

Historic Property Survey Report

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SR-138 Northwest Corridor Improvement Project

Historic Property Survey Report

1.0 UNDERTAKING LOCATION AND DESCRIPTION

1.1 Project Location

The purpose of this Historic Property Survey Report (HPSR) is to request SHPO concurrence on Caltrans' determination(s) of NRHP eligibility or ineligibility for evaluated cultural resources for the State Route (SR)-138 Northwest Corridor Improvement Project (Project) in Los Angeles County. The Project is proposed by Caltrans on behalf of Federal Highways Administration (FHWA), in cooperation with Los Angeles County Metropolitan Transportation Authority (Metro). The Project (EA/EFIS 265100/0700001816) consists of improving and widening a 36.35-mile segment (Post Mile [PM] 0.4 to PM 36.75) of SR-138 between Interstate 5 (I-5) (south of Gorman) and State Route 14 (SR-14) (north of Lancaster) in the Antelope Valley of northern Los Angeles County (see Study Vicinity Map in Attachment A). The Project area extends from the I-5 and SR-138 interchange on the west along a short segment of divided highway known as the Lancaster Freeway. At its intersection with Gorman Post Road SR-138 extends eastward on the south side of Quail Lake along Lancaster Road. Old Ridge Route Road intersects Lancaster Road east of Quail Lake. Lancaster Road turns to the northeast and at 300th Street West becomes West Avenue C-6 which runs due east for 2.4 miles. West Avenue C-6 curves to the south and becomes 270th Street West which runs east along the south side of the community of Neenach. After a slight jog southeast at 245th Street West, SR-138 then follows West Avenue D to the east all the way to the intersection with SR-14 north of the City of Lancaster. North-south cross streets that intersect with Avenue D include 210th Street West, 170th Street West, 110th Street West, 90th Street West, 80th Street West, 60th Street West, and 30th Street West (see Study Location Map in Attachment A).

1.2 Project Description

The California Department of Transportation (Caltrans), in cooperation with the Los Angeles County Metropolitan Transportation Authority (Metro), proposes to widen and improve approximately 36.8 miles of State Route 138 (SR-138) between the Interstate 5 (I-5) interchange and the State Route 14 (SR-14) interchange.

The existing facility is a 2-lane highway that contributes to the local circulation network and provides an alternate route for east-west traffic in northwest (NW) Los Angeles County. The NW SR-138 Corridor Improvement Project (project) would widen SR-138 and provide operational and safety improvements. The project corridor spans east-west approximately 36.8 miles (Post Mile [PM] 0.0 to PM 36.8) in the NW portion of Los Angeles County, just south of the Kern County border.

This section describes the proposed action and the project alternatives that were developed to achieve the identified purpose and need of the project while avoiding or minimizing environmental impacts. The alternatives are the No-Build Alternative, Alternative 1 (Freeway/Expressway) with or without a design option for a bypass around Antelope Acres, and Alternative 2 (Expressway/Conventional Highway).

SR-138 is an undivided 2-lane highway that travels from I-5 around the south side of Quail Lake and east to SR-14. SR-138 is not a controlled-access facility; access and egress points include at-grade intersections with paved and unpaved roads and driveways. The existing roadway consists of two 12-foot lanes with variable shoulders ranging from 2- to 4-foot paved to 8-foot unpaved non-standard shoulders.

The purpose of the project is to improve mobility and operations in northwest Los Angeles County, enhance safety within the SR-138 Corridor based on current and future projected traffic conditions, and accommodate foreseeable increases in travel and goods movement within northern Los Angeles County.

The need for the proposed project is derived from foreseeable increases in travel demand that would exceed the current capacity of SR-138, and higher than average state-wide fatal accident rates at several locations.

1.2.1 Alternatives

1.2.1.1 No-Build Alternative

Implementation of the No-Build Alternative would maintain the existing configuration of SR-138 and would not result in improvements to the route. However, additional residential, commercial, and interregional development is anticipated to occur in Antelope Valley in the future. With Los Angeles to the southeast and Bakersfield to the northwest, this area is poised for large-scale growth, which is anticipated to result in increased traffic demands beyond the capacity of the existing system (Caltrans 2008).

