely affected, impacts can be mitigated to a level that will be less-than-significant under CEQA because:

- a) the two historic transmission towers located on the site will be preserved and landscaping will occur around the base of the transmission towers thus protecting them in-place,
- b) the existing overhead lines will remain in place,
- c) the existing historic transmission towers and overhead lines will remain visible where the easement adjoins Cajon Boulevard,
- d) the historic importance of the transmission line will be identified by conspicuous signage visible to the visiting public, and
- e) physical ground improvements in the center of the easement, which would not include any structures, vehicle storage, long-term parking, or truck parking, will only occur should these improvements be consented upon in writing by SCE.

The process, documentation, outcome of the mitigation, and other pertinent information shall be included in the final Phase IV report.

6.2.4) P-36-002910: Historic Route 66

According to the *California Historic Route 66 Corridor Management Plan from Needles to Barstow*, “the County of San Bernardino wants to be a partner in supporting the preservation and enhancement of Historic Route 66 corridor for heritage-based tourism, although not to the detriment of other forms of economic development and mining” (Lardner/Klein Landscape Architects, PC 2015). While the currently proposed Project is not tourism based or a tourist destination, historic Route 66/Cajon Boulevard is still an alternative route to taking I-215 and leads to Glen Helen Park and Amphitheater, which are tourist destinations.

The proposed Project will directly impact Historic Route 66 as current planned. According to information provided by T&B Planning:

Under existing conditions, Cajon Blvd is partially developed along the Project sites frontage with three vehicular travel lanes (two southeast-bound lanes and one northwest bound lane), a bike lane/shoulder on the northern/eastern side of the road, a painted median, and a sidewalk with a landscaped parkway along the southern/western side of the road. The Project would improve the northern/eastern side of Cajon Blvd, along the Project site’s frontage to the ultimate half-width of Cajon Blvd by constructing an additional northwest-bound lane, a five-foot-wide, curb-adjacent sidewalk, and a fifteen-foot-wide landscaped parkway.

Additionally, the Project will connect to utilities in the street. However, with careful mitigation, such requirements can enhance the roadway and the scenic beauty of the drive and inform local drivers and tourists through this segment of the road of its historic significance to the County of San Bernardino.

For example, it may be possible to partner with the NPS to determine appropriate signage or other cultural heritage information for the roadway. In 1999, Congress passed Public Law 106-45 to preserve the cultural resources of the Route 66 corridor and to authorize the Secretary of the Interior to provide guidelines and a program of technical assistance and grants that will set priorities for the preservation of the Route 66 corridor. The resulting Route 66 Corridor Preservation Program, administered by NPS: “collaborates with private property owners; non-profit organizations; and local, state, federal, and tribal governments to identify, prioritize, and address Route 66 preservation needs.” The program is scheduled to legislatively terminate at

the end of fiscal year 2019, at which time NPS will appoint a non-federal entity (or entities) to continue the program's purpose (Lardner/Klein Landscape Architects PC 2015).

In accordance with CEQA, when a potential impact is identified, measures must be proposed that will eliminate, avoid, rectify, compensate for, or reduce those impacts. Alteration of the cultural setting by construction diminishes the integrity of the historical resource. Avoidance is always the preferred treatment, and efforts should be made to avoid impacts to the historical resource. The resolution of significant impacts under CEQA involves the development and implementation of "mitigation measures," which would minimize any such impacts (14 CCR § 15126.4). Should development be approved by the County of San Bernardino, mitigation for direct impacts must be implemented.

7.0) SUMMARY AND PROPOSED MITIGATION

7.1) Summary

In partial fulfillment of CEQA requirements, L&L has assessed the impacts of the proposed development on the historic resources of the Project area. The Project's prehistoric resources are addressed in a companion report and fulfill the remaining CEQA requirements (*Phase I Prehistoric Resources Assessment for ±20.03 Acres Located at Cajon Boulevard, County of San Bernardino, California* by L&L Environmental, Inc., May 2018).

As a result of the survey and historic research, one (1) NRHP eligible (P-36-010315), one (1) NRHP listed (P-36-002910), one (1) new historic site, and three (3) isolated historic artifacts were identified within the Project's boundaries. The assessments resulted in the following:

- 1) Cajon Historic-1 and Cajon Isolates-1, -2, and -3 are not eligible for listing on the CRHR and are not considered a County of San Bernardino cultural resource. No additional archaeological studies are required under CEQA or the County's General Plan. However, if the landowner is interested in collecting and retaining any of the artifacts, it is recommended that the Project archaeologist assist with the collection and document final disposition in the final Phase IV report;
- 2) P-36-010315 was previously nominated and was determined eligible for listing on the NRHP in 1993. The current impacts assessment indicates that the proposed Project development would result in visual and cumulative impacts for the transmission line segment which is a substantial adverse change. Project specific mitigation is included below in Table 3.
- 3) P-36-002910 was previously nominated and listed on the NRHP in the 1990s. However, the segment along the western border of the Project area had not been formally assessed for eligibility. After review of the NRHP criteria, this segment has been determined eligible for listing on the NRHP under Criterion C due to retained historic integrity. The Project proposes to directly impact the roadway with utility connections and modernization upgrades, which is considered a substantial adverse change. Project specific mitigation is included below in Table 3. Section 3.0 also provides specific sewer, water, landscaping, and streetscaping requirements for Cajon Boulevard. L&L recommends coordinating with the County Planning Department to ensure that Route 66 is beautiful and scenic.

- 4) Both 36-010315 and 36-002910 are determined County of San Bernardino cultural resources. They are subject to proposed mitigation and implementation per Sections 82.12.020, 82.12.030, and 82.12.040.
- 5) The Project area is highly sensitive for unknown buried resources. Construction monitoring is warranted given the proposed earthmoving activities.

7.2) Proposed Mitigation Measures

Per CEQA, avoidance is always the preferred treatment and efforts should be made to avoid impacts to all historical resources. The resolution of significant impacts under CEQA involves development and implementation of “mitigation measures” which would minimize any such impacts (14 CCR § 15126.4). However, avoidance of both 36-101315 and 36-002910 would be a financial hardship, be contrary to the road improvements required by the County, and prevent the proposed Project from being completed. Thus, avoidance is not a feasible alternative. Therefore, the following mitigation measures outlined in Table 3 are proposed in order to reduce Project impacts to a less than significant level.⁴

Table 3. Recommended Project Mitigation Measures

Mitigation Number	Mitigation Text
CR-1	RETAIN A QUALIFIED ARCHAEOLOGIST: A qualified archaeological firm shall be retained by the Project proponent to conduct archaeological and historical construction monitoring during all earthmoving activities. At least 30 days prior to issuance of grading permits, an agreement between the Developer/Applicant and the qualified archaeological firm shall be submitted to the County Planning Department.
CR-2	PREPARATION OF A CRMP: The project area has a high sensitivity for historic resources. The retained archaeological firm shall prepare a Cultural Resources Monitoring Plan (CRMP) to guide the procedures and protocols of an archaeological and historical mitigation-monitoring program that shall be implemented within the project boundaries during all onsite and offsite ground-disturbing activities. The CRMP shall include, but not be limited to, the project grading and development schedule; approved project cultural resources mitigation measures and conditions of approval; monitoring procedures; protocols for the identification, assessment, collection, and analysis of any resource(s) observed during grading; curation guidelines; and coordination with project personnel, county staff, and any participating Native American tribe(s). The final CRMP shall be submitted to the County project planner and/or inspector, the appropriate project supervisor/engineer/etc., and any monitoring Native American tribe(s).

⁴ Project specific mitigation measures pertaining to prehistoric and Native American resources and monitoring are not included herein. Please reference the companion report and refer to SB 18/AB 52 consultation between the County of San Bernardino and interested tribe(s) for outcomes and additional measures.

Mitigation Number	Mitigation Text
CR-3	<p>TRANSMISSION LINE EASEMENT DEVELOPMENT: The Developer/Applicant shall be required to undergo a consent review by SCE, and as a result, receive SCE's written consent to place any physical improvements in the easement. The Project's current design plans show preservation of the two historic transmission line H-frame towers and preservation of the overhead lines. Landscaping is proposed in the southeastern and northwestern portions of the easement around the transmission towers. Paved parking and drive isles are proposed as part of the Project design in the middle section of the easement underneath the overhead lines. These improvements can only occur upon the written consent of SCE. In addition, the Project's construction, design features, and ongoing operation will be required to adhere to any conditions imposed by SCE as a result of their consent review. The easement area shall be designated an Environmentally Sensitive Area (ESA) and additional mitigation shall occur per CR-7.</p>
CR-4	<p>TRANSMISSION LINE RESTRICTIONS: To maintain visibility of the transmission line towers from Cajon Boulevard, the Project's landscaping plan shall not place any trees in the 60-foot-wide SCE easement where the easement adjoins Cajon Boulevard. Additionally, no structures, other than SCE-approved structures, shall be placed in the easement, including light poles, trees, signs, or other features that would detract from the open visual character or vertical clearance between the ground surface and the overhead transmission lines.</p>
CR-5	<p>TRANSMISSION LINE PARKING SIGNAGE: If SCE permits parking stalls in the easement, such parking shall be limited to passenger cars. No truck or trailer parking stalls, long-term parking of any vehicle, or storing of vehicles shall be permitted in the easement. With the approval of the Developer/Applicant and SCE, signage shall be placed in conspicuous locations indicating the above restrictions on parking in the easement. The process, documentation, outcome, and other pertinent information shall be included in the final Phase IV report.</p>
CR-6	<p>TRANSMISSION LINE SIGNAGE: The Developer/Applicant shall coordinate with the County of San Bernardino and a qualified historian to prepare signage that will educate members of the public about the importance of the historic transmission line. The sign shall be placed in a conspicuous location on the property, visible to visiting public, and must be installed prior to obtaining final occupation approvals. The process, documentation, outcome, and other pertinent information shall be included in the final Phase IV report.</p>
CR-7	<p>ESA FENCING: The SCE Easement Area should be considered an Environmentally Sensitive Area (ESA) for the duration of construction activities on the project. Protective fencing and/or other appropriate cautionary markers shall be placed to delineate the native plants landscaping area, warn construction crews and other personnel of the sensitivity of the area and to use caution when working near the lines, towers, and other electrical equipment. The fencing/markers shall be maintained within the designated ESA to protect the transmission line and towers from inadvertent impacts for the duration of construction. Placement of the fencing/markers shall be monitored by the project archaeologist and/or a qualified historian.</p> <p>During construction, cranes or other construction equipment with the potential to reach the height of the overhead transmission lines should not be allowed within 100 feet of the transmission lines or the distance permitted by SCE to ensure the protection of the overhead lines and transmission towers. The project archaeologist/historian shall regularly inspect the fencing/markers for any breaches or damage. Should a breach or other damage occur, the archaeologist shall immediately notify the construction supervisor and the breach shall be repaired. Should the transmission line or any features be impacted during construction, immediate actions shall be implemented to ensure that future breaches do not occur.</p> <p>Removal of the fencing/markers shall be in coordination with the project archaeologist and/or qualified historian, the timing of which can be determined in coordination with the Project Supervisor.</p>
CR-8	<p>ROUTE 66 MONITORING: The project archaeologist shall monitor all excavation activities associated with the improvements to Cajon Blvd/Route 66. This includes, but is not limited to, excavation, trenching and boring but does not include pipe installation in an already excavated trench, roadway paving, lighting installation, concrete pouring, or other activities that do not involve soil disturbance.</p>

Mitigation Number	Mitigation Text
CR-9	<p>ROUTE 66 SIGNAGE: The Developer/Applicant shall coordinate with the County of San Bernardino, a qualified historian, the National Park Service, and/or another Route 66 preservation association(s) to prepare signage that will educate members of the public about the importance of the Historic Route 66. The sign shall be placed in a conspicuous location on the northern portion of the property, visible to visiting public, and must be installed prior to obtaining final occupation approvals. The process, documentation, outcome, and other pertinent information shall be included in the final Phase IV report.</p> <p>In the event that the NPS or other historic preservation association(s) are not interested in participating with sign preparation, the qualified historian the Developer/Applicant, and the County shall proceed with preparing and installing signage as noted above.</p>
CR-10	<p>ROUTE 66 EMBLEM: The Developer/Applicant shall coordinate with the County of San Bernardino and the Route 66 Preservation Association to paint the Historic Route 66 emblem on Cajon Blvd to commemorate the roadway. The Developer/Applicant can enlist assistance from the qualified historian. The emblem must be installed once the road improvements are complete but prior to obtaining final occupation approvals.</p> <p>In the event that the Route 66 Preservation Association is unable or uninterested in this measure, the County should determine whether to proceed with implementation of this measure.</p>
CR-11	<p>ROUTE 66 LANDSCAPING: The Developer/Applicant shall coordinate with the County of San Bernardino to develop landscaping that fulfills the Glen Helen Specific Plan requirements. The landscaping shall beautify the segment and create an enjoyable experience for the driver.</p>
CR-12	<p>CONSTRUCTION MONITORING: Full-time monitoring is recommended throughout the entire project area including all offsite improvement areas. Full-time monitoring should continue until the project archaeologist determines that the overall sensitivity of the project area has been reduced from high to low as a result of mitigation-monitoring. Should the monitor(s) determine that there are no cultural resources within the project or should the sensitivity be reduced to low during monitoring, all monitoring should cease.</p>
CR-13	<p>UNANTICIPATED DISCOVERIES: It is always possible that ground-disturbing activities may uncover presently obscured or buried and previously unknown cultural resources. In the event that buried cultural resources are discovered during construction, such resources could be damaged or destroyed, resulting in impacts to potentially significant cultural resources. If subsurface cultural resources are encountered during construction, if evidence of an archaeological/historical site is observed, or if other suspected historic resources are encountered, it is recommended that all ground-disturbing activity cease within 100 feet of the resource and no further grading shall occur in the area of the discovery.</p> <p>The project archaeologist shall assess the find(s) to determine whether the resource requires further study. Potentially significant cultural resources could consist of, but are not limited to: stone, bone, fossils, wood, or shell artifacts or features, including structural remains, historic dumpsites, hearths, and middens. Midden features are characterized by darkened soil and could conceal material remains, including worked stone, fired clay vessels, faunal bone, hearths, storage pits, or burials and special attention should always be paid to uncharacteristic soil color changes. Any previously undiscovered resources found during construction should be recorded on appropriate DPR forms and evaluated for significance under all applicable regulatory criteria.</p> <p>If the resources are determined to be unique historic resources as defined under §15064.5 of the CEQA Guidelines, measures shall be identified by the monitor for collection, avoidance, or other appropriate preservation measures and recommended to the Lead Agency. Appropriate measures for significant resources could include avoidance or capping, incorporation of the site in green space, parks, or open space, or data recovery excavations of the finds.</p> <p>Once the County approves the measures, they shall be immediately implemented and grading may resume in the area thereafter.</p>
CR-14	<p>CURATION: Any archaeological artifacts recovered as a result of mitigation, excluding items covered by the provisions of applicable Treatment Plans or Agreements, shall be donated to the San Bernardino County Museum as directed by the County's General Plan policies, where they would be afforded long-term preservation to allow future scientific study. The Developer/Applicant is responsible for all costs and fees associated with curation of the artifacts.</p>
CR-15	<p>FINAL PHASE IV REPORT: The results of the mitigation monitoring program shall be incorporated into a final report and submitted to the Lead Agency for review and approval. Upon approval by the Lead Agency, the final report, including any associated DPR 523 Forms, shall be submitted to the Developer/land Owner, the SCCIC, and the monitoring tribe(s), if any.</p>

7.3) Unanticipated Discovery of Human Remains

There is always the possibility that ground-disturbing activities during construction may uncover previously unknown and buried human remains. If human remains are discovered during any phase of construction, including disarticulated or cremated remains, all ground-disturbing activities should cease within 100 feet of the remains and the County Coroner and the Lead Agency (County of San Bernardino) should be immediately notified.

California State Health and Safety Code 7050.5 dictates that no further disturbance shall occur until the County Coroner has made necessary findings as to origin and disposition pursuant to CEQA regulations and PRC Section 5097.98. If the County Coroner determines that the remains are Native American, the NAHC shall be notified and within 24 hours, shall notify the Most Likely Descendant (MLD) and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. The MLD has 48 hours to conduct a field visit and begin consultation with the Landowner. If necessary and appropriate, the project archaeologist may provide professional assistance to the MLD, including the excavation and removal of the human remains. The Lead Agency shall be responsible for approval of recommended mitigation as it deems appropriate, taking into account the provisions of State law, as set forth in CEQA Guidelines Section 15064.5(e) and PRC Section 5097.98. The project contractor shall implement the approved measures, to be verified by the Lead Agency, prior to resuming ground-disturbing activities within 100 feet of where the remains were discovered.

8.0) REFERENCES CITED

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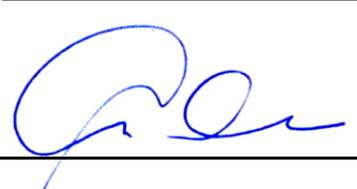
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9.0) CERTIFICATION

CERTIFICATION: I hereby certify that the statements furnished above and in the attached exhibits present the data and information required for this archaeological report, and that the facts, statements, and information presented are true and correct to the best of my knowledge and belief.

DATE: May 30, 2018 SIGNED: 
PRINTED NAME: Leslie Nay Irish, CEO, L&L Environmental, Inc.

DATE: May 30, 2018 SIGNED: 
PRINTED NAME: Anna Hoover, M.S., RPA, Cultural Geographics Consulting

DATE: May 30, 2018 SIGNED: 
PRINTED NAME: Carole Denardo, M.A. RPA, Provenience Group

APPENDIX A
Personnel Qualifications

Leslie Nay Irish
Principal Project Manager
Cal Trans (CT) 022889

Leslie Irish is the qualifying principal for WBE certification with CALTRANS, with both a State and Federal designation as a 100% WBE and Small Business Enterprise. Ms. Irish has multi-disciplinary experience in environmental, engineering, land development and construction management and administration.

Ms. Irish has more than 25 years of experience as a project manager on public and private NEPA / CEQA projects overseeing the areas of biology, archaeology, paleontology, regulatory services and state and federal level permit processing.

Ms. Irish is a certified to perform wetland / jurisdictional delineations and holds a responsible party permit for performing archaeological and paleontological investigations on (BLM) public lands. She has attended the desert tortoise handling class, passed the practicum and the test and was awarded a certificate. She remains an active participant in the oversight of mitigation monitoring and reporting programs, the installation and monitoring of revegetation programs and the development of project impact mitigation plans. Her principal office duties include a review of all environmental documents authored by the firm; oversight of regulatory permits, agency consultation and negotiations; impact mitigation review; and long-term permit compliance. Her field duties are more limited but include delineations / compliance monitoring and reporting (coordination), constraints analysis, plan for corrective measures and resolution of "problem projects".

Ms. Irish's responsibilities include direct contact with clients/project proponents, scientists and agencies and involve her in all aspects of the project from a request for proposal to project completion. Ms. Irish has a complex understanding of the industry from various perspectives. As a result, she uses her personal understanding of team member positions and responsibilities in her role as the principal management and quality control lead.

CREDENTIALS AND PERMITS

- ACOE, Wetlands Delineation Certification Update, 2015
- ACOE, Advanced Wetlands Delineation and Management, 2001
- ACOE, Wetlands Delineation and Management, 1999, Certificate No. 1257
- U.S. Government, Permit for Archaeology & Paleontology on Federal Lands, Responsible Party
- MOU, County of Riverside, Archaeology, Biology, Paleontology and Wetlands ID/Delineation
- CALTRANS WBE Certification
- Public Utilities Commission, WBE Certified
- WBENC, WBE Certified

EDUCATION

Certificate in Project Management, Initiating and Planning Projects, UC, Irvine, June 20, 2015
Foundations of Business Strategy, Darden School of Business, UVA, Jan 2014
Design Thinking for Business Innovation (audit), Darden School of Business, UVA, Nov 2013
Update, Storm Water Management BMPs, University of California, Riverside Extension, 2005
Certificate, Wetland Delineation & Management, ACOE, 2000 and Advanced Certificate: 2002
Certificate Program, Field Natural Environment, University of California, Riverside, 1993

Leslie Nay Irish
Continued

Certificate Program, Light Construction, Developmental Management, University of California, Riverside, 1987

Certificate Program, Construction Technologies, Administrative Management, Riverside City College, 1987

License B-General and C-Specialties (Concrete/Masonry) and General Law sections, 1986
Core Teaching and Administrative Management, Primary (K-3) and Early Childhood, Cal State, San Bernardino, Lifelong Learning Program, 1973-2005

Behavioral Sciences and Anthropology, Chaffey and Valley Jr./Community Colleges, 1973 – 1976

PROFESSIONAL HISTORY

L&L Environmental, Inc. - Principal, Project Manager / Principal in Charge: 1993 - present: Site assessments, surveys, jurisdictional delineations, permit processing, agency consultation/negotiation, impact mitigation, project management, coordination, report writing, technical editing, and quality control.

Marketing Consultant - Principal: 1990 - 1993: Engineering / architectural, environmental, and water resource management consultant.

Warmington Homes - Jr. Project Manager: 1989 - 1990: Residential development, Riverside and Los Angeles Counties.

The Buie Corporation - Processor / Coordinator: 1987 - 1990: The Corona Ranch, Master Planned Community.

Psomas & Associates - Processor / Coordinator- 1986 - 1987: Multiple civil engineering and land surveying projects.

Irish Construction Company – Builder Partner: (concurrently with above) 1979 - 1990: General construction, residential building (spec. housing), and concrete and masonry product construction.

PROFESSIONAL AFFILIATIONS

Member, Building Industry Association

Member, Southern California Botanists

Member, Archaeological Institute of America

Member, Society for California Archaeology

Member, California Chamber of Commerce

Member, CalFlora

Member, San Bernardino County Museum Associates

Member, Orange County Natural History Museum Associates

Life Member, Society of Wetland Scientists

1994-97 President, Business Development Association, Inland Empire

1993-94 Executive Vice President, Building Industry Association, Riverside County

2010 Chair of the Old House Interest Group – Redlands Area Historical Society

SYMPOSIA, SEMINARS, AND WORKSHOPS

Assembly Bill 52 Tribal Consultation Process Overview. Pechanga Band of Luiseno Indians Cultural Resources Group. Temecula, CA. October 2015

ACOE Compensatory Mitigation Workshop – Wilshire Blvd Office, July 16, 2015

May 27, 2015, CWA Rule, Update, San Diego CA, October 20-23, 2015

Leslie Nay Irish
Continued

ACOE 2 Day Workshop, Mitigation Rule & Mitigation Checklist, Carlsbad, March 20, 2015
Desert Tortoise Handling Class, update (DT Consortium / Joint Agencies USFWS/CDFG) 2013
Update
Bedrock Food Processing Centers in Riverside County, TLMA, 2009
Nexus Geology-Archaeology, Riverside County, TLMA, 2009
Desert Tortoise Handling Class, (DT Consortium / Joint Agencies USFWS/CDFG), 2008
Certificate Granted
Ecological Islands and Processes (vernal pools, alkali wetlands, etc.), Southern California
Botanists, 2004
Low Impact Development, State Water Board Academy, 2004
Inland Empire Transportation Symposium, 2004
Western Riverside County MSHCP Review and Implementation Seminar, 2004
Field Botany and Taxonomy, Riverside City College, 2002
Construction Storm Water Compliance Workshop, BIA, 2002
Identifying Human Bone: Conducted by L&L Environmental, County Coroner and Page
Museum, 2002
CEQA/NEPA Issues in Historic Preservation, UCLA, 2000
CEQA and Biological Resources, University of California, Riverside, 2000
CEQA Law Update 2000, UCLA
Land Use Law/Planning Conference, University of California, Riverside
CALNAT "95", University of California, Riverside
Desert Fauna, University of California, Riverside
Habitat Restoration/Ecology, University of California, Riverside
Geology of Yosemite and Death Valley, University of California, Riverside
San Andreas Fault: San Bernardino to Palmdale, University of California, Riverside
Historic Designations and CEQA Law, UCLA

**Anna M. Hoover, M.S., RPA
CGC Senior Ethnoarchaeologist**

Anna Hoover has 20 years of professional experience in archaeological, cultural and natural resources management and tribal historic preservation in Alta and Baja California and Yucatan, Mexico. She serves as a Senior Ethnoarchaeologist for Cultural Geographics Consulting, LLC, is a Register of Professional Archaeologists member and meets the qualifications as Archaeologist under the Secretary of the Interior, ARPA and Riverside County, CA. Mrs. Hoover has collaborated with governmental agencies, environmental consultants and archaeological and tribal communities to develop sustainable, practical applications for the identification of and preservation for tribal cultural resources, properties and landscapes. She is experienced in environmental document analysis and synthesis; management of multi-faceted complex projects; coordination between agencies, consultants and tribal entities; preparation and implementation of various preservation and management plans including programmatic agreements, memorandum of agreement, conservation easements, historic ordinances and master/global agreements; and grant writing/project implementation. She is fluent in implementation of the California Environmental Quality Act (CEQA) including AB 52 and SB 18, National Environmental Preservation Act (NEPA), the Section 106 process of the National Historic Preservation Act (NHPA), Native American Graves Protection and Repatriation Act (NAGPRA) and CalNAGPRA.

Research interests include: (i) trail and transportation networks as methods to disseminate culture, (ii) indigenous agricultural techniques, kitchen gardens and food management systems, (iii) stone tool manufacturing and material processing; (iv) macro- and micro-spatial utilization of indigenous villages and (v) Traditional Cultural Properties (TCPs) and Traditional Cultural Landscapes (TCLs). Mrs. Hoover has presented at professional conferences and trainings on CEQA, AB 52, tribal consultation, traditional cultural landscapes, urban and regional planning, and various other topics of research. She is also a published author and on-call consultant for the San Bernardino County Sheriff Coroner's office.

Project Experience

- *West Cajalco / Pechanga Traditional Cultural Landscape (TCL) Study*. Location: Riverside County, California (2016 – 2017). Role: Deputy Tribal Historic Preservation Officer/Ethnoarchaeologist.
- *M122/Adobe Springs Project*. Location: Riverside County, California (2014-2016). Role: Deputy Tribal Historic Preservation Officer/Cultural Analyst.
- *Clinton Keith Road Expansion Project*. Location: Riverside County, California (2014-2016). Role: Deputy Tribal Historic Preservation Officer/Cultural Analyst.
- *Luiŕeño Ancestral Origin Landscape* Nomination to the National Register of Historic Places. Location: Riverside-San Diego County, California (2013-2014). Role: Contributing Archaeologist.
- *Pechanga Band of Luiŕeño Indians Traditional Cultural Property Inventory and Assessment*, San Diego - Riverside, California (2013). Role: Cultural Analyst/Ethnoarchaeologist.
- *Mid-County Parkway Project*. Location: Riverside County, California (2007-2017). Role: Cultural Analyst/Archaeologist.
- *Liberty Quarry Project*. Location: Riverside-San Diego County, California (2007-2012). Role: Cultural Analyst/Archaeologist.

Anna M. Hoover, M.S., RPA
Continued

- *Excavations at Four Desert Sites within the Sugarloaf Archaeological District.* Location: Inyo County, California (2005-2007). Role: Senior Archaeologist, Report Author
- *Baker Excavation Project.* Location: Silver Lake, Mojave Desert, San Bernardino County, California (2000). Role: Crew Chief
- *Yalahau Regional Human Ecology Project.* Location: Yucatan, Mexico (1999-2002). Role: Research Associate.

**Carole A. Denardo, M.A., RPA
Owner/Principal, Cultural Resources Manager
(Provenience Group)**

Ms. Denardo is a Cultural Resources specialist with over 34 years of practice in historic preservation and prehistoric and historical archaeological studies. She has conducted over 900 cultural resources studies, inventories, and impact evaluations in the Western United States, specifically in California, Arizona, Nevada, Oregon, and Hawaii. Ms. Denardo obtained an M.A. in Archaeology and Heritage from the University of Leicester, England, and a B.A. in Anthropology from California State University, Long Beach. She also completed one year of graduate studies at West Coast University where she majored in Environmental Management.

Ms. Denardo exceeds the professional standards to conduct historic preservation and archaeological resources studies as set forth by the U. S. Secretary of the Interior and she also meets California Department of Transportation (Caltrans) Professional Qualifications for both Architectural History Principal Investigator and Archaeology Principal Investigator.

At Provenience Group (DBE, SBE, WOSB, WBE), Ms. Denardo serves as owner/principal investigator, and project manager for historic preservation inventories and evaluations, and prehistoric and historical archaeological investigations. Ms. Denardo has conducted and supervised numerous technical studies and impact assessments for compliance with federal laws including Sections 106 and 110 of the National Historic Preservation Act (NHPA), National Environmental Policy Act (NEPA), and various state laws such as the California Environmental Quality Act (CEQA) for clients in both the public and private sectors.

PROFESSIONAL HISTORY

2015 to present. Provenience Group. Owner and Principal. Cultural Resources Management.

2002 to 2015. Garcia and Associates (GANDA). Cultural Resources Manager, Senior Architectural Historian and Archaeologist.

1995 to 2002. Applied EarthWorks. Architectural Historian, Field and Laboratory Director.

1994 to 1995. SAIC. Laboratory Director and Staff Archaeologist.

1990 to 1994. Wilcoxon Consultants. Laboratory Director, Researcher, and Staff Archaeologist.

1986-1989. University of California, Santa Barbara – Center for Archaeological Studies. Laboratory Director and Analyst.

LICENSES/REGISTRATIONS/CERTIFICATIONS

Registered Professional Archaeologist #1222

Professionals in Public History (California)

OSHA 40-hour HAZWOPER Training HAZWOPER

Supervisory Training 8-hour HAZWOPER

PROJECT EXPERIENCE SAMPLE

Historic Resources Inventory and Evaluation of Industrial Buildings within Chevron's Coalinga Nose Unit Oil Field in Fresno County, California, 2018. Provenience Group under subcontract to Padre Associates for Chevron Environmental Management Company. Architectural Historian. Historic research, field inventory, evaluation of industrial buildings, and preparation of a technical report (in progress).

Carole A. Denardo, M.A., RPA
Continued

Cultural Resources Assessment for the City of Gilroy Wayfinding Signs Project-Phase IV-Wayfinding Signs in Caltrans ROW (Project 2), 2018. Provenience Group under subcontract to Evan & De Shazo for City of Gilroy. Archaeologist and Architectural Historian. Performed a cultural resources survey of 20 separate proposed wayfaring sign locations within the City and County ROW and prepared a technical report.

Historic Resource Inventory and Evaluation of the Old Grammar School/Old City Hall Building at 1000 Bello Street in Pismo Beach, San Luis Obispo County, California, 2018. Provenience Group under subcontract to RRM Design Group for the City of Pismo Beach. Architectural Historian. Evaluated the building for NRHP and CRHR eligibility and prepared recommendations for mitigation based on three separate options for renovation and rehabilitation.

Historic Property Inventory and Evaluation of the Former Far Western Tavern, Guadalupe, Santa Barbara County, California., 2018. Provenience Group. Prepared for the Guadalupe-Nipomo Dune Center. Architectural history study and California Register Nomination. Historic research, field inventory, building evaluation, and preparation of a technical report. Prepared a nomination for listing on the California Register.

Historic Resource Inventory and Evaluation – 1450 Highway 135, Los Alamos, Santa Barbara County, California, 2018. (Provenience Group). Principal Architectural Historian. James Selbert for the County of Santa Barbara. The property owner demolished a nineteenth century house without a demolition permit. The historic resource study conducted research, developed a historic context, and prepared a technical report. The house and related barn were both identified as belonging to important individuals (Careaga family) associated with ranching during the transition of Mexican ownership of property to Anglo Americans, and the early discovery of useable oil in the Santa Maria Valley. The buildings were found to be eligible for the California Register, which resulted in an adverse impact to a significant historical resource. Mitigation measures were developed to lessen impacts caused by demolition of the historical resource.

Section 106 Cultural Resources Assessment for the Brasada Development Project (TTM 70583) in the City of San Dimas, Los Angeles County, California, 2018. Provenience Group under subcontract to L&L Environmental. Principal Investigator. Evaluated historic resources identified within the APE of the Brasada Development Project for National Register and California Register eligibility. Coordinated with the Army Corps of Engineers and City of San Dimas and prepared evaluation reports for historic water structures related to the early 20th century citrus industry.

Historical Resource Assessment Report- Old Big Bear Valley Dam at Big Bear Lake, San Bernardino County, California, 2017. Provenience Group under subcontract to Stantec for Big Bear Municipal Water District. Architectural Historian. The submerged Old Big Bear Valley Dams (1883-84) had been previously designated California Historic Landmark #725 and Historical Civil Engineering Landmark No. 17. The study entailed historic research and review of underwater photographs and videos to assess the current condition of the dam, and it included a CEQA Impact Analysis and recommendations. It also described the process, including required supplemental studies to mitigate potential impacts.

APPENDIX B
SCCIC Records Search Form

Invoice

Auxiliary Services Corporation (ASC)
South Central Coastal Info Center (SCCIC)
800 N State College Blvd (MH-426)
Fullerton CA 92831
657.278.5395

Date	Invoice #
1/4/2018	4507

Bill To

Bmangum@llenviroinc.com
 JSanka@llenviroinc.com

Ship To

L & L Environmental, Inc. (L&L)
 721 Nevada St
 Suite 307
 Redlands CA 92373

SCCIC No.	Client	Project ID	Research Date	Terms
18417.4507	Shannon Smith	Cajon Blvd	1/3/2018	Net 30
Quantity	Description	Rate	Amount	
1	County ID (36)	0.00	0.00	
4.5	Client In-House - per hour	100.00	450.00	
127	PDF pages 1-4999	0.15	19.05	
1	Processing Fee IC Staff- per hour	40.00	40.00	
Thank you for using the California Historical Resources Information System (C.H.R.I.S.).				
Make checks payable to ASC & mail to address above. Credit cards are not accepted. Invoice reprints subject to a \$40 staff-time fee.			Total	\$509.05

APPENDIX C

Photographs



Plate 1: Looking northwest at the NE corner; BNSF (AT&SF) Railroad to the right (P-36-006793)



Plate 2: Northwest corner, east of chain-link fence



Plate 3: Looking northwest at southeast corner

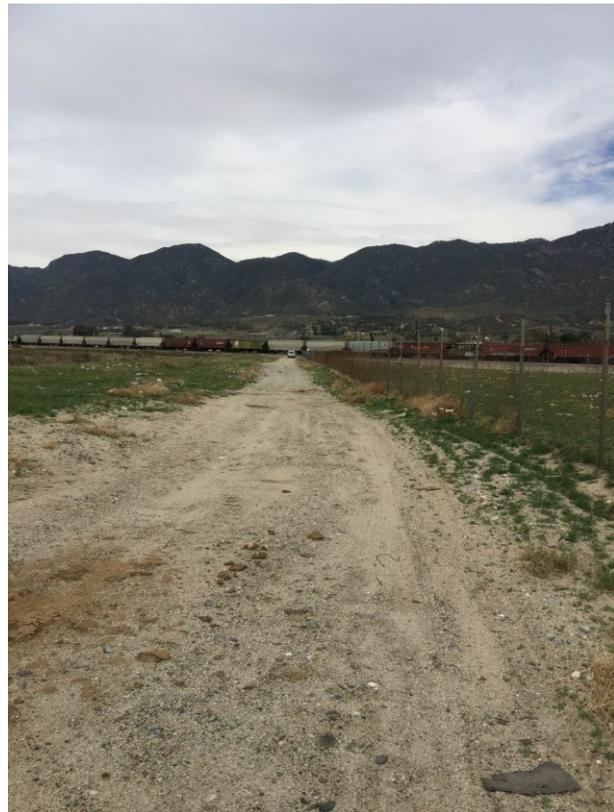


Plate 4: Looking north at southeast corner



Plate 5: Looking east at southwest corner east of chain-link fence and Cajon Blvd/Route 66



Plate 7: Looking southwest at the northeast corner



Plate 9: Looking southeast from northwest corner



Plate 6: Northern disturbed area with concrete slabs and parking – Cajon Historic-1



Plate 8: Dense vegetation in the southern portion



Plate 10: Standard H-frame tower on the north side of Cajon Blvd., facing northwest.



Plate 11: AH-frame tower on south side of train tracks, south of Kendall Dr., facing southeast.



Plate 12: Standard H-frame tower on the north side of Cajon Blvd., facing north.



Plate 13: AH-frame tower on south side of train tracks, facing south. H-frame tower is shown behind it.



Plate 15: A series of at least four more AH-frame towers appear north of Kendall Drive, facing north.



Plate 16: Route 66 facing north, north entrance onto property showing dirt/gravel shoulder



Plate 17: Route 66-facing southwest, new warehouse construction



Plate 18: Route-facing the northbound lane, dirt/gravel shoulder



Plate 19: facing north, looking at the north-bound lane



Plate 20: Route 66-facing north-bound lane, Google Maps view clearly showing delineation between north-bound County side and modern City south-bound side.

APPENDIX D

Site Records

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

Primary # P-36-010315
HRI #
Trinomial CA-SBR-10315H

Property Name: 132KV Hoover Dam Transmission Line
Page 1 of 4

NRHP Status Code: 2S2

Recorded by: Carole Denardo
Form Prepared by: Anna Hoover for L&L Environmental, Inc.

Date: May 28, 2018

Continuation Update

***P3a. Description (Update):**

This site record is being updated because a segment of P-36-010315 runs north-south through a proposed warehouse development project, which may cause significant adverse impacts if constructed. This segment is being evaluated for visual and cumulative effects at the recommendation of the State Historic Preservation Office (SHPO) and in coordination with Audry Williams from Southern California Edison (SCE). The SCE-owned transmission line separates the disturbed northern portion from the relatively undisturbed southern portion of the project; it can be identified on early topographic maps and aerial photographs and is a significant resource to the County of San Bernardino and the United States.

Background

From 1930 to 1931, the federal government contracted with Southern Sierras Power Company and Nevada-California Power Company for construction of a transmission line extending from San Bernardino, California to Boulder City, Nevada to supply electrical power for the Boulder Dam project (later renamed Hoover Dam). When built, more than 1,600 transmission towers spanned the 225-mile distance.

In August 1993, Dames and Moore originally evaluated transmission line and towers of the Boulder (Hoover) Dam-San Bernardino Transmission Line during their study for the *Class III Cultural Resource Inventory for the Los Angeles Department of Water and Power, Mead to Adelanto Transmission Line Project; Stateline and Baker Divisions*. They determined it was eligible for listing in the NRHP under Criterion A for its association with Hoover Dam. In a letter dated October 14, 1993, in addition to NRHP-eligibility under Criterion A, the Bureau of Land Management also determined the transmission line is eligible for listing under Criterion C as "a rare example of low-voltage long-distance electrical transmission (Letter from Henri R. Bisson (BLM) to Steade Craigo (OHP) October 14, 1993).

In 1993, the SHPO concurred with the Bureau of Land Management's (BLM) evaluation and assessment of the 132kV Hoover Dam Transmission Line as eligible for listing on the NRHP, under Status Code 2S2. The transmission line and towers are also listed on the CRHR.

The property is eligible under Criterion A/1 for its association with Hoover Dam and development of electrical energy in California and Nevada, and Criterion C/3 for the outstanding engineering achievement of the transmission lines and towers. The period of significance is 1930-1931 (Daly 2008; Hahn and McElroy 2010; Williams 2015).

Pole Types on the Property

Type H-Frame Standard Structure. The transmission tower within the utility corridor north of Cajon Blvd and west of the facility entrance, consists of a riveted steel Type H-Frame Standard Straightaway Suspension structure (Appendix C, Plates 10 and 12), which based on its design (Portion of SCE Drawing No. 572256-1), appears to be one of the original towers that date from ca. 1930-1931 (Williams 2015). The H-frame tower rests on two lattice legs, each measuring two feet by two feet wide, spaced about 15 feet apart and overlain by an approximately 34-foot long and two feet wide horizontal cross-arm. The tower cross-arm supports three evenly spaced conductors, each with nine individual porcelain insulation units connected to suspension insulator strings (Williams 2015). The tower appears to be intact and in good condition.

Type AH-Frame – Dead End Construction for Angle 25°-50°. The AH-Frame steel lattice transmission tower is on the northwest edge of the Project area, approximately 60 feet south of the BNSF (AT&SF) Railway tracks (Appendix C, Plates 11 and 13). Based on its design (Portion of SCE Drawing No. 572256-1 and Image SCE_07_02585) it appears to be one of the original towers that date from ca. 1930-1931 (Williams 2015). It consists of an A-frame cage structure, approximately 55-foot-high, sans footings, with four legs spaced about 17 feet between the front and back and 15 feet from side-to-side. It is topped with a 32-foot trapezoidal-shaped horizontal cross-arm with three dead-end structures comprised of 10 porcelain insulators at the end of each conductor (Williams 2015). The tower appears to be intact and in good condition.

DPR 523E (9/2013)

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

Primary # P-36-010315
HRI #
Trinomial CA-SBR-10315H

Property Name: 132KV Hoover Dam Transmission Line
Page 2 of 4

NRHP Status Code: 2S2

Recorded by: Carole Denardo

Date: May 28, 2018

Continuation Update

Form Prepared by: Anna Hoover for L&L Environmental, Inc.

As proposed, the warehouse and parking lot construction immediately adjacent to and under the lines of P-36-010315 will directly impact the *visual integrity* of the resource. Development on the eastern portion of P-36-010315 has already cumulatively impacted the transmission line and continued development on this western portion will continue to contribute to *cumulative impacts*, eventually destroying the feeling and association of the resource.

Based on the significance of P-36-010315, L&L recommended to the Developer/Applicant that the Project's design be adjusted to set the building back 50 feet from the SCE easement to avoid impacts. It was not feasible for the Developer/Applicant to revise the site plan due to technical, engineering, and financial constraints. Because the proposed warehouse cannot be set back the recommended 50 feet from the easement, L&L recommends the following for the Project's direct, visual, and cumulatively-considerable impacts to the integrity of P-36-010315.

- The Developer/Applicant shall be required to undergo a consent review by SCE, and as a result, receive SCE's written consent to place any physical improvements in the easement. The Project's current design plans show preservation of the two historic transmission line H-frame towers and preservation of the overhead lines. Landscaping is proposed in the southeastern and northwestern portions of the easement around the transmission towers. Paved parking and drive isles are proposed as part of the Project design in the middle section of the easement underneath the overhead lines. These improvements can only occur upon the written consent of SCE. In addition, the Project's construction, design features, and ongoing operation will be required to adhere to any conditions imposed by SCE as a result of their consent review.
- To maintain visibility of the transmission line towers from Cajon Boulevard, the Project's landscaping plan shall not place any trees in the 60-foot-wide SCE easement where the easement adjoins Cajon Boulevard.
- No structures, other than SCE-approved structures, shall be placed in the easement, including light poles, trees, signs, or other features that would detract from the open visual character or vertical clearance between the ground surface and the overhead transmission lines.
- If SCE permits parking stalls in the easement, such parking shall be limited to passenger cars. No truck or trailer parking stalls, long-term parking of any vehicle, or storing of vehicles shall be permitted in the easement.
- The Developer/Applicant shall coordinate with County of San Bernardino and a qualified historian to prepare signage that will educate members of the public about the historical importance of the transmission line. The sign shall be placed in a conspicuous location on the Project site visible to the visiting public and should be installed prior to the County's issuance of an occupancy permit for the warehouse.

Although the historic visual integrity of the resource as it crosses the Project site will still be adversely affected, impacts can be mitigated to a level that will be less-than-significant under CEQA because:

- a) the two historic transmission towers located on the site will be preserved and landscaping will occur around the base of the transmission towers thus protecting them in-place,
- b) the existing overhead lines will remain in place,
- c) the existing historic transmission towers and overhead lines will remain visible where the easement adjoins Cajon Boulevard,
- d) the historic importance of the transmission line will be identified by conspicuous signage visible to the visiting public, and
- e) physical ground improvements in the center of the easement, which would not include any structures, vehicle storage, long-term parking, or truck parking, will only occur should these improvements be consented upon in writing by SCE.

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

Primary # P-36-010315
HRI #
Trinomial CA-SBR-10315H

Property Name: 132KV Hoover Dam Transmission Line
Page 3 of 4

NRHP Status Code: 2S2

Recorded by: Carole Denardo
Form Prepared by: Anna Hoover for L&L Environmental, Inc.

Date: May 28, 2018

Continuation Update

Tower Photographs:



Standard H-frame tower on the north side of Cajon Blvd. facing northwest.



Standard H-frame tower on the north side of Cajon Blvd., facing north.



AH-frame tower on south side of train tracks, facing south.
H-frame tower is shown behind it.

DPR 523L (9/2013)

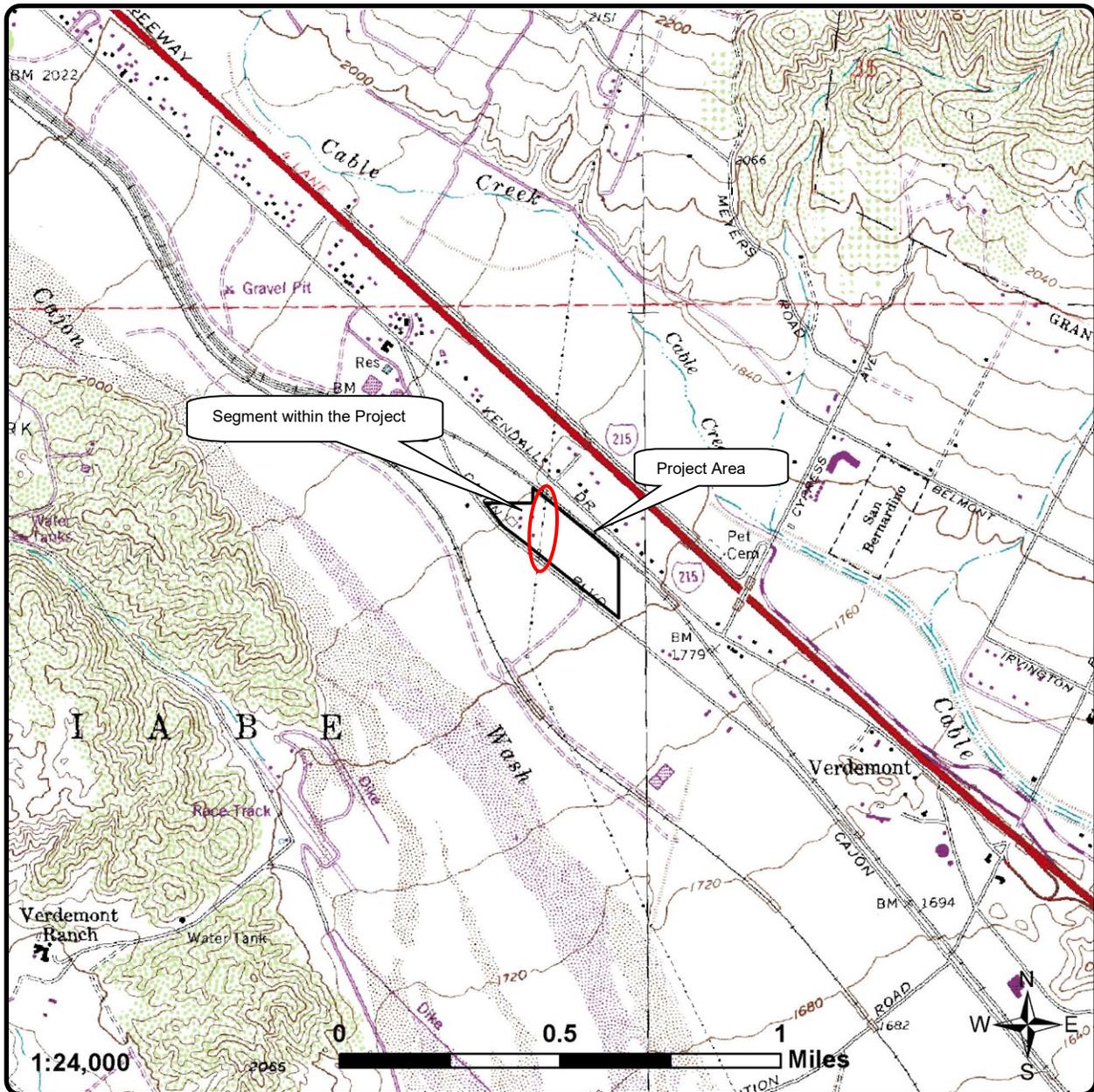


A series of at least four more AH-frame towers appear north of Kendall Drive, facing north.

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

Primary # P-36-010315
HRI #
Trinomial CA-SBR-10315H

Page 4 of 4 *Resource Name or # (Assigned by recorder) 132kV Hoover Dam Transmission Line
*Map Name: Devore *Scale: 1:24,000 *Date of map: 1988



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

Primary # 36-002910
HRI #

PRIMARY RECORD

Trinomial CA-SBR-2910
NRHP Status Code 2S2

Other Listings _____ Review Code _____ Reviewer _____ Date _____

Page 1 of 7 *Resource Name or #: (Assigned by recorder) Historic Route 66

P1. Other Identifier: Cajon Boulevard/State Route 66/Historic Route 66

*P2. Location: Not for Publication Unrestricted

*a. County San Bernardino and (P2b, P2e, P2j and P2l)

*b. USGS 7.5' Quad Devore Date 1988 T 1N; R 5W; Sec Interpolated Section 2 of the Muscupiabe land grant; S.B. B. M.

c. Address 19416 Cajon Blvd City San Bernardino Zip 92407

d. UTM: (Give more than one for large and/or linear resources)

Zone 11, NAD 10927, Northern point: 465275.61 mE/ 3784187.88 mN

Southern point: 464792.02 mE/ 3784610.38 mN

e. Other Locational Data: (e.g., parcel #, directions to resource, elevation, decimal degrees, etc., as appropriate)

From I-10 West, take exit 72 towards San Bernardino/Barstow. Merge onto I-215 North. Take exit 50 for Palm Avenue towards Kendall Drive. Turn left onto Palm Avenue, then take a left onto Cajon Blvd.

*P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries) This is a segment of the Historic Route 66, also known as Cajon Blvd, that passes on the southeast of the proposed Cajon Warehouse Development Project. The portion evaluated for this project is 2,110 feet/0.40 miles in length and is the last portion in the area that does not have curb/gutters. In 2010, Hamilton and Smallwood conducted a windshield survey of an eight mile stretch between Glen Helen Pkwy and Mt. Vernon Ave to assess integrity of the area; however, only a small segment within their APE was formally evaluated. As the currently proposed project must improve the roadway and connect to utilities, this segment See *Continuation Sheet, page 3*

*P3b. Resource Attributes: (List attributes and codes) HP37: Highway/Trail

*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 #) Facing the northbound lane from the project property, shows undeveloped dirt/gravel shoulder in this segment. May 18, 2018

*P6. Date Constructed/Age and Source:

Historic Prehistoric Both

*P7. Owner and Address:

Alere Property Group, LLC
100 Bayview Circle, Ste 310
Newport Beach, CA 92660

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

Anna Hoover & Carole Denardo
For L&L Environmental, Inc
700 E. Redlands Blvd, Ste U, PMB #351
Redlands, CA 92373

*P9. Date Recorded: May 28, 2018

*P10. Survey Type: (Describe)

Intensive Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.") Historic Resources Assessment for +/-20.03 Acres Located at Cajon Boulevard, County of San Bernardino, California. May 2019. Hoover, Anna M.; Carole Denardo and Leslie Nay Irish, L&L Environmental, Inc.

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

DPR 523A (9/2013)

*Required information

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910

Page 2 of 7 Resource Name or #: Historic Route 66

L1. Historic and/or Common Name: U.S. Route 66 (Cajon Blvd)

L2a. Portion Described: Entire Resource Segment Point Observation Designation:

b. Location of point or segment: (Provide UTM coordinates, decimal degrees, legal description, and any other useful locational data. Show the area that has been field inspected on a Location Map.)

Zone 11, NAD 10927, Northern point: 465275.61 mE/ 3784187.88 mN

Southern point: 464792.02 mE/ 3784610.38 mN

L3. Description: (Describe construction details, materials, and artifacts found at this segment/point. Provide plans/sections as appropriate.) This segment of Cajon Blvd/Route 66 that was formally evaluated is 2,110 feet/0.40 miles long. The centerline of Cajon Blvd is the dividing line between the City and the County of San Bernardino. On the south-bound side owned by the City, Cajon Blvd has been widened to two lanes, with modern striping, curbs, gutters, and lighting. On the County's north-bound side, within the limits of the proposed Project, it is still one lane, with no curbs or gutters, and an open dirt/gravel shoulder. The surface material appears to be asphalt-pavement and there are various cracks throughout. No Route 66 signage was observed, either alongside the roadway or painted on the surface as is common in this area

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

a. Top Width N/A

b. Bottom Width N/A

c. Height or Depth N/A

d. Length of Segment 2,110 feet

e. Sketch of Cross Section: N/A

L5. Associated Resources: None

L6. Setting: (Describe natural features, landscape characteristics, slope, etc., as appropriate.): The surrounding physical environment of this resource segment is relatively similar to its period of significance. The only major development along the segment is the large warehouse on the south-bound lanes in the City of San Bernardino, which is a modern construction. The views to the north include the undeveloped, open Project property, visible rail cars and ROW, and small businesses that still reflect the rural, historic character of the area. To the east, most of the modern development is screened from view by undeveloped hillsides. The views of the San Bernardino and San Gabriel Mountains as Cajon Blvd heads towards Cajon Pass is still a breathtaking vista.

L8a. Photograph, Map or Drawing



L7. Integrity Considerations: This segment retains the historic integrity from its period of significance, 1926-1974.

L8b. Description of Photo, Map, or Drawing (View, scale, etc.): Facing north, viewing the north-bound side, dirt/gravel sloped shoulder.

L9. Remarks:

L10. Form Prepared by: (Name, affiliation, and address)

Anna Hoover
For L&L Environmental, Inc
700 E. Redlands Blvd, Ste U, PMB #351
Redlands, CA 92373

L11. Date: May 28, 2018

DPR 523E (9/2013)

State of California - The Resources Agency	Primary # <u>P-36-002910</u>
DEPARTMENT OF PARKS AND RECREATION	HRI # _____
BUILDING, STRUCTURE, AND OBJECT RECORD	

*Resource Name or # (Assigned by recorder) Historic Route 66 *NRHP Status Code 2S2

Page 3 of 7

B1. Historic Name: U.S. Route 66 (Cajon Blvd)

B2. Common Name: Historic Route 66

B3. Original Use: Road B4. Present Use: Road

*B5. Architectural Style: N/A

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

By the early 1900s, the automobile was becoming more prevalent and better roads were needed for the new motorists. This led to the creation of the National Old Trails (N.O.T.) Association and a grand vision for a motorcar connection between Los Angeles and New York. Their transcontinental highway ran beside the BNSF (AT&SF) railroad tracks from Los Angeles, through San Bernardino, across Cajon Pass, through Barstow, and eventually crossing into Arizona. In the San Bernardino area, the Automobile Club of Southern California (ACSC) shows on its 1915 map the N.O.T. heading from Devore at the foot of Cajon Pass, through Verdernont Station where it crossed the train tracks a few hundred feet north of the Project area and headed along Cajon Ave [Blvd] northeast and south of the Project area.

In 1926, route was designated U.S. Highway 66, and it incorporated much of the N.O.T. There are two roads that lead into San Bernardino, both splitting off at the intersection of Cajon Boulevard and Kendall Drive to the north of the Project area by a few hundred feet: one heads into the City via Cajon Boulevard and Mt. Vernon Avenue several miles to the southeast of the Project area (known as the Alternate 66), and the other extends along Kendall Drive on the eastern side of the BNSF Railroad, northeast of the Project, and into the City via North E Street (known as the City 66). See Continuation Sheet, page 4

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

*B8. Related Features:

Dirt/Gravel sloped shoulder

B9a. Architect: Unknown b. Builder: Unknown

*B10. Significance: Theme Development of U.S. Route 66 in CA & as a migratory and tourism route

Area San Bernardino/Devore

Period of Significance 1926-1974 Property Type Road Applicable Criteria Criterion A

(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic

scope. Also address integrity.)

See Continuation Sheet, page

B11. Additional Resource Attributes: (List attributes and codes) HP37: Roads/Trails

*B12. References:

See Continuation Sheet, page 5

B13. Remarks: None

*B14. Evaluator:

Anna Hoover & Carole Denardo

For L&L Environmental, Inc

700 E. Redlands Blvd, Ste U, PMB #351

Redlands, CA 92373

*Date of Evaluation: May 28, 2018

(This space reserved for official comments.)

(Sketch Map with north arrow required.)

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910

Property Name: Cajon Boulevard/State Route 66/Historic Route 66

Page 4 of 7

Recorded by: Anna Hoover & Carole Denardo Date: May 28, 2018 **X Continuation** **Update**

***P3a. Description (continued):** was formally evaluated using the Multi Property Documentation Form for Route 66 in California (Rowland et al 2011).

According to the National Park Service (NPS) Route 66 Corridor Preservation Program, "Historic Route 66 represents an outstanding example of the transition from dirt track to superhighway. Not only does Route 66 underscore the importance of the automobile as a technological achievement, but, perhaps equally important to the American psyche, it symbolized unprecedented freedom and mobility for every citizen who could afford to own and operate a car." Its use and popularity through the early and mid-twentieth century was instrumental in bringing an influx of people, goods, and ideas that enhanced the settlement and growth of the southern California region (Hamilton 2011).

***B6. Construction History:** Cajon Blvd is an extension of the Cajon Pass, one of the original locations of Route 66. This portion of the roadway is a connector piece between the Cajon Pass and Foothill Blvd (CA-66) and is utilized as a local, alternative route to the I-215 to the east. Fifty percent of the road segment still retains its original integrity. The 2,110 feet/0.40 mile segment's north-bound surface material appears to be asphalt-pavement and there are various cracks throughout. There is no curb or gutter on the east side and the shoulder is dirt/gravel. No Route 66 signage was observed, either alongside the roadway or painted on the surface. The south-bound side of the roadway has been modernized, with new asphalt, striping, curbs, gutters, and lighting.

From Rowland et al 2011:

Today, two categories of roadbed remain from U.S. Highway 66: roadbed segments still in use (as major and minor arterials, alternate routes, and frontage roads) and abandoned segments. Several types of roadway surface material may be found on existing segments of U.S. Highway 66; these may help date the road segment. Road improvements occurred at different times in different locations, and in some cases an alignment was abandoned for a new one....

Segments of U.S. Highway 66 left in service as local and frontage roads are unlikely to retain original roadway surface materials, but may provide evidence of the improvements made to the roadway throughout the highway's history. This evidence would provide an understanding of the technology of highway construction and transportation engineering. Abandoned segments of U.S. Highway 66 are found primarily in the Mojave Desert....

Road segments in which surface material from the period of significance has been covered or replaced, or where work has been completed to widen road shoulders or replace minor structures, does not necessarily render the property not eligible if other aspects of integrity remain.

The last segment of Historic Route 66 was officially decommissioned in 1985.

***B10. Significance (continued):** The entire Historic Route 66 was determined eligible and listed on the NRHP in 1990 under Status Code 2S2 with subsequent studies completed in 2005 and 2011. It is eligible for inclusion under Criteria A and C, with some desert segments eligible under Criteria B and D. The entirety of Route 66 is significant under the following themes: Transportation, Engineering, Social, History, Commerce, Entertainment/Recreation, and Architecture.

Although the entire Route is considered eligible, the various segments must be individually evaluated. This 2,110 foot/0.40 mile portion of Route 66 has not been formally evaluated and therefore, will be assessed under its period of significance, from 1926 to 1974, and appropriate theme(s) as outlined in the MPDF (Rowland et al 2011). Per the MPDF, "To qualify for listing in the National Register under this MPDF, properties must meet registration requirements, be a component of the roadway itself or have a direct and documented association with U.S. Highway 66 during the period of significance, and be important under one of the historic contexts identified in Section E." In California, if a resource is eligible for the NRHP, it is automatically eligible and listed on the CRHR. Therefore, because Route 66 has already been evaluated under the NRHP, an analysis under the CRHR criteria will not be provided.

DPR 523L (9/2013)

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910

Property Name: Cajon Boulevard/State Route 66/Historic Route 66
Page 5 of 7.

Recorded by: Anna Hoover & Carole Denardo Date: May 28, 2018 **X Continuation** **Update**

Theme and Period of Significance

The Special Resource Study of Route 66 by the NPS (1995; in Hamilton 2011) established the significance of Route 66 as important to the transportation history of the United States. However, this study did not evaluate Route 66 using NRHP eligibility criteria. The *Multiple Property Documentation Form for Route 66 in California* (Roland et al. 2011) provided four primary themes for evaluating segments and associated features of Route 66 in California. Of those themes, the following are applicable for this segment:

- Development of U.S. Highway 66 in California, San Bernardino and Los Angeles Counties, California, 1926-1974.
- U.S. Highway 66 as a Migratory Route, San Bernardino and Los Angeles Counties, California, 1926-1974.

The period of significance for this portion of Route 66, and much of the roadway in California, begins in 1926 and extends to 1974, when a large portion of the route was bypassed by Interstate 40, Interstate 15, Interstate 10 and Interstate 210 (Roland et al. 2011). The segment of Route 66 that will be impacted by the proposed Project represents the development of the US Highway System and transportation trends.

In California, U.S. Highway 66 roughly followed the route of the Atchison, Topeka, and Santa Fe Railroad across the desert into the urban environs of Los Angeles. The early segments designated as U.S. Highway 66 were generally narrow and followed the natural topography. With improvements and upgrades through the years, the urban roadway typically had shoulders with some medians, straightened or banked curves, and side slopes. In its half century of service, U.S. Highway 66 in California evolved to meet increasingly stringent standards for heavier and faster traffic. From the early days of highway construction, engineers and road builders were faced with design challenges to resolve issues such as the continuously shifting sands along the desert segments of the highway and washouts during heavy rains.

As U.S. Highway 66 was upgraded from the 1930s through the mid-twentieth century, engineering features were incorporated into roadway design to resolve issues such as washouts during heavy rains and to provide for a safer highway. Road segments were generally straightened to remove sharp curves, widened, and received upgraded surfaces, including the use of concrete west of Cajon Pass. Erosion control and drainage features such as bridges, culverts, retaining walls, and spillways were constructed where needed along the desert highway segments subject to frequent washouts. Other engineering features included installation of curb and gutter and the construction of center median dividers, left turn lanes, and access ramps in the urban Los Angeles basin.

One of the most ambitious projects accomplished during the early years of U.S. Highway 66's history was the realignment of Cajon Pass between Victorville and San Bernardino. Between 1932 and 1934 the road was widened and a number of treacherous curves were removed. Additionally, Cajon Creek was channelized and a retaining wall was installed to resolve issues with repeated slides and flooding. In 1938 a major flood in the canyon washed out a part of the recently improved Blue Cut and resulted in an alignment to place the roadway on more stable ground less prone to flooding (Rowland et al, 2011).

Evaluation:

The site was evaluated against the seven aspects of integrity as outlined in National Register Bulletin 15, including location, setting, design, workmanship, materials, feeling, and association (NPS 1991 in Hamilton 2011) and in association with the guidance provided in the MPDF (Rowland et al 2011).

All topographic maps, aerial photographs, and research materials identify Cajon Blvd/Route 66 in its current location. Rowland et al states that Route 66 roughly followed the AT&SF Rail line, which is located to the north-northeast of the proposed Project. No maps or materials have been found that indicate any portion of this segment has been altered.

DPR 523L (9/2013)

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910

Property Name: Cajon Boulevard/State Route 66/Historic Route 66
Page 6 of 7.

Recorded by: Anna Hoover & Carole Denardo **Date:** May 28, 2018 **X Continuation** **Update**

Overall, the north-bound portion of this segment of Route 66 retains the original feeling that a driver would have experienced. As this is an actual portion of the original Route 66, there is a direct association. Further:

Most highway and road-related structures will possess significance at the local level since an isolated segment of the route relays the setting and feeling the automobile traveler experienced along a discrete portion of U.S. Highway 66. Highway and road-related structures may possess significance at the state level if they demonstrate early advances in design or construction innovations that subsequently spread across the state or region (Rowland et al 2011).

The entirety of P-36-002910 is a NRHP listed site under Criteria A & C. This segment of Route 66 has been assessed through NRHP criteria and found to be eligible as it retains its historic integrity of location, setting, feeling, design, and association. Furthermore, this segment is eligible as a County of San Bernardino cultural resource. The proposed Project will be directly impacting the roadway, potentially by resurfacing and modernizing the road.

***B12. References (continued):**

Hamilton, Colleen M. 2011. Finding of Effect for the Palm Avenue/Burlington Northern Santa Fe Railroad Grade Separation Project. Local Assistance Project Prefix: TCIFL; Project No. 6053, Agreement (087). Prepared for the California Department of Transportation, District 8. Confidential Technical Study Available at the South Central Coastal Information Center.

Lardner/Klein Landscape Architects, PC. 2015. California Historic Route 66: Needles to Barstow Corridor Management Plan. Final Draft. Electronic Document. Accessed May 2018.

National Park Service. No Date. NPS Route 66 Corridor Preservation Program. Website. <https://ncppt.nps.gov/rt66/>. Accessed May 2018.

National Historic Route 66 Federation. No Date. Website. <https://www.national66.org/>. Accessed May 2018.

Rowland, Carol; Heather Goodson; Chad Moffett; Christina Slattery. 2011. National Register of Historic Places Multi Property Documentation Form. Prepared in collaboration with the California Preservation Foundation and National park Service. Electronic Document. Accessed May 2018. <http://ohp.parks.ca.gov/pages/1054/files/us%20route%2066%20mpdf.pdf>

San Bernardino County General Plan. 2007. *County of San Bernardino 2007 Development Code*. Electronic Document. <http://www.sbcounty.gov/Uploads/lus/DevelopmentCode/DCWebsite.pdf>

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

Primary # P-36-002910
HRI #
Trinomial CA-SBR-2910

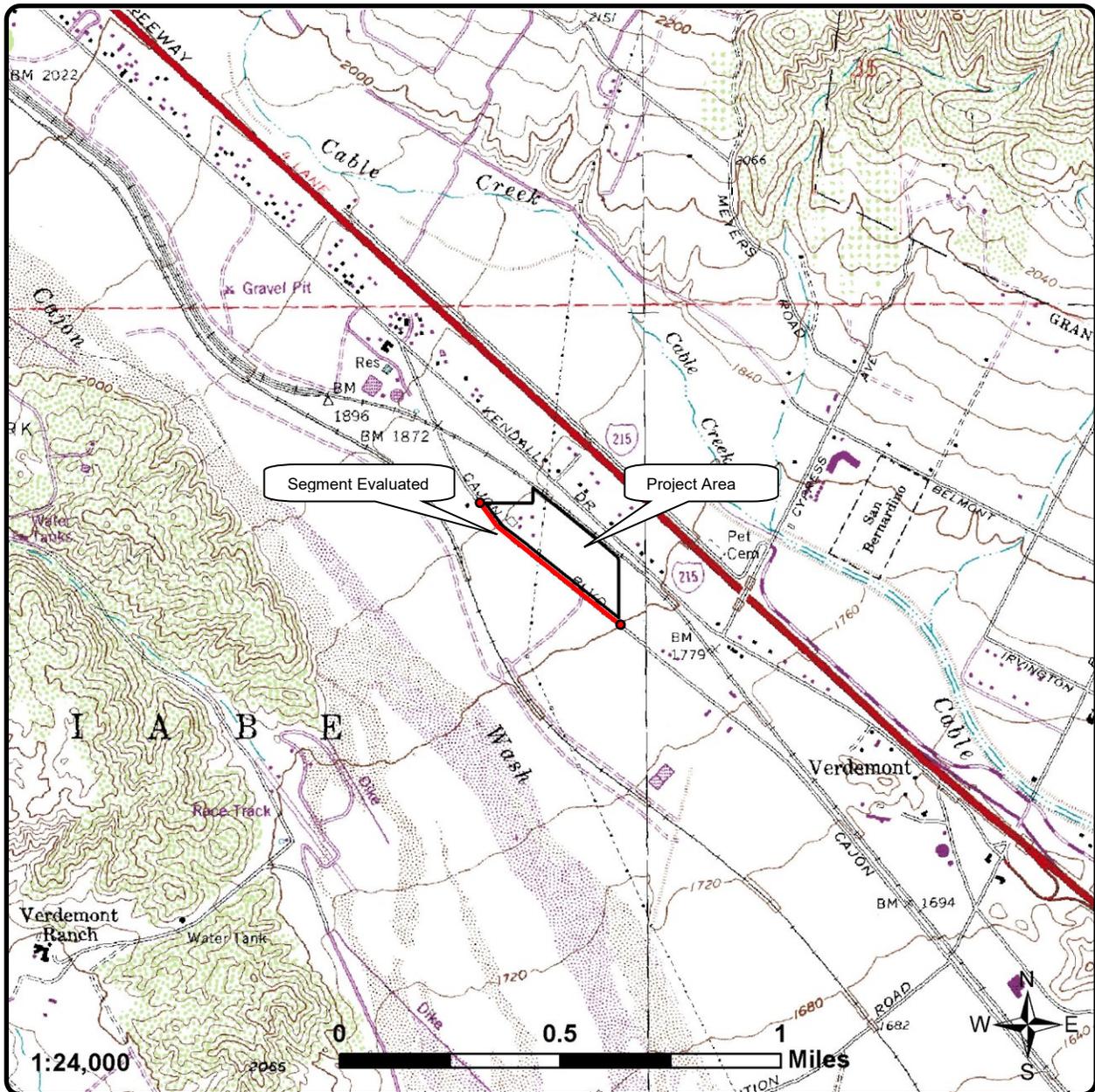
Page 7 of 7

*Resource Name or # (Assigned by recorder) Historic Route 66

*Map Name: Devore

*Scale: 1:24,000

*Date of map: 1988



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

Page 1 of 9 *Resource Name or #: (Assigned by recorder) Cajon Historic -1

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Riverside County and (P2c, P2e, P2b, P2d. See Attached Location Map.)

*b. USGS 7.5' Quad Devore Date 1988 T 1N; R 5W Sec 2; S.B. B.M.

c. Address 19416 Cajon Boulevard City San Bernardino Zip 92407

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 464971 mE/ 3784644 mN

e. Other Locational Data: (e.g., parcel #, direction 417s to resource, elevation, decimal degrees, etc., as appropriate) from I-10 west take exit 72 toward San Bernardino/Barstow, merge onto I-215 North. Take exit 50 for Palm Avenue towards Kendall Drive. Turn left onto Palm Ave then a left onto Cajon Boulevard.

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

This site consists of one concrete building foundation, one silo concrete foundation and associated trash scatter (industrial metal components, and furniture), including a rusted metal folding bed with metal wheels, flexible metal smoke pipe and a partially rusted sheet metal flume. The building foundation can be located 20 meters to the south of the silo foundation and a 100 meters south of the historic debris.



*P3b. Resource Attributes: (List attributes and codes) AH2: Foundations/Structure Pads AH4. Privies/dumps/trash scatters

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

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

Overview of historic site, March 7, 2018, Photo #1, Looking southeast

*P6. Date Constructed/Age and Source:

c1953 associated with Al-Jo Lumber Company

Historic Prehistoric Both _____

*P7. Owner and Address:

Alere Property Group, LLC

100 Bayview Circle, Suite 310

Newport Beach, CA 92660

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

Shannon M. Smith

L&L Environmental Inc.

700 E.Redlands Blvd.Suite U, PMB #351

Redlands, CA 92373

*P9. Date Recorded: March 7, 2018

*P10. Survey Type: (Describe) Intensive Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resources Assessment for 20.03 Acres Located At Cajon Boulevard, County of San Bernardino, California. May 2018. Denardo, Carole; Anna M. Hoover and Leslie Nay Irish, L&L Environmental Inc.

*Attachments: NONE Location Map Continuation Sheet Building, Structure, and Object Record

Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record

Artifact Record Photograph Record Sketch Map Other (List): _____

DPR 523A (9/2013)

*Required information

State of California  Natural Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary# HRI # Trinomial
CONTINUATION SHEET	
Property Name: <u>Cajon Boulevard Distribution Center</u>	
Page <u>2</u> of <u>9</u>	

Page 2 of 9 *Resource Name or # (Assigned by recorder) Cajon Historic-1
*Recorded by: Shannon M. Smith *Date March 7, 2018

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

This site was identified on the northern portion of the ±20 acre property. While there is no direct context in which one can determine direct relationship between the two (2) concrete foundations and the historical refuse, they have been located within the property that can be associated with Al-Jo Lumber Company, established 1953. The site perimeter measures 311 meters, with a length of 142 meters and a width of 12 meters. Historic aerials show no previous structures or ground disturbance prior to the lumber company.

The concrete foundations are in relatively good condition, still in their original form with minimal signs of deterioration. The associated historic refuse is deteriorating due to exposure to natural elements. Additional modern trash and refuse has been mixed in with the historic resources. These items can be seen in the photographs but are not described below. Detailed description of the site attributes are as follows:

A) Rusted metal folding bed with wheels measures 1.7 m (length) X 51.9 cm(height) X 1.22 m(width). The folding bed was originally invented by Leonard C. Baily, receiving a patent in 1899. The coil configuration of the bed springs is known as "connected bonnell coils", rising to popularity at the early part of the 20th century. The style of the bed located on the property resembles the metal fold-away beds produced from the 1920's to the 1960's. There are no clear markings on the frame in which to determine the maker or model number.

B) Bendable weathered stovepipe measures 2.23 m(length) X 617.4 cm(diameter). These types of pipes are generally associated with wood burning stoves. The simple style of the pipe has changed little since it was first developed. The concept of a flat-topped heat source combined with an oven came to fruition during the late 1700's by Benjamin Thompson. The idea was to replace fireplace cooking with a contained space where the temperature could be easily manipulated. In order to focus the smoke away from the enclosed space, a metal pipe was attached, directing the heat exhaust up and out. The flexibility of the design gave the user more freedom to place a heating and cooking source where it was needed instead of relying on a fixed fireplace.

C) The silo sheet metal funnel measures 30.4cm (height) X 100cm(diameter). This type of metal funnel is most likely a hopper bottom silo or a cone bottom silo. The silo is cylindrical in design and came into production after World War II. Silos are first mentioned in the periodical, "American Agriculturalist" 1875. These silos are of brick design, walled on three sides with the fourth side open, usually attached to the side of a barn. The cylindrical silos came into play after World War II, going from wood slatted or brick to sheet-metal.

Due to the lack of identifying marks, no association to any historic person(s), deteriorated nature of the resources, and general loss of integrity of the site, L&L recommends the Cajon Historic Trash-1 as not eligible for inclusion in the CRHR and not significant pursuant to CEQA.

State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

CONTINUATION SHEET

Property Name: _____ Cajon Boulevard Distribution Center
Page 3 of 9

Page 3 of 9 *Resource Name or # (Assigned by recorder) Cajon Historic-1
*Recorded by: Shannon M. Smith *Date March 7, 2018

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



P-2 Silo Foundation



P-3 Metal Bed Frame



P-4 Stove Smoke Pipe



P-5 Metal Silo Funnel

DPR 523L (9/2013)

*Required information

State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

CONTINUATION SHEET

Property Name: _____ Cajon Boulevard Distribution Center
Page 4 of 9

Page 4 of 9 *Resource Name or # (Assigned by recorder) Cajon Historic-1
*Recorded by: Shannon M. Smith *Date March 7, 2018



P-6 Eastside of Concrete Foundation

State of California — Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary #
Trinomial

Page 6 of 9 *Resource Name or #: Cajon Historic -1

- *A1. Dimensions: a. Length: approx. 142m. × b. Width: approx. 12m.
Method of Measurement: Paced Taped Visual estimate Other: Google Earth
Method of Determination (Check any that apply.): Artifacts Features Soil
 Vegetation Topography Cut bank Animal burrow Excavation
Property boundary Other (Explain):
- Reliability of Determination: High Medium Low Explain: Site boundaries were based on surface remains. No subsurface excavations were conducted.
- Limitations (Check any that apply): Restricted access Paved/built over Site limits incompletely defined Disturbances Vegetation Other (Explain):
- A2. Depth: None Unknown Method of Determination: Survey
- *A3. Human Remains: Present Absent Possible Unknown (Explain):
- *A4. Features (Number, briefly describe, indicate size, list associated cultural constituents, and show location of each feature on sketch map.):
One (1) circular concrete foundation, 3.7 m diameter x 12.7 cm in height. One (1) rectangular concrete foundation, 4 m in length x 4 m in width x 14cm in height.
Artifacts/cultural constituents include: One (1) rusted stove smoke pipe, one (1) silo funnel constructed from sheet metal, and one (1) rusted metal foldable bed frame.
- *A5. Cultural Constituents (Describe and quantify artifacts, ecofacts, cultural residues, etc., not associated with features.): See above
- *A6. Were Specimens Collected? No Yes (If yes, attach Artifact Record or catalog and identify where specimens are curated.)
- *A7. Site Condition: Good Fair Poor (Describe disturbances.): Moderate vegetation and modern trash
- *A8. Nearest Water (Type, distance, and direction.): Cajon Wash 0.6 kilometers SW of site; Cable Creek located 0.55 kilometers NE of site.
- *A9. Elevation: Approx. 1837 feet above mean sea level (AMSL)
- A10. Environmental Setting (Describe culturally relevant variables such as vegetation, fauna, soils, geology, landform, slope, aspect, exposure, etc.):
Cajon Wash alluvial fan, with sandy soils heavy with granite gravel and cobbles; Cajon Wash flows southeast toward confluence with Lytle Creek Wash. Overgrown introduced shrubs within site area; native vegetation includes buckwheat scrub. Open exposure; western foot of San Bernardino Mountains situated 2.8 kilometers to the north of the site.
- All. Historical Information: See Continuation Form, pages 2-3

State of California — Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION
ARCHAEOLOGICAL SITE RECORD

Primary #
Trinomial

Page 7 of 9 *Resource Name or #: Cajon Historic-1

*A12. Age: Prehistoric Protohistoric 1542-1769 1769-1848
1848-1880 1880-1914 1914-1945 Post 1945 Undetermined Describe
position in regional prehistoric chronology or factual historic dates if known: The
concrete foundations and associated artifacts are connected to the Al-Jo Lumber Yard,
established ca. 1953. It was a functioning lumber yard until 1993.

A13. Interpretations (Discuss data potential, function[s], ethnic affiliation, and other
interpretations):
Based on historical photos and maps, the site is presumed to be remains associated with
the Al-Jo Lumber Yard. The size and shape of the circular concrete slab appears to be
the foundation for a silo, and the rectangular concrete foundation suggests a possible
storage unit. It is unsure whether the artifacts were used directly for the lumber yard
or if they were for an inhabitant/caretaker living on the property.

A14. Remarks: None

A15. References (Documents, informants, maps, and other references):

Archaeological site records:
CA-SB-2910H
CA-SB-6796H

Internet resources:
<https://www.grit.com/farm-and-garden/the-evolving-history-of-the-agricultural-silo-ze0z1503zken>
www.pipelineequities.com
<https://science.howstuffworks.com/innovation/everyday-innovations/who-invented-the-sleeper-sofal.htm>

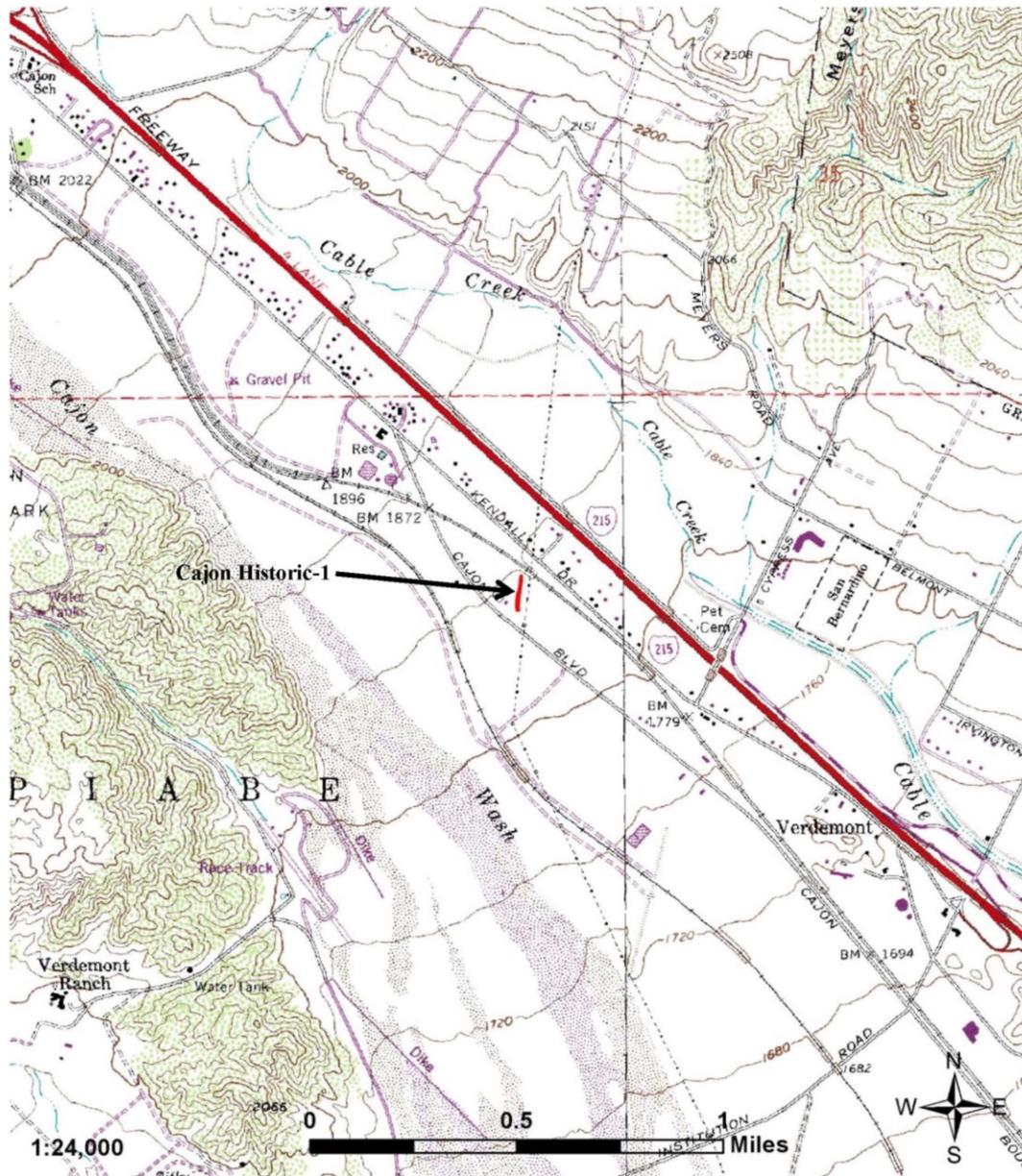
A16. Photographs (List subjects, direction of view, and accession numbers or attach a
Photograph Record.): See attached

*A17. Form Prepared by: Shannon M. Smith, B.A., B.S Date: April 23, 2018
Affiliation and Address: L&L Environmental Inc., 700 E. Redlands Blvd. Suite U-351,
Redlands, CA 92614

State of California State of CResources Agency
DEPARTMENT OF PARKS AND RECREATION
LOCATION MAP

Primary #
HR# _
Trinomial

Page 8 of 9 *Resource Name or # (Assigned by recorder) Cajon Historic-1
*Map Name: Devore *Scale: 1:24000 *Date of map: 1988



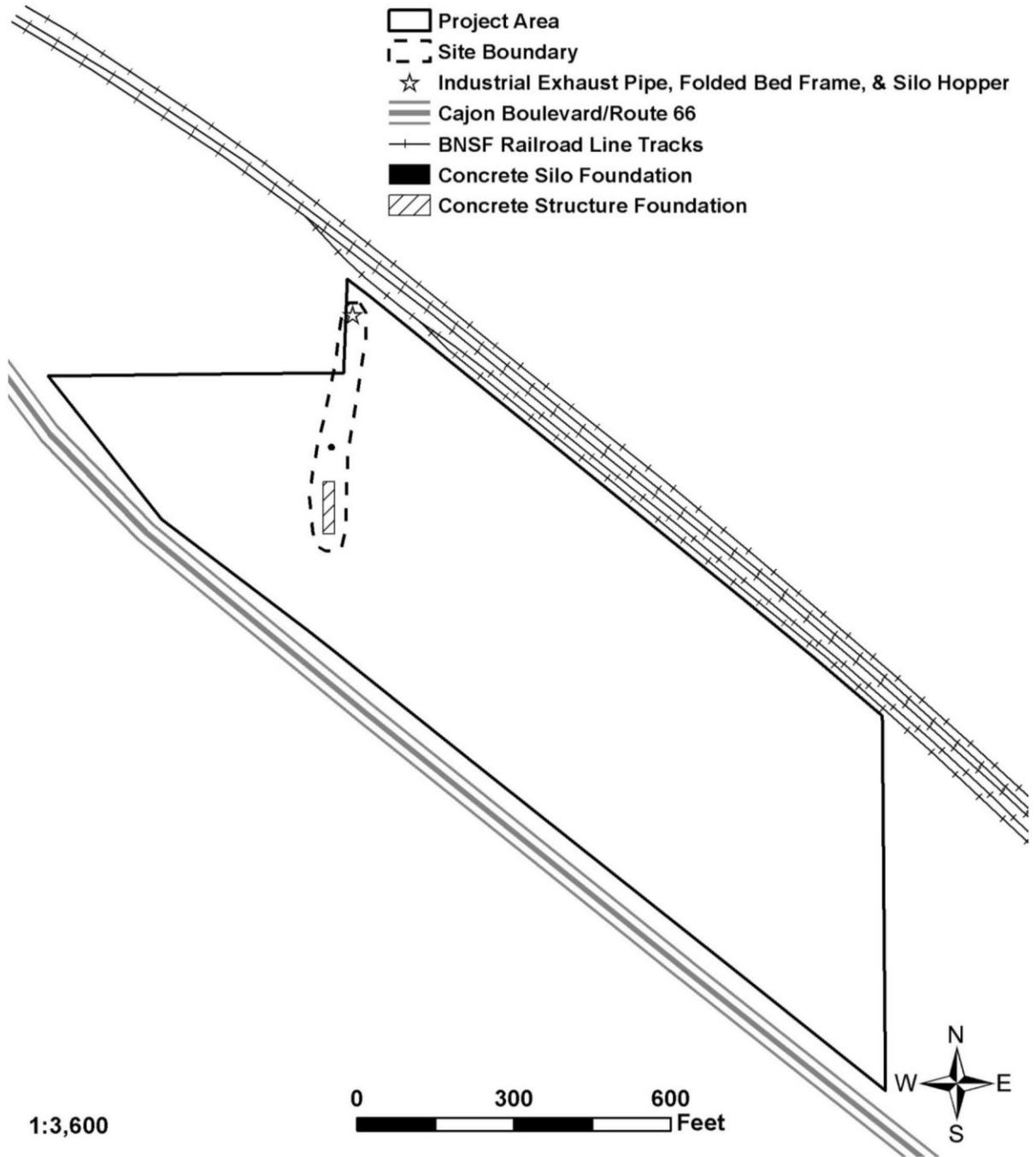
State of California - The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HRI # _____
Trinomial _____

SKETCH MAP

Page 9 of 9 *Resource Name or # (assigned by recorder) Cajon Historical

*Drawn by: Jeffrey Sonnentag *Date of map: April 26, 2018



1:3,600

DPR 523K (9/2013)

NOTE: Include bar scale and north arrow.

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

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Cajon Isolate-1

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Riverside County and (P2c, P2e, P2b, P2d. See Attached Location Map.)

*b. USGS 7.5' Quad Devore Date 1988 T 1N ; R 5W Sec 2 ; S.B. B.M.

c. Address 19416 Cajon Boulevard City San Bernardino Zip 92407

d. UTM: (Give more than one for large and/or linear resources) Zone 11, 465018 mE/ 3784549 mN

e. Other Locational Data: (e.g., parcel #, direction to resource, elevation, decimal degrees, etc., as appropriate) from I-10 west take exit 72 toward San Bernardino/Barstow, merge onto I-215 North. Take exit 50 for Palm Avenue towards Kendall Drive. Turn left onto Palm Ave then a left onto Cajon Boulevard.

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

White Milk Glass fragment measuring 1 1/8 inch in length by 3/8 inch in width. The fragment does not show any manufacturing marks making it unable to determine the true function of the glass. The isolate was discovered while conducting a pedestrian survey.



*P3b. Resource Attributes: (List attributes and codes) AH16: Other _____

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

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

*P6. Date Constructed/Age and Source: Historic Prehistoric Both _____

*P7. Owner and Address: Alere Property Group, LLC
100 Bayview Circle, Suite 310
Newport Beach, California 92660

*P8. Recorded by: (Name, affiliation, and address) Shannon M. Smith
L&L Environmental, Inc.
700 E.Redlands Blvd.Suite U, PMB #351
Redlands, CA 92373

*P9. Date Recorded: March 7, 2018

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")
Historic Resources Assessment for 20.03 Acres Located at Cajon Boulevard, County of San Bernardino, California. May 2018. Denardo, Carole, Anna Hoover, and Leslie Nay Irish, L&L Environmental Inc.

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

State of California Natural Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary#
HRI #
Trinomial

CONTINUATION SHEET

Property Name: _____
Page 2 of 3

Page 2 of 3 *Resource Name or # (Assigned by recorder) Cajon Isolate-1
*Recorded by: Shannon M. Smith *Date March 7, 2018

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

The single milky glass fragment was observed while conducting a pedestrian survey of the larger +20 acre property. The fragment was located at the western edge of a railroad access road which runs in a north to south direction and connects Cajon Boulevard to the railroad tracks located north of the project. The access road has been severely disturbed due to vehicular traffic and smoothing/grading. The sliver of glass measures approximately 3/8 in (width) by 1 1/8 in (length).

The term "milk glass" is a characteristic description of any opaque white glass. Opaque glass has multiple colors: white, pink, yellow, blue, and brown. White glass became to more popular color during the Victorian era, due to its similarity to porcelain. It was during this time period that the term "milk glass" came about. Opaque glass originated in Venice during the 16th century.

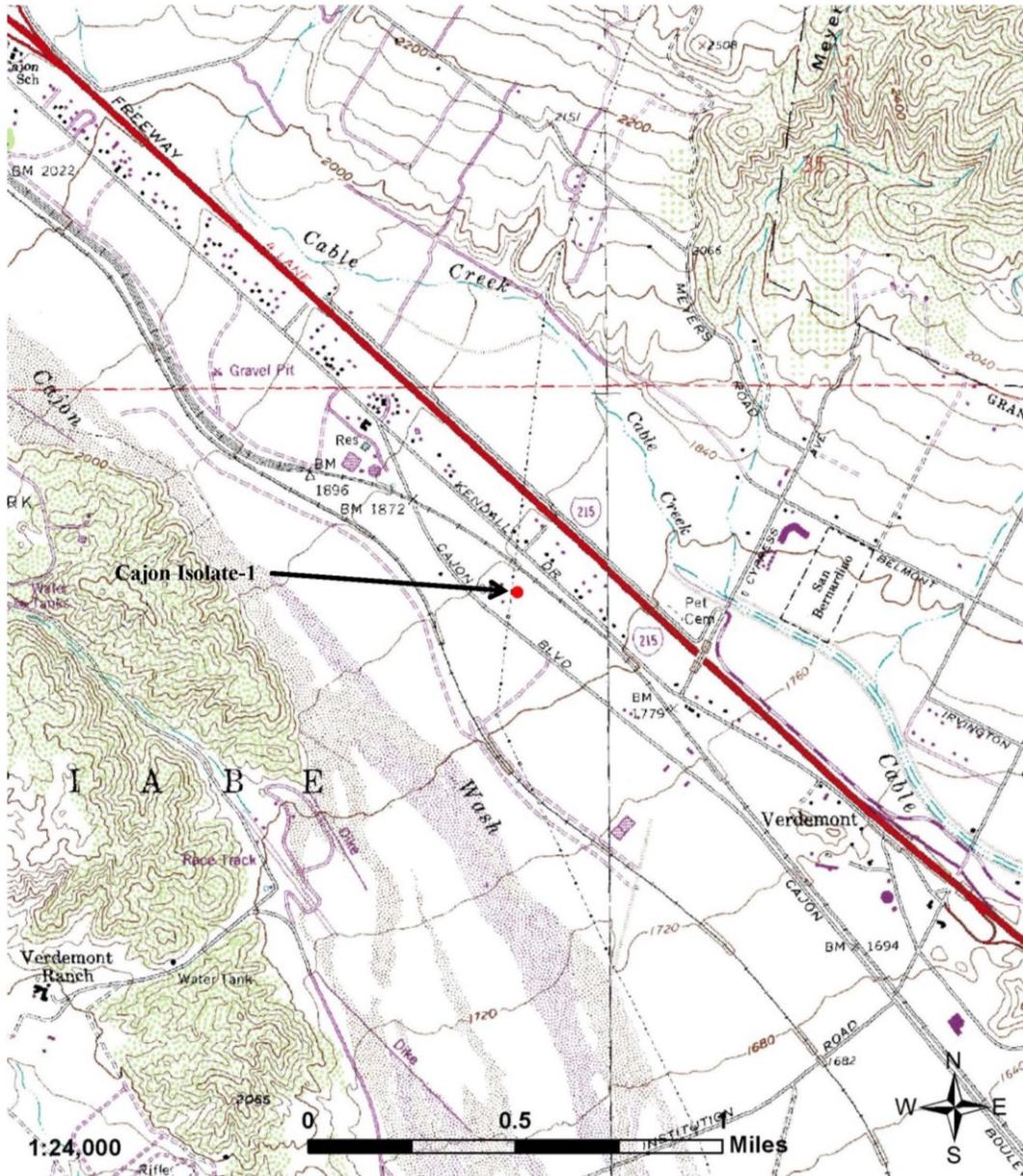
In the United States, this type of glass was first produced in eastern Pennsylvania during the mid-1800s for decorative purposes in the form of table wares. The height of its popularity only lasted about 15 years, 1895 to 1910, with a short revival between the 1940s and 1950s. Milk glass is generally associated with Ponds cold cream jars, produced from 1888 to 1965, predominately by the Hazel-Atlas glass company.

There are no identifiable manufacture marks, indicators of shape, or purpose for this glass fragment. No additional artifacts or resources were located within a close proximity to the glass fragment. As there is no additional information that can be gathered from this artifact, it is not eligible for inclusion in the California Register of Historic Resources and not significant pursuant to CEQA.

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

Primary #
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Cajon Isolate-1
*Map Name: Devore *Scale: 1:24000 *Date of map: 1988



DPR 523J (9/2013)

*Required information

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

Page 1 of 3 *Resource Name or #: (Assigned by recorder) Cajon Isolate-2

P1. Other Identifier: _____

*P2. Location: Not for Publication Unrestricted

*a. County Riverside County and (P2c, P2e, P2b, P2d. See Attached Location Map.)

*b. USGS 7.5' Quad Devore Date 1988 T 1N ; R 5W Sec 2 ; S.B. B.M.

c. Address 19416 Cajon Boulevard City San Bernardino Zip 92407

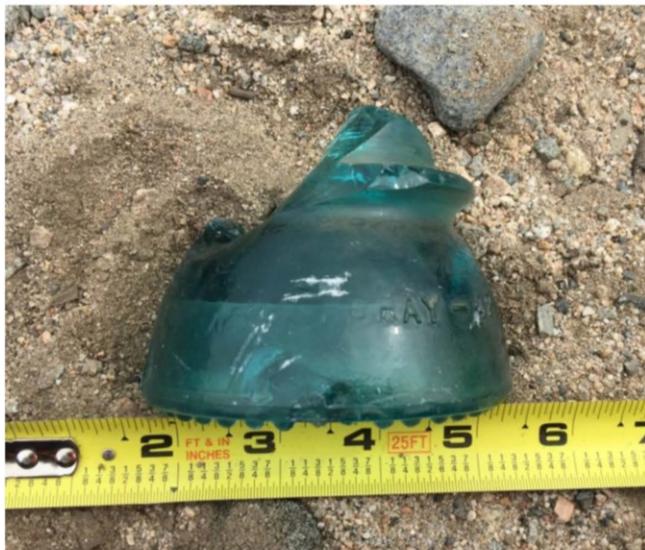
d. UTM: (Give more than one for large and/or linear resources) Zone 11, 465219 mE/ 3784439 mN

e. Other Locational Data: (e.g., parcel #, direction to resource, elevation, decimal degrees, etc., as appropriate) from I-10 west take exit 72 toward San Bernardino/Barstow, merge onto I-215 North. Take exit 50 for Palm Avenue towards Kendall Drive. Turn left onto Palm Ave then a left onto Cajon Boulevard.

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

Aqua green Hemmingway insulator 3.75 in diameter X 3.50 in height. Historic trash possibly associated with an old telegraph/power line following the BNSF Railroad to the north of the artifact. See Continuation Sheet.

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



*P3b. Resource Attributes: (List attributes and codes) AH16:Other

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

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

*P6. Date Constructed/Age and Source: _____

X Historic Prehistoric Both _____

*P7. Owner and Address: _____

Alere Property Group, LLC

100 Bayview Circle, Suite 310

Newport Beach, California 92660

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

Shannon M. Smith

L&L Environmental Inc.

700 E.Redlands Blvd.Suite U, PMB #351

Redlands, CA 92373

*P9. Date Recorded: March 7, 2018

*P10. Survey Type: (Describe) Pedestrian Survey

*P11. Report Citation: (Cite survey report and other sources, or enter "none.")

Historic Resources Assessment for 20.03

Acres Located at Cajon Boulevard, County of San Bernardino, California. May 2018. Denardo, Carole, Anna Hoover, and Leslie Nay Irish, L&L Environmental Inc.

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

State of California  Natural Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary# HRI # Trinomial
CONTINUATION SHEET	
Property Name: _____	
Page <u>2</u> of <u>3</u>	

Page 2 of 3 *Resource Name or # (Assigned by recorder) Cajon Isolate - 2
*Recorded by: Shannon M. Smith *Date March 7, 2018

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

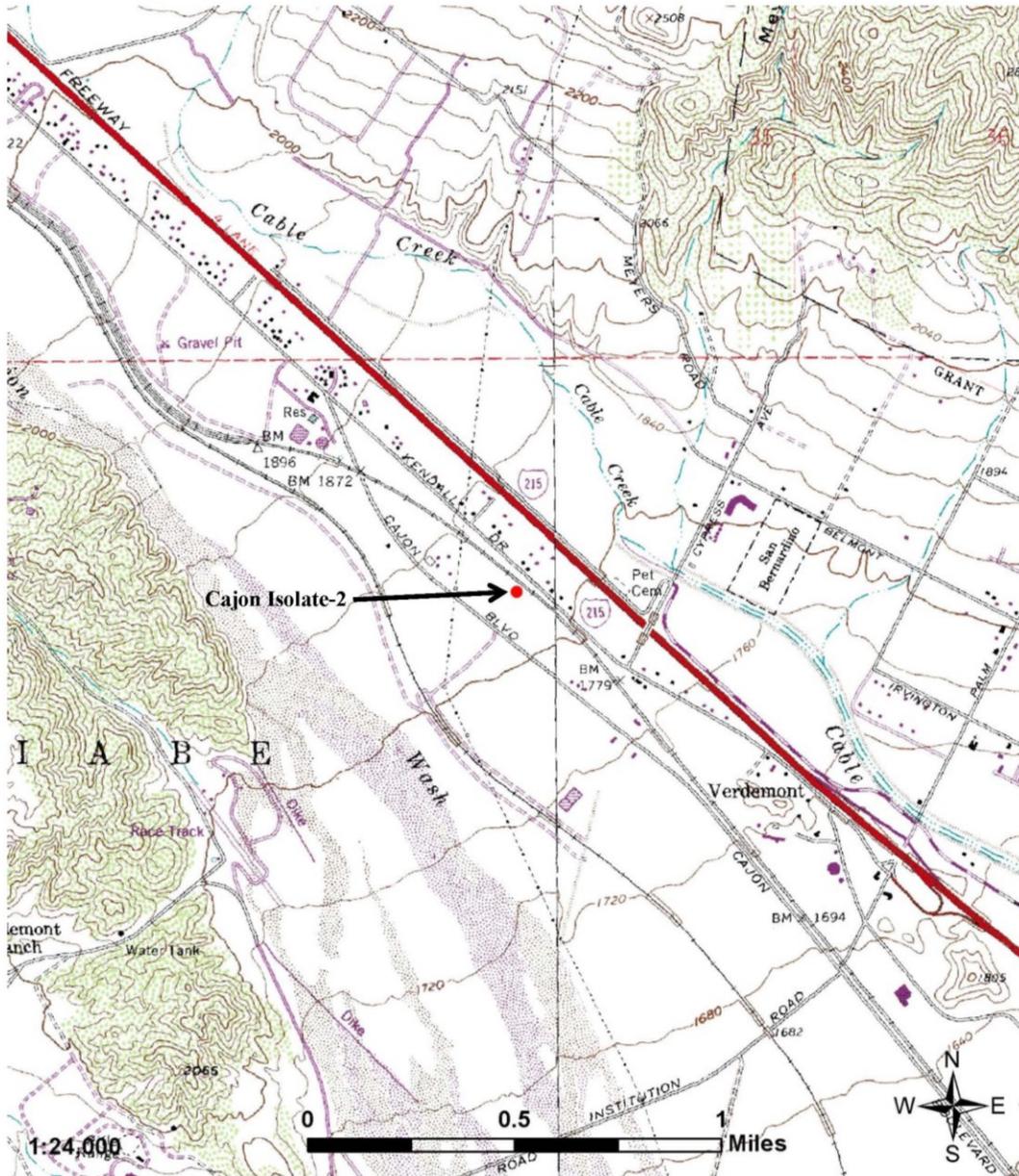
The artifact is an aqua-marine, "Hemingway" powerpole insulator. This particular type of insulator was produced between 1921-1960 and is considered extremely common. This particular model is style 42, trade name "double petticoat," exclusively used for the telegraph.

As stated above, these types of insulators are very common. This particular artifact may have been used for a telegraph/power line associated with the historic BNSF rail line to the north; however, it is not in context and is fragmented. L&L recommends Cajon Isolate-2 not eligible for inclusion in the CRHR and not significant pursuant to CEQA.

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

Primary #
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Cajon Isolate-2
*Map Name: Devore *Scale: 1:24000 *Date of map: 1988



DPR 523J (9/2013)

*Required information

State of California  Natural Resources Agency DEPARTMENT OF PARKS AND RECREATION	Primary# HRI # Trinomial
CONTINUATION SHEET	
Property Name: _____	
Page <u>2</u> of <u>3</u>	

Page 2 of 3 *Resource Name or # (Assigned by recorder) Cajon Isolate-3
*Recorded by: Shannon M. Smith *Date March 7, 2018

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

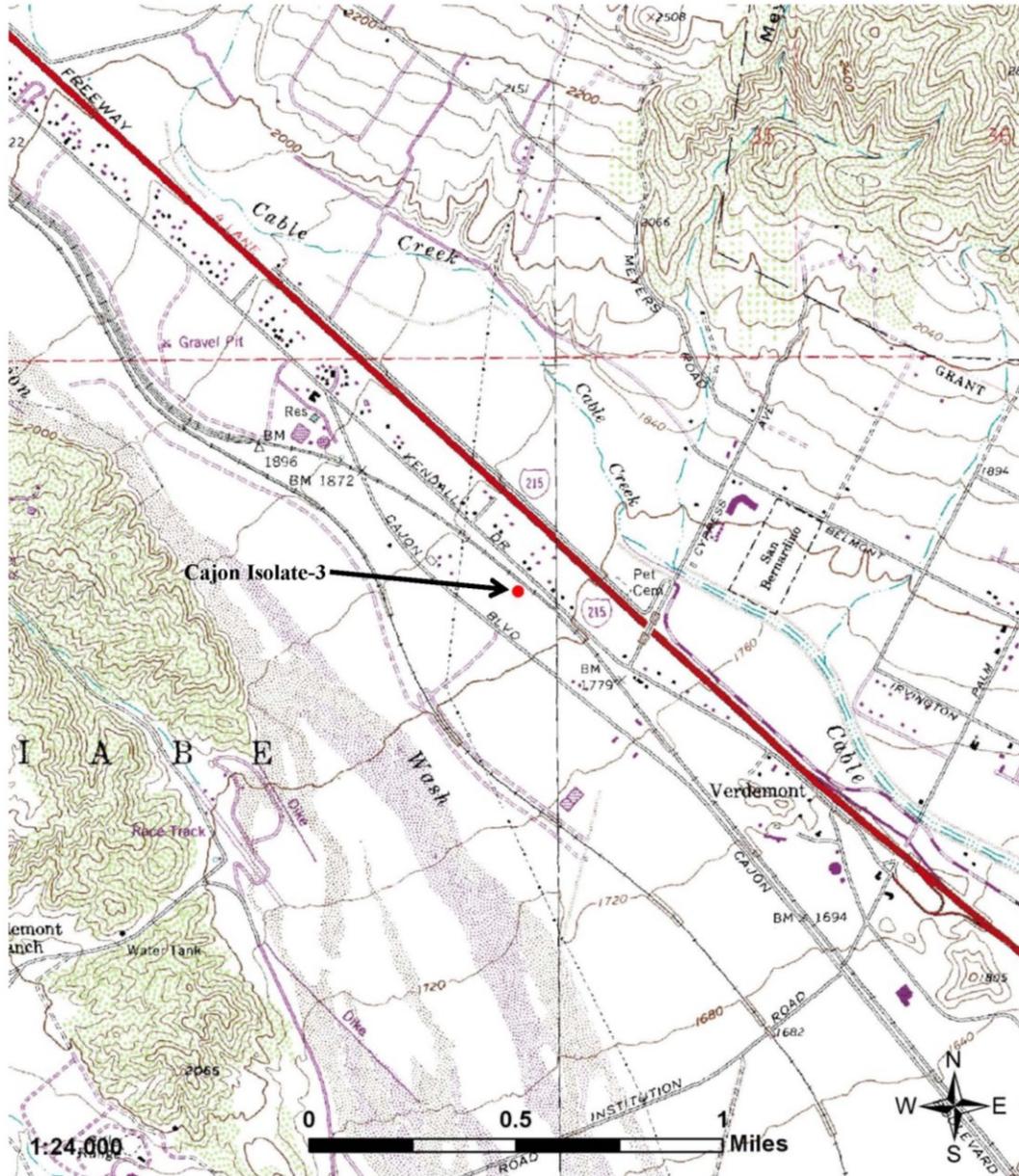
The iron railroad spike located south of the BNSF Railroad is known as a "dog spike," a large hooked nail designed to hold the rail in place with the elongated base. The head of the spike is designed to allow an easier removal process. Development of the spike was a result of the introduction of the T-Rail in the mid-1800s from Colonel Robert Livingston Stevens. The spike does not have a manufacturer's mark.

Although likely associated with the BNSF Rail line to the north of the project, there is no manufacturing mark and these types of railroad spikes are very common. L&L recommends Cajon Historic -3 not eligible for inclusion in the CRHR and not significant pursuant to CEQA.

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

Primary #
HRI#
Trinomial

Page 3 of 3 *Resource Name or # (Assigned by recorder) Cajon Isolate-3
*Map Name: Devore *Scale: 1:24000 *Date of map: 1988



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*Required information