Appendix D State Historic Preservation Officer Correspondence

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

DEPARTMENT OF TRANSPORTATION
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4 November 2010

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street , Suite 100
Sacramento, CA 95816

05-SB-101
PM 1.4/12.3
EA 05-0N7000/No. 0500000225

RE: Determination of Eligibility for the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project, Santa Barbara County, California

Dear Mr. Donaldson,

The California Department of Transportation (Caltrans) is initiating consultation with the State Historic Preservation Officer (SHPO) for the undertaking titled the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (hereafter, the Programmatic Agreement).

Enclosed you will find a three volume Historic Property Survey Report (HPSR, Joslin 2010) for the proposed undertaking. The document fulfills three responsibilities under Section 106 of the National Historic Preservation Act. These include determination of the Area of Potential Effects (APE), the identification of cultural resources located within the APE, and the evaluation of properties for eligibility to the National Register of Historic Places (NRHP). Under the Programmatic Agreement, Caltrans is responsible for ensuring the appropriateness of the Area of Potential Effects (APE) (Stipulation VIII.A) and the adequacy of historic property identification efforts (Stipulation VIII.B). We are consulting with you at the present time under Stipulation VIII.C.5 of the Programmatic Agreement, which requires that we seek your concurrence on Caltrans' determination of NRHP eligibility for potential historic properties.

Project Description
The California Department of Transportation (Caltrans) in cooperation with Santa Barbara County Association of Governments (SBCAG) proposes a High Occupancy Vehicle (HOV) Lane Project between 0.22 miles south of the Bailard Avenue overcrossing (PM 1.4) in the

City of Carpinteria to Sycamore Creek (PM 12.3) in the City of Santa Barbara (Figures 1, 2a and 2b). The Area of Potential Effects (APE) is depicted in Figure 3, Sheets 1-24.

Three build alternatives and a no-build alternative are proposed for this project. Each build alternative would add a single High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions and reconstruct interchanges at Sheffield Drive and Cabrillo Boulevard. Alternative 1 proposes to balance competing resource interests such as scenic views, wetlands, and median/outside landscaping. Alternative 2 proposes to maximize landscaping in the median. Alternative 3 proposes to construct all new paved lanes within the existing available median and maximizes the retention of outside planting. All build alternative improvements would be constructed primarily within the existing public right of way. A more detailed project description can be found on pages 1-3 of the enclosed HPSR.

Resources Identified

Consultation and identification efforts located nine prehistoric archaeological resources and 106 built-environment properties within the APE (See HPSR Figure 3, Sheets 1-24).

Forty-one of the 106 built-environment resources were **previously** evaluated for the NRHP by consensus determination between the Federal Highway Administration (FHWA) and the SHPO (Scott 1992; Pavlik 2000) (See HPSR Attachment G, FHWA921006A:1993; FHWA000801A:2000, 2008; FHWA000605A: 2000, 2004). Of those 41 resources, six properties that were previously found to meet the criteria for listing in the NRHP are located within the Architectural APE of the current South Coast 101 HOV Project. These include: the Summerland Residential Historic District, the Summerland Presbyterian Church, the McIntyre House, the Becker House, the Eisenberg House, and the Ortega-Masini Adobe. The remaining 35 properties were found not to meet the criteria for listing in the NRHP. Because of the lapse of time since the Scott (1992) study, additional evaluations (Carr 2010; JRP 2009, 2010) document the current condition of the previously surveyed properties within the APE and reassess the previous evaluations. The results of these reevaluated properties are summarized in the *Findings* section of this transmittal letter, Pages 3-11.

Identification efforts located nine archaeological resources. These include: three previously recorded sites (CA-SBA-18, SBA-19, and SBA-2179/H), and six unrecorded redeposited middens and shell scatters. The six redeposited resources include a well-developed midden used as road fill (Via Real Redeposited Midden: P-42-003943), a light accumulation of shellfish mixed into the shoulder of a frontage road (Casitas Pass Road Redeposited Shell Scatter: P-42-0033942) and four redeposited sparse and mixed shell deposits (Toro Creek Redeposit, Arroyo Paredon Redeposit, El Estero Redeposit 1, and El Estero Redeposit 2).

Pursuant to Stipulation VIII.C of the Programmatic Agreement, the seven archaeological resources and an additional 65 built-environment properties were formally evaluated for NRHP eligibility in accordance with 36 CFR 800.4(c)(1). The current studies identified no evidence of CA-SBA-18 and SBA-19 within the current APE, and therefore, no eligibility determinations are required. The evaluation documents are in Attachment E (Kaijankoski et al. 2009) and Attachments H-J (Carr 2010; JRP Historical Consulting 2009, 2010), respectively, of the enclosed HPSR (Joslin 2010).

All other resources identified within the APE are exempt from formal evaluation pursuant to Programmatic Agreement Stipulation VIII.C.1 and Attachment 4 ("Properties Exempt from Evaluation").

Findings
Caltrans is requesting your concurrence on the following resources Pursuant to Stipulation VIII.C.5 of the Programmatic Agreement.

1. As assigned by the Federal Highway Administration (FHWA) pursuant to 23 U. S. C. 327, Caltrans has determined that the following property, prehistoric deposit P-42-003943, the Via Real Redeposited Midden, within the current project APE is eligible for listing in the NRHP. Although the midden was moved from its original location, it is not mixed with road fill or other non-archaeological sediments, and appears to represent a single component deposit, evidenced by four radiocarbon dates. All dates are relatively close in age (4010, 3760, 3750, and 3160 calBP), falling within the latter half of the Early Period (6300-2700 calBP). Given these characteristics, the Via Real Redeposited Midden retains a significant amount of research value and is considered eligible for listing in the NRHP under Criterion D for potential to yield information important to prehistory. Particularly, the site has the data potential to answer research questions such as: Chronological Ordering of the Deposit, Social or Work Organization during the Millingstone/Early Period Transition, and Maritime Adaptations during the late Holocene.

Prehistoric Resource Determined Eligible for the NRHP.

Site Identification Name, Number	Figure 3 APE Map Sheet No.	Post Mile
Via Real Redeposited Midden, P-42-003943[a]	10	5.7-5.8

Note: [a]The midden appears to be from CA-SBA-6, the Higgins site.

2. As assigned by FHWA pursuant to 23 U. S. C. 327, Caltrans has determined that the following six properties — the area of one previously recorded siteswithin the APE and five sparse, redeposited prehistoric shell scatters —evaluated during the current undertaking are not eligible for the NRHP. The area of CA-SBA-2179/H in the APE consists of a mixed and sparse scatter of marine shell, naturally occurring chert cobbles, and historic roadside material. A small isolated area of dark organic soil was observed near a culvert in the area of a fiber optics cable; however, the soil did not contain dietary materials or artifacts, was mixed with gravel and fill soils, and appears to have been redeposited from another location. These findings indicate that the site was essentially destroyed by construction of the highway and railroad. All that remains is a narrow strip of land about three-to-four meters wide that lacks any materials suitable for analysis, containing sparse historic material that has no integrity and no known association. The current studies identified no evidence of CA-SBA-18 and SBA-19 within the current APE, and therefore, no eligibility determinations are required. Deposits associated with CA-SBA-18 and -19 are not within the current APE.

Prehistoric Resources Determined Not Eligible for the NRHP Based on Research and Surveys.

Site	Figure 3 APE Map Sheet No.	Post Mile
CA-SBA-2179/H	17-18	10.0-10.3

Prehistoric Resources Determined Not Eligible for the NRHP during Extended Phase I Testing.

Resource Identification Name, Number	Subsurface Exploration Area No.	Figure 3 APE Map Sheet No.	Post Mile
Casitas Pass Road Redeposited Shell Scatter, P-42-0033942	11	3	2.7
El Estero Redeposit 1	8	7	4.28
El Estero Redeposit 2	8	7	4.57
Arroyo Paredon Redeposit	7	9	5.15
Toro Creek Redeposit	5	12	6.74

3. The following three historic-period, built-environment properties previously evaluated by Scott (1992) were found eligible for the NRHP (FHWA921006A:1993) and confirmed eligible as a result of the current study without modification of eligibility criteria (JRP 2009).

Properties Previously Determined Eligible for the NRHP and Confirmed Eligible as a Result of the Current Study, without Modification of Eligibility Criteria.

Name Address	APN	National Register Eligibility Criteria	Figure 3 APE Map Sheet No.	APE Map Reference No. (JRP 2009/ Scott 1992)
McIntyre House 2274 Lillie Ave. Summerland	005-175-003	C	15	36/S-18
Ortega-Masini Adobe 129 Sheffield Rd. Montecito	007-350-010	A, C	17	43/M-1
Danielson / Katenkamp House 1637 Posilipo Rd. Montecito	007-373-001	C	18	51/M-38

4. Three historic-period, built-environment properties previously evaluated by Scott (1992) were found eligible for the NRHP (FHWA921006A:1993) and were confirmed eligible as a result of the current study with modification of eligibility criteria (JRP 2009).

Properties Previously Determined Eligible for the NRHP and Confirmed Eligible as a Result of the Current Study, but with Modification of Eligibility Criteria.

Name Address	APN	National Register Eligibility Criteria	Figure 3 APE Map Sheet No.	APE Map Reference No. (JRP 2009/Scott 1992)
Floyd Hickey House 2492 Lillie Ave. Summerland	005-194-006	JRP 2009: B,C Scott 1992: A,B	15	22/S-2

Lillis-Sloan House 2480 Lillie Ave. Summerland	005-194-004	JRP 2009: B,C Scott 1992: A,B	15	24/S-4
Becker House 108 Pierpont Summerland	005-173-001	JRP 2009: C Scott 1992: A,B,C	15	42/S-19

5. One historic-period property previously evaluated by Scott (1992) was found ineligible for the NRHP (FHWA921006A:1993). The current study, however, found Montecito Inn eligible for listing in the NRHP (JRP 2009).

Properties Previously Determined Not Eligible for the NRHP But Determined Eligible as a Result of the Current Study.

Name Address	APN	National Register Eligibility Criteria	Figure 3 APE Map Sheet No.	APE Map Reference No. (JRP 2009/Scott 1992)
Montecito Inn 1295 Coast Village Rd. Montecito	009-293-007	A, C	20	63/M-14

6. The following four historic-period, built-environment properties were evaluated as part of the current study and found to be eligible for the NRHP (JRP 2009, 2010).

Properties Determined Eligible for the NRHP as a Result of the Current Study.

Name Address	APN	National Register Eligibility Criteria	Figure 3 APE Map Sheet No.	APE Map Reference No. (JRP 2009, 2010)
Darling House 2225 Lillie Ave. Summerland	005-172-003	B, C	15	40
Martin / Bushnell-Donnelly House 2465 Banner Ave. Summerland	005-193-001; 005-193-008	C	15	71
Dwight and Hattie Kempton House 2290 Varley St. Summerland	005-174-016	B, C	15	87
J. Warren Darling House 2236 Lillie Ave. Summerland	005-171-006	B	15	88

7. The following 28 historic-period, built-environment properties within the current architectural APE were previously evaluated and determined to be ineligible for listing in the NRHP. Carr (2010) and JRP (2009, 2010) have confirmed that all 28 of these properties are not eligible.

Properties Previously Determined Not Eligible for the NRHP and Confirmed Not Eligible as a Result of the Current Study.

Name Address	APN	Figure 3 APE Map Sheet No.	APE Map Reference No. (Carr 2010;JRP 2009, 2010/Scott 1992)
Castillo House 1094 Cramer Rd. Carpinteria	004-036-022	6	13/ C-11
Alaya House 1097 Cramer Rd[a] Carpinteria	004-036-005	6	14/ C-10
Memorial Oaks US 101 right-of-way between Toro Canyon Rd. and Nidever Rd.	-	11-12	19/ S-19
Reeves House 2476 Lillie Ave. Summerland	005-194-003	15	25/S-5
2440 Lillie Ave. Summerland	005-192-005	15	28/S-6
2430 Lillie Ave. Summerland	005-192-004	15	29/S-7
Summerland WWI Monument/Lillie Avenue Park Lillie Ave.[b] Summerland	005-186-005	15	32/S-20
Beals House 2329 Lillie Ave. Summerland	005-183-009	15	33/S-15
2325 Lillie Ave. Summerland[c]	005-183-008	15	34/S-16
1641 Posilipo Ln. Montecito	007-373-003	18	49/M-39
Montecito Parkway US 101 between Sheffield Dr. and Olive Mill Rd.	-	17-20	53/ M-40
Urquhart House 1380 Virginia Rd. Montecito	009-301-005	20	55/M-31
1374-1376 Virginia Rd. Montecito	009-301-006	20	56/M-30
Alagio House 1360 Virginia Rd. Montecito	009-301-008	20	58/M-29
1350 Virginia Rd. Montecito	009-301-009	20	59/M-27
1346 Virginia Rd. Montecito	009-301-010	20	60/M-26
75 Olive Mill Rd. Montecito	009-294-002	20	64/M-22

Bischoff House 1283 Coast Village Circle Montecito	009-293-006	20	65/M-18
Brownie Apartments 2380 Lillie Ave. Summerland	005-185-007	17	75/S-10
Summerland Post Office; Summerland Nursery 2350-2360 Lillie Ave. Summerland	005-185-001	17	76/S-11& S-12
Summerland Beach Cafe 2294 Lillie Ave. Summerland	005-175-008	17	86/S-17
Baer House 1424 La Vereda Ln. Montecito	009-251-005	20	96/M-13
John H Moore House 1390 Virginia Rd. Montecito	009-301-004	20	98/M-32
Kudo Nursery /Florists 1433 S Jameson Ln. Montecito	009-320-019	20	101/M-33
Richard and Florence Demory House 1447 S Jameson Ln. Montecito	009-331-020	20	102/M-34
1465 S Jameson Ln. Montecito	009-331-004	20	103/M-35
40 & 50 Los Patos Way[d] Santa Barbara	017-391-001	23	104/P-43, -44
Norris King Davis Residence 111 Arroqui St. Montecito	007-350-019	17	105/M-2

Note- Carr (2010) reevaluated Map Reference Nos. 96, 98, 101-105; [a]Scott (1992) evaluated the older of the two residences originally located on this parcel and found it ineligible. The newer residence, constructed in 1950, was exempt from evaluation at that time. By the time JRP revisited the parcel, the older residence had been demolished. The newer residence was evaluated by JRP and found ineligible for the NRHP. [b]This World War I monument was originally erected on the south side of US 101, on Wallace Avenue near Lookout Park, in 1918. It was moved to its current location in 1998. Although it has been determined ineligible for the NRHP, it is officially designated Santa Barbara County Historic Landmark Number 35 and constitutes a historic resource under CEQA. [c]Also includes 2315 Lillie Avenue. [d]Previously evaluated by Pavlik (2000).

8. One historic district and four individual historic-period, built-environment properties previously determined eligible for listing in the NRHP were determined not eligible as a result of the current study.

Properties Previously Determined Eligible for the NRHP but Determined Not Eligible as a Result of the Current Study.

Name Address	APN	Figure 3 APE Map Sheet No.	APE Map Reference No. (Carr 2010;JRP 2009/Scott 1992)
Summerland Residential Historic District[a] 2496 Lillie Ave.[b] 2492 Lillie Ave.[c] 2484 Lillie Ave.[b] 2480 Lillie Ave.[c] Summerland	 005-194-007 005-194-006 005-194-005 005-194-004	 15 15 15 15	 21/S-1 22/S-2 23/S-3 24/S-4
2496 Lillie Ave.[b] Summerland	005-194-007	15	21/S-1
2484 Lillie Ave.[b] Summerland	005-194-005	15	23/S-3
Presbyterian Church 2400 Lillie Ave. Summerland	005-192-001	15	30/S-9
Eisenberg House 135 La Vuelta Rd. Montecito	007-340-010	18	95/M-5

Note-[a]Summerland Residential Historic District (APE Map Reference No. 20) properties are now considered under separate JRP Map Reference Nos. 21 through 24. The current study determined that the four properties do not constitute a historic district. [b]Two properties were found ineligible (JRP Reference Nos. 21 and 23) and [c] two were found to be individually eligible (Reference Nos. 22 and 24).

9. A total of 61 properties were evaluated by current studies found not eligible for listing in the NRHP as a result of the Carr (2010) and JRP (2009, 2010) evaluations.

Properties Determined Not Eligible for the NRHP as a Result of the Current Study.

Name Address	APN	Figure 3 APE Map Sheet No.	APE Map Reference No. (Carr 2010;JRP 2009, 2010)
1314 Sterling Ave. Carpinteria	003-542-015	5	1
1313 Sterling Ave. Carpinteria	003-542-016	5	2
1317 Sterling Ave. Carpinteria	003-542-17	5	3
1324 June Ave. Carpinteria	003-552-039	5	4
1314 June Ave. Carpinteria	003-552-038	5	5
1313 June Ave. Carpinteria	003-552-037	5	6
1312 Post Ave. Carpinteria	003-552-028	5	7
1311 Post Ave. Carpinteria	003-552-027	5	8
1310 Delta St. Carpinteria	003-552-018	5	9

1309 Delta St. Carpinteria	003-552-017	5	10
1310 Chaney Ave. Carpinteria	003-552-008	5	11
1311 Chaney Ave. Carpinteria	003-552-007	5	12
1373 Cramer Circle Carpinteria	003-103-011 and 003-103-008	5	15
4484 Carpinteria Ave. Carpinteria	004-036-004	5	16
4400 Carpinteria Ave. Carpinteria	003-211-013	6	17
1043 Plum St. Carpinteria	003-210-001	6	18
Summerland County Water District Bldg. 2450 Lillie Ave. Summerland	005-194-001	15	26
2448 Lillie Ave. Summerland	005-192-006	15	27
2375 Lillie Ave. Summerland	005-186-004	15	31
2285 Lillie Ave. Summerland	005-177-005	15	35
2262 Ortega Hill Rd. Summerland	005-176-001	15	37
Texaco Service Station 2245 Lillie Ave. Summerland	005-172-011	15	38
2230 Hardinge Ave. Summerland	005-172-007	15	39
2211 Lillie Ave. and 2220 Hardinge Ave. Summerland	005-172-002	15	41
1950/1960 N Jameson Ln. Montecito	007-350-009	17	44
126 Loureyro Rd. Montecito	007-350-011	17	45
127 Loureyro Rd. Montecito	007-350-038	17	46
100 Arroqui Rd. Montecito	007-350-039	17	47
1645 Posilipo Rd. Montecito	007-373-004	18	48
1639 Posilipo Rd. Montecito	007-373-002	18	50
1635 Posilipo Rd. Montecito	007-371-004	18	52
1394 Danielson Rd. Montecito	009-301-001	20	54

1368/1370 Virginia Rd. Montecito	009-301-007	20	57
1340/1342 Virginia Rd. Montecito	009-301-011	20	61
1332 A- C Virginia Rd. Montecito	009-301-012	20	62
Southern Pacific Coast Line -Between Linden Avenue Crossing in Carpinteria and Calle Cesar Chavez Crossing in Santa Barbara	-	6-24	66
Garrapata Creek Culvert U.S. 101 at Garrapata Crk Carpinteria	-	11	67
2500 Lillie Ave. Summerland	005-204-023	15	68
2487 Banner Ave. Summerland	005-193-009	15	69
2485 Banner Ave. Summerland	005-193-003	15	70
2440 Varley St. Summerland	005-191-005	15	72
130 Valencia Rd. Summerland	005-191-006	15	73
2385 Varley St. Summerland	005-185-003	15	74
136 Colville St. Summerland	005-184-001	15	77
2340 Varley St. Summerland	005-181-005	15	78
2335 Varley St. Summerland	005-182-005	15	79
2322 Varley St. Summerland	005-181-006	15	80
2315 Varley St. Summerland	005-182-002	15	81
2314 Varley St. Summerland	005-181-009	15	82
120 Hollister St. Summerland	005-182-001	15	83
2304 Varley St. Summerland	005-181-008	15	84
2296 Varley St. Summerland	005-174-008	15	85
2228 Lillie Ave. Summerland	005-171-007	15	89
2196 Harding Ave. Summerland	005-122-042	16	90
2192 Harding Ave. Summerland	005-122-005	16	91

2176 Ortega Hill Rd. Summerland	005-122-044	16	92
Summerland by the Sea Mobile Home Park 2155 Ortega Hill Rd. Summerland	005-121-012	16	93
1041 Plum St. Carpinteria	003-210-002	6	94
1620 N Jameson Ln Montecito	007-333-004	19	97
1396 Danielson Rd. Montecito	009-301-002	20	99
1403 S Jameson Ln. Montecito	009-304-012	20	100

Note-Carr (2010) evaluated Map Reference Nos. 94-100.

10. The following historic period resource is not eligible for listing in the NRHP but is a historic resource under CEQA (JRP 2009).

Properties Determined Not Eligible for the NRHP That Are Historic Resources Under CEQA.

Name Address	APN	Eligibility Criteria	Figure 3 APE Map Sheet No.	APE Map Reference No. JRP 2009/Scott 1992
Summerland World War I Monument/ Lillie Avenue Park Lillie Ave. Summerland	005-186-005	5S1	15	32/S-20

Note: Information on the resources located on this parcel is incorrect in the Santa Barbara County Assessor records. A field check verified that APN 005-184-005, located west of APN 005-184-004, is actually occupied by the Summerland World War I Monument; APN 005-184-004 is occupied by the Carpinteria-Summerland Fire Department.

Summary

We look forward to receiving your response on the eligibility determinations of the above listed resources within 30 days of your receipt of this HPSR submittal, in accordance with Stipulation VIII.C.5.a of the Programmatic Agreement. A separate Finding of Effect document will be submitted at a later date after an alternative is selected.

The California Department of Transportation is transmitting the HPSR for the South Coast 101 HOV Lanes Project as the NEPA lead agency under the provisions of the Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program that became effective on July 1, 2007.

The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), allowing the Secretary of Transportation to assign, and the State of California to assume, FHWA's

responsibilities under NEPA, as well as consultation and coordination responsibilities under other Federal environmental laws.

Therefore, as a project covered under the Pilot Program MOU, FHWA has assigned and Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on the South Coast 101 HOV Lanes Project. Please direct all future correspondence on this project to Caltrans.

This letter and the attached documentation are concurrently being distributed to the Caltrans Cultural Studies Office (CSO) (MOU; Programmatic Agreement Stipulation VIII.C.5). Thank you very much for your assistance with the South Coast 101 HOV Lanes Project. If you need any additional information, please feel free to contact archaeologist Terry L. Joslin (phone: (805) 549-3778; e-mail: Terry_Joslin@dot.ca.gov).

Sincerely,

Valerie A. Levulett

Valerie A. Levulett
Technical Studies Branch Chief and Heritage Resource Coordinator
District 5, San Luis Obispo

Attachment: Historic Property Survey Report for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, California, Volumes 1-3 (Joslin 2010)

Cc: Anmarie Medin, Caltrans, CSO

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

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January 26, 2011 Reply To: FHWA101108A

Valerie Levulett
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Caltrans District 5, San Luis Obispo
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Re: Determinations of Eligibility for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- CA-SBA-2179/H
- Casitas Pass Road Redeposited Shell Scatter, P-42-0033942
- El Estero Redeposit 1
- El Estero Redeposit 2
- Arroyo Paredon Redeposit
- Toro Creek Redeposit
- 1094 Cramer Rd, Carpinteria
- 1097 Cramer Rd, Carpinteria
- Memorial Oaks, US 101 ROW between Toro Canyon Rd and Nidever Rd
- 2476 Lillie Ave, Summerland
- 2440 Lillie Ave, Summerland
- 2430 Lillie Ave, Summerland
- Summerland WW I Monument/Lillie Ave Park, Lillie Ave, Summerland
- 2329 Lillie Ave, Summerland
- 2325 Lillie Ave, Summerland
- 1641 Posilipo Ln, Montecito
- Montecito Parkway, US 101 between Sheffield Drive and Olive Mill Road
- 1380 Virginia Rd, Montecito
- 1374-1376 Virginia Rd, Montecito
- 1360 Virginia Rd, Montecito
- 1350 Virginia Rd, Montecito
- 1346 Virginia Rd, Montecito
- 75 Olive Mill Rd, Virginia Rd, Montecito
- 1283 Coast Village Circle, Virginia Rd, Montecito
- 2380 Lillie Ave, Summerland
- 2350-2360 Lillie Ave, Summerland
- 2294 Lillie Ave, Summerland
- 1424 La Vereda Ln, Montecito
- 1390 Virginia Rd, Montecito
- 1433 S Jameson Ln, Montecito
- 1447 S Jameson Ln, Montecito

Ms. Levulett
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- 1465 S Jameson Ln, Montecito
- 40 & 50 Los Patos Way, Santa Barbara
- 111 Arroquoi St, Montecito
- Summerland Residential Historic District**
  - 2496 Lillie Ave, Summerland**
  - 2492 Lillie Ave, Summerland**
  - 2484 Lillie Ave, Summerland**
  - 2480 Lillie Ave, Summerland**
- 2496 Lillie Ave, Summerland**
- 2484 Lillie Ave, Summerland**
- 2400 Lillie Ave, Summerland**
- 135 Vuelta Rd, Montecito**
- 1314 Sterling Ave, Carpinteria
- 1313 Sterling Ave, Carpinteria
- 1317 Sterling Ave, Carpinteria
- 1324 June Ave, Carpinteria
- 1314 June Ave, Carpinteria
- 1313 June Ave, Carpinteria
- 1312 Post Ave, Carpinteria
- 1311 Post Ave, Carpinteria
- 1310 Delta St, Carpinteria
- 1309 Delta St, Carpinteria
- 1310 Chaney Ave, Carpinteria
- 1311 Chaney Ave, Carpinteria
- 1373 Cramer Circle, Carpinteria
- 4484 Carpinteria Ave, Carpinteria
- 4400 Carpinteria Ave, Carpinteria
- 1043 Plum Street, Carpinteria
- 2450 Lillie Ave, Summerland
- 2448 Lillie Ave, Summerland
- 2375 Lillie Ave, Summerland
- 2285 Lillie Ave, Summerland
- 2262 Ortega Hill Rd, Summerland
- 2245 Lillie Ave, Summerland
- 2230 Hardinge Ave, Summerland
- 2211 Lillie Ave and 2220 Hardinge Ave, Summerland
- 1950/1960 N Jameson Ln, Montecito
- 126 Loureyro Rd, Montecito
- 127 Loureyro Rd, Montecito
- 100 Arroqui Rd, Montecito
- 1645 Posilpo Rd, Montecito
- 1639 Posilpo Rd, Montecito
- 1635 Posilpo Rd, Montecito
- 1394 Danielson Rd, Montecito
- 1368/1370 Virginia Rd, Montecito
- 1340/1342 Virginia Rd, Montecito
- 1332 A-C Virginia Rd, Montecito
- Southern Pacific Coast Line – between Linden Avenue Crossing in Carpinteria and Calle Cesar Chavez Crossing in Santa Barbara
- Garrapata Creek Culvert, US 101 at Garrapata Creek, Carpinteria
- 2500 Lillie Ave, Summerland
- 2487 Banner Ave, Summerland
- 2485 Banner Ave, Summerland
- 2440 Varley St, Summerland
- 130 Valencia Rd, Summerland
- 2385 Varley St, Summerland
- 136 Colville St, Summerland
- 2340 Varley St, Summerland
- 2335 Varley St, Summerland
- 2322 Varley St, Summerland
- 2315 Varley St, Summerland
- 2314 Varley St, Summerland
- 120 Hollister St, Summerland
- 2304 Varley St, Summerland
- 2296 Varley St, Summerland
- 2228 Lillie Ave, Summerland
- 2196 Harding Ave, Summerland
- 2192 Harding Ave, Summerland
- 2176 Ortega Hill Rd, Summerland
- 2155 Ortega Hill Rd, Summerland
- 1041 Plum St, Carpinteria
- 1620 N Jameson Ln, Montecito
- 1396 Danielson Rd, Montecito
- 1403 S Jameson Ln, Montecito

***This determination reflects a change in National Register status for this property.*

Based on my review of the submitted documentation, I concur.

Ms. Levulett
January 26, 2011
Page 3 of 6

Caltrans has found that the following properties are eligible for the NRHP:

- **Via Real Redeposited Midden, P-42-003943** – Although the midden was moved from its original location, it is not mixed with road fill or other non-archeological sediments, and appears to represent a single component deposit, as evidenced by four radiocarbon dates. All dates are relatively close in age, falling within the latter half of the Early Period (6300-2700 calBP). The site retains a significant amount of research value and is eligible for the NRHP under Criterion D for its research potential. **I concur.**

- **McIntyre House, 2274 Lillie Ave, Summerland** – The McIntyre House is eligible under Criterion C at the local level of significance as a good representative of the vernacular cottage house type, built by and for the predominantly working-class families who were among Summerland's earliest settlers. The period of significance is circa 1890. **I concur.**

- **Ortega-Masini Adobe, 129 Sheffield Rd, Montecito** – The Ortega-Masini Adobe is eligible for the NRHP under Criteria A and C at the local level of significance. Under Criterion A the building is significant for its association with early settlement in coastal Santa Barbara during the Mexican period. Under Criterion C the building is significant as a rare Santa Barbara example of a Monterey-style two story adobe. The period of significance is 1820-1880. **I concur.**

- **Danielson/Katenkamp House, 1637 Posilipo Rd, Montecito** – The Danielson/Katenkamp house is eligible for the NRHP under Criterion C at the local level of significance as a finely crafted example of architect Arthur B. Benton's Chalet design. The period of significance is 1912. **I concur.**

- **Floyd Hickey House, 2492 Lillie Ave, Summerland** – The Floyd Hickey House was determined eligible in 1992 under Criteria A and B. Under Criterion A the property was considered eligible "for its association with Summerland's Spiritualist beginnings and the peak years of the community's oil and kelp industries (1888-1920)." It was also considered a contributor to the Summerland Residential Historic District. For the current study Caltrans has determined that while the building dates to an early period of settlement and development in Summerland, the house is not strongly or directly associated with Spiritualist colonization, development of the oil industry, or any other significant trend in Summerland history. While the property is associated with Floyd J. Hickey, a successful oil entrepreneur during this period, its significance better fits Criterion B, properties eligible for their associations with lives of people significant in our past. **I concur.**

  Under Criterion B the property is eligible at the local level of significance for its association with Floyd J Hickey, one of Summerland's earliest oil production promoters and entrepreneurs. He directly contributed to Summerland's success in the oil industry, at a time when the community experienced prominence in a statewide market. The period of significance is circa 1900-1905. **I concur.**

Under Criterion C the property is eligible at the local level of significance as an intact and early example of Folk Victorian residence in Summerland. The period of significance is the date of construction, circa 1889. **I concur.**

- **Lillis-Sloan House, 2480 Lillie Avenue, Summerland** – The Lillis-Sloan House was determined eligible in 1992 under Criteria A and B. Under Criterion A the property was considered eligible "for its association with Summerland's Spiritualist beginnings and the peak years of the community's oil and kelp industries (1888-1920)." It was also considered a contributor to the Summerland Residential Historic District. For the current study Caltrans has determined that while the building dates to an early period of settlement and development in Summerland, the house is not strongly or directly associated with Spiritualist colonization, development of the oil industry, or any other significant trend in Summerland history. While the property is associated with J.C. Lillis, a successful oil entrepreneur during this period, its significance better fits Criterion B, properties eligible for their associations with lives of people significant in our past. **I concur.**

  Under Criterion B the property is eligible at the local level of significance for its association with J.C. Lillis, one of Summerland's earliest oil production promoters and entrepreneurs. The house is the only known residence associated with J.C. Lillis during his significant, productive years. The period of significance is circa 1896-1905. **I concur.**

  Under Criterion C the property is eligible at the local level of significance as a rare, early, relatively unaltered example of a Folk Victorian residence in Summerland. The period of significance is the date of construction, circa 1889. **I concur.**

- **Becker House, 108 Pierpont Avenue, Summerland** – The Becker House was determined eligible in 1992 under Criteria A, B, and C. Under Criterion A the property was considered eligible for its association with Summerland's oil industry (1890-1920). After reexamination Caltrans has determined that due to a remodel that occurred between 1912 and 1914, the period of significance for the Becker House can start no earlier than 1914. The oil industry had long since passed its peak at this time which makes any important associations with this property unlikely. Therefore the property no longer meets eligibility requirements under Criterion A. **I concur.**

  Under Criterion B the property was considered eligible for its association with George F. Becker, one of Summerland's most influential oil producers (1900-1920). Upon reexamination it appears that Becker arrived in Summerland in 1900 and purchased the oil interests of H.L. Williams and started an oil company, one of many at the time. Becker's interest in oil occurred after the oil boom years and he does not appear important within this context. Therefore the property no longer meets eligibility requirements under Criterion B. **I concur.**

  Under Criterion C the property is eligible at the local level as a rare example of Prairie Style architecture in Summerland. The period of significance is 1914, the year that the conversion from Stick to Prairie style was completed. **I concur.**

- **Montecito Inn, 1295 Coast Village Road, Montecito** – The Montecito Inn is eligible for the NRHP at the local level of significance under Criteria A and C. Under Criterion A the Montecito Inn is an important example of hotel development during the late 1920s, especially pertaining to the automobile tourism industry. The Inn is also eligible under Criterion C as an important work by architect/engineer Edward Mayberry. It also is an early example of post-earthquake Spanish Revival commercial architecture in Montecito. With regards to integrity, although the Inn has been added onto throughout the years, these modifications are minor given the size of the Inn itself and do not detract from the significance of the property. **I concur.**

- **Darling House, 2225 Lillie Avenue, Summerland** – The Darling House is eligible for the NRHP at the local level of significance under Criterion B for its association with Stuart Darling, a machinist and blacksmith during the oil boom years. Darling played a central role in the industry and local economy. The Darling Brothers' shop produced machinery used by the oil operations in town, and because the machinery was manufactured locally, it was cheaper and easier to procure than equipment manufactured in Santa Barbara or elsewhere. The period of significance is 1900-1930. **I concur.**

  Caltrans has also determined the property to be eligible under Criterion C at the local level as a rare and relatively unaltered example of a Folk Victorian, and of late-nineteenth century architecture in Summerland. **Given the current photographs and description, I do not have enough information at this time to either agree or disagree with this determination. In the interests of expediting consultation for this project I would be willing to discuss with Caltrans the possibility of considering this property eligible under Criterion C for the purposes of this project.**

- **Martin/Bushnell-Donnelly House, 2465 Banner Avenue, Summerland** – The Martin/Bushnell-Donnelly House is eligible for the NRHP under Criterion C at the local level of significance as one of the best examples of the Victorian/Queen Anne style in Summerland. The period of significance is 1890 to 1907. **Given the current photo documentation I am not comfortable in either agreeing or disagreeing with this determination at this time. In the interests of expediting consultation for this project I would be willing to discuss with Caltrans the possibility of considering this property eligible under Criterion C for the purposes of this project.**

- **Dwight and Hattie Kempton House, 2290 Varley Street, Summerland** – The Dwight and Hattie Kempton House is eligible for the NRHP at the local level of significance under Criterion B for its association with Dwight Kempton, an individual important in the local history of Summerland. Kempton was a consistent presence in the oil industry during the boom years, not only helping to trigger the rush, but also directly contributing to the success of the industry and growth of the local economy. The residence at 2290 Varley Street, which was not only his residence during this period but also served as his professional office, is the known surviving

property that best represents his achievements. The period of significance is circa 1895 to 1906. **I concur.**

Please note that for this property there is a discrepancy between the letter for this project and the Historic Property Survey report. The letter states that the property is also eligible under Criterion C while the DPR 523 states that the property is not eligible under Criterion C. Given the current discrepancy I will not comment on this finding at this time.

- **J. Warren Darling House, 2236 Lillie Avenue, Summerland** - The J. Warren Darling House is eligible for the NRHP at the local level of significance under Criterion B for its association with Warren Darling, a machinist and blacksmith during the oil boom years. Darling played a central role in the industry and local economy. The Darling Brothers' shop produced machinery used by the oil operations in town, and because the machinery was manufactured locally, it was cheaper and easier to procure than equipment manufactured in Santa Barbara or elsewhere. The period of significance is 1890-1913. **I concur.**

  Caltrans has also determined the property to be eligible under Criterion C at the local level as a rare, early, and unaltered example of Folk Victorian architecture in Summerland. **Given the current photo documentation I am not comfortable in either agreeing or disagreeing with this determination at this time. In the interests of expediting consultation for this project I would be willing to discuss with Caltrans the possibility of considering this property eligible under Criterion C for the purposes of this project.**

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

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February 2, 2011

Dr. Susan K. Stratton
Office of Historic Preservation
Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816-7053

FHWA101108A

RE: Determinations of Eligibility for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, California

Dear Dr. Stratton:

Thank you for your letter of January 26, 2011, providing your comments regarding the eligibility determinations documented in the Historic Property Survey Report for the South Coast 101 High Occupancy Vehicle Lanes Project. We very much appreciate your careful review of this large and complex document evaluating scores of properties over a ten-mile highway corridor.

Our comments today concern the following three properties:

- Stuart and Laura Darling House, 2225 Lillie Avenue, Summerland
  Caltrans proposed eligibility for the National Register under Criteria B and C

- Martin/Bushnell/Donnelly House, 2465 Banner Street, Summerland
  Caltrans proposed eligibility for the National Register under Criterion C

- J. Warren Darling House, 2236 Lillie Avenue, Summerland
  Caltrans proposed eligibility under Criteria B and C

On pages 5 and 6 of your January 26, 2011, letter, you stated that, given the photo documentation provided, you were not comfortable either agreeing or disagreeing with Caltrans' eligibility determinations for these three properties. To resolve this issue in a timely manner, you stated your willingness to discuss the possibility of assuming eligibility under Criterion C for the purposes of this project. In my subsequent telephone conversation with Natalie Lindquist on January 31, 2011, we further explored this option, and our project team has also discussed it.

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Dr. Susan K. Stratton
Office of Historic Preservation
February 2, 2011
Page 2

FHWA101108A

We are hereby notifying you that we accept your offer to assume National Register eligibility under Criterion C, for the purposes of this project only. Thank you for your willingness to resolve this obstacle in a manner that allows us to proceed with our Section 106 consultation. We will be transmitting a Finding of Effect document for this project within two weeks.

Sincerely,

VALERIE A. LEVULETT
Central Region Technical Studies Branch Chief and District 5 Heritage Resources Coordinator

cc: Jill Hupp, Caltrans Cultural Studies Office

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"Lindquist, Natalie"
<nlindquist@parks.ca.gov>
02/16/2011 03:51 PM

To Val Levulett <val_levulett@dot.ca.gov>
cc
bcc
Subject RE: SB-101 HOV Concurrence on Eligibility

Val,

The letter looks good to me and reflects our earlier conversation.

Natalie Lindquist

_____
From: Val Levulett [val_levulett@dot.ca.gov]
Sent: Wednesday, February 16, 2011 9:19 AM
To: Lindquist, Natalie
Cc: Jill Hupp
Subject: Fw: SB-101 HOV Concurrence on Eligibility

Hi Natalie: Can you confirm that you agree with the letter attached.
----- Forwarded by Val Levulett/D05/Caltrans/CAGov on 02/16/2011 09:18 AM

Val Levulett/D05/Caltrans/CAGov
02/07/2011 02:40 PM

To nlindquist@parks.ca.gov
cc Jill Hupp/HQ/Caltrans/CAGov@DOT
Subject Fw: SB-101 HOV Concurrence on Eligibility

Please let me know that you received. Thank you.

Val Levulett/D05/Caltrans/CAGov
02/03/2011 08:58 AM

To nlindquist@parks.ca.gov
cc Jill Hupp/HQ/Caltrans/CAGov@DOT
Subject SB-101 HOV Concurrence on Eligibility

Dear Natalie:

Attached is a letter that documents our conversation on January 31, 2011. Caltrans accepts your offer to assume National Register eligibility under Criterion C, for purposes of this project only, for three of the properties identified for the SB-101 HOV project. Please let me know is this will suffice, since we anticipate submitting the effects document within the next couple of weeks. Your assistance with this project is greatly appreciated.

(See attached file: sb101hovconcurletter.pdf)

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

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3 March 2011

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer
Office of Historic Preservation
1725 23rd Street , Suite 100
Sacramento, CA 95816

05-SB-101
PM 1.4/12.3
EA 05-0N7000/No. 0500000225
FHWA101108A

RE: Submittal of the Finding of Adverse Effect for the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project, Santa Barbara County, California

Dear Mr. Donaldson,

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) for the undertaking titled the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project. This consultation is undertaken in accordance with the January 2004 *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (hereafter, the Programmatic Agreement).

Project Description

The California Department of Transportation (Caltrans), in cooperation with the Santa Barbara County Association of Governments (SBCAG), proposes a High Occupancy Vehicle (HOV) Lanes Project between 0.22 miles south of the Bailard Avenue overcrossing (PM 1.4) in the City of Carpinteria and Sycamore Creek (PM 12.3) in the City of Santa Barbara.

Three build alternatives and a no-build alternative are proposed for this project. Each build alternative would add a single High Occupancy Vehicle (HOV) lane in both the northbound and southbound directions and would reconstruct interchanges at Sheffield Drive and Cabrillo Boulevard. Alternative 1 proposes to balance competing resource interests such as scenic views, wetlands, and median/outside landscaping. Alternative 2 proposes to maximize landscaping in the median. Alternative 3 proposes to construct all new paved lanes within the existing available median and maximizes the retention of outside planting. All build alternative improvements would be constructed within the existing public right of way.

Findings – Eligibility

Consultation and identification efforts identified 12 properties within the Area of Potential Effect (Table 1) that are eligible for the National Register of Historic Places: one prehistoric midden and 11 built-environment resources (Joslin 2010). On 26 January 2011, the State Historic Preservation Officer concurred with Caltrans' eligibility determinations, with the exception of proposed eligibility under National Register Criterion C for the Stuart and Laura Darling House (Map Reference No. 40), the Martin/Bushnell-Donnelly House (Map Reference No. 71), and the J. Warren Darling House (Map Reference No. 88). The State Historic Preservation Officer proposed, and Caltrans accepted, making these three residences eligible under Criterion C for the purposes of the South Coast 101 HOV Lanes Project only. Concurrence was reached on February 16, 2011.

Table 1. Properties in the Current APE That Have Been Identified by the Current Study as National Register-Eligible Properties.

Name	Address	APN	Figure 3 APE Map Sheet	Map Reference No. (JRP 2009, 2010)	NRHP Eligibility Criteria
Via Real Redeposited Midden, P-42-003943	SB 101 PM 5.7-5.8	--	10	--	D
Floyd Hickey House	2492 Lillie Ave. (Summerland)	005-194-006	15	22	B, C
Lillis-Sloan House	2480 Lillie Ave. (Summerland)	005-194-004	15	24	B, C
McIntyre House	2274 Lillie Ave. (Summerland)	005-175-003	15	36	C
Stuart and Laura Darling House	2225 Lillie Ave. (Summerland)	005-172-003	15	40	B, C*
Becker House	108 Pierpont St. (Summerland)	005-173-001	16	42	C
Ortega-Masini Adobe	129 Sheffield Rd. (Montecito)	007-350-010	17	43	A, C
Danielson /Katenkamp House	1637 Posilipo Rd. (Montecito)	007-373-001	18	51	C

Name	Address	APN	Figure 3 APE Map Sheet	Map Reference No. (JRP 2009, 2010)	NRHP Eligibility Criteria
Montecito Inn/ Montecito Hotel	1295 Coast Village Rd. (Montecito)	009-293-007	20	63	A, C
Martin / Bushnell-Donnelly House	2465 Banner Ave. (Summerland)	005-193-001; 005-193-008	15	71	C*
Dwight and Hattie Kempton House	2290 Varley St. (Summerland)	005-174-016	15	87	B
J. Warren Darling House	2236 Lillie Ave. (Summerland)	005-171-006	15	88	B, C*

**For the purposes of the current project only, per SHPO concurrence, February 16, 2011*

One additional historic-period built-environment resource, the Summerland World War I Monument, was also identified in the project Area of Potential Effect (Table 2). The resource was determined not to be eligible for listing in the National Register, but as Santa Barbara County Landmark No. 35 the monument constitutes a historical resource for the purposes of CEQA.

Table 2. Properties in the Current APE That Are Historical Resources for the Purposes of CEQA

Name	Address	APN	Figure 3 APE Map Sheet	Map Reference No. (JRP 2009, 2010)
Summerland World War I Monument (Santa Barbara County Landmark #35)	Lillie Avenue	--	15	32

Caltrans has concluded that the South Coast 101 HOV Lanes Project will have an adverse effect on one historic property, the Via Real Redeposited Midden (P-42-003943), and will not affect either the eleven National Register-eligible architectural properties or the historical resource for the purposes of CEQA. Caltrans therefore proposes a Finding of Adverse Effect for the undertaking, pursuant to Programmatic Agreement Stipulation XI, 36 CFR 800.6(a), and 36 CFR 800.6(b)(1), and seeks concurrence from the SHPO on this finding.

Summary

We look forward to receiving your response within 30 days of your receipt of this Finding of Adverse Effect, in accordance with Stipulation X.C.2 of the Programmatic Agreement. A separate Memorandum of Agreement and Data Recovery Plan will be submitted at a later date.

The California Department of Transportation is transmitting the Finding of Adverse Effect for the South Coast 101 HOV Lanes Project as the NEPA lead agency under the provisions of the Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program that became effective on July 1, 2007.

The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), allowing the Secretary of Transportation to assign, and the State of California to assume, FHWA's responsibilities under NEPA, as well as consultation and coordination responsibilities under other Federal environmental laws.

Therefore, as a project covered under the Pilot Program MOU, FHWA has assigned and Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on the South Coast 101 HOV Lanes Project. Please direct all future correspondence on this project to Caltrans.

This letter and the attached documentation are concurrently being distributed to the Caltrans Cultural Studies Office (CSO) and will also be provided to the members of the Chumash community with whom we are currently in consultation (MOU; Programmatic Agreement Stipulation VIII.C.5).

Thank you very much for your assistance with the South Coast 101 HOV Lanes Project. If you need any additional information, please feel free to contact archaeologist Terry L. Joslin (phone: (805) 549-3778; e-mail: Terry_Joslin@dot.ca.gov).

Sincerely,

Valerie A. Levulett
Technical Studies Branch Chief and Heritage Resource Coordinator
District 5, San Luis Obispo

Enclosure:
Finding of Adverse Effect for the South Coast 101 HOV Lanes Project, Santa Barbara County, California

Cc: Anmarie Medin, Caltrans, CSO

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

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April 7, 2011 Reply To: FHWA101108A

Valerie Levulett
Technical Studies Branch Chief and Heritage Resource Coordinator
Caltrans District 5, San Luis Obispo
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Finding of Effect for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has found that the above project will have an adverse effect on the Via Real Redeposited Midden (P-42-003943), a property that has been determined eligible for the National Register of Historic Places (NRHP). The project will not affect the other eleven NRHP eligible properties located within the area of potential effect.

Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY Edmund G Brown Jr., Governor

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October 3, 2011

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1725 23rd Street , Suite 100
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05-SB-101 PM 1.4/12.3
EA 05-0N7000
ID No. 05-0000-0225
FHWA101108A

RE: Submittal of Revised Finding of Adverse Effect for the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project, Santa Barbara County, California

Dear Mr. Donaldson:

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) for the undertaking titled the South Coast 101 High Occupancy Vehicle (HOV) Lanes Project. This consultation is undertaken in accordance with the January 2004 Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (hereafter, the Programmatic Agreement).

The enclosed revised Finding of Effect document incorporates minor changes made necessary by recent changes during the preparation of the Draft Environmental Document and project mapping. Earlier project mapping showed the locations of soundwalls either as a "proposed soundwall location" or as a location where a soundwall was "originally proposed but dropped from further consideration." After internal Caltrans review, the project mapping for the Draft Environmental Document has been revised to depict the locations of all soundwalls that have been proposed. The project mapping now differentiates these various soundwall locations as either "recommended for construction" or "not recommended for construction."

The Area of Potential Effects mapping that accompanied the previous Finding of Adverse Effect document submitted to the SHPO in March 2011 similarly identified each "proposed soundwall location" as well as locations where soundwalls were "originally proposed but dropped from further consideration." It should be noted, however, that the previous Finding of Adverse Effect document clearly stated that – based on their specific eligibility criteria and their particular settings – none of the historic properties identified within the project Area of Potential Effects have the potential to be affected either by the presence or absence of soundwalls. On April 7, 2011, the SHPO concurred with the Finding of Adverse Effect, the adverse effect being confined

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to one prehistoric archaeological site, the Via Real Redeposited Midden (P-42-003943). Copies of the March 3, 2011, transmittal letter and the April 7, 2011, concurrence letter are enclosed.

We are submitting this revised Finding of Adverse Effect to maintain consistency between the Draft Environmental Document and this technical document in the discussions pertaining to the soundwalls. The current mapping that accompanies this revised Finding of Adverse Effect now follows the Draft Environmental Document in identifying soundwall locations as either "recommended for construction" or "not recommended for construction."

The conclusions of the Finding of Adverse Effect, however, have not changed; they are the same findings with which the SHPO concurred on April 7, 2011: Caltrans has concluded that the South Coast 101 HOV Lanes Project will have an adverse effect on one historic property, the Via Real Redeposited Midden (P-42-003943), and will not affect either the eleven National Register-eligible architectural properties or the historical resource for the purposes of CEQA. Caltrans therefore proposes a Finding of Adverse Effect for the undertaking, pursuant to Programmatic Agreement Stipulation XI, 36 CFR 800.6(a), and 36 CFR 800.6(b)(1), and seeks a reaffirmation of concurrence from the SHPO on this finding.

We look forward to receiving your response within 30 days of your receipt of this revised Finding of Adverse Effect, in accordance with Stipulation X.C.2 of the Programmatic Agreement. A separate Memorandum of Agreement and Data Recovery Plan will be submitted following circulation of the Draft Environmental Document and receipt of public comment.

The California Department of Transportation is transmitting this revised Finding of Adverse Effect for the South Coast 101 HOV Lanes Project as the NEPA lead agency under the provisions of the Memorandum of Understanding (MOU) between the Federal Highway Administration and the California Department of Transportation Concerning the State of California's Participation in the Surface Transportation Project Delivery Pilot Program that became effective on July 1, 2007.

The MOU was signed pursuant to Section 6005 of the 2005 Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), allowing the Secretary of Transportation to assign, and the State of California to assume, FHWA's responsibilities under NEPA, as well as consultation and coordination responsibilities under other Federal environmental laws. Therefore, as a project covered under the Pilot Program MOU, FHWA has assigned and Caltrans has assumed FHWA responsibility for environmental review, consultation, and coordination on the South Coast 101 HOV Lanes Project. Please direct all future correspondence on this project to Caltrans.

This letter and the attached documentation are concurrently being distributed to the Caltrans Cultural Studies Office. Thank you for your assistance with the South Coast 101 HOV Lanes Project. If you need any additional information, please feel free to contact me at (916) 653-6187, or by e-mail at anmarie_medin@dot.ca.gov.

M. Wayne Donaldson, FAIA
October 3, 2011
Page 3

Sincerely,

ANMARIE MEDIN
Chief
Cultural Studies Office
Division of Environmental Analysis

Enclosures:

- Revised Finding of Adverse Effect for the South Coast 101 HOV Lanes Project, Santa Barbara County, California
- Caltrans transmittal letter, March 3, 2011
- SHPO concurrence letter, April 7, 2011 (FHWA101108A)

cc: Valerie Levulett, D-5

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STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

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calshpo@parks.ca.gov
www.ohp.parks.ca.gov

November 16, 2011 Reply To: FHWA101108A

Valerie Levulett
Chief, Central Coast Technical Studies Branch
Heritage Resource Coordinator
Caltrans District 5, San Luis Obispo
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Revised Finding of Adverse Effect for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has submitted revised area of potential effect maps in order to be consistent with their environmental document. Although the maps have been revised Caltrans still finds that the project will have an adverse effect on the Via Real Redeposited Midden (P-42-003943). Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
1120 N STREET
P. O. BOX 942874
SACRAMENTO, CA 94274-0001
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TTY (916) 653-4086

Flex your power!
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December 6, 2012

Ms. Carol Roland-Nawi
State Historic Preservation Officer
1725 23rd St, Suite 100
Sacramento, CA 95816

05-SB-101
05-0000-0225 (0N700)
South Coast 101 HOV

Attn: Susan Stratton

Subject: Draft Memorandum of Agreement (MOA) and Data Recovery Plan for the South Coast 101 HOV Lanes Project, Santa Barbara County, California (FHWA101108A)

Dear Ms. Roland-Nawi

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the South Coast 101 HOV Lanes Project (Undertaking). This consultation is being undertaken in accordance with the January 1, 2004 Federal-Aid Highway Programmatic Agreement (PA). Caltrans is continuing consultation as part of its National Environmental Policy Act assignment of federal responsibilities by the Federal Highway Administration pursuant to 23 USC 327, effective October 1, 2012.

On November 16, 2011 the SHPO concurred with Caltrans finding that the above referenced undertaking will have an adverse effect on the Via Real Archaeological Redeposited Midden (P-42-003943), which Caltrans has determined, in consultation with the SHPO, to be eligible for inclusion in the National Register of Historic Places under Criterion D.

Caltrans proposes to resolve the adverse effect by entering into a Memorandum of Agreement (MOA) in accordance with Stipulation XI of the PA. A draft MOA and accompanying Data Recovery and Plan are enclosed for your review. For your convenience, electronic versions will be transmitted shortly.

Caltrans is continuing consultation with the Santa Ynez Band of Chumash Indians (Vincent Armenta- Tribal Chairperson), and interested representatives of the local Chumash community.

Thank you for your continued assistance with this undertaking. If you have any questions, please contact Todd Jaffke at (916) 654-3567/ todd_jaffke@dot.ca.gov, or District 5 archaeologist Terry Joslin at 805.549.3778 or terry.joslin@dot.ca.gov.

"Caltrans improves mobility across California"

Ms. Carol Roland-Nawi
December 6, 2012
Page 2

Sincerely,

ANMARIE MEDIN
Chief,
Cultural Studies Office
Division of Environmental Analysis

Enclosure: *Draft Memorandum of Agreement and Data Recovery Plan for the Via Real Redeposited Midden in the vicinity of Serena, South Coast 101 HOV Lanes Project, Santa Barbara County, California*

cc: Todd Jaffke HQ, Terry Joslin D-5

"Caltrans improves mobility across California"

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION
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Flex your power!
Be energy efficient!

May 2, 2013

Carol Roland-Nawi Ph.D.
State Historic Preservation Officer
1725 23rd St, Suite 100
Sacramento, CA 95816

05-SB-101
05-0000-0225 (0N700)
South Coast 101 HOV

Attn: Susan Stratton

Subject: Revised Draft Memorandum of Agreement (MOA) and Treatment and Data Recovery Plan for the South Coast 101 HOV Lanes Project, Santa Barbara County, California (FHWA101108A)

Dear Ms. Roland-Nawi,

The California Department of Transportation (Caltrans) is continuing consultation with the State Historic Preservation Officer (SHPO) regarding the South Coast 101 HOV Lanes Project (Undertaking). This consultation is being undertaken in accordance with the January 1, 2004 Federal-Aid Highway Programmatic Agreement (PA). Caltrans is continuing consultation as part of its National Environmental Policy Act assignment of federal responsibilities by the Federal Highway Administration pursuant to 23 USC 327.

On November 16, 2011 the SHPO concurred with Caltrans finding that the above referenced undertaking will have an adverse effect on the Via Real Archaeological Redeposited Midden (P-42-003943), which Caltrans has determined, in consultation with the SHPO, to be eligible for inclusion in the National Register of Historic Places under Criterion D.

Caltrans proposes to resolve the adverse effect by entering into a Memorandum of Agreement (MOA) in accordance with Stipulation XI of the PA. A draft MOA and accompanying Data Recovery Plan were provided for your review on December 6, 2012. We received comments from Trevor Pratt (January 14, 2013) and all comments were incorporated into the attached revised draft documents. Thank you for your comments as well as the quick response reviewing the documents.

Since your review of the draft MOA and Data Recovery Plan design revisions in the vicinity of the midden have shifted the Preferred Alternative, Alternative 1, toward the median in an effort to minimize potential impacts to the Via Real Redeposited Midden. The National Register property is located 6 feet below the surface of Highway 101, outside of the State right of way along the Via Real frontage road, and current construction excavation will not exceed 3 feet. An Environmentally Sensitive Area (ESA) will be established and maintained around the estimated site limits. Although we do not anticipate impacts to the redeposited midden or that any other archaeological deposits of significance are present, Caltrans has determined it is prudent to consider that the remote possibility of discoveries during construction may still exist. We have therefore revised the documents and have incorporated new language to address not only any impacts to the Via Real Redeposited Midden but also any potential discoveries of similar property types during construction. The attached Treatment and Data Recovery Plan proposes additional construction monitoring in the vicinity of the Via Real Redeposited Midden and in areas of high archaeological sensitivity that were not accessed during the Extended Phase I excavations.

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Carol Roland-Nawi Ph.D.
May 2, 2013
Page 2

The revised MOA and Treatment and Data Recovery Plan is an advance plan that allows Caltrans to proceed on a predetermined course of action, providing direction for any contingency involving buried archaeological resources encountered during construction. The original draft MOA and Data Recovery Plan, was approved by representatives of the Chumash community and the State Historic Preservation Officer. Caltrans is seeking your approval in the Revised Treatment Plan and MOA, which includes a decision matrix to accommodate the appropriate handling of less-than significant scattered finds that are likely to occur. The MOA and Treatment and Data Recovery Plan also outline steps that will be taken in the unlikely event that a significant find is made during project construction.

Caltrans is concurrently consulting with the Santa Ynez Band of Chumash Indians (Vincent Armenta- Tribal Chairperson), and interested representatives of the local Chumash community. Their comments on the November 2012 draft MOA and accompanying Data Recovery Plan are incorporated into the revised draft documents that they are now reviewing.

As schedule is always a concern, we are requesting any additional comments at your earliest convenience and seek to execute the MOA in June, 2013.

Thank you for your continued assistance with this undertaking. If you have any questions, please contact Todd Jaffke at (916) 654-3567/ todd jaffke@dot.ca.gov, or District 5 archaeologist Terry Joslin at 805.549.3778 /terry.joslin@dot.ca.gov.

Sincerely,

Tina Biorn for

ANMARIE MEDIN
Chief, Cultural Studies Office
Division of Environmental Analysis

Enclosure: *Revised* Memorandum of Agreement and Treatment and Data Recovery Plan for the Via Real Redeposited Midden for the South Coast 101 HOV Lanes Project, Santa Barbara County, California

cc: Todd Jaffke HQ, Terry Joslin D-5

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PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER REGARDING THE SOUTH COAST 101 HOV LANES PROJECT, U.S. ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA

WHEREAS, the Federal Highway Administration (FHWA) has assigned, and the California Department of Transportation (Caltrans) has assumed FHWA responsibility for environmental review, consultation, and coordination pursuant to 23 USC 327, which became effective on October 1, 2012 and applies to this undertaking; and

WHEREAS, Caltrans has determined that the South Coast 101 HOV Lanes Project in Santa Barbara County, California (Undertaking) will have an adverse affect on the Via Real Archaeological Redeposited Midden (P-42-003943), which Caltrans has determined in consultation with the State Historic Preservation Officer (SHPO) to be eligible for the National Register of Historic Places (National Register) and is therefore a historic property as defined at 36 CFR § 800.16(1)(1); and

WHEREAS, Caltrans has consulted with the SHPO pursuant to Stipulations X.C.l of the January 2004 *Programmatic Agreement among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA), and, where the PA so directs, in accordance with 36 CFR Part 800, the regulations implementing Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C Section 470(f) et seq.), as amended (NHPA), regarding the Undertaking's effects on historic properties, and has notified the Advisory Council on Historic Preservation (ACHP) of the adverse effect finding pursuant to 36 CFR § 800.6(a)(1) and per their letter dated August 23, 2012 the ACHP has elected not to participate; and

WHEREAS, Caltrans has thoroughly considered alternatives to the Undertaking, has determined that implementation of the Undertaking may result in an adverse effect to the Via Real Archaeological Redeposited Midden (P-42-003943) and may adversely affect previously unidentified properties within the Undertaking's area of potential effects , and has further determined that it will resolve the adverse effect of the Undertaking on the subject historic properties through the execution and implementation of this Programmatic Agreement (PA); and

WHEREAS, Caltrans District 5 has participated in the consultation process and has been invited to concur in this PA; and

WHEREAS, Caltrans has consulted with the Santa Ynez Band of Chumash Indians (with Vincent Armenta as Tribal Chairperson), and with Chumash individuals and groups (with Gilbert Unzueta, Patrick Tumamait, Frank Arredondo, John Ruiz, and Michael Codero as Coastal Band of the Chumash Nation Chairperson) regarding the Undertaking and its potential adverse effect on the subject historic property; and have invited them to concur in this PA; and

NOW, THEREFORE, Caltrans and the SHPO agree that, upon Caltrans' decision to proceed with the Undertaking, Caltrans shall ensure that the Undertaking is implemented in accordance with the following stipulations in order to take into account the potential effect of the Undertaking on historic properties, and further agrees that these stipulations shall govern the Undertaking and all of its parts until this PA expires or is terminated.

STIPULATIONS

Caltrans shall ensure that the following stipulations are carried out:

I. AREA OF POTENTIAL EFFECTS

The Area of Potential Effects (APE) for the Undertaking is depicted in Attachment A to this PA.). Attachment A set forth hereunder may be amended through consultation among the PA parties without amending the PA.

II. TREATMENT OF HISTORIC PROPERTIES

A. Caltrans shall ensure that any adverse effects of the Undertaking on the Via Real Archaeological Redeposited Midden (P-42-003943) and effects to any similar as yet unidentified properties discovered during construction are resolved by implementing the April 2013 *Treament and Data Recovery Plan for the South Coast 101 HOV Lanes Project, Santa Barbara County, California* (Treatment and Data Recovery Plan) that is Attachment B to this PA. The Via Real Archaeological Redeposited Midden (P-42-003943) is eligible for inclusion in the National Register of Historic Places under Criterion D. Data recovery is prescribed for archaeological deposits contributing to the National Register eligibility of the historic property Via Real Archaeological Redeposited Midden (P-42-003943) within the Undertaking's construction area of direct impact (ADI).

B. The location of the eligible portion of the Via Real Redeposited Midden (P-42-003943) outside the ADI can be avoided during construction through the establishment and enforcement of an Environmentally Sensitive Area (ESA). The location shall be designated an ESA during construction and protected with exclusionary fencing pursuant to Stipulation X.B.2.a.ii and Attachment 5 of the Programmatic Agreement. The Via Real Redeposited Midden (P-42-003943) area outside of the ADI shall be depicted on construction plans and will be designated an ESA with no access allowed during construction. Additionally, the District 5 Environmental Construction Liaison will have a copy of the plan on file and maintain contact with the resident engineer, construction contractor, and archaeologist on ESA compliance.

C. Any party to this PA may propose to amend the Data Recovery Plan. Such amendment will not require amendment of this PA. Consultation on Data Recovery Plan Amendments will be no longer than 30 days in duration. Disputes regarding amendments proposed hereunder shall be addressed through further consultation among the PA parties, and a reasonable time frame for such consultation shall be established by Caltrans. If the dispute is resolved within this time frame, the PA parties shall proceed in accordance with the terms of that resolution. If the dispute is not resolved within this time frame, Caltrans shall render a final decision regarding the dispute and the PA parties shall proceed in accordance with the terms of that decision.

D. Caltrans will not authorize the execution of any Undertaking activity that may adversely affect (36 CFR § 800.16(i)) historic properties in the undertaking's APE without implementing the procedures that the Data Recovery Plan prescribes.

III. REPORTING REQUIREMENTS AND RELATED REVIEWS

A. Within 30 days after Caltrans has determined that all fieldwork required under Stipulation II. has been completed, Caltrans will ensure preparation, and concurrent distribution to the

other PA parties, for review and comment, a brief letter report that summarizes the field efforts and the preliminary findings that result from them.

B. Within 12 months after Caltrans has determined that all fieldwork required by Stipulation II.A has been completed, Caltrans will ensure preparation, and subsequent concurrent distribution to the other PA parties, for review and comment, a draft technical report that documents the results of implementing and completing the Data Recovery Plan. The other PA parties will be afforded 30 days following receipt of the draft technical report to submit any written comments to Caltrans. Failure of these parties to respond within this time frame shall not preclude Caltrans from authorizing revisions to the draft technical report, as Caltrans may deem appropriate. Caltrans will provide the other PA parties with written documentation indicating whether and how the draft technical report will be modified in accordance with any comments received from the other PA parties. Unless any PA party objects to this documentation in writing to Caltrans within 30 days following receipt, Caltrans may modify the draft technical report, as Caltrans may deem appropriate. Thereafter, Caltrans may issue the technical report in final form and distribute this document in accordance with paragraph C of this stipulation.

C. Copies of the final technical report documenting the results of Data Recovery Plan implementation will be distributed by Caltrans to the other PA parties, to the Central Coast Information Center of the California Historic Resources Information System (CHRIS), and to the Coastal Band of the Chumash Nation, the Santa Ynez Band of Chumash Indians, and Chumash individuals and groups participating in the consultation process.

IV. NATIVE AMERICAN CONSULTATION

Caltrans has consulted with the Santa Ynez Band of Chumash Indians (with Vincent Armenta as Tribal Chairperson), and Chumash individuals and groups (with Gilbert Unzueta, Patrick Tumamait, Frank Arredondo, John Ruiz, and Michael Cordero as Coastal Band of the Chumash Nation Chairperson) regarding the proposed undertaking and its effects on historic properties and have invited them to concur in this PA. Caltrans will continue to consult with the Santa Ynez Band of Chumash Indians, and Chumash individuals and groups and will afford them, should they so desire, the opportunity to participate in the implementation of this PA and the Undertaking. Should the Santa Ynez Band of Chumash Indians, and Chumash individuals and groups agree, individually, to participate as an PA party, as herein set forth, Caltrans will make an effort to reach consensus with them regarding the manner in which they may participate in the implementation of this PA, and regarding any time frames or other matters that may govern the nature, scope, and frequency of such participation. Caltrans shall ensure that the Santa Ynez Band of Chumash Indians, and Chumash individuals and groups receive copies of all draft and final technical documents regardless of whether they decline or choose to participate as parties to this PA.

V. TREATMENT OF HUMAN REMAINS OF NATIVE AMERICAN ORIGIN

The PA parties agree that human remains and related items discovered during the implementation of the terms of the PA and of the Undertaking will be treated in accordance with the requirements of §7050.5(b) of the California Health and Safety Code. If, pursuant to §7050.5(c) of the California Health and Safety Code, the county coroner/medical examiner determines that the human remains are or may be of Native American origin, then the discovery shall be treated in accordance with the provisions of §5097.98 (a)-(d) of the California Public Resources Code. The discovery of human remains may constitute the discovery of a historic property, and as such, should be consulted upon pursuant to Stipulation VI in addition to the provisions of this stipulation.

VI. DISCOVERIES AND UNANTICIPATED EFFECTS

If Caltrans determines during the implementation of the Data Recovery Plan or after construction of the Undertaking has commenced, that either the implementation of the Data Recovery Plan or the Undertaking will affect a previously unidentified property that may be eligible for the National Register, or affect a known historic property in an unanticipated manner, Caltrans shall address the discovery or unanticipated effect in accordance with the Data Recovery Plan. If a property type that is categorically different from that covered in the Data Recovery Plan will be affected, Caltrans shall address the discovery or unanticipated effect in accordance with 36 CFR § 800.13(b). Caltrans at its discretion may hereunder and in accordance with 36 CFR § 800.13(c), assume any discovered property to be eligible for inclusion in the National Register.

VII. ADMINISTRATIVE PROVISIONS

A. STANDARDS

1. **Definitions**. The definitions provided at 36 CFR § 800.16 are applicable throughout this PA.

2. **Professional Qualifications**. Caltrans will ensure that only individuals meeting the *Secretary of the Interior's Professional Qualification Standards* (48 CFR 44738-39) in the relevant field of study carry out or review appropriateness and quality of the actions and products required by Stipulations I, II, III, V, and VI in this PA. However, nothing in this stipulation may be interpreted to preclude Caltrans or any agent or contractor thereof from using the properly supervised services of persons who do not meet the PQS.

3. **Documentation Standards.** Written documentation of activities prescribed by Stipulations I, II, III, and VI of this PA shall conform to *Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation* (48 CFR 44716- 44740) as well as to applicable standards and guidelines established by the SHPO.

4. **Curation and Curation Standards.** Caltrans shall ensure that, to the extent permitted under § 5097.98 and § 5097.991 of the California Public Resources Code, the materials and records resulting from the activities prescribed by this PA are curated in accordance with 36 CFR § 79.

B. CONFIDENTIALITY

The PA parties acknowledge that the historic properties covered by this PA are subject to the provisions of § 304 of the NHPA and § 6254.10 of the California Government Code (Public Records Act), relating to the disclosure of archaeological site information and, having so acknowledged, will ensure that all actions and documentation prescribed by this PA are consistent with said sections.

C. RESOLVING OBJECTIONS

1. Should any party to this PA object at any time in writing to the manner in which the terms of this PA are implemented, to any action carried out or proposed with respect to implementation of the PA (other than the Undertaking itself), or to any documentation prepared in accordance with and subject to the terms of this PA, Caltrans shall immediately notify the other PA parties of the objection, request their comments on the objection within

15 days following receipt of Caltrans' notification, and proceed to consult with the objecting party for no more than 30 days to resolve the objection. Caltrans will honor the request of the other parties to participate in the consultation and will take any comments provided by those parties into account.

2. If the objection is resolved during the 30-day consultation period, Caltrans may proceed with the disputed action in accordance with the terms of such resolution.

3. If at the end of the 30-day consultation period, Caltrans determines that the objection cannot be resolved through such consultation, then Caltrans shall forward all documentation relevant to the objection to the ACHP, including Caltrans' proposed response to the objection, with the expectation that the ACHP will, within 30 days after receipt of such documentation:

   a. Advise Caltrans that the ACHP concurs in Caltrans' proposed response to the objection, whereupon Caltrans will respond to the objection accordingly. The objection shall thereby be resolved; or

   b. Provide Caltrans with recommendations, which Caltrans will take into account in reaching a final decision regarding its response to the objection. The objection shall thereby be resolved; or

   c. Notify Caltrans that the objection will be referred for comment pursuant to 36 CFR § 800.7(c) and proceed to refer the objection and comment. Caltrans shall take the resulting comments into account in accordance with 36 CFR § 800.7(c)(4) and Section 110(1) of the NHPA. The objection shall thereby be resolved.

4. Should the ACHP not exercise one of the above options within 30 days after receipt of all pertinent documentation, Caltrans may proceed to implement the response. The objection shall thereby be resolved.

5. Caltrans shall take into account any of the ACHP's recommendations or comments provided in accordance with this stipulation with reference only to the subject of the objection. Caltrans' responsibility to carry out all actions under this PA that are not the subject of the objection shall remain unchanged.

6. At any time during implementation of the measures stipulated in this PA, should a member of the public raise an objection in writing pertaining to such implementation to any signatory party to this PA, that signatory party shall immediately notify Caltrans. Caltrans shall immediately notify the other signatory parties in writing of the objection. Any signatory party may choose to comment in writing on the objection to Caltrans. Caltrans shall establish a reasonable time frame for this comment period. Caltrans shall consider the objection, and in reaching its decision, Caltrans will take all comments from the other signatory parties into account. Within 15 days following closure of the comment period, Caltrans will render a decision regarding the objection and respond to the objecting party. Caltrans will promptly notify the other signatory parties of its decision in writing, including a copy of the response to the objecting party. Caltrans' decision regarding resolution of the objection will be final. Following issuance of its final decision, Caltrans may authorize the action subject to dispute hereunder to proceed in accordance with the terms of that decision.

7. Caltrans shall provide all parties to this PA, and the ACHP, if the ACHP has commented, and any parties that have objected pursuant to Section C.6 of this stipulation, with a copy of its final written decision regarding any objection addressed pursuant to this stipulation.

8. Caltrans may authorize any action subject to objection under this stipulation to proceed after the objection has been resolved in accordance with the terms of this stipulation.

D. AMENDMENTS

Any signatory party to this PA may propose that this PA be amended, whereupon all signatory parties shall consult for no more than 30 days to consider such amendment. The amendment will be effective on the date a copy signed by all of the original signatories is filed with the ACHP. If the signatories cannot agree to appropriate terms to amend the PA, either signatory may terminate the agreement in accordance with Stipulation VII.E, below.

E. TERMINATION

1. If this PA is not amended as provided for in Section D of this stipulation, or if either signatory proposes termination of this PA for other reasons, the signatory party proposing termination shall, in writing, notify the other PA parties, explain the reasons for proposing termination, and consult with the other parties for at least 30 days to seek alternatives to termination. Such consultation shall not be required if Caltrans proposes termination because the Undertaking no longer meets the definition set forth in 36 CFR § 800.16(y).

2. Should such consultation result in an agreement on an alternative to termination, the signatory parties shall proceed in accordance with the terms of that agreement.

3. Should such consultation fail, the signatory party proposing termination may terminate this PA by promptly notifying the other PA parties in writing. Termination hereunder shall render this PA without further force or effect.

4. If this PA is terminated hereunder, and if Caltrans determines that the Undertaking will nonetheless proceed, then Caltrans shall comply with the requirements of 36 CFR 800.3-800.6 or request the comments of the ACHP, pursuant to 36 CFR 800.

F. DURATION OF THE PA

1. Unless terminated pursuant to Section E of this stipulation, or unless it is superseded by an amended PA, this PA will be in effect following execution by the signatory parties until Caltrans, in consultation with the other signatory parties, determines that all of its stipulations have been satisfactorily fulfilled.

2. The terms of this PA shall be satisfactorily fulfilled within 15 years following the date of execution by the signatory parties. If Caltrans determines that this requirement cannot be met, the PA parties will consult to reconsider its terms. Reconsideration may include continuation of the PA as originally executed, amendment of the PA, or termination. In the event of termination, Caltrans will comply with Section E. 4 of this stipulation if it determines that the Undertaking will proceed notwithstanding termination of this PA.

3. If the Undertaking has not been implemented within ten (10) years following execution of this PA, this PA shall automatically terminate and have no further force or effect. In such event, Caltrans shall notify the other signatory parties in writing and, if it chooses to continue with the Undertaking, shall reinitiate review of the Undertaking in accordance with 36 CFR Part 800.

G. EFFECTIVE DATE

This PA will take effect on the date that it has been executed by Caltrans and the SHPO.

EXECUTION of this PA by Caltrans and the SHPO, its filing with the ACHP in accordance with 36 CFR §800.6(b)(l)(iv), and subsequent implementation of its terms, shall evidence, pursuant to 36 CFR §800.6(c), that this PA is an agreement with the ACHP for purposes of Section 110(1) of the NHPA, and shall further evidence that Caltrans has afforded the ACHP an opportunity to comment on the Undertaking and its effects on historic properties, and that Caltrans has taken into account the effects of the Undertaking on historic properties.

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE SOUTH COAST 101 HOV LANES PROJECT,
U.S. ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA

SIGNATORY PARTIES:

California Department of Transportation

By Katrina C. Pierce 6/14/13
Katrina C. Pierce, Chief Date
Division of Environmental Analysis

California State Historic Preservation Officer

By Carol Roland-Nawi 6-20-13
Carol Roland-Nawi, PhD. Date
State Historic Preservation Officer

**PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE SOUTH COAST 101 HOV LANES PROJECT, U.S.
ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA**

CONCURRING PARTIES:

California Department of Transportation

By _____ 6/25/2013
Timothy Gubbins, District Director Date
District 5, San Luis Obispo

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE SOUTH COAST 101 HOV LANES PROJECT, U.S.
ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA

CONCURRING PARTIES:

Chumash Consultant

By Patrick Tumamait
Patrick Tumamait

6-17-13
Date

ATTACHMENT A

Area of Potential Effects Map.

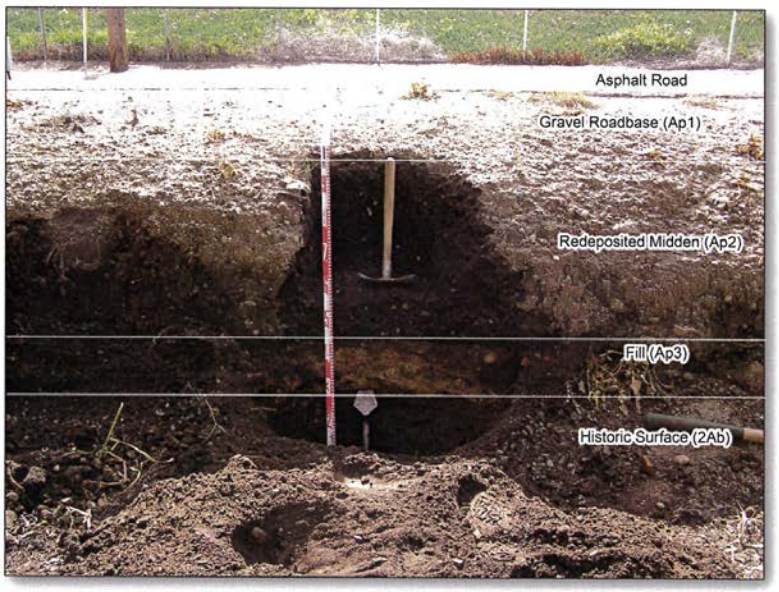
Pacific Ocean
Los Padres National Forest
N
Figure 3. Santa Barbara 101 South Coast HOV Area of Potential Effects Map.
APE Index for Map Sheets 1-24 and Signature Page
State Route 101, Postmiles 1.4/12.3, EA 05-0N7000, 05-0000-0225
Recommended for Approval by:
Marie Levitt
Caltrans District 5 Heritage Resources Coordinator
Date
Approved by:
Scott Eades
Caltrans District 5 Project Manager
Date
Archaeological APE
Architectural APE
Map Sheet Index
0
0.25
0.5
1
Miles

ATTACHMENT B

Treatment and Data Recovery Plan for the South Coast 101
High Occupancy Vehicle Lanes Project, Santa Barbara County, California
(Joslin and Hildebrandt 2013)

TREATMENT AND DATA RECOVERY PLAN FOR SOUTH COAST 101 HIGH OCCUPANCY VEHICLE LANES PROJECT, SANTA BARBARA COUNTY, CALIFORNIA

05-SB-101, Post Miles 1.4-12.3
Project 05-0000-0225 (05-0N700)



By:

Terry L. Joslin, Principal Investigator
California Department of Transportation
Environmental Branch, District 5
50 Higurea Street
San Luis Obispo, California 93401

William R. Hildebrandt, Principal Investigator
Far Western Anthropological Research Group, Inc.
2727 Del Rio Place, Suite A
Davis, California, 95618

June 2013

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I. INTRODUCTION

The South Coast 101 High Occupancy Vehicle (HOV) Lanes Project proposes to widen U.S. 101 from just south of the Bailard Avenue overcrossing (Post Mile 1.4) in the City of Carpinteria to Sycamore Creek (Post Mile 12.3) in the City of Santa Barbara, California (Figure 1). Three build alternatives and a no-build alternative are proposed. Each build alternative would add a single HOV lane in both the northbound and southbound directions and reconstruct interchanges at Sheffield Drive and Cabrillo Boulevard. The purpose of this project is to reduce congestion and delay, provide capacity for future travel demand, encourage modal shift to transit and carpooling, and improve travel time on U.S. 101 within the project limits. This project is also anticipated to facilitate the flow of goods and services through the corridor and minimize diversion of freeway trips onto the local road system.

The nature of the undertaking and involvement of federal funds requires compliance with: (1) Section 106 of the National Historic Preservation Act of 1966 (36 CFR 800, revised 2004); and (2) the California Environmental Quality Act (CEQA; Public Resources Code, Section 21000 et seq.), which mandate federal and California public agencies to consider the effects of projects on historic properties. Compliance with Section 106 is being carried out in accordance with the 1 January 2004, *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (the Programmatic Agreement).

Caltrans conducted extensive background research documenting previous construction activities within the project Area of Potential Effects (APE) to assess the likelihood of finding any original ground or areas that had not been previously disturbed. A thorough archaeological survey was made of the project area, and a detailed geoarchaeological model was developed to identify the most likely areas for any buried archaeological material not evidenced on the surface (Hildebrandt and Darcangelo 2009). The geoarchaeological model was used to direct the Extended Phase I testing of seven locations with a high potential for buried archaeological resources (an additional four were inaccessible) (Kaijankoski et al. 2009).

These studies identified a redeposited midden (Via Real Redeposited Midden [P-42-0039430]) within the project APE (Figure 2). The Via Real Redeposited Midden is 40 to 50 centimeters thick, extends about 120 meters along the adjacent frontage road, and contains a rich assemblage of artifacts and subsistence remains. It appears to have been quarried from an extensive archaeological site located near the mouth of Carpinteria Creek; the midden materials were imported as frontage road fill in a single documented construction event. The redeposited midden was nonetheless determined to be significant and eligible for listing in the National Register because it represents a single, Early Period deposit containing valuable information regarding early human occupation on the coast. Design revisions in the vicinity of the midden have shifted the Preferred Alternative, Alternative 1, toward the median in an effort to minimize potential impacts to the Via Real Redeposited Midden. Therefore, an Environmentally Sensitive Area (ESA) will be designated around the estimated site limits (see Appendix E).

Nothing of significance was found at any of the other tested locations, only sparse scatters of redeposited midden soil mixed with historic debris and lacking contextual integrity. These detailed studies undertaken by Caltrans are the first of this type and extent to be conducted on this stretch of coastline. Due to extensive pre-construction research, thorough field studies, and the fact that the HOV 101 construction project is limited to the existing right of way (all of which has been highly disturbed by prior construction of

the existing mainline roadway and structures and by utilities installation), we do not anticipate that any other archaeological deposits of significance are present. It is prudent, however, to consider the remote possibility of discoveries during construction.

The project design team has modified the construction plans to minimize impacts to the redeposit, shifting the Preferred Alternative into the median in an effort to minimize potential impacts to the midden. The depth of construction excavation will not exceed 3 feet in the vicinity of the Via Real Redeposited Midden deposit that was found eligible for listing in the National Register of Historic Places. Additionally, the northbound lanes of Highway 101were built on 5 feet of fill at this location, which would place the redeposit approximately 6 feet below the surface of the northbound lanes. In consultation with the Caltrans Headquarters Cultural Studies Office, we have prepared a Finding of Adverse Effect, a Programmatic Agreement to resolve adverse effects, and a Treatment Plan to address potential impacts to the Via Real Redeposited Midden but also to any potential discoveries during construction – remote as these two possibilities may be.

The Treatment Plan is an advance plan that allows Caltrans to proceed on a predetermined course of action, providing direction for any contingency involving buried archaeological resources encountered during construction. The Treatment Plan, approved by Chumash representatives and by the State Historic Preservation Officer, includes a decision matrix to accommodate the appropriate handling of the insignificant scattered finds that are likely to occur, without causing substantial construction delays. The Treatment Plan and Programmatic Agreement also outline steps that will be taken in the unlikely event that a significant find is made during project construction.

Figure 1. Project Vicinity and Location of the South Coast 101 HOV Lanes Project.

Confidential Information- Not for Public Circulation.

II. SUMMARY OF ARCHAEOLOGICAL STUDIES

Extensive pre-construction studies have been conducted to identify cultural resources within the project area. Far Western Anthropological Research Group, Inc. (Far Western) conducted a records search, geoarchaeological research, and intensive archaeological survey, and JRP Historical Consulting (JRP) conducted historic research in support of the project. This section provides a review of these studies and summarizes their findings, before focusing on the Via Real Redeposited Midden (P-42-003943).

RECORDS SEARCH

A records search was conducted at the Central Coast Information Center, University of California, Santa Barbara prior to the initiation of fieldwork (20 May 2008). This included a review of all cultural resources records and reports within 0.5 miles of the Survey Area. Primary reference materials included USGS 7.5-minute base maps (showing previously recorded sites, isolates, and survey areas), site records, report files, and the *Directory of Properties in the Historical Properties Data Files*. The latter includes smaller inventories such as the *National Register of Historic Places—Listed Properties and Determined Eligible Properties, California Register of Historical Resources, California Points of Historical Interest*, and *California Historical Landmarks*. Steve Wee and colleagues at JRP Historical Consulting also provided historic-period maps and verbal descriptions of potentially important areas within and adjacent to the Survey Area. Additional research entailed examination of available primary and secondary documentary records to elucidate historic patterns of human settlement and land use within the study area (see Hildebrandt and Darcangelo 2009).

The records search showed that 100% of the current project area has been surveyed. Due to the incomplete nature of some of these surveys, the passage of time, and the different study methods; however, we decided that a full, intensive reconnaissance of the project was warranted. Previously recorded sites and surveys were mapped to guide the survey and to assist with developing an archaeological sensitively model.

PREVIOUS CONSTRUCTION ACTIVITIES IN THE SURVEY AREA

Previous construction activities have altered intact landforms in the current project area. These include highway construction (including associated underground utilities), railroad construction, and oilfield developments. The following provides a summary of the detailed analyses in Hildebrandt and Darcangelo (2009:73-82).

A history of road building activities was summarized from *As Built Plans* for the project area. These plans were reviewed, and the construction activities were organized into six categories based on depth of cut and fill, and limited amounts of soil removal (Table 1). Significantly, the analysis demonstrates that only 9.4% of the project area is at original grade, while 30.9% has been cut or soil removed (Table 1).

Table 1. Previous Road Disturbance in the Project Area.

Construction Type	Depth of Activity	Percentage of the Survey Area
Deep Cut	>5 feet	16.32
Minor Cut	<5 feet	14.42
Top Soil Removal	Minor	4.13
Minor Fill	<7 feet	38.0
Deep Fill	>7 feet	18.46
Original Grade	None	8.66

Modification of the project area also includes a wide range of underground utilities, oil fields, and railroad construction. Utilities through the project corridor, on both sides of the highway, include fiber optic, sewer, water, and gas lines. Oil field developments, however, are largely relevant to only one previously recorded site within the project area, in the Summerland vicinity. Railroad construction has also caused significant damage to the original ground surfaces along portions of Summerland project area.

ARCHAEOLOGICAL SURVEY

As noted, the project area is situated within a narrow corridor in which landforms have been highly modified by development. Intensive survey has identified only one previously recorded site (CA-SBA-2179/H), four isolated finds (considered ineligible per the Programmatic Agreement), one redeposited midden (the Via Real Redeposited Midden), and a disturbed scatter of shell within the project APE. All that remains of site SBA-2179/H is a narrow strip of land containing a limited amount of flaked stone debitage associated with historic-period roadside debris.

These survey results are significant. Although 100% of the project area has been previously surveyed by multiple, large-scale undertakings, as well as the current survey, no intact cultural resources have been identified.

GEOARCHAEOLOGY SENSITIVITY RESEARCH

As part of the archaeological survey report for this project, a detailed geoarchaeological sensitivity assessment was developed to determine the areas of the APE that have the greatest potential to contain buried prehistoric archaeological sites (Hildebrandt and Darcangelo 2009; Kaijankoski et al. 2009). This assessment took into account factors that encouraged or discouraged human use or occupation of certain landforms (e.g., geomorphic setting and distance to water), combined with those that affected the subsequent preservation (i.e., erosion or burial) of those landforms. The main goals were to: (1) identify Holocene-age depositional landforms; (2) estimate and rank the potential of specific landform-deposits to contain buried archaeological sites; and (3) delineate areas where buried sites may potentially be identified by Extended Phase I subsurface explorations.

SENSITIVITY ASSESSMENT FOR PREHISTORIC RESOURCES

The study found that the landscape along the Santa Barbara coastline has been altered and shaped by a complex sequence of region-wide environmental changes. Over the past 15,000 years, the region has experienced the widespread effects of sea-level rise, repeated flooding, erosion of the uplands, and deposition in the lowlands. Relatively short episodes of landform instability (i.e., erosion/deposition) and longer periods of landform stability (i.e., soil formation) were accompanied by localized changes in the size and position of stream and river channels, and presumably in the types and distributions of associated plant and animal habitats and human settlements.

It is well known that prehistoric archaeological sites in California are most often located on relatively level landforms near fresh water sources (e.g., spring, stream, river, estuary), which are often where two or more environmental zones are present (Jones 1991). Landforms with this combination of variables are frequently found at or near the contact between a floodplain and a higher and older geomorphic surface, such as an alluvial fan or stream terrace (Hansen et al. 2004:5). Further, a geoarchaeological study determined that most previously unidentified buried sites tend to be located close to present stream channels (generally <100-200 meters, [<328-656 feet]), as well as abandoned stream channels (Rosenthal and Meyer 2004:76).

The geoarchaeological sensitivity assessment relied on digital data from the Soil Survey Geographic Database (Natural Resource Conservation Service 2005), supplemented with information from existing soil surveys, geological investigations, and archaeological studies reviewed for the project. By analyzing the type of soils mapped at the surface, it was possible to distinguish landforms that are too old and eroded to contain buried archaeological remains (i.e., Pre-Holocene), from Holocene-age depositional landforms with the potential to contain them. The sensitivity factors outlined above were then combined with the mapping results to estimate the relative level of sensitivity for buried archaeological sites throughout the APE.

The sensitivity study identified eleven discrete areas in the APE that were judged to have a moderate to very high potential to contain buried sites, mainly because they contain one or more Holocene-age depositional landform(s) located along or near one or more water source(s) (Figure 3). The eleven areas, in addition to the factors contributing to the sensitivity assessment and their estimated sensitivity, are summarized in Table 2. While these areas together cover only a small portion of the APE, they are consistently located at or near creek crossings where deep and/or extensive construction-related earth-disturbances are most often required.

Table 2. Summary of Potential for Buried Sites in the Area of Potential Effects.

Area No.	Name	No. Trenches	Buried Soils Present	Intact/Buried Cultural Deposit Present	Redeposited Cultural Materials	Buried Site Potential	Test Results
H1	Calis Family Residence	4	No	No	No	Very low	Nothing found
H2	Matanza Site	10	Yes	No	No	Low	Nothing found
1	Old Montecito Channel	6	Yes	No	No	Low	No buried deposits
2	Montecito Creek	5	Yes	No	No	Moderate to High	No buried deposits (couldn't excavate near creek)
3	Oak/Ysidro Creeks	0	-	-	-	High	Not tested due to access difficulties and safety concerns
4	Romero Creek	0	-	-	-	High	Not tested due to access difficulties and safety concerns
5	Toro Creek	7	Yes	No	Yes	Low	Thin layer of shell midden within artificial fill; no artifacts
6	Garrapata Creek	0	-	-	-	High	Not tested due to access difficulties and safety concerns
7	Arroyo Paredon	11	Yes	No	Yes	Low	Thin layer of shell midden within artificial fill; no artifacts.
8	El Estero	4	Yes	No	Yes	Low	Thin layer of shell midden within artificial fill; no artifacts; 1.15-meter-thick mix of shell and artificial fill; no artifacts
9	Santa Monica Creek	3	Yes	No	No	Low	No buried deposits
10	Franklin Creek	0	-	-	-	Low	Not tested due to access difficulties and safety concerns
11	Carpinteria Creek	11	Yes	No	No	Low	No buried deposits

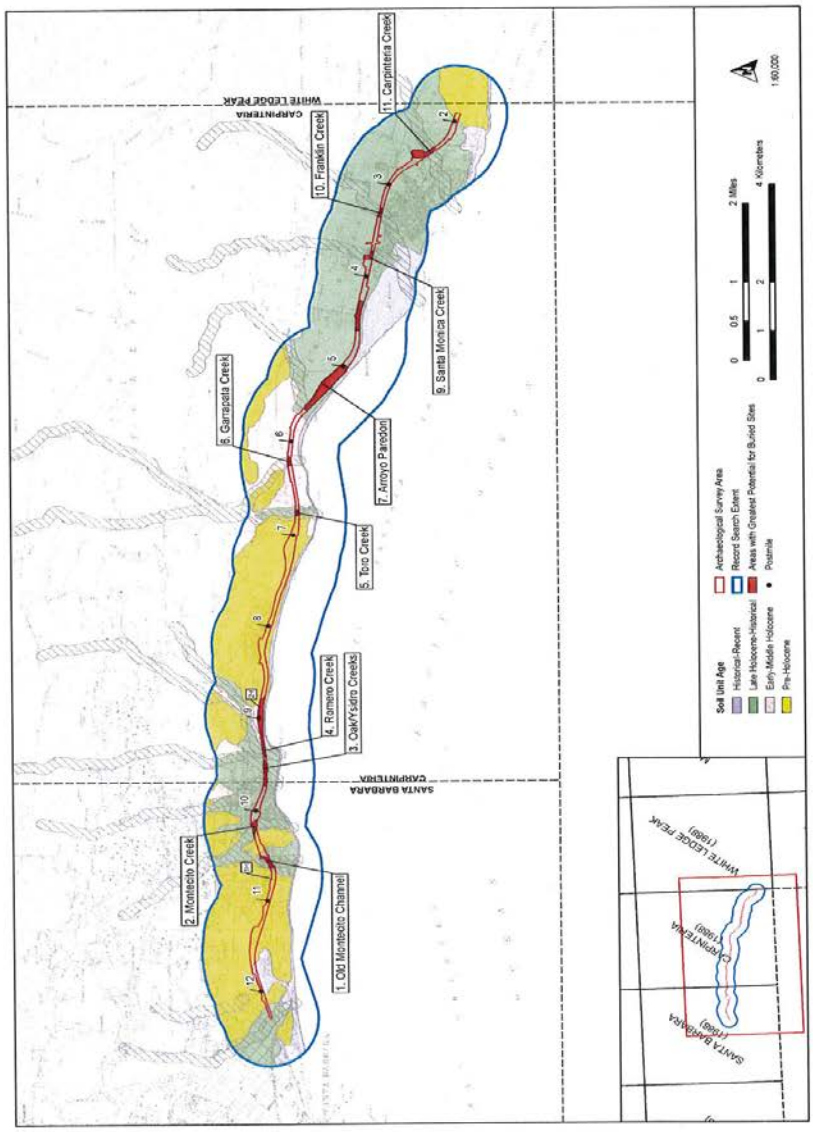

Figure 3. Extent and Age of Landforms in and near the Project Area.

TESTING THE GEOARCHAEOLOGICAL SENSITIVITY MODEL

Extended Phase I testing for the project was conducted at nine locations within the APE determined sensitive for buried prehistoric and historic archaeological resources (Kaijankoski et al. 2009). This effort included excavation of 47 backhoe trenches (totaling 245.2 cubic meters) and a detailed analysis of exposed sediments. Additional backhoe testing (14 trenches totaling 60.3 cubic meters) occurred at two locations determined to be sensitive for historic-period resources, an 1869 residence and an 1820-1870s Matanza (slaughter) area (Hildebrandt and Darcangelo 2008).

Seven of the eleven locations within the APE were determined sensitive for buried prehistoric archaeological sites (Table 2). Results from nearby trenches suggest that untested areas 3, 4, and 6 have a high sensitivity for buried sites if the underlying natural deposits have not been substantially disturbed. Area 10 is likely not sensitive due to the presence of very thick alluvial deposits dating to the latest Holocene, as found in nearby Area 9.

While the exploratory trenches did not encounter intact archaeological sites, Holocene-age depositional landforms containing one or more buried soils were identified in many areas where they were predicted to occur, thus confirming the accuracy and utility of the initial sensitivity study. No intact prehistoric or historic-period resources were identified during trenching; however, a series of redeposited prehistoric sites was discovered at six locations (Table 2). Five of these locations are highly disturbed and, due to their lack of integrity and low density of artifacts and subsistence remains, it is concluded that they lack the research potential to be eligible for the National Register under Criterion D. The SHPO concurred with the eligibility determination (Attachment A, FHWA101108A). A sixth location was the Via Real Redeposited Midden.

VIA REAL REDEPOSITED MIDDEN

SURVEY

The Via Real Redeposited Midden (P-42-003943) was discovered during the survey phase of the current project (see site record in Appendix B; Hildebrandt and Darcangelo 2009). It is a relatively dense shell midden exposed in a ditch cutbank located on the northeast side of frontage road Via Real (U.S. Route 101 Post Mile 5.7- 5.8; Figures 3 and 4). The midden is between 20 and 50 cm below the road base, or 30 to 60 cm below the top of the asphalt. Associated artifacts include several cobble/core tools, handstones, Monterey chert and quartzite debitage, and fire-affected rock. Subsistence remains include shellfish (estuary and outer coast) and marine and terrestrial mammal bone. The soil matrix is an indurated silty-sand which has left heavy clay skins on all constituents.

During site recording, it appeared that Via Real was built on top of an intact midden. A closer inspection of the profile, however, showed that the sub-midden deposit is a yellowish, silty-clay full of broken cobbles and gravel. The natural sediments at this relatively low-lying location are composed of fine-grained floodplain deposits lacking large rocks. This suggests that both the sub-midden and midden deposits were brought into this location and used as frontage road fill. U.S. 101 is built on about five feet of fill in this location (Figure 4).

Based on the visible extent of the midden, if cultural materials extend across Via Real, they would equal about 600 cubic meters of deposit (120 x 10 x 0.5 meters). The midden is probably not related to nearby site CA-SBA-12, briefly noted by Rogers (1929:65) as a shallow seasonal camp with no midden which lies about 250 meters south of U.S. 101. Another possible source considered for the redeposited midden is

site CA-SBA-16 on the top of Ortega Hill, just north of the project area; however, it does not contain the faunal-rich deposit observed at the Via Real location (Macko and Erlandson 1980:40; Rogers 1929:71-72).

Despite review of historic highway construction records and photographs, it is difficult to ascertain the precise location of the borrow source for the Via Real midden. A review of contractor Sam Hunter's final report in 1928 for the *Construction of the State Highway from Carpinteria to Montecito in the County of Santa Barbara* found some clues about the midden's point of origin. The report states that Hunter obtained fill, which was rich with natural asphalt, from the L. M. Higgins property from December 1926 to April 1927, so we considered this the source location. This idea was strengthened as the Higgins property is also the location of CA-SBA-6, which was called the Higgins site by Rogers (1929:46-48). It was a large midden site associated with asphaltum seeps, and Rogers (1929:47, Plate 1) provides a photograph of a large borrow pit showing a stratigraphic profile of the archaeological deposit that had been removed. Rogers (1929:46) also mentions the site is a "…dense kitchen midden that reaches in places to a depth of four feet," which matches the dense faunal constituents of the Via Real midden.

Further evidence suggests that between 1950 and 1952 the State of California Division of Highways acquired additional property for a larger state highway and associated frontage road which would later be named Via Real (Appendix C). In 1952 the state highway expressway and Via Real (from Padaro Lane to Nidever Road) were constructed. The existing two-lane state highway was converted to southbound lanes, with two new northbound lanes added. Via Real was constructed as a 20-foot-wide road, and several feet of fill were required. Imported base material was used from the same borrow source as the 1928 location mentioned above, as well as "…an oil sand deposit located adjacent to the beach approximately ½ mile south of Carpinteria State Park…" (Evans 1949:12).

TESTING

To develop a better understanding of the composition and age of the deposit, a small testing program was conducted at the Via Real Redeposited Midden during Extended Phase I studies along the current project area (Kaijankoski et al. 2009; Figure 3). Six soil samples were obtained from the cutbank, ranging between 10 and 28 liters in size. One sample was collected southwest of the datum (S15), one adjacent to the datum (N0), and four from areas to the northwest (N30, N45, N65, and N85; Figure 4). All six samples were washed through 1/8-inch screen and catalogued at the Far Western laboratory facilities in Davis. All but sample N0 (collected and processed for the initial survey stage) were washed through 1/16-inch mesh. Each recovered item was separated by material and artifact type, measured and weighed, and the condition of the artifact recorded. Recovered materials were cataloged according to artifact type, sample, and relevant organizational criteria.

Table 3. Radiocarbon Results from the Via Real Redeposited Midden.

Lab No.	Unit	Depth (CM)	Species	^{14}C BP	Cal BP[a]	2-Sigma Range
OS-73425	N0	30-60	*Mytilus californianus*	3550 ± 30	3155	2919-3363
OS-73428	N0	30-60	*Haliotis* spp.	4040 ± 25	3747	3522-3974
OS-73427	N0	30-60	*Chione undatella*	4050 ± 30	3759	3527-3991
OS-73426	N0	30-60	*Tivela stultorum*	4240 ± 30	4014	3774-4270

Notes: National Ocean Sciences AMS Facility; [a]Median probability; Delta reservoir marine correction factor of 239 ± 80 based on weighted mean determined from shellfish studies in the Santa Barbara region.

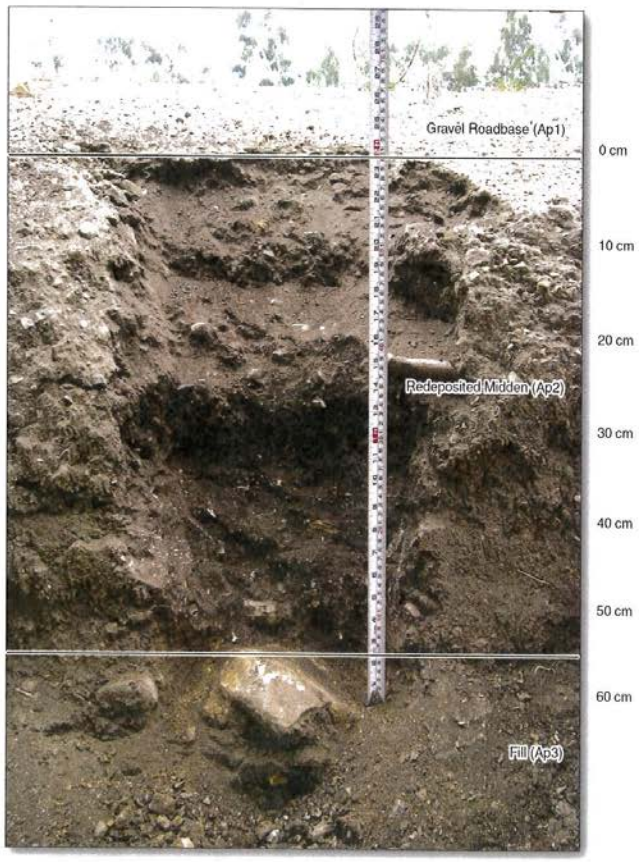

Figure 5. Stratigraphic Profile of the Via Real Redeposited Midden.

Table 4. Archaeological Findings from the Via Real Redeposited Midden.

	Sample Location—Trench No.						Total
	S15	N0[a]	N30	N45	N65	N85	
Debitage (count)	35	19	6	3	10	8	81
Bone (count)							
Mammal	33	9	9	6	3	5	65
Fish	1	-	-	1	1	-	3
Fish (1/16-inch)	21	-	15	18	12	12	78
Bone Total	55	9	24	25	16	17	146
Shellfish (grams)	422.3	364.9	90.8	98.8	81.9	41.8	1,100.5
Sample Size (liters)	19	28	10	10	10	10	87
Estimate for a 1-x-1- meter unit to 50 centimeters deep							
Debitage (count)	928	342	300	150	500	400	437
Bone (count)	1,458	162	1,200	1,250	800	850	953
Shell (grams)	11,191	6,568	454	4,940	4,095	2,080	5,571

Notes: [a]1/16-inch fraction was not generated from this survey sample.

Herrings and pacific sardine are the most common taxa represented in the identifiable fish bone assemblage, and this dominance remains constant across all samples (Table 5). Sardines form large schools, spawn in pelagic environments, and never come inside the kelp beds, so their presence reflects the use of watercraft and sophisticated netting technology. Drums/croakers are also significantly present, and are commonly found in estuaries or near the kelp beds. Surf perch and silversides, present in small numbers, can also be found in shallow, near-shore waters. Members of the latter group (e.g., grunion) form large schools in deep-water habitats but can also be found in large numbers when spawning on the sandy beach. Rays and skates, represented by a single bone, are species typically caught in estuary habitats (Salls 1988).

The mammal bones are quite fragmentary but can easily be divided into two size classes: large (otter/deer-sized and larger) and small (rabbit and smaller). Small mammal (70.8%) is more abundant than large mammal (29.2%) within the combined sample (Table 6); a significant number of both groups are burnt. Given the low volume of the soil samples (totaling about 0.08 cubic meters), a larger excavation sample would certainly produce an interesting assemblage.

Table 5. Fish Bone Count from the Via Real Redeposited Midden.

	S15	N0[a]	N30	N45	N65	N85	TOTAL
Herrings (Clupeidae)	-	-	2	5	4	2	13
Pacific Sardine (*Sardinops sagax*)	5	-	1	2	3	4	15
Drum or Croaker (Sciaenidae)	3	-	1	2	-	-	6
Silversides (Atherinidae)	-	-	-	-	2	-	2
Surfperches (Embiotocidae)	-	-	-	-	1	-	1
Rays and Skates (Rajiformes)	-	-	-	1	-	-	1
Ray-Finned Fishes	9	-	7	7	3	4	30
TOTAL	17	-	11	17	13	10	68

Notes: [a] 1/16-inch fraction was not generated from this sample.

Table 6. Mammal Bone Count From the Via Real Redeposited Midden.

	S15	N0[a]	N30	N45	N65	N85	TOTAL
LARGE MAMMAL							
Burnt	6	1	2	1	-	2	12
Unburnt	2	3	1	-	-	1	7
Total Large Mammal	8	4	3	1	-	3	19
SMALL MAMMAL							
Burnt	12	2	-	-	1	1	16
Unburnt	13	3	6	5	2	1	30
Total Small Mammal	25	5	6	5	3	2	46
TOTAL	33	9	9	6	3	5	65

Notes: [a] 1/16-inch fraction was not generated from this sample.

The shellfish remains reflect a similar range of habitats (Tables 7 and 8). Four of the six soil samples were analyzed (S15, N0, N30, and N65), and include species identifications from both the 1/4-inch and 1/8-inch mesh. With the exception of N0, where almost half of the sample is composed of estuary species, the samples are dominated by open rocky coast species, particularly California mussel. Estuary species are the next most important, and are dominated by little neck and Venus clams. Finally, Pismo clam represents the open sandy coast (Morris et al. 1980).

Table 7. Shellfish Remains (in grams) from the Via Real Redeposited Midden.

Common Name (Latin Name)	S15			N0			N30			N65			Total
	1/4-in	1/8-in	Total	1/4-in	1/8-in	Total	1/4-in	1/8-in	Total	1/4-in	1/8-in	Total	
Open Rocky Coast													
California mussel (*Mytilus californianus*)	15.6	118	133.6	107.6	51.6	159.2	15.3	151.6	166.9	14.8	98.4	113.2	572.9
Platform mussel (*Septifer bifurcatus*)	0.4	1.2	1.6	0.1	0.4	0.5	0.2	0.4	0.6	0.1	0.8	0.9	3.6
Barnacle (*Balanus* spp.)	0.6	0.7	1.3	-	0.4	0.4	-	0.4	0.4	-	1.2	1.2	3.3
Chiton (*Mopalia* spp.)	0.6	0.9	1.5	2.7	-	2.7	0.1	0.4	0.5	0.3	4.0	4.3	9.0
Gumboot chiton (*Cryptochiton stelleri*)	-	-	-	0.8	-	0.8	-	-	-	-	-	-	0.8
Leaf barnacle (*Pollicipes polymerus*)	1.2	0.6	1.8	0.1	0.4	0.5	-	1.2	1.2	-	0.4	0.4	3.9
Periwinkle (*Littorina* spp.)	-	-	-	-	-	-	-	0.4	0.4	-	-	-	0.4
Sea urchin (*Strongylocentrotus purpuratus*)	0.1	-	0.1	-	-	-	-	-	-	-	-	-	0.1
Limpet (*Lottia* spp.)	-	0.2	0.2	-	-	-	-	0.4	0.4	-	0.4	0.4	1.0
Rock snail (*Ocenebra* spp.)	-	-	-	1.2	-	1.2	-	-	-	-	-	-	1.2
Abalone (*Haliotis* spp.)	-	-	-	1.1	-	1.1	-	-	-	-	-	-	1.1
Turban snail (*Lithopoma* spp.)	1.3	0.1	1.4	-	-	-	-	-	-	-	-	-	1.4
Giant rock scallop (*Hinnites multirugosus*)	-	-	-	2.1	-	2.1	-	-	-	-	-	-	2.1
Subtotal	19.8	121.7	141.5	115.7	52.8	168.5	15.6	154.8	170.4	15.2	105.2	120.4	600.8
Open Sandy Coast													
Pismo clam (*Tivela stultorum*)	38.2	1.0	39.2	21.1	0.4	21.5	0.5	1.2	1.7	3.8	3.2	7	69.4
Estuary/Bay													
Pacific gaper clam (*Tresus nuttalli*)	-	0.3	0.3	-	-	-	0.1	-	0.1	9.2	-	9.2	9.6
Pacific littleneck clam (*Protothaca staminea*)	15.1	8.5	23.6	61	2.4	63.4	16.6	11.6	28.2	6.3	7.6	13.9	129.1
Venus clam (*Chione* spp.)	15.8	1.1	16.9	94.1	-	94.1	7.8	-	7.8	14.1	1.2	15.3	134.1
Sand clam (*Macoma* spp.)	-	0.3	0.3	3.5	0.4	3.9	-	0.4	0.4	3.1	1.2	4.3	8.9
Basket cockle (*Clinocardium nuttalli*)	-	-	-	0.8	-	0.8	-	0.4	0.4	-	0.4	0.4	1.6
California oyster (*Ostrea lurida*)	0.4	0.3	0.7	2.1	0.4	2.5	0.2	0.4	0.6	-	0.4	0.4	4.2
Washington clam (*Saxidomus nuttalli*)		0.2	0.2	12.2	0.8	13	5.4	1.2	6.6	-	-	-	19.8
Subtotal	31.3	10.7	42.0	173.7	4.0	177.7	30.1	14.0	44.1	32.7	10.8	43.5	307.3
Indeterminate													
Crab (*Cancer*)	-	0.1	0.1	0.2	-	0.2	0.5	0.4	0.9	-	-	-	1.2
Unidentified	-	3.6	3.6	0.7	0.4	1.1	0.8	2.8	3.6	-	1.6	1.6	9.9
Subtotal	-	3.7	3.7	0.9	0.4	1.3	1.3	3.2	4.5	-	1.6	1.6	11.1
Total	89.3	137.1	226.4	311.4	57.6	369	47.5	173.2	220.7	51.7	111.8	172.5	988.6

Notes: The 1/8-inch 25% samples from N0, N30, and N65 have been adjusted (multiplied by four); in – inch.

Table 8. Shellfish Habitat Proportions from the Via Real Redeposited Midden.

	S15		N0		N30		N65	
	WEIGHT	% OF SAMPLE	WEIGHT	% OF SAMPLE	WEIGHT	% OF SAMPLE	WEIGHT	% OF SAMPLE
Open Rocky	141.5	63.5%	168.5	45.9%	170.4	78.8%	120.4	70.5%
Open Sandy	39.2	17.6%	21.5	5.8%	1.7	0.8%	7.0	4.1%
Estuary/Bay	42.0	18.9%	177.7	48.3%	44.1	20.4%	43.5	25.4%
TOTAL	222.7	100.0%	367.7	100.0%	216.2	100.0%	170.9	100.0%

Notes: Weight in grams.

III. BACKGROUND

The following section provides contextual information to help analyze and interpret the Via Real Redeposited Midden excavation findings as well as potential discoveries during construction. It begins with a review of the modern environmental setting, followed by brief discussions of the archaeological and ethnographic contexts. A more detailed review can be found in the project Extended Phase I archaeological investigation report (Kaijankoski et al. 2009). The review provides information necessary to develop a series of research questions that will ultimately be used to better understand site constituents. Due to the prehistoric focus of this study a historic-era context is not included.

ENVIRONMENT

Via Real Redeposited Midden is situated on a broad coastal plain that faces south towards the Santa Barbara Channel. The coastal terrace was probably formed between 80,000 and 130,000 years ago during the last major interglacial period of the Pleistocene (Erlandson 1994; Schell and Crose 1984) and was uplifted into its current position by more recent tectonic activity. It is bounded on the north by the Santa Ynez Mountains and dissected by multiple streams that drain in a southerly direction to the sea.

Local climate is quite mild due to the moderating influence of the Pacific Ocean and the Santa Ynez Mountains, the latter providing a buffer from more extreme climatic conditions of the interior. Most rainfall occurs during winter (averaging 17 inches per year), while temperatures remain rather constant throughout the year, averaging 56 °F in winter and 63 °F in summer (Johnson 1977; Smith 1952). These conditions produce a terrestrial habitat once dominated by a coastal sagebrush community, which includes a mosaic of open grassland and shrubs composed primarily of sagebrush and coyote brush (Küchler 1977). Southern oak forest and chaparral communities cover the mountain slopes to the north, while the major drainages support a lush association of riparian plants including cottonwood, sycamore, willow, and coast live oak. This habitat diversity provided local, indigenous people with a range of important plant and animal foods, including acorns and small seed crops (e.g., wild grasses, red maids, goosefoot, chia), as well as small and large game (e.g., rabbits and deer).

Approximately 300 meters from the modern coastline is a rich marine coastal ecosystem characterized by long stretches of sandy beach, interspersed with areas of rocky intertidal habitat, and a productive estuary in the prehistoric past. All these areas produce shellfish and variable amounts of small inshore fishes, while certain species of sharks and rays could have been obtained from estuaries that once occupied the mouths of many streams. Kelp beds are relatively close to shore along this coast, supporting a rich concentration of many species of fish (e.g., various rock fishes and perches). Schooling fishes like sardines and their predators (e.g., mackerel) could be acquired just beyond the kelp, while larger pelagic fishes like tuna could have been caught farther out with the proper boating and fishing technology and skill.

The rich and varied marine resource base, combined with the abundance of acorns and small seeded foods, allowed local Chumash populations to reach some of the highest densities observed in California.

PREHISTORY

This review of Santa Barbara coastal prehistory is organized into five time periods summarized in Table 7 and briefly discussed in this section. This chronological sequence is largely based on the original work of King (1990), with the pre-6300 cal BP nomenclature modified to be more consistent with recent publications. All of the age ranges correspond to calibrated radiocarbon dates, so they often have different start and end dates from the uncalibrated radiocarbon dates that have been commonly published in the past.

Table 9. Chronological Sequence for the Santa Barbara Channel Area.

Geological Period	Cultural Period	cal BP[a]	^{14}C BP	cal BC/AD
Late Holocene	Late Period	Post-900	Post-1000	Post-AD 1050
Late Holocene	Middle Period	2700-900	2600-1000	750 BC-AD 1050
Middle Holocene	Early Period	6300-2700	5500-2600	4350-750 BC
Early Holocene	Millingstone Period	10,000-6300	9000-5500	8050-4350 BC
Pleistocene/Holocene	Pleistocene/Holocene Transition	13,000-10,000	11,000-9000	11,050-8050 BC

Notes: [a] Calibration based on Stuiver et al. (2006) version 5.0.2.

Pleistocene/Holocene Transition (13,000-10,000 cal BP)

Although much has been written about an initial, pre-Clovis coastal entry into California during the Late Pleistocene (e.g., Erlandson 2002; Erlandson et al. 2007; Jones et al. 2002), there is no firm evidence for pre-Clovis occupation (greater than 13,500 cal BP) on the Santa Barbara coast. Clovis-style projectile points are sporadically scattered across California, but are found in large concentrations only at China Lake (Mojave Desert), Tulare Lake (San Joaquin Valley), and Borax Lake (North Coast Ranges). Unfortunately, these sites have not been firmly dated, nor have the projectile points been found in direct association with faunal remains or other subsistence debris. Nevertheless, if the California sample of Clovis points is coeval with well-dated assemblages elsewhere in North America (i.e., mostly between 13,200 and 12,800 cal BP; Waters and Stafford 2007), then people were at least distributed across a wide range of habitats during this early interval, including at least one location along the Santa Barbara coast about 20 kilometers east of Point Conception (SBA-1951; Glassow et al. 2007).

Except for the date of about 12,900 cal BP on the Arlington skeleton from Santa Rosa Island (Johnson et al. 2000), and a series of sites on San Miguel Island dating to about 12,000 cal BP (Erlandson et al. 2011), widespread evidence for occupation in California (including the coast) begins around 11,000 to 10,500 cal BP (Rosenthal and Fitzgerald 2012). These early sites are found on the slopes of the Sierra Nevada (Gabbott Meadows, Clarks Flat, the Sky Rocket locality), along the coast ranges (Metcalf Creek, Cross Creek), along the outer coast (Pismo Beach, Diablo Canyon, Lodge Hill), and on the northern Channel Islands (Daisy Cave, Simonton Cove).

Although Holocene sea level rise may have obliterated much of an earlier, pre-Clovis archaeological record (Erlandson et al. 2007), it is important to remember that sea level rise continued to be a major issue until about 6000 cal BP, creating significant preservation problems between 10,500 and 6000 cal BP as well. The archaeological record improves significantly after 10,500 cal BP. One of the main reasons the post 10,500 cal BP record is visible is that:

> …people were mobile enough to have carried materials suitable for radiocarbon assay (largely shellfish) away from the shore to places safe from inundation. Although shorelines were further out in the Late Pleistocene than during the Early Holocene, to say that earlier people (pre-10,500 cal BP) did not have sufficient levels of mobility to create a visible archaeological record on protected land surfaces necessarily argues for higher degrees of coastal sedentism during the Pleistocene. [Hildebrandt 2007:387]

None of the prevailing models of Late Pleistocene settlement organization argues for high degrees of sedentism, so the ultimate solution to this problem is to intensively survey Pleistocene land surfaces along the coast next to places where the subsurface topography (bathymetry) is quite steep. Pleistocene surfaces (or buried soils of the target age) could hold an ancient site deposit, and sea level rise would have covered less horizontal space across a steep submarine slope than along a low gradient plain, increasing the likelihood

that shellfish would be transported to a protected location. Although much of the current project area is situated on ancient Pleistocene surfaces, it also lies adjacent to rather shallow waters where the Pleistocene shore would have been relatively far from the current beach (Kaijankoski et al. 2009).

MILLINGSTONE PERIOD (10,000-6300 CAL BP)

This period is best known along the southern coast of California, but its manifestations are increasingly being recognized throughout central California as well (Fitzgerald and Jones 1999; Jones et al. 2007). It was first identified in the Santa Barbara area by Rogers (1929) and called the Oak Grove culture. Most assemblages along the coast include high densities of handstones, millingslabs, and core/cobble tools, as well as relatively dense concentrations of shellfish (Glassow 1996). More than 40 years ago, Warren (1967:235) made the following observations:

> Collecting of seeds was nearly as important to the economy as shellfish collecting, and perhaps more so. The numerous millingslabs and shell middens are prime indicators of these activities at these sites. Fishing and the hunting of land or sea mammals all appear relatively unimportant to the economy… These observations seem to be substantiated by the relatively rare occurrences of hunting and fishing equipment in Milling Horizon sites.

These basic conclusions have been largely verified by more recent excavations along the Santa Barbara coast where Erlandson's (1994) analysis of faunal remains from a variety of sites indicates that Millingstone peoples depended largely on shellfish for protein, with hunting and fishing making significantly lower contributions to the diet, particularly when compared to later time periods (Glassow et al. 2007). Erlandson's analysis of the structure and composition of these early deposits (some including human burials) led him to conclude that a relatively sedentary settlement system was in place. This hypothesis has been challenged by several researchers (e.g., Jones 1996; Jones and Richman 1995; McGuire and Hildebrandt 1994) who use data from a variety of inland contexts to argue for a larger subsistence-settlement system. Evidence from the Cross Creek site (SLO-1797), although located farther north in San Luis Obispo County, clearly supports this notion, as this interior Millingstone Period site includes estuary shellfish, showing mobility between interior and coastal habitats (Fitzgerald 2000; Jones et al. 2002).

The absence of hunting gear and large terrestrial mammals in most Millingstone sites led McGuire and Hildebrandt (1994, 2004) to conclude that there was little gender differentiation in the organization of work, with men and women working together gathering subsistence resources such as small game and near-shore fishes, plant foods, and other sessile items like shellfish. Glassow et al. (2007:196), in contrast, suggest that "males produced sites that were difficult to recognize or date as they would have been hunting camps occupied for short periods of time where little organic material useable for radiocarbon dating would have been left behind." But if logistical hunting was important, as Glassow argues, then temporally diagnostic projectile points should exist at the hunting camps like they do in many other parts of California (McGuire et al. 2007; Stevens 2005). Moreover, projectile points should occur in male graves dating to this interval, which they don't (McGuire and Hildebrandt 1994), and at least some portion of the large game skeleton should make it back to the residential base, which also doesn't seem to be the case (Erlandson 1994).

Sites falling into this time period on the northern Channel Islands are quite different from those on the mainland, as they lack milling equipment. Important deposits have been found on San Miguel, Santa Rosa, and Santa Cruz islands. According to Glassow et al. (2007), human subsistence was dependent on shellfish, but pinnipeds, fish, and birds also contributed to the diet. Bone gorge hooks have been found at two island sites (Daisy Cave and Punta Arena), and may represent the earliest fishhooks in North America. Cordage fragments

have also been found, perhaps signaling the use of nets (Erlandson et al. 2007). Faunal remains from these sites indicate a dependence on shellfish and fish obtained from near-shore and kelp bed habitats. This early intensification of fishing technology in island settings was probably due to a lack of terrestrial mammals like rabbits and deer, and the low productivity of plant foods. It appears that "utilization of seeds that were milled into flour was not practiced by the islanders at this time, perhaps because appropriate seed-bearing plants were not as abundant on the islands" (Glassow et al. 2007:195). The low frequency of pinnipeds at these early sites is somewhat surprising given their large body size (Kennett 2005), but it probably indicates that their rookeries and haulouts were on offshore rocks or islands not easily accessible to the early islanders who tended to stay in near-shore contexts.

EARLY PERIOD (6300-2700 CAL BP)

Although artifact assemblages dominated by handstones and millingslabs persist into the Early Period in many interior settings, several major changes in subsistence technology are evidenced along the Santa Barbara coast. The most important of these include the introduction of mortars and pestles and an increase in the frequency of large, side-notched projectile points. Rogers (1929) originally attributed this adaptive shift to the arrival of the "Hunting Culture," which appeared to represent a population more reliant on acorns and hunting both terrestrial and marine mammals. Several additional scholars have also linked this shift to the intrusion of a new people into the area, including populations from western Alaska (Harrison 1964), the Mojave Desert (Warren 1968), and the Channel Islands (Lathrop and Troike 1984). Glassow (1997) and Erlandson (1997), in contrast, argue that there is little archaeological evidence for a population replacement, and attribute the changes to technological shifts initiated by local people.

Later work by Mikkelsen et al. (2000) led to a revival of some of Warren's original ideas (Levulett et al. 2002). Glassow's analysis of radiocarbon-dated components from the northern Santa Barbara Channel region indicates that human populations may have reached a peak around 6000 to 5000 cal BP, probably correlating with a period of cooler sea water temperatures and increased marine productivity (Glassow 1997; Glassow et al. 2007). Mikkelsen et al. (2000) note that this increase in population along the central and southern coast (particularly around estuaries), correlates with a period of Middle Holocene desiccation in the interior, and evidence for depopulation across much of the western Great Basin (Grayson 1993). Although there is little direct evidence for the arrival of a specific ethno-linguistic group from the desert into the Santa Barbara area (e.g., desert Pinto points look nothing like those found in coastal Hunting Culture assemblages), Mikkelsen et al. (2000) argue that a major re-structuring of regional populations took place, resulting in greater population pressure in those areas where Middle Holocene drought conditions had a lesser effect on local resource productivity.

Mikkelsen et al. (2000) proposed that the growing coastal populations focused on estuary habitats, such as Goleta Slough, which reached maximum levels of productivity during the Middle Holocene, and served as outstanding sources of protein (e.g., shellfish, sharks/rays, small schooling fishes). These habitats provided little in the way of carbohydrates, perhaps requiring an increase in the use of other resources such as acorns, which are evidenced by the emergence of mortar-pestle technology. Glassow (1997) takes a somewhat different perspective on this issue, arguing that the presence of these tools does not necessarily indicate intensive use of acorns, and could alternatively represent the exploitation of wetland bulb resources located upstream at the heads of the estuaries (e.g., bull rush roots).

The presence of paleoestuary habitats along the mainland coast did not last forever, however. This is particularly the case along the western coast where, unlike Goleta Slough, the old embayments have been entirely silted in by terrestrial alluvium. Although it is difficult to know exactly when this occurred in the local area (Masters and Aiello 2007), Hildebrandt and Jones (1999) found a shellfish assemblage at Arroyo Quemado

(north of the current project area) dominated by rocky intertidal species dating between 4560 and 3380 cal BP. This finding probably indicates that paleoestuaries were significantly diminished along this stretch of coast by this time.

Adaptations on the islands remain distinct from the mainland, as side-notched points are essentially absent and mortars and pestles are quite rare. Dolphin hunting becomes important for the first time, and offshore species of fish first begin to show up in the record. Both of these findings led Glassow et al. (2007:199) to conclude that watercraft were used more intensively than before, perhaps due to technological improvements in their design, but there is no direct archaeological evidence currently available to verify these potential changes. Additional evidence for an improved maritime technology includes greater commerce across the channel, with shell beads and ornaments moving from the island to the mainland, and hair pins made from deer metapodials being transported the other direction (Glassow et al. 2007:199). Finally, a greater emphasis on status differentiation is indicated at a series of cemeteries, where items of wealth were differentially spread across the population more than was the case earlier in time.

MIDDLE PERIOD (2700-900 CAL BP)

One of the most outstanding aspects of the Middle Period record throughout California is the significant increase in the number and size of archaeological sites on the landscape. Glassow's (1996) analysis of this temporal interval within the Santa Barbara region indicates that expansion of the archaeological record was probably due to major changes in the subsistence economy, which ultimately led to changes in the organization and distribution of settlements. Beginning around 3200 to 2600 cal BP:

> …the rate of cultural change appears to have accelerated. Sites serving as residential bases generally contain much denser midden refuse than before, often giving the soil matrix a sooty character. This may indicate that these residential bases were occupied for longer periods of time during the annual cycle. Bones of marine mammals and fish are often in relatively high densities in site deposits, implying fishing and sea mammal hunting were becoming more important. [Glassow 1996:22]

Increases in sedentism and logistical hunting and fishing during the Middle Period have also been recognized by Hildebrandt et al. (2010) within northern Chumash territory, but these trends have been contested by Jones and Codding (2010) who argue that adaptation remained rather constant until after 1200 cal BP when a greater use of the marine environment occurred.

A greater emphasis on fishing and sea mammal hunting on the Santa Barbara Channel is attributed to the introduction of circular shell fishhooks at about 2600 cal BP (King 1990), and use of barbed harpoons and plank canoes after 1500 cal BP, the latter evidenced by canoe drills and asphaltum plugs (Arnold 2007; Gamble 2002; King 1990). These technological innovations led to expanded use of the marine environment from both the islands (Glassow 1993a, 1993b; Kennett 2005; Perry 2003) and the mainland (Erlandson and Rick 2002a, 2002b; Glassow 1992) which is clearly evidenced by increased frequencies of pelagic taxa such as tuna and swordfish in a variety of Middle Period archaeological sites (Bernard 2004; Davenport et al. 1993; King 1990).

Several researchers have suggested that expanded use of the local fishery created high population densities along the coast and on the Channel Islands (Glassow 1996; Lambert 1993). Higher degrees of sedentism are inferred from the discovery of semi-subterranean houses and ceremonial structures, as well as more formalized cemeteries (Erlandson 1997; Erlandson and Rick 2002a, 2002b; Gamble and Russell 2002). It has also been proposed that these demographic changes along the coast resulted in more intensive occupation of the interior, and that interior settlements quickly engaged in a series of sophisticated trade

networks designed to move seed resources to the coast in exchange for a variety of marine foods (Hildebrandt 2004; Horne 1981; Macko 1983).

According to King (1990), these developments were accompanied by major changes in sociopolitical organization. Based on an analysis of mortuary patterns from sites on both the mainland and islands, he proposed that there was a change from egalitarian to non-egalitarian social organization at about 3200 cal BP.

> The shift from a relatively egalitarian to a non-egalitarian society at the end of the Early Period is here interpreted as resulting in a decrease in importance of the economic system as a means of attaining political power, as inherited wealth and political titles increased in importance. Effort which was previously spent in maintaining a relatively egalitarian exchange system was increasingly being spent to validate the power of political leadership… These leaders presumably controlled both the stores of food and wealth objects which were used in exchanges between groups. [King 1990:96]

A slightly different perspective regarding the development of sociopolitical complexity during the Middle Period has been proposed by L. King (1982) who argued that stratified social relationships were tightly linked to the development of the plank canoe. Due to the high costs of building and maintaining plank canoes, only a limited number of individuals had the resources to produce them. Ownership of canoes allowed this small elite group of people to control exchange relationships between the mainland and the islands, thereby acquiring greater wealth than the general population. With intensified fishing and inter-group exchange supporting mainland and island sedentism (Arnold 1995, 2001; Kennett 2005), Erlandson and Rick (2002a:181) have argued that the fundamental aspects of Chumash society emerged at this time.

According to Arnold (1995), the plank canoe was also critical for the acquisition of highly valued pelagic fishes. Beyond the procurement and transport of basic subsistence commodities, she notes that the capture of these taxa was probably:

> …highly valued and linked with elevated status because of the expense associated with their procurement; that is, they can be acquired only through the use of large, far reaching boats, sometimes at substantial risk. Procurement and consumption of such resources comes to symbolize rank and wealth, as does the ownership of boats, and the activities associated with these harvests. [Arnold 1995:735]

Some of the most highly valued resources obtained from the sea were large pelagic fish like tuna and swordfish. Davenport et al. (1993) review several Chumash myths involving swordfish and, not surprisingly, these animals first appear in the archaeological record in significant numbers at around 1500 cal BP, which is correlated with the introduction of the plank canoe and barbed harpoon (Bernard 2004; Hildebrandt and McGuire 2002). The importance of swordfish is also illustrated by Rogers' discovery of a swordfish dancer burial dating to the Middle Period, where the skull and beak of a swordfish was placed over the head of the man along with a cape of abalone ornaments that represented the scales of the fish (Davenport et al. 1993).

The origin of the plank canoe (*tomol* or *tomolo*) has been the subject of intense debate over the last few years. Jones and Klar (2005) have argued that ancient Polynesians traveling from Hawaii introduced the canoe technology to the local area. They take this position because the word *tomolo* does not appear to be a native Chumash term, but is quite similar to Polynesian words for tree and trunk. They also cite the presence of a unique compound fishhook in Chumash sites that is similar to those found in Hawaii. Arnold's (2007) review of the cultural historic-period record of Hawaii, however, shows that it was not occupied until

around 1200 to 1100 cal BP, 300 to 400 years after the plank canoe came into use in California (Gamble 2002). Based on these findings, she concludes that the plank canoe was a local, independent development, with little or no influence from outlying areas. Jones and Klar (2009) responded to this critique by arguing that the settlement history of Hawaii is far from certain, as is the exact age of the original plank canoe on the Santa Barbara Channel.

LATE PERIOD (POST-900 CAL BP)

Maritime adaptations continued to intensify along the Santa Barbara coast during the Late Period, leading to the development of large permanent coastal villages (Gamble 1995) and expansion of the large-scale trade network between the islands, mainland coast, and interior. According to Arnold (1987, 2004), this system reached a higher level of complexity around 650 cal BP, when it became necessary to supplement the diet of islanders with foods from the mainland. Enterprising individuals on the islands developed a means to solve these problems by creating a more controlled and centralized exchange system. This was made possible through development of *Olivella* bead money which facilitated the exchange of food, goods, and other valuables. Island people, particularly those on Santa Cruz Island, were in excellent position to specialize in bead money production because the necessary raw materials (i.e., high quality chert for drills, *Olivella* shell for beads) were only available in appreciable amounts on the Island.

> Control over the bead money production system provided island canoe owners, traders, and leaders with the leverage they needed to procure mainland food and goods. Individuals who commissioned or controlled the labor of money-making and canoe building specialists possibly manipulated these valuable products in order to rise in power and wealth. [Arnold 1987:11-12]

According to Glassow et al. (2007), the emergence of several large Late Period villages along the Santa Barbara mainland coast probably indicates that populations reached their peak densities during this interval. These increased densities were the result of the improving technological systems outlined above, particularly those applied to the marine environment, as well as inter-village exchange networks. Site SBA-1731 is one of the most important mainland villages for which archaeological data are available. It is located at Corral Canyon, only ten miles east of the current project area, and produced a faunal assemblage dominated by marine mammals and fish, no doubt reflecting the use of ocean-going canoes. It differs from all other known mainland sites by having evidence for *Olivella* bead production, indicating that it was also an important center for exchange (Erlandson and Rick 2002a).

Johnson (2000) has added some important insights to this discussion, proposing that the Chumash system of economic exchange served to buffer climate-induced subsistence stress through the efficient distribution of resources from differing environmental zones. His analysis of mission register data and the Late Period archaeological record indicates that politically independent households and villages were often linked together through a system of inter-group marriage with matrilocal residence. These groups produced goods that were distributed throughout the region to supplement areas where the productivity of subsistence resources was temporally depressed. This system of exchange contributed to the development of several large permanent settlements throughout the region, including those along the mainland coast within and adjacent to the current project area.

ETHNOGRAPHY

At the time of European contact, Chumash territory extended along the coast from San Luis Obispo County, south to Malibu Canyon, and west to encompass the northern Channel Islands. Six language groups have been identified within this territory. The project area lies within the lands of the Barbareño, which .covered the narrow coastal plain from Point Conception to Punta Gorda in Ventura County. Historical documentation of the Barbareño is available in the diaries and accounts of early explorers, and the baptismal records from Mission Santa Barbara (Gamble 1991, 2008; Grant 1978; Johnson 1982). Johnson (1988) identifies 21 villages along the coastal strip.

Larger villages of 500 to 800 people sometimes had more than one chief living there, while some of the smaller settlements had none. The villages included several houses and usually a larger sweathouse. Houses were built by driving poles into the ground and arching them toward the center where they were tied. The frame was covered with thickly woven grasses and reeds, and the houses often had plastered floors, reed floor mats, mattresses, and room dividers (Gamble 1995; Grant 1978). Cemeteries were situated well away from the living area, as were shrines which often occupied adjoining hilltops where shell bead offerings were commonly made (Grant 1978).

Chumash skill at building the plank canoe is well known. The larger villages had multiple canoes, which were often correlated with the size and importance of the village. The Chumash were also expert at making wooden plates, bowls, boxes, mortars, and knife handles. They used steatite to make cooking slabs, ollas, bowls, and other items, and a variety of utilitarian and artistic items were made from shell and bone. The quality of their coiled baskets is also renowned (Hudson and Blackburn 1982).

Due to the high level of ecological diversity within the region, a great deal of trade took place between Chumash settlements. Food items, medicines, manufactured goods, and raw materials moved from one village to the next, and much of this exchange was facilitated through the use of shell bead money (Arnold and Munns 1994; King 1990). According to Gamble (1991, 2008), multiple forms of exchange took place, some of the most important during inter-community gatherings that were organized by political leaders who controlled a system of centralized redistribution (Hudson et al. 1978). Trade between the islands and mainland was facilitated by canoe transport that was also regulated by high status individuals. Much of this activity focused on the production of stone drills and shell beads on the islands, and the control of canoe transport back and forth from the mainland where the beads were exchanged for mainland foods and raw materials. Due to the broad scope of these relationships, hereditary chiefly families ultimately developed power over multiple communities (Arnold and Graesh 2004).

Most prominent political leaders lived in the largest mainland coastal towns which were not only optimally placed to control the flow of goods to and from the islands but also from the interior. Similar to canoe transport between the mainland and the islands, control of this system facilitated the development of wealth and power among a limited number of individuals. These relationships were not always peaceful, as Johnson's (2004) analysis of the historic-period records shows warfare was endemic among the Chumash. He found that the majority of Spanish diaries comment on feuding between the mainland villages. Most of these problems stemmed from conflicts over hunting, gathering, and fishing territories, or failure to participate in the inter-village gatherings, retribution for suspected witchcraft, and revenge for attacks that occurred in the past.

IV. RESEARCH DESIGN

The majority of research along the Santa Barbara Channel coast has focused on explaining how complex hunter-gatherer-fisher societies developed (Erlandson 1993, 1997; Erlandson et al. 2008; Gamble 2008; Glassow 1991, 1996; Glassow et al. 2007; King 1990; Munn et al. 2004). Information recovered from potential project area midden deposits with good chronological ordering will assist with understanding initial cultures and the emergence of cultural complexity. Chronological ordering of the deposit is the first goal, as precise dating and associated artifacts and subsistence remains are critical to understanding the occupational history of a deposit and a necessary precondition for addressing outstanding research issues. Research objectives that might be addressed by data collected from potential midden deposits include: Fluctuations in Coastal Environments and their Influence on Subsistence and Settlement Strategies; Gender Differentiated Social Organization during the Millingstone/Early Period Transition; and Development of Early Period Fisheries.

CHRONOLOGICAL ORDERING OF THE DEPOSIT

Understanding cultural chronology involves recognizing temporally discrete archaeological components and ordering archaeological phenomena over time. For the Santa Barbara region, there are defined regional temporal sequences that can be helpful in ordering sites and assemblages in time (King 1990). Such temporal divisions are useful for organizing the archaeological record, but they are also quite coarse-grained in that small, incremental changes may be obscured by lumping large swaths of time of variable length into "periods" of uncertain cultural or behavioral meaning. Established sequences also encourage archaeologists to assign materials to a cultural period and then consider their work done, effectively using the sequence "as a framework upon which to mount their data rather than as a model to be evaluated" (Hull and Moratto 1999:xv). For this reason, it is desirable if archaeological components can be assigned absolute dates, ranges of dates, and some measure of confidence in those ranges. This permits the maximum flexibility in making local and regional comparisons to help address archaeological questions.

DATA REQUIREMENTS

To contribute to cultural chronology, a site must possess relevant data, such as time-sensitive artifacts and material suitable for radiocarbon or obsidian hydration dating, preferably from intact stratigraphic contexts but they can also identify single component mixed contexts. The presence of dateable material alone is rarely sufficient to contribute to regional chronology because unless the resulting dates can be associated with a useful archaeological assemblage including, but not limited to, stone tools or other artifacts, floral and faunal remains, and/or features, it is unlikely to provide any new information.

FLUCTUATIONS IN COASTAL ENVIRONMENTS AND THEIR INFLUENCE ON SUBSISTENCE AND SETTLEMENT STRATEGIES

Paleoenviromental data indicate that the sea level rose substantially during the early Holocene, resulting in the development of estuaries along many coastal canyons. The drowning of these canyons increased the productivity of the intertidal by increasing the length of coastline access and creating shallow, protected habitats rich in vertebrate and invertebrate resources (Erlandson 1994). As sea levels stabilized about 5500 cal BP, many estuaries began to infill with stream sediments and began to decrease in productivity. Along the California coast the rate of estuary sedimentation varied, with large estuaries such as Goleta Slough in Santa Barbara County persisting through the Holocene.

DATA REQUIREMENTS

Analysis of faunal assemblages, when used in conjunction with existing local collections, can assist with understanding long-term historic ecology, from the expansion of estuaries to their maximum extent during the Middle Holocene and subsequent silting-in process. At the Goleta Slough, Colten (1989) suggests this process can be identified by measuring temporal and spatial shifts in the density and diversity of shellfish species and the location of sites (i.e., those located along the maximum extent of the slough or closer to the open coast near the outlet to the sea). Multicomponent sites along the slough demonstrate that the percentage of Washington clam *(Saxidomus nuttali)* decreases over time, while proportions of Venus clam *(Chione* spp.) increase (Lebow et al. 2003). Comparing intra-regional faunal collections can provide significant insights on coastal environmental changes and adaptations to these fluctuations.

Shellfish collections can indicate the primary resource foci of occupants, whether open rocky coast or estuary/bay environments—the most common are California mussel *(Mytilus californianus)* from more exposed rocky intertidal locations, and Pacific littleneck clam *(Protothaca staminea)* and Venus clam from more protected sandy bottom environments. Data from larger shellfish samples can be contrasted with the invertebrate analyses of larger, principal residential sites occupied at a similar time. Also, indications of changes in coastal adaptations can be explored by using the shellfish collection to compare with assemblages obtained from sites dating to different time periods of occupation and locations. The diversity of shell recovered from moderate to high density shell middens in the project area can address long-term historic ecology and their affect on coastal adaptations along the Santa Barbara Channel. Midden deposits containing approximately 50 grams of shell per cubic meter can provide the necessary data to infer evidence of changing shellfish collection patterns over time.

GENDER DIFFERENTIATED SOCIAL ORGANIZATION DURING THE MILLINGSTONE /EARLY PERIOD TRANSITION

One of the most significant changes identified within the south-central coast archaeological record is the shift from the Millingstone adaptations to those associated with the Early Period. The Millingstone Period was characterized by artifact assemblages dominated by handstones and millingslabs. Faunal assemblages are dominated by small game, shellfish, and a limited use of near-shore fishes, with little task specialization within the group. Mortars and pestles and large side-notched projectile points become a major part of the Early Period assemblage, and probably signal a more intensive use of local plant foods (e.g., corms, seeds, and acorns), and a greater emphasis on hunting large game (Hildebrandt and McGuire 2002). Glassow et al. (2007), using data largely from the Channel Islands, suggest that the presence of dolphin bone in several sites indicates a greater investment in boating technology earlier than previously thought. This probable change in organization and technological sophistication is potentially important as it signals the beginning of more complex social relationships than would continue to develop through time.

This hypothesis has recently come to the forefront of California studies. Jones et al. (2008) have argued that large game hunting actually stayed static over time along much of the San Luis Obispo County coast based on data from the Diablo Canyon site (CA-SLO-2), and conclude that prehistoric hunting strategies were largely the result of local environmental contingencies. Hildebrandt et al. (2010) have responded to Jones et al. (2008) by summarizing long term trans-Holocene data from 19 sites along the central coast. The trend demonstrates that, contrary to the CA-SLO-2 findings, there was a significant increase in large game hunting during the Early Period in most locations, consistent with the greater investment in hunting technology (i.e., the proliferation of large side-notched points in Early Period assemblages).

DATA REQUIREMENTS

Unfortunately, the greater dependence on acorns and the rise of large game hunting is simply a hypothesis for the local area, as we have very little subsistence data from the Santa Barbara mainland during this critical period of time (most of the information generated by Hildebrandt et al. [2010] comes from areas north and south of the project area). With the exception of the work of Levulett et al. (2002) along the margins of CA-SBA-54, faunal and floral remains are essentially absent from Early Period sites (e.g., CA-SBA-53 and CA-SBA-54) excavated by Harrison (1964) along the shores of Goleta Slough, nor are there any data available from the work of Rogers (1929). As a result, the recovery and analyses of floral and faunal remains from the project area middens has the potential to illuminate changes in regional social organization and subsistence strategies. Due to the paucity of data on Early Period sites, the presence of dietary remains in middens, particularly those rich in charcoal, will provided baseline information to address subsistence adaptations and shifts in social organization during the Millingstone and Early Period.

THE DEVELOPMENT OF EARLY PERIOD FISHERIES

In the Santa Barbara Channel region, an increase in the relative importance of marine fish suggests an intensified focus on fishing over time. Less is known, however, of the precursors to this focus on fishing, as there are limited fish assemblages from earlier periods. Much like the fluctuations in shellfish collection, patterns of prehistoric fishing indicate changes in habitat use, environmental fluctuations, and technological change. Along mainland Santa Barbara, most researchers think that fishing was of minor importance until the Middle Period, when the introduction of circular shell fishhooks, barbed harpoons, and plank canoes allowed for exploitation of offshore species (Glassow 1996). But Early Period components at CA-SBA-53 and CA-SBA-54 show a surprisingly high frequency of fish bone, including mackerel, barracuda, and sardines (Colten 1991; Levulett et al. 2002; Rick and Glassow 1999). Although these findings have largely gone unrecognized, these fish occur beyond the kelp zone and indicate the use of boats and netting technology, and probably show that fish played a more significant role in the diet than commonly thought.

DATA REQUIREMENTS

Improved understanding of the evolution of fishing technology on the open coastline south of the Goleta Slough can come from the discovery of remnant midden deposits, even small ones if they are single component in nature. If they contain fish bone, and the mix of species is consistent with those from Goleta Slough, local researchers will need to re-think traditional models about Early Period adaptations. Irrespective of the actual findings, species variability can inform a great deal about the range of technology used for catching fish, including nets, hook-and-line, harpoons, and watercraft. Information on the diversity and density of species present are required to demonstrate fishing habitats and provide inferences on tackle and technology. To determine the significance of fish species, data derived from the taxonomic identification of fish remains will be summarized as Number of Identified Specimens (NISP), Minimum Number of Individuals (MNI), and raw bone weight. Such findings, when combined with analyses of other fish collections from adjacent sites, will further our knowledge of fishing patterns along the Santa Barbara Channel.

PREHISTORIC RESOURCE TYPES

If a site is encountered during construction activities or during any new surveys, it then becomes necessary to evaluate its eligibility to the National Register. Having presented prehistoric research issues and identified data required to address them, we can translate these data requirements into the kinds of resources that could exist within the study area to better determine site eligibility.

Three types of deposits are possible in the APE. The least likely are intact shell middens. More probable are redeposited midden deposits. Based on extensive studies within the project area, two types of redeposited middens may be encountered. The first are those like the Via Real Redeposited Midden that contain a rich assemblage of artifacts and subsistence remains that are not mixed with road fill or other non-archaeological sediments. The research potential of these rich middens are considered National Register-eligible as they can contribute information on the research issues addressed above. The second are thin lenses of midden inter-layered with road fill, midden and road fill mixed together into a single matrix, or sparse shell scatters lacking midden. Due to their lack of integrity, low density of artifacts and subsistence remains, and lack of temporally diagnostic tools, these resources lack the research potential to be eligible for the National Register.

V. CONSTRUCTION MONITORING AND TREATMENT OF DISCOVERIES

This section summarizes construction monitoring and protocol if resources are identified during construction or if the Via Real Redeposited Midden (which has no identified southern boundary) is inadvertently impacted. Due to the extensive pre-construction studies, the narrow project area limited to the existing right of way, avoidance of the National Register site, and the highly disturbed urban environment (i.e., highway and structure construction and utilities installation), we do not anticipate finding archaeological deposits of significance. However, should test/data recovery excavations be necessary during construction, excavation methods will be phased and exploratory, focusing on first identifying the absence or presence of a deposit and, when encountered, recovering a representative sample; the methods described would also apply to the Via Real Redeposited Midden.

A. CONSTRUCTION MONITORING

The long-term project construction schedule (10 – 15 years) will be divided into four to five segments. From south to north, these include: Carpenteria, First County Segment North, Summerland, Montecito, and City of Santa Barbara.

Extended Phase I testing (Kaijankoski et al. 2009) examined seven of 11 locations within the project APE that were identified as having high sensitivity for buried resources; four locations could not be accessed (Montecito Creek, Oak/Ysidro Creeks, Romero Creek, and Garrapata Creek; see Table 1). It is recommended that two full-time cultural resource specialists, an archaeologist and Barbareño Chumash representative, monitor construction activities in high sensitivity areas, when they extend below fill at these four locations, and at the Redeposited Midden site location (Appendix F).

B. MANAGEMENT OF RESOURCES DISCOVERED DURING MONITORING

If any archaeological deposits are identified during construction monitoring, they will most likely be redeposited midden; however, there is some possibility that intact deposits (historic or prehistoric) could still be present.

If a deposit is identified, all work will stop in the immediate vicinity and the archaeologist will contact the Resident Engineer and notify him/her of the discovery. The monitor will first delineate the archaeological deposit, and map and GPS the observed artifacts/deposits. If sidewall profiles are viewable, the examined deposit will be photographed and sketched. After observing and documenting the deposit, the archaeologist, in consultation with the Chumash representative will evaluate the site type (i.e., redeposit midden with data potential, thin lens of midden inter-layered with construction fill, intact midden). A preliminary eligibility determination will be developed, and recommendations for mitigation prepared. Based on the nature of the resources, a select sample of the deposit will be screened, and, if newly identified, a site summary will be prepared to allow for quick, complete recordation of pertinent data for documenting site type, eligibility, and recommendations for mitigation. The data will be recorded on a field form, that will systematically document all discoveries.

The first step in this process will be to determine whether or not the deposit retains integrity, which is based largely on the presence of a relatively intact stratigraphic profile and the lack of intrusive historic debris, or is a relatively "intact" redeposited midden, similar to the Via Real Redeposited Midden. If the resource reveals a great deal of stratigraphic mixing and the obvious intrusion of modern materials, it will not be considered eligible for the National Register, and monitoring for human bone will be the only additional work conducted at that location. If the deposit does retain integrity (either directly or redeposited), the next step is to determine site type and conduct

an inventory of its constituents, and visual inspection of spoils from the trencher. Most important for redeposited sites is to determine if they are single component which would make them potentially eligible; this would entail inspection of subsurface exposures and radiocarbon dating of shell samples from across the depth of the deposit.

The field documentation will be prepared by the field archaeologist/monitor and submitted to the Caltrans Principal Investigator for approval within 24 hours of the discover.

If the deposit is a midden, and the Caltrans Principal Investigator and field archaeologist agree upon the eligibility of the midden deposit based upon the data thresholds provided in Chapter IV of this Treatment Plan, Caltrans shall proceed with that determination of eligibility. The SHPO and Barbareño Chumash consultation group will be concurrently notified of the determination within 48 hours of approval by the Caltrans Principal Investigator.

If the Caltrans Principal Investigator and field archaeologist disagree upon the eligibility of the midden deposit or if the Barbareño Chumash consultation group object to the determination made above, Caltrans shall consult with the SHPO regarding eligibility of the deposit. If the cultural deposit is not prehistoric midden, Caltrans shall consult with the SHPO and the Barbareño Chumash consultation group regarding eligibility of the deposit, as the research design in Chapter IV does not address other resource types.

After the integrity and National Register eligibility of a resource has been verified, and if considered to be National Register-eligible, it will be necessary to undertake data recovery to help resolve the adverse effects associated with project construction, as avoidance is not an option in the narrow area of direct impact (ADI). Excavation volume will be determined based on midden constituents and size of deposit in the ADI, and will follow field and laboratory methods for data recovery excavations as described below.

C. PREFIELD PREPARATION

Before the initiation of excavations, several tasks require completion:

- Because the project area is heavily modified, a detailed review of existing land-use history and pre-excavation geomorphology studies will be integral in guiding the excavation program should unanticipated sites be discovered. Geoarchaeological research will continue to model the potential sensitivity for buried deposits in the area, build on the geoenvironmental setting (geology, topography, and hydrology), and further document the paleoenvironment and landscape change in the current study area (Hildebrandt and Darcangelo 2009; Kaijankoski et al. 2009).
- Underground utilities will be defined. USA utilities alert (1-800-227-2600) will be contacted, after the area of work is marked with white paint, three to four days prior to fieldwork.
- A safety plan will be developed and a safety meeting will be held prior to the commencement of field studies. All field personnel will wear sturdy field shoes, hard hats, and green shirts or safety vests while working in the project right-of-way and will comply with any other safety requirements identified (e.g., vehicle parking, traffic control). During the daily course of fieldwork, Caltrans maintenance personnel will work closely with the crew to insure proper safety.

D. EXCAVATIONS

If a resource is identified during construction, and determined eligible in Section B, above, excavation work will be focused on the location of deposit within the direct impact area. Based on the nature of the discovery, the qualified archaeologist will formulate a specific work plan, potentially including mechanical and had excavation described below, and consult with the Caltrans Principal Investigator. Once formulated, the SHPO and Chumash consultation group will be notified of the course of action, and given

48 hours to object to the proposed work plan. Disagreements to the work plan will be resolved through the objection procedures in the PA.

A backhoe may be used to systematically remove sterile fill soils to expose the buried deposit, determine the presence or absence of cultural materials, and guide the establishment of hand excavation units as safety allows. Trenches will be approximately 1.5 meters wide, 3 meters in length, and up to 3 meters in depth. The effort of mechanical excavation will be determined in the field based on the nature of the midden deposit. Lengths greater than three meters may be excavated as appropriate. Units and trenches will be placed on a grid system at regular intervals across the midden area. The number of trenches will be determined based on extent of the deposit and extent of impact. The Chumash consultant will be kept apprised of these strategies. All trenches will be excavated using a smooth edge bucket and will be sampled, drawn (as appropriate), photographed, and covered with steel plates if left open overnight. Spoils from backhoe trenching will be sampled through 1/8-inch mesh dry screens and wet screened, as appropriate, in consultation between the Caltrans Principal Investigator and the Consultant's Field Director. When the extent of a cultural deposit is identified during initial excavations, the data recovery program will shift to more detailed excavation methods, with a maximum of twenty cubic meters of cultural soils excavated, and an additional five cubic meters of reserve volume used if necessary based on consultation. The exact volume will be determined in the field by the Caltrans Principal Investigator, in collaboration with the consultant.

Field strategies will include control units of appropriate size, excavated in ten- and twenty-centimeter levels, depending on the extent, density, and depth of identified intact midden; if it is a redeposited, single component site, such as the Via Real Midden, it could be excavated as one stratigraphic level. At least one sidewall from each excavation unit will be drawn depicting changes in soils, bioturbation, and site constituents. Control units will be placed in areas identified as containing the most representative deposit and the best sample of cultural constituents based on initial Extended Phase I results (Kaijankoski et al. 2009). Soils recovered from excavation units will be screened through 1/8-inch mesh. Due to safety concerns, it may be necessary to move the middens samples outside the ADI to a secure location to screen.

The Caltrans contractor will prepare a contour map for the site that meets professional standards. The map will depict the location of all excavation units, collected artifacts, and any surface and/or subsurface features, as well as prominent topographic features, vegetation, and hydrology. The contractor will be responsible for GPS recording; data collection will be performed with a Trimble Pathfinder Pro XR or XRS GPS unit. The contractor will use the Caltrans data dictionary for routine mapping identifiers, and information specific to Caltrans. In addition, a primary datum will be established at the site (outside the ADI) and indicated on the site map, and a permanent datum will be established at the conclusion of fieldwork. The permanent datum will be an aluminum cap set on rebar, provided by Caltrans, and engraved with the site number and date and GPSed.

Column samples will be collected from selected control units or in bulk samples to retrieve fine-grained constituents like fish bone from horizontal contexts. All column samples will be wet-screened through 1/8- and 1/16-inch graduated screens. Bulk flotation (10 liter) samples for plant macro-fossil analysis will also be taken from the component deposits, as it is assumed there will be no feature contexts.

Collected artifacts will be limited to formed tools or items of specific research value (e.g., obsidian debitage). Each collected item will be mapped in situ, assigned a sequential number, and placed in a labeled field bag. Photo documentation will include a photo log, unit profiles, artifact locations, and site overviews.

E. DISCOVERY OF HUMAN REMAINS

Prior to construction, procedures for the treatment of human remains will be discussed and agreed upon with the Chumash consultation group. If human remains are encountered during excavations, Caltrans will be responsible for complying with the provisions of Public Resources Code (PRC) Sections 5097.98 and 5097.99, and California Health and Safety Code 7050.5, as amended by Assembly Bill 2641. Upon discovery and recognition of human remains, excavation in the immediate area will be halted and the County Coroner will be contacted to determine if the remains are subject to his/her authority. Caltrans will comply with any restrictions or procedures for excavation, treatment, and respectful handling of human remains that are established in consultation with the Most Likely Descendent (MLD) designated by the Native American Heritage Commission.

F. LABORATORY ANALYSIS

All materials recovered during excavations will be washed in the laboratory. Prehistoric materials will be classified, sorted, counted, measured, weighed, and tabulated according to unit, level, component, and any other relevant organizational structure.

Time Sensitive Materials

Time sensitive artifacts (e.g., beads, projectile points) will be classified following the typological scheme for the Santa Barbara Channel region, and summarized by unit and depth. This information (in conjunction with other data) will be used to assess depositional integrity and define temporal components.

Flaked Stone Tools

The flaked stone analysis will define the pattern(s) of stone tool acquisition, use, and discard at a site. Functional and morphological attributes will be identified. Each item will be separated by material and artifact type (e.g., projectile point, casual flake tool). Each artifact will be measured and weighed, and the condition of artifact (e.g., whole, end, margin) noted. The distribution of each tool type will be summarized by trench and general provenience.

Debitage

A technological analysis of any collected debitage will be conducted. Reconstruction of tool manufacturing techniques (e.g., direct free hand percussion, pressure flaking), repair, and material acquisition strategies will be provided. All debitage will be counted, weighed, and sorted by material type. The technological analysis will include separation of debitage into various categories (e.g., primary reduction, early biface thinning).

Battered and Ground Stone Artifacts

Battered and ground stone artifacts will be separated into functional categories (e.g., handstone, pestle, mortar, and hammerstone). Tool morphology will be described, including measurements, modifications, and fragment type.

Shell and Bone Artifacts

Shell and bone artifacts will be separated into functional categories (e.g., awl, fishhook). Tool morphology will be described, including measurements, modifications, and fragment type. All items will be summarized according to trench and general provenience.

Obsidian Source Determination and Hydration Studies

Obsidian samples, including formal tools and debitage, will be subjected to X-Ray Fluorescence Spectroscopy and a obsidian hydration study. The data will be used, along with time-sensitive artifacts, to assess depositional integrity.

Radiocarbon Studies

Material of sufficient size (e.g., shell or charcoal) will be submitted to Beta Analytic, Inc. for radiocarbon dating. Direct dating of select temporally significant shell beads is also proposed if they are encountered. All dates will be corrected for isotope fractionation, and shell dates will be corrected and calibrated with the appropriate Stuiver et al. (2006) correction factor (e.g., 225 ± 35 years). Dating of soil strata is also anticipated through radiocarbon analysis.

Faunal Analysis — Mammal and Bird

All faunal specimens of sufficient size will be identified to genus, species, element, age, weight, cultural modification (e.g., burnt, cut), cultural modification, and intrusive categories. All bone will be tabulated (number/weight) according to trench and general provenience. Elements will be summarized as numbers of identifiable specimens per species.

Faunal Analysis — Fish Bone Analysis

All fish bone from the control units and column samples will be analyzed and classified according to skeletal element and taxonomic groups. The analysis will summarize the fish species identified in a sample of the site deposit, reconstruct the prehistoric marine habitat exploitation, and the fishing technological organization.

Faunal Analysis — Shellfish

Invertebrate remains from the 20-x-20-centimeter column samples will be analyzed by a qualified shell analyst. All shell will be weighed and tabulated according to taxonomic group. The analysis will identify the importance of species to the occupant's diet and the habitat(s) targeted for collecting.

Floral Remains

The recovery of flotation samples will be limited to selected midden contexts. Soil samples will be processed by a floral analyst, as follows: after recording the soil sample volume to the nearest 0.1 liter, the matrix will be agitated in water and the buoyant light fraction materials skimmed and decanted through 1/24-inch window mesh (0.38 millimeters). The non-buoyant heavy fraction will be washed through 1/8-inch and 1/16-inch window mesh (1.0 millimeters). Light fractions will be sorted and examined to 0.5-millimeter grade at 10X. All floral remains will be sorted (charred to non-charred) and, if possible, identified to genus and species level.

VI. DOCUMENTATION, SCHEDULING, AND PERSONNEL QUALIFICATIONS

After excavations are completed at cultural deposits during discovered construction, a notice of completion of field studies will be submitted to the Barbareño Chumash community and the SHPO within a week. All cultural resources data will be entered into the Caltrans Cultural Resources Database. Caltrans will provide the consultant with a current template of the Database front-end in Access, as well as a back-end file. All DPR 523 forms will be entered in this format. Caltrans will provide guidance on how the final products and documentation will be a distributed. These may include the following: (1) the consultant's backend file; (2) JPG images of any photographs used in the DPR forms, labeled by trinomial or primary number; and (3) PDF versions of all records entered into the Database, labeled by trinomial or primary number; (4) PDF and hard copies of draft and final study reports. Caltrans will be responsible for distribution of documentation as per the project PA.

REPORT PREPARATION

EXCAVATION REPORT

Archaeological excavations will be documented in draft and final technical reports. Report content, organization, and illustrative materials will conform to professional standards and follow the format specified in the *Caltrans Environmental Handbook, Volume 2, Cultural Resources*. The report will include a description of the proposed project; a background section discussing regional history, archaeology, and ethnography; expanded research questions; a description of fieldwork; a presentation and discussion of cultural materials recovered, and results of laboratory analysis; a synthesis of site information incorporating research from the immediate area as well as the larger regional context; discoveries during construction will include an assessment of site significance and statement of management recommendations; and an appendix with analytical data and site records. A high standard of review, editing, and production will be applied to all documentation. Once representatives of the Barbareño Chumash community and any colleagues have reviewed and commented on the draft, the consultant will produce a final technical report that incorporates any comments.

MONITORING REPORT

At the end of monitoring construction segments a monitoring report will be prepared. The documents will summarize all monitoring activities based on Post Mile, activities inspected, and the monitoring results. The monitoring report will be provided to representatives of the Barbareño Chumash community for their review and comment.

TIME SCHEDULE

If required, data recovery excavations at the Via Real Redeposited Midden or newly identified resources that have not been evaluated will occur within a week of discovery, dependent on safety, weather, and conditions encountered in the field. A schedule for the excavation of new discoveries will be developed in accordance with the construction plan. We anticipate excavations will be completed within a week to ten days, depending on the extent of the discovery and the area or impact. Processing and cataloguing of site materials will be contiguous with fieldwork and will continue upon completion of the field studies.

If samples are relatively robust, it is estimated that a span of from four to six weeks will be required to complete artifact analyses and special studies. The draft excavation report will be completed six months

from the close of fieldwork. The final report will be prepared within a month of receiving comments from the Barbareño. Within two weeks of the submittal of the final excavation report, the project collection will be delivered to the Department of Anthropology, University of California, Santa Barbara Repository for Archaeological and Ethnographic Collections.

A negative monitoring report will be submitted within one month of the end of monitoring if no resources are identified. If one or more resources are identified, a single technical report will be prepared.

All reports will be provided to the Chumash community and will be on file at the Central Coast Information Center, Department of Anthropology, University of California, and the Caltrans Environmental Planning Branch, San Luis Obispo.

PERSONNEL QUALIFICATIONS

All studies will be conducted by archaeologists who meet the professional qualification standards in Archaeology and Historic Preservation, Secretary of the Interior's Standards and Guidelines (Federal Register 48:190, September 29, 1983) and the Caltrans Professionally Qualified Staff Standards (Programmatic Agreement, Attachment 1). The Caltrans and the consultant Principal Investigators will be responsible for coordinating all work and decision-making. Crews will consist of a field director (M.A. or M.S. degree and over five years of experience leading excavations), crew chief (M.A. or B.A. level, with over five years excavation experience), soils scientist (minimum of M.A. or M.S. degree), and human osteologist (minimum of an M.A. or M.S. degree), with oversight by the Principal Investigator. During construction monitoring, the field archaeologist (M.A. or M.S. degree and over five years of experience leading excavations) will exceed the Secretary of the Interior's Standards and Guidelines for prehistoric archaeology. The archaeologist will be responsible for the initial eligibility determination and will collaborate with the Caltrans Principal Investigator on all and treatment of discoveries and determinations. The Lab Director (minimum of M.A. and over ten years of experience) will oversee all cataloguing, analysis, and special studies (the latter in consultation with the Principal Investigators and will coordinate with the Caltrans Field Director). Barbareño Chumash consultants and monitors who have knowledge of and experience with the archaeology of the area will be consulted and collaborated with for the duration of these studies.

VII. CURATION

All recovered materials will be curated at the Department of Anthropology, University of California, Santa Barbara Repository for Archaeological and Ethnographic Collections. If required, data recovery Via Real Redeposited Midden collections will be accessioned with existing collections. If materials are identified during new discoveries, they will be accessioned, as appropriate, under a separate accession number. Policies for the Perpetual Curation of Archaeological Collections, Procedures for the Submission of Archaeological Collections for Curation, and Acknowledgement of Procedures for Submission and Polices for Perpetual Curation of Archaeological Collections will be followed. These policies and procedures are listed below:

http://www.anth.ucsb.edu/repo/POLICIES4PERPETCURATN.pdf
http://www.anth.ucsb.edu/repo/SubmProcedures_2008.pdf
http://www.anth.ucsb.edu/repo/AcknowledgmentForm.pdf

IX. NATIVE AMERICAN COORDINATION

Under Caltrans procedures, and as per Section 106, 36 CFR 800.3(f)(2), a reasonable and good-faith effort has been made to identify any members of the Chumash community who may have knowledge of resources or may attach religious and cultural significance to the properties in the project area. The Barbareño Chumash community will continue to be consulted for the duration of the project.

In 2008, Caltrans District 5 Native American Coordinator Terry L. Joslin initiated consultation with the Barbareño Chumash community during preparation of the pre-construction project cultural resource studies. The list of interested Chumash representatives includes individuals and groups identified by the Native American Heritage Commission, as well as individuals identified by John Johnson, Curator of Anthropology at the Santa Barbara Museum of Natural History, who have known Barbareño ancestry. The consultation list was also expanded to include members of the Barbareño and Samala (Santa Ynez) who have previously contacted Caltrans and wish to be kept informed about projects within a specific geographic area.

Consultation with Barbareño Chumash representatives included exchanging letters and telephone calls, sending copies of cultural resource reports and study summaries, holding meetings and field reviews, and ensuring that Native American monitors were present during field excavations. The following provides a summary of consultation effort for the project.

- On August 18, 2008, Caltrans initiated consultation by sending a letter to members of the Chumash community asking if they would like to be consulted. The letter provided a description of the project and initial results of previous studies.
- The next phase of consultation entailed sending copies of the draft archaeological evaluation proposal and analysis of locations with sensitivity for buried archaeological deposits (September 10, 2008) for their review. This second letter also advised the consulting group that a project meeting and field review would be held in October 2008. After the proposal was sent, a follow-up call ensured receipt of the document, answered initial questions, and provided an opportunity to propose dates for a field review meeting. All individuals on the consultation list were called, and in many cases they provided additional information on sites within the study area.
- On October 15, 2008, a project field meeting and information gathering was held near the survey area at Lookout County Park, Summerland, with members of the Chumash community. Chumash representatives Janet Garcia, Freddie Romero, Patrick Tumamait, Gilbert Unzueta, Frank Arredondo, and John Ruiz attended. Additionally, Caltrans Project Manager Scott Eades, Caltrans Archaeologist Christina MacDonald, and Caltrans Archaeologist and District Native American Coordinator Terry Joslin discussed the project, alternatives, and studies conducted to date. Also during the meeting we received verbal comments on the testing proposal and additional information on sites and studies that are adjacent to the current project area. All participants noted the importance of testing for potential buried archaeology sites at the identification stage. The discussion also addressed the need for Native American monitors during the archaeological studies and ground disturbing activities. All consultants were concerned about the designation of the Most Likely Descendant (MLD), as multiple individuals and groups have ties to specific locations along the Santa Barbara coast. It was agreed that we should not have a formal burial agreement or designate an MLD prior to fieldwork because we are not certain that human remains will be encountered. Instead, a draft copy of the Caltrans District 5 treatment of human remains/burial policies (which conforms to Public Resources Code 5097.9 through 5097.99, as amended by AB 2641), and the California Health and Safety Code 7050.5 would be sent to all

participants at the meeting for their review and comment. Following the meeting, verbal comments made by the consultants were integrated into the draft testing report.

- The day after the meeting, October 16, 2008, a copy of the project draft human remains/burial polices was submitted to the participants for review and comment. No comments were received.
- After incorporating written comments on the proposal from the Santa Ynez Band of Chumash Indians Elders Council (Romero 2008) a copy of the final testing proposal (Meyer et al. 2009) was sent to the Chumash consultants (February 6, 2009). In the same package, all individuals also received a copy of the Archaeological Survey Report (Hildebrandt and Darcangelo 2009).
- During the February 24-27, 2009 Extended Phase I archaeological excavations, Patrick Tumamait performed the duties of monitoring at all test locations. Daily monitoring record forms were completed and are in the project archaeological file.
- After completion of the Extended Phase I archaeological excavations, a letter report providing an initial summary of the backhoe trenching program and a project update was sent to all Chumash consultants (April 20, 2009).
- On August 26, 2009, a letter detailing the excavations and recommended National Register of Historic Places findings and copies of the supporting draft evaluation report (August 2009) were sent to all members of the Chumash consultation group. Comments were received from Freddie Romero and Patrick Tumamait regarding the Via Real Redeposited Midden and were incorporated into the final document.
- Upon completion of the final archaeological evaluation report in November 2009, all individuals and groups in the consultation group received a letter summarizing the study results and a copy of the final report (December 22, 2009).
- On March 3, 2011, copies of the Finding of Adverse Effect for the Santa Barbara 101 South Coast High Occupancy Vehicle (HOV) Lanes Project, Santa Barbara County, were provided to the consultation group. The transmittal letter provided a review of the archaeological study findings and an update on the project schedule.
- On November 28, 2012, copies of the draft Memorandum of Agreement (MOA) and Data Recovery Plan at the Via Real Redeposited Midden (P-42-003943) for the Santa Barbara 101 South Coast High Occupancy Vehicle Project, Santa Barbara County were sent to the Chumash consultation group. Comments were received from Freddie Romero and Patrick Tumamait and are incorporated into this revised document.
- After the project agreement documents were revised to a Programmatic Agreement (PA) and Treatment and Data Recovery Plan, the Chumash community were again provided copies of the documents. Although several members of the consultation group called with project questions, no comments were received on the documents.

CONSTRUCTION MONITORING AND DATA RECOVERY FIELD STUDIES

Members of the Chumash consultation group have been provided with a copy of this data recovery plan, and have been asked to participate as signatories to the PA. Copies of cultural resources reports and study summaries will be provided for their review and comment, and they will be invited to participate as consultants and monitors during field excavations and project construction.

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Appendix A.

State Historic Preservation Officer Consultation

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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January 26, 2011 Reply To: FHWA101108A

Valerie Levulett
Technical Studies Branch Chief and Heritage Resource Coordinator
Caltrans District 5, San Luis Obispo
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has determined that the following properties are not eligible for the National Register of Historic Places (NRHP):

- CA-SBA-2179/H
- Casitas Pass Road Redeposited Shell Scatter, P-42-0033942
- El Estero Redeposit 1
- El Estero Redeposit 2
- Arroyo Paredon Redeposit
- Toro Creek Redeposit
- 1094 Cramer Rd, Carpinteria
- 1097 Cramer Rd, Carpinteria
- Memorial Oaks, US 101 ROW between Toro Canyon Rd and Nidever Rd
- 2476 Lillie Ave, Summerland
- 2440 Lillie Ave, Summerland
- 2430 Lillie Ave, Summerland
- Summerland WW I Monument/Lillie Ave Park, Lillie Ave, Summerland
- 2329 Lillie Ave, Summerland
- 2325 Lillie Ave, Summerland
- 1641 Posilipo Ln, Montecito
- Montecito Parkway, US 101 between Sheffield Drive and Olive Mill Road
- 1380 Virginia Rd, Montecito
- 1374-1376 Virginia Rd, Montecito
- 1360 Virginia Rd, Montecito
- 1350 Virginia Rd, Montecito
- 1346 Virginia Rd, Montecito
- 75 Olive Mill Rd, Virginia Rd, Montecito
- 1283 Coast Village Circle, Virginia Rd, Montecito
- 2380 Lillie Ave, Summerland
- 2350-2360 Lillie Ave, Summerland
- 2294 Lillie Ave, Summerland
- 1424 La Vereda Ln, Montecito
- 1390 Virginia Rd, Montecito
- 1433 S Jameson Ln, Montecito
- 1447 S Jameson Ln, Montecito

Ms. Levulett
January 26, 2011
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- 1465 S Jameson Ln, Montecito
- 40 & 50 Los Patos Way, Santa Barbara
- 111 Arroquoi St, Montecito
- Summerland Residential Historic District**
  - 2496 Lillie Ave, Summerland**
  - 2492 Lillie Ave, Summerland**
  - 2484 Lillie Ave, Summerland**
  - 2480 Lillie Ave, Summerland**
- 2496 Lillie Ave, Summerland**
- 2484 Lillie Ave, Summerland**
- 2400 Lillie Ave, Summerland**
- 135 Vuelta Rd, Montecito**
- 1314 Sterling Ave, Carpinteria
- 1313 Sterling Ave, Carpinteria
- 1317 Sterling Ave, Carpinteria
- 1324 June Ave, Carpinteria
- 1314 June Ave, Carpinteria
- 1313 June Ave, Carpinteria
- 1312 Post Ave, Carpinteria
- 1311 Post Ave, Carpinteria
- 1310 Delta St, Carpinteria
- 1309 Delta St, Carpinteria
- 1310 Chaney Ave, Carpinteria
- 1311 Chaney Ave, Carpinteria
- 1373 Cramer Circle, Carpinteria
- 4484 Carpinteria Ave, Carpinteria
- 4400 Carpinteria Ave, Carpinteria
- 1043 Plum Street, Carpinteria
- 2450 Lillie Ave, Summerland
- 2448 Lillie Ave, Summerland
- 2375 Lillie Ave, Summerland
- 2285 Lillie Ave, Summerland
- 2262 Ortega Hill Rd, Summerland
- 2245 Lillie Ave, Summerland
- 2230 Hardinge Ave, Summerland
- 2211 Lillie Ave and 2220 Hardinge Ave, Summerland
- 1950/1960 N Jameson Ln, Montecito
- 126 Loureyro Rd, Montecito
- 127 Loureyro Rd, Montecito
- 100 Arroqui Rd, Montecito
- 1645 Posilpo Rd, Montecito
- 1639 Posilpo Rd, Montecito
- 1635 Posilpo Rd, Montecito
- 1394 Danielson Rd, Montecito
- 1368/1370 Virginia Rd, Montecito
- 1340/1342 Virginia Rd, Montecito
- 1332 A-C Virginia Rd, Montecito
- Southern Pacific Coast Line – between Linden Avenue Crossing in Carpinteria and Calle Cesar Chavez Crossing in Santa Barbara
- Garrapata Creek Culvert, US 101 at Garrapata Creek, Carpinteria
- 2500 Lillie Ave, Summerland
- 2487 Banner Ave, Summerland
- 2485 Banner Ave, Summerland
- 2440 Varley St, Summerland
- 130 Valencia Rd, Summerland
- 2385 Varley St, Summerland
- 136 Colville St, Summerland
- 2340 Varley St, Summerland
- 2335 Varley St, Summerland
- 2322 Varley St, Summerland
- 2315 Varley St, Summerland
- 2314 Varley St, Summerland
- 120 Hollister St, Summerland
- 2304 Varley St, Summerland
- 2296 Varley St, Summerland
- 2228 Lillie Ave, Summerland
- 2196 Harding Ave, Summerland
- 2192 Harding Ave, Summerland
- 2176 Ortega Hill Rd, Summerland
- 2155 Ortega Hill Rd, Summerland
- 1041 Plum St, Carpinteria
- 1620 N Jameson Ln, Montecito
- 1396 Danielson Rd, Montecito
- 1403 S Jameson Ln, Montecito

***This determination reflects a change in National Register status for this property.*

Based on my review of the submitted documentation, I concur.

Caltrans has found that the following properties are eligible for the NRHP:

- **Via Real Redeposited Midden, P-42-003943** – Although the midden was moved from its original location, it is not mixed with road fill or other non-archeological sediments, and appears to represent a single component deposit, as evidenced by four radiocarbon dates. All dates are relatively close in age, falling within the latter half of the Early Period (6300-2700 calBP). The site retains a significant amount of research value and is eligible for the NRHP under Criterion D for its research potential. **I concur.**

- **McIntyre House, 2274 Lillie Ave, Summerland** – The McIntyre House is eligible under Criterion C at the local level of significance as a good representative of the vernacular cottage house type, built by and for the predominantly working-class families who were among Summerland's earliest settlers. The period of significance is circa 1890. **I concur.**

- **Ortega-Masini Adobe, 129 Sheffield Rd, Montecito** – The Ortega-Masini Adobe is eligible for the NRHP under Criteria A and C at the local level of significance. Under Criterion A the building is significant for its association with early settlement in coastal Santa Barbara during the Mexican period. Under Criterion C the building is significant as a rare Santa Barbara example of a Monterey-style two story adobe. The period of significance is 1820-1880. **I concur.**

- **Danielson/Katenkamp House, 1637 Posilipo Rd, Montecito** – The Danielson/Katenkamp house is eligible for the NRHP under Criterion C at the local level of significance as a finely crafted example of architect Arthur B. Benton's Chalet design. The period of significance is 1912. **I concur.**

- **Floyd Hickey House, 2492 Lillie Ave, Summerland** – The Floyd Hickey House was determined eligible in 1992 under Criteria A and B. Under Criterion A the property was considered eligible "for its association with Summerland's Spiritualist beginnings and the peak years of the community's oil and kelp industries (1888-1920)." It was also considered a contributor to the Summerland Residential Historic District. For the current study Caltrans has determined that while the building dates to an early period of settlement and development in Summerland, the house is not strongly or directly associated with Spiritualist colonization, development of the oil industry, or any other significant trend in Summerland history. While the property is associated with Floyd J. Hickey, a successful oil entrepreneur during this period, its significance better fits Criterion B, properties eligible for their associations with lives of people significant in our past. **I concur.**

  Under Criterion B the property is eligible at the local level of significance for its association with Floyd J Hickey, one of Summerland's earliest oil production promoters and entrepreneurs. He directly contributed to Summerland's success in the oil industry, at a time when the community experienced prominence in a statewide market. The period of significance is circa 1900-1905. **I concur.**

Under Criterion C the property is eligible at the local level of significance as an intact and early example of Folk Victorian residence in Summerland. The period of significance is the date of construction, circa 1889. **I concur.**

- **Lillis-Sloan House, 2480 Lillie Avenue, Summerland** – The Lillis-Sloan House was determined eligible in 1992 under Criteria A and B. Under Criterion A the property was considered eligible "for its association with Summerland's Spiritualist beginnings and the peak years of the community's oil and kelp industries (1888-1920)." It was also considered a contributor to the Summerland Residential Historic District. For the current study Caltrans has determined that while the building dates to an early period of settlement and development in Summerland, the house is not strongly or directly associated with Spiritualist colonization, development of the oil industry, or any other significant trend in Summerland history. While the property is associated with J.C. Lillis, a successful oil entrepreneur during this period, its significance better fits Criterion B, properties eligible for their associations with lives of people significant in our past. **I concur.**

  Under Criterion B the property is eligible at the local level of significance for its association with J.C. Lillis, one of Summerland's earliest oil production promoters and entrepreneurs. The house is the only known residence associated with J.C. Lillis during his significant, productive years. The period of significance is circa 1896-1905. **I concur.**

  Under Criterion C the property is eligible at the local level of significance as a rare, early, relatively unaltered example of a Folk Victorian residence in Summerland. The period of significance is the date of construction, circa 1889. **I concur.**

- **Becker House, 108 Pierpont Avenue, Summerland** – The Becker House was determined eligible in 1992 under Criteria A, B, and C. Under Criterion A the property was considered eligible for its association with Summerland's oil industry (1890-1920). After reexamination Caltrans has determined that due to a remodel that occurred between 1912 and 1914, the period of significance for the Becker House can start no earlier than 1914. The oil industry had long since passed its peak at this time which makes any important associations with this property unlikely. Therefore the property no longer meets eligibility requirements under Criterion A. **I concur.**

  Under Criterion B the property was considered eligible for its association with George F. Becker, one of Summerland's most influential oil producers (1900-1920). Upon reexamination it appears that Becker arrived in Summerland in 1900 and purchased the oil interests of H.L. Williams and started an oil company, one of many at the time. Becker's interest in oil occurred after the oil boom years and he does not appear important within this context. Therefore the property no longer meets eligibility requirements under Criterion B. **I concur.**

  Under Criterion C the property is eligible at the local level as a rare example of Prairie Style architecture in Summerland. The period of significance is 1914, the year that the conversion from Stick to Prairie style was completed. **I concur.**

- **Montecito Inn, 1295 Coast Village Road, Montecito –** The Montecito Inn is eligible for the NRHP at the local level of significance under Criteria A and C. Under Criterion A the Montecito Inn is an important example of hotel development during the late 1920s, especially pertaining to the automobile tourism industry. The Inn is also eligible under Criterion C as an important work by architect/engineer Edward Mayberry. It also is an early example of post-earthquake Spanish Revival commercial architecture in Montecito. With regards to integrity, although the Inn has been added onto throughout the years, these modifications are minor given the size of the Inn itself and do not detract from the significance of the property. **I concur.**

- **Darling House, 2225 Lillie Avenue, Summerland –** The Darling House is eligible for the NRHP at the local level of significance under Criterion B for its association with Stuart Darling, a machinist and blacksmith during the oil boom years. Darling played a central role in the industry and local economy. The Darling Brothers' shop produced machinery used by the oil operations in town, and because the machinery was manufactured locally, it was cheaper and easier to procure than equipment manufactured in Santa Barbara or elsewhere. The period of significance is 1900-1930. **I concur.**

  Caltrans has also determined the property to be eligible under Criterion C at the local level as a rare and relatively unaltered example of a Folk Victorian, and of late-nineteenth century architecture in Summerland. **Given the current photographs and description, I do not have enough information at this time to either agree or disagree with this determination. In the interests of expediting consultation for this project I would be willing to discuss with Caltrans the possibility of considering this property eligible under Criterion C for the purposes of this project.**

- **Martin/Bushnell-Donnelly House, 2465 Banner Avenue, Summerland –** The Martin/Bushnell-Donnelly House is eligible for the NRHP under Criterion C at the local level of significance as one of the best examples of the Victorian/Queen Anne style in Summerland. The period of significance is 1890 to 1907. **Given the current photo documentation I am not comfortable in either agreeing or disagreeing with this determination at this time. In the interests of expediting consultation for this project I would be willing to discuss with Caltrans the possibility of considering this property eligible under Criterion C for the purposes of this project.**

- **Dwight and Hattie Kempton House, 2290 Varley Street, Summerland –** The Dwight and Hattie Kempton House is eligible for the NRHP at the local level of significance under Criterion B for its association with Dwight Kempton, an individual important in the local history of Summerland. Kempton was a consistent presence in the oil industry during the boom years, not only helping to trigger the rush, but also directly contributing to the success of the industry and growth of the local economy. The residence at 2290 Varley Street, which was not only his residence during this period but also served as his professional office, is the known surviving

Ms. Levulett
January 26, 2011
Page 6 of 6

property that best represents his achievements. The period of significance is circa 1895 to 1906. **I concur.**

Please note that for this property there is a discrepancy between the letter for this project and the Historic Property Survey report. The letter states that the property is also eligible under Criterion C while the DPR 523 states that the property is not eligible under Criterion C. Given the current discrepancy I will not comment on this finding at this time.

- **J. Warren Darling House, 2236 Lillie Avenue, Summerland** - The J. Warren Darling House is eligible for the NRHP at the local level of significance under Criterion B for its association with Warren Darling, a machinist and blacksmith during the oil boom years. Darling played a central role in the industry and local economy. The Darling Brothers' shop produced machinery used by the oil operations in town, and because the machinery was manufactured locally, it was cheaper and easier to procure than equipment manufactured in Santa Barbara or elsewhere. The period of significance is 1890-1913. **I concur.**

  Caltrans has also determined the property to be eligible under Criterion C at the local level as a rare, early, and unaltered example of Folk Victorian architecture in Summerland. **Given the current photo documentation I am not comfortable in either agreeing or disagreeing with this determination at this time. In the interests of expediting consultation for this project I would be willing to discuss with Caltrans the possibility of considering this property eligible under Criterion C for the purposes of this project.**

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov

April 7, 2011

Reply To: FHWA101108A

Valerie