The No-Build Alternative would not accommodate the projected population growth or expected substantial increase in goods movement truck traffic in Northern Los Angeles County and the existing corridor would not be improved. As discussed in the Project Study Report/Project Development Study (PSR/PDS), the existing SR-138 corridor is projected to degrade and operate consistently at a Level of Service (LOS) E and F for 2040 conditions (Caltrans 2008). The No-Build Alternative could result in indirect impacts on air quality, mobility, safety, and the economy within Northern Los Angeles County. There would be increased maintenance costs to maintain the route without any other improvements.

1.2.1.2 Build Alternative 1: Freeway - Expressway

Alternative 1 (Freeway/Expressway) would include a 6-lane freeway from the I-5 interchange connector ramps to County Road 300th Street West, and a 4-lane expressway from County Road 300th Street West to the SR-14 interchange generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and the structure over the SR-14. Study limits on I-5 are from PM 79.5 to PM 83.1 and on SR-14 the limits are from PM 73.4 to PM 74.4.

Build Alternative 1 with Design Option: Antelope Acres Bypass

There is a design option with this alternative to include a bypass route around the Antelope Acres community. This option was developed to reduce the impacts to the existing residences of Antelope Acres due to the proposed four-lane expressway along the existing alignment of SR-138. The alignment would bypass the community to the north along West Avenue C and going from west to east, the alignment would begin to deviate from the existing SR-138 near 100th Street West and continue in a northeasterly direction towards West Avenue C. After paralleling West Avenue C for approximately one mile, the alignment would continue in a southeasterly direction back towards the existing SR-138, and eventually join the existing SR-138 near 70th Street West. The existing highway would be relinquished to the County as a local roadway between 100th Street West and 70th Street West, with additional speed reduction measures proposed to reduce cut-through traffic.

1.2.1.3 Build Alternative 2: Expressway - Conventional Highway

Alternative 2 (Expressway/Highway) would include a 6-lane freeway from the I-5 interchange connector ramps to Gorman Post Road, a 6-lane expressway from the Gorman Post Road interchange to County Road 300th Street West, a 4-lane expressway from 300th Street West to County Road 240th Street West, and a 4-lane limited access Conventional Highway from County Road 240th Street West to the SR-14 interchange, generally following the existing alignment of SR-138. There would also be improvements to the I-5/SR-138 and SR-138/SR-14 freeway connections and the structure over the SR-14. The study limits

on these connectors would be the same as Alternative 1; on I-5 from PM 79.5 to PM 83.1 and on SR -14 the limits are from PM 73.4 to PM 74.4.

For Alternative 1 (with or without the Antelope Acres Bypass design option) and Alternative 2, new overcrossings would also be considered at various intersections with local roads including 60th Street West, 90th Street West, 110th Street West, 170th Street West, 190th Street West, 210th Street West, and Three Points Road to enhance traffic safety and improve local vehicular, pedestrian, and bicycle circulation.

2.0 AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the project was signed by Alex Kirkish, PQS Principal Investigator, Prehistory, and Reza Fateh, Project Manager, on July 21, 2015. The APE map is located in Attachment A in this HPSR.

The APE is the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if present. The APE for the Project was established in consultation with Alex Kirkish, PQS Principal Investigator for Archaeology, on May 5, 2014. Consistent with the Caltrans Standard Environmental Reference (SER), the APE includes all areas where Project activities have the potential to directly and indirectly affect archaeological and built environment resources (see APE Map in Attachment A to the HPSR). For the Project, the indirect (architectural) APE is the same as the direct (archaeological) APE and therefore there is a single APE boundary. Since the Project is located along a pre-existing highway in a desert landscape that consists primarily of modern construction or vacant parcels where there is little potential for direct or indirect (visual or audible) effects, the APE is generally within a corridor that includes the Caltrans right of way. The APE includes most parcels that are adjacent to the existing Caltrans right of way. However, where parcels extend a great distance away from the highway, only the portion of the parcel directly adjacent to the highway was included. It was the intent to survey the entire APE for archaeological resources, but access to some privately owned parcels was not granted (see Section 4.0).

The APE is 36.8 miles long and extends from I-5 on the west to SR-14 on the east. The APE includes the SR-138/I-5 interchange and the SR-138/SR-14 interchange plus short segments of I-5 and SR-14. An alternative route, consisting of a loop to the north around a portion of the community of Antelope Acres, is also in the APE. The APE varies in width from 600 feet to 1,700 feet. The maximum width of the APE occurs west of 270th Street in the community of Neenach. The total area of the APE is 4,522.26 acres. The vertical APE includes the depth of grading and excavation needed to construct the new roadway and the two bridge structures (crossing the California Aqueduct and at one of the overcrossing connectors to I-5 near Gorman Post Road). Grading for the roadway will be shallow, but the maximum depth of excavation for the structures is 58 feet.

3.0 CONSULTING PARTIES / PUBLIC PARTICIPATION

3.1 Native American Coordination

A letter was sent to the Native American Heritage Commission (NAHC) requesting a search of the Sacred Lands File. In a letter dated April 28, 2014, the NAHC reported that a search of the Sacred Lands File failed to indicate the presence of Native American traditional cultural places (see Attachment D to the HPSR). The NAHC provided a list of Native American contact persons for the Project area. Letters were sent to the contacts.

Letters requesting information about cultural resources in the Project area were sent to the following Native American contacts on May 1, 2014: Ron Andrade (Los Angeles Native American Commission),

Delia Dominguez (Kitanemuk and Tejon), Beverly Salazar Folkes, Randy Guzman-Folkes, John Valenzuela, (San Fernando Band of Mission Indians), and Larry Ortega, Sr. (Fernandeño Tataviam Band of Mission Indians). No responses to the letters were received. Follow-up phone calls were made on November 3, 2014. Beverly Salazar Folkes stated that she believes the area is sensitive and recommended that Caltrans exercise caution in areas that have not been surveyed. Randy Guzman-Folkes requested that he be contacted if anything cultural is found. John Valenzuela requested that he be contacted after the survey was complete. A call was made to Mr. Valenzuela on October 22, 2015. There was no answer and a message was left. Mr. Valenzuela has not called back. Voice mail messages were left for Ron Andrade, Delia Dominguez, and Larry Ortega. There were no responses to the voice mails.

Invitations to attend an informational meeting about the Project were sent to the contacts listed above, plus additional contacts for the area. The letters were sent to Ron Andrade, Beverly Salazar Folkes, Delia Dominguez, John Valenzuela, Randy Guzman-Folkes, Larry Ortega, Sr., Kathryn Montes Morgan (Tejon Indian Tribe), David Laughing Horse Robinson (Kawaiisu Tribe), Harold Williams (Kern Valley Indian Community), Robert Gomez (Tubatulabals of Kern Valley), Daniel McCarthy (San Manuel Band of Mission Indians), and Ann Brierty (San Manuel Band of Mission Indians). Randy Guzman-Folkes, Daniel McCarthy, Joan Schneider (representing Ann Brierty), and Caitlin Gulley (representing Larry Ortega, Sr.) attended the meeting held on January 13, 2015 at the Caltrans District 7 North Maintenance Facility in Valencia. Information about the Project and the prehistoric sites found during survey was presented during the meeting. Caitlin Gulley said that there are Tataviam village sites near the west end of the Project area. Joan Schneider requested an ethnographic study for the Project area. They all requested copies of the Study Coverage Map and site descriptions. They said they would respond with information and comments upon receipt of the map and site descriptions. The map and site descriptions were sent, but no responses have been received. Colin Rambo, on behalf of the Tejon Indian Tribe, responded to the invitation letter on February 2, 2015. He stated that the Tribe would like to review cultural reports prepared for the Project and would like to be kept informed of any cultural resources discoveries during the course of the Project. He also said the Tribe may be interested in monitoring geoarchaeological testing, archaeological testing, and construction. Mr. Rambo was contacted on October 22, 2015. A brief summary of project results was relayed to him. He asked about seeing the reports (especially the ASR) and was told that they would be sent to him once they were finalized. Native American coordination is ongoing.

3.2 Historical Societies

Letters were sent to the Historical Society of Southern California, the West Antelope Valley Historical Society, and the Kern-Antelope Historical Society. The letters requested input from these organizations regarding historic properties (see Attachment B to the HPSR). No replies were received.

3.3 Public Information Meetings

The public information meetings included public scoping meetings and community open house meetings.

Public Scoping Meetings

Antelope Acres Community Center
8812 W Ave E-8
Antelope Acres, CA 93536
Saturday, March 15, 2014, 9:30am - 11:30am

Grace Chapel Neenach
25649 W Ave D
Lancaster, CA 93536
Tuesday, March 18, 2014, 6:30pm - 8:30pm

The scoping meetings presented the proposed project to the communities. The comments from the scoping meetings in March 2014 focused on the following issues: Water supply, maintaining the rural setting of the area, right-of-way impacts, safety improvements, bicycle corridor enhancements, and support for the option that does not displace residents.

Community Open House Meetings

Grace Chapel Neenach
25649 W Ave D
Lancaster, CA 93536
Saturday, May 2, 2015, 9:30am - 11:30am

Gen. William J. Fox Airfield - Lobby
4555 West Ave G
Lancaster, CA 93536
Monday, May 4, 2015, 6:30pm - 8:30pm

The following is a general overview of the issues raised by the public at the Community Open House Meetings through individual discussions between stakeholders and Northwest 138 Corridor staff:

- Concerns about impacts to private property, including:
 - Access to property
 - Property values
 - Eminent domain
- Environmental impacts
 - Noise impacts during and after construction
 - Impacts to residents
 - Impacts to wildlife
- Access to new transportation facility
 - Interchange and intersection operations and design
 - Opposition to signalized intersections
- Alternatives
 - Support and opposition to alignment options in Antelope Acres area
 - Discussion regarding alignments in the Neenach area
- Project Schedule
 - Construction timing and phasing
 - Timing of Draft environmental documents and next steps
- Employment opportunities

4.0 SUMMARY OF IDENTIFICATION EFFORTS

A record search was performed May 21 to 23, 2014 at the South Central Coastal Information Center (SCCIC) of the California Historic Resources Information System at California State University, Fullerton for previously recorded cultural resources within the APE and within a 1-mile radius of the APE.

In addition to site records and reports on file at the SCCIC, the California Historic Property Data File (HPDF) for Los Angeles County (also on file at the SCCIC) was consulted for the Project area. The HPDF provides information about resources determined eligible for, or listed on, the National Register of Historic

Places (NRHP) and the California Register of Historical Resources (CRHR). It also provides information on resources that are California Historical Landmarks and California Points of Historical Interest. Historical maps were also consulted.

A total of 88 cultural resources investigations were conducted within the 1-mile records search radius between 1967 and 2013. Of these studies, 47 have taken place partially within the boundaries of the APE. The records search results show that 215 cultural resources have been previously recorded within the 1-mile records search radius. The 112 previously recorded prehistoric sites consist of 2 residential bases, 1 large residential base with multiple rhyolite quarries (Fairmont Butte), 31 temporary camps (flaked stone, ground stone, and fire-affected rock [FAR]), 19 lithic scatters, 4 lithic scatters with FAR, 20 sites consisting only of FAR (probably from former hearths or roasting pits), 2 yucca roasting pits, 7 bedrock milling sites, 25 quarries, and 1 cairn. There are also 40 previously recorded historic sites including historic refuse, home sites, roads, transmission lines, and aqueducts. The remainder of the 63 previously recorded resources are isolated artifacts (both prehistoric and historic).

Property-specific historical research was conducted using the Los Angeles County Assessor's records and other public records. Ethnohistoric research was conducted using mission records, Spanish explorer's accounts, and the notes of John C. Harrington, an early ethnographer. The ethnohistoric report is in Attachment I. The Caltrans on-line Inventory of State Agency Bridges – Historical Significance was consulted (Attachment E). A geoarchaeology study was prepared to assess the potential for subsurface prehistoric archaeological material (Attachment H).

The APE was surveyed for both built environment resources and archaeological resources. Because the APE includes parcels that are private property, permission to access was requested from each property owner. All areas of the APE where right of entry was obtained were surveyed for archaeological resources. Additional survey was performed when new areas were added to the APE. Properties that could not be accessed, but had been disturbed and developed, were photographed from the public right of way to document the lack of potential for encountering archaeological resources. The results of these efforts are in the Supplemental ASR (Attachment G). Upon completion of the ASR (Attachment F), 29 percent of the APE remained unsurveyed. After deducting the developed and disturbed parcels documented in the Supplemental ASR, 24 percent of the area within the APE remains unsurveyed because of lack of right of entry. The estimated potential for these 431 unsurveyed no-access parcels (that overlap the APE by a distance of more than 10 feet) to contain prehistoric and historic archaeological resources is shown in the matrix in Attachment C of the Supplemental ASR. All of the APE was surveyed for built environment resources from the public right of way.

Repeated attempts were made to contact property owners to gain right of entry, but Caltrans was not able to obtain right of entry for 24 percent of the APE. Caltrans will phase the identification, evaluation, and application of the Criteria of Adverse Effect for the remaining 24 percent of the area within the project APE after a NEPA decision document is signed as right of way is acquired for the project. Caltrans CSO approved phasing on September 14, 2015. The plan for phasing the unsurveyed areas of the APE under Stipulation XII. B will be included in the agreement document to be submitted to SHPO.

5.0 PROPERTIES IDENTIFIED

As a result of the built environment survey, 20 historic-age buildings or groups of buildings and structures that required evaluation were inventoried. Five of these were either previously determined eligible for the NRHP or were evaluated as eligible for the NRHP as a result of the current study. The historic properties include a large residence, a Bell Telephone switching station, the Los Angeles Aqueduct, and transmission lines (see HRER in Attachment J). One resource, an LADWP Transmission Line, could not be evaluated because LADWP could not provide information about age or function (Attachment C).

As a result of the archaeological survey, ten prehistoric archaeological sites and six archaeological resources from the historic period that required evaluation were identified. Seven of the prehistoric sites are located near the Fairmont Butte rhyolite source in the Antelope Valley and are lithic reduction sites. The other three prehistoric sites are located in or near the western end of the Antelope Valley. Two are lithic scatters and one is a temporary camp. One of the lithic reduction sites (SR-049) and two temporary camps (SR-051 and SRAS-003) are evaluated as eligible for the NRHP and are historical resources for the purposes of CEQA (see Archaeological Evaluation Report in Attachment K). The archaeological sites from the historic period include three farming sites with irrigation features, structure foundations, building material, and domestic refuse; two roads; and a World War II landing field used for training. None of the archaeological resources from the historic period are evaluated as eligible for the NRHP and they are not historical resources for the purposes of CEQA (see HRER in Attachment J).

5.1 Historic Properties Previously Listed or Determined Eligible

The following historic properties previously were listed or determined eligible for inclusion in the NRHP, and those determinations are still valid.

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
P-19-186876-a (Antelope-Magunden #2 Transmission Line)	Near intersection of 140 th and West Avenue D	Antelope Valley	2D2	MR #17
Big Creek Hydroelectric System East-West Transmission Line	South of Bailey Substation crossing Highway 138	Quail Lake	2D2	MR #02
P-19-2105 (LA Aqueduct)	Intersection approximately 300 meters east of Three Points Road at Highway 138	Antelope Valley	2	MR #13

The eligibility information for these historic properties is as follows:

Primary #, Name, or APN	NRHP Criteria	Level of Significance	Period of Significance
P-19-186876-a (Antelope-Magunden #2 Transmission Line)	A, C	State, National	1911 to 1929
Big Creek Hydroelectric System East-West Transmission Line	A, B, C	State, National	1911 to 1929
P-19-2105 (LA Aqueduct)	A, B, C	State	1913 to 1940

The Big Creek Hydroelectric System Historic District (BCHSHD) was found eligible for inclusion on the National Register at both the statewide and national level of significance under Criteria A, B, and C with a period of significance from 1911 to 1929. The BCHSHD was determined eligible (consensus determination with SHPO) on December 24, 1993 (Tinsley 2011). The BCHSHD contains dams, tunnels, powerhouses, penstocks, incline railroads, surge chambers, and transmission lines. Except for transmission lines, most elements of the BCHSHD are located in the Sierras in Fresno County.

The Antelope-Magunden #2 Transmission Line is a contributor to the BCHSHD. The Antelope-Magunden #2 Transmission Line, which crosses the APE, carries electrical power from the hydroelectric power generation facilities in Fresno County to the Los Angeles area.

The Big Creek East-West Transmission Line is a contributor to the BCHSHD. The Big Creek East-West Transmission Line, which crosses the APE, carries electrical power from the hydroelectric power generation facilities in Fresno County to the Los Angeles area.

The Los Angeles Aqueduct was previously determined eligible for the NRHP through the Section 106 process; however, an eligibility consensus determination with SHPO is pending (Lawson 2011).

5.2 Historic Properties Evaluated as Eligible as a Result of the Current Study

The following historic properties were evaluated as eligible for inclusion in the NRHP.

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
Bell Telephone and Telegraph Switching Station	33700 W. Lancaster Boulevard (shared address with General Petroleum Pumping Station)	Tejon Pass/Quail Lake Area	3S	MR #07
Kinsey Mansion	34860 Lancaster Road	Tejon Pass/Quail Lake Area	3S	MR #04
Archaeological Site P-19-004620 (SR-049) (prehistoric)	South side of W. Avenue D between 140 th St. W. and 150 th St. W.	Fairmont Butte	6Y, 6Z	
Archaeological Site P-19-004621 (SR-051) (prehistoric)	North side of W. Avenue D between 130 th St W. and 140 th St. W.	Near Fairmont Butte	3S	
Archaeological Site P-19-004640 (SRAS-003) (prehistoric)	South side of Lancaster Road south of Quail Lake	Tejon Pass/Quail Lake Area	3S	

The eligibility information for these historic properties is as follows:

Primary #, Name, or APN	NRHP Criteria	Level of Significance	Period of Significance
Bell Telephone and Telegraph Switching Station	A, C	Local	1927 to 1934
Kinsey Mansion	C	Local	1946
Archaeological Site P-19-004621 (SR-051) (prehistoric)	D	Local	
Archaeological Site P-19-004640 (SRAS-003) (prehistoric)	D	Local	

5.3 Properties Considered Eligible for Purposes of the Project Only Because Evaluation Was Not Possible

The following property is considered eligible for purposes of this project only in accordance with Section 106 Programmatic Agreement Stipulation VIII.C.4, because evaluation was not possible. CSO approved the assumption of eligibility for this property on July 17, 2015 (Attachment C).

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
LADWP Transmission Line	W. Ave. D at intersection with 120 th St. W.	Antelope Valley	7	MR #19

5.4 Resources Evaluated as Not Eligible

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
3220022034 (SFH)	8320 West Avenue D	Antelope Acres	6Y, 6Z	MR #24
3220020038 (SFH)	8622 West Avenue D	Antelope Acres	6Y, 6Z	MR #22
3220020037 (SFH)	8656 West Avenue D	Antelope Acres	6Y, 6Z	MR #21
3238005036 (SFH)	18140 West Avenue D	Fairmont	6Y, 6Z	MR #16
3238005029 (SFH)	18348 West Avenue D	Antelope Valley	6Y, 6Z	MR #15
3278019017 (SFH)	24825 West Avenue D	Neenach	6Y, 6Z	MR #14
3279001043 (Multiple Family Property)	49155 Three Points Road		6Y, 6Z	MR #12
3279001004 (Stagecoach Warehouse)	Approximately 0.5 mile west of intersection of 265 th Street W and SR-138 – no address listed.	Neenach	6Y, 6Z	MR #11
3275012022 (Multiple Family Property)	28091 West Avenue C6	Neenach	6Y, 6Z	MR #10
3275008010	29853 West Avenue C6	Neenach	6Y, 6Z	MR #08
General Petroleum Pumping Station	33700 West Lancaster Boulevard (shared address with Bell Telegraph and Telephone Switching Station)	Quail Lake Area	6Y, 6Z	MR #06
Old Ridge Route segment #1	At intersection of SR-138 and Old Ridge Route Road	Quail Lake Area	6Y, 6Z	MR #05
Old Ridge Route segment #2	At Gorman Post Road south of Bailey Substation	Quail Lake Area	6Y, 6Z	MR #03
P-19-190643/P-19-004414 (State Route 138)	From Interstate 5 near Gorman to SR-14		6Y, 6Z	MR #01
Archaeological Site P-19-004225 (Historic)	Approximately 1.2 Miles west of Highway 14 along SR-138, north of the Highway	Antelope Acres	6Y, 6Z	MR #26
Archaeological Site P-19-004616 (SR-023) (Historic)	400 feet west of 290 th St. West, south of W Ave C-6	Neenach	6Y, 6Z	MR #09
Archaeological Site P-19-004625 (SR-070) (Historic)	At the northeastern quarter of the intersection of 80 th Street West and SR-138	Antelope Acres	6Y, 6Z	MR #25

Primary #, Name, or APN	Address/Location	Community	OHP Status Code	Map Ref. #
Archaeological Site P-19-004626 (SR-071) (Historic)	Approximately 1.0 Mile north of SR-138 between 95 th Street West and 75 th Street West	Antelope Acres	6Y, 6Z	MR #23
Archaeological Site P-19-004638 (SR-158) (Historic)	Approximately 0.25 Mile east of 97 th Street West along SR-138, south of the Highway	Antelope Acres	6Y, 6Z	MR #20
Archaeological Site P-19-004629 (SR-083) (prehistoric)	South side of W. Avenue D west of 40 th St. W.	Antelope Acres	6Y, 6Z	
Archaeological Site P-19-004630 (SR-089) (prehistoric)	South side of W. Avenue D east of 130 th St. W.	Fairmont Butte	6Y, 6Z	
Archaeological Site P-19-004631 (SR-090) (prehistoric)	South side of W. Avenue D west of 130 th St. W.	Fairmont Butte	6Y, 6Z	
Archaeological Site P-19-004632 (SR-101) (prehistoric)	Southeast side of Lancaster Road west of 300 th St. W.	West of Neenach	6Y, 6Z	
Archaeological Site P-19-004633 (SR-102) (prehistoric)	Southeast side of Lancaster Road west of 300 th St. W.	West of Neenach	6Y, 6Z	
Archaeological Site P-19-004634 (SR-112) (prehistoric)	South side of W. Avenue D east of 130 th St. W.	Fairmont Butte	6Y, 6Z	
Archaeological Site P-19-003723 (multi-component)	South side of W. Avenue D east of W. Avenue D-8.	Fairmont Butte	6Y, 6Z	

5.5 Cultural Resources Exempt from Evaluation

Jeremy Adams, ECORP Architectural Historian, who meets the Secretary of the Interior's Standards for an Architectural Historian, has determined that the only other built environment properties present within the APE meet the criteria for Properties Exempt from Evaluation in Section 106 Programmatic Agreement Attachment 4.

Roger D. Mason, ECORP Archaeologist, who meets the Secretary of the Interior's Standards for a Principal Investigator – Prehistoric Archaeology and Historical Archaeology, has determined that the only other archaeological resources present within the APE meet the criteria for Properties Exempt from Evaluation in Section 106 Programmatic Agreement Attachment 4.

5.6 Bridges Listed as Category 5 in the Caltrans Historic Highway Bridge Inventory

The Caltrans on-line Inventory of State Agency Bridges – Historical Significance was consulted. All of the bridges in the APE are Category 5 – Bridge not eligible for NRHP (see Historic Bridge Inventory sheets in Attachment E). The findings of the bridge inventory are still valid.

6.0 FINDINGS

6.1 HPSR to District File

This section of the HPSR is not applicable to this undertaking.

6.2 HPSR to SHPO

Caltrans has determined there are properties within the APE that were evaluated as a result of the project and are **eligible** for inclusion in the National Register of Historic Places. These properties are listed in Section 5.2. Under Section 106 Programmatic Agreement Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

Caltrans has determined there are properties within the APE that were evaluated as a result of the project and are **not eligible** for inclusion in the National Register of Historic Places. These properties are listed in Section 5.4. Under Section 106 Programmatic Agreement Stipulation VIII.C.6, Caltrans requests SHPO's concurrence in this determination.

Caltrans, pursuant to Section 106 Programmatic Agreement Stipulation IX.B, has determined that there are historic properties within the APE that will be affected by the undertaking. In accordance with Section 106 Programmatic Agreement Stipulation X, Caltrans will continue consultation with CSO and/or SHPO on the assessment of effects.

6.3 HPSR to CSO

Caltrans, in accordance with Section 106 Programmatic Agreement Stipulation VIII.C.4, has determined that the LADWP Transmission Line (W. Ave. D and 120th St. W.) within the APE, and described in Section 6.3, is considered eligible for inclusion in the National Register of Historic Places for the purposes of this project only because evaluation was not possible (see Attachment C).

6.4 Findings for State-Owned Properties

No state-owned historical resources will be affected by the Project. The only state-owned properties in the APE are state highway bridges. All bridges in the SR-138 APE are Category 5 - Bridge not eligible for NRHP (see Historic Bridge Inventory sheets in Attachment E).

6.4.1 Findings to District File

Not applicable; there are no Caltrans-owned cultural resources within the APE.

6.4.2 Findings to SHPO

This section is not applicable.

6.4.3 Findings to CSO

This section is not applicable.

7.0 CEQA CONSIDERATIONS

Caltrans PQS staff determined that there are resources in the Project area that were evaluated as a result of this Project and do not meet National Register of Historic Places or California Register of Historical Resources criteria, as outlined in CEQA Guidelines 15064.5(a), and are not historical resources for purposes of CEQA; see Section 5.4.

Caltrans PQS staff has determined that there is a substantial adverse change to the following historical resources and will identify measures to avoid or mitigate these changes:

Kinsey Mansion

8.0 ATTACHMENTS

- Attachment A – Study Vicinity, Location, and APE Maps
- Attachment B – Historical Societies Correspondence
- Attachment C – Assumption of Eligibility for LADWP Transmission Line
- Attachment D – Native American Consultation
- Attachment E – California Historic Bridge Inventory Sheets
- Attachment F – Archaeological Survey Report (ASR)
- Attachment G – Supplemental Archaeological Survey Report
- Attachment H – Extended Phase I Geoarchaeological Report
- Attachment I – Ethnohistory Report
- Attachment J – Historical Resources Evaluation Report (HRER)
(for built environment resources and historical archaeological sites)
- Attachment K – Archaeological Evaluation Report (for prehistoric archaeological sites)

9.0 REFERENCES CITED

- Lawson, N.
2011 Primary Record for 19-002105, Los Angeles Aqueduct. On file at the South Central Coastal Information Center, California State University, Fullerton.
- Tinsley Becker, Wendy
2011 Primary Record for 19-186876, SCE Big Creek Hydroelectric System, Vincent 220kV Transmission Line. On file at the South Central Coastal Information Center, California State University, Fullerton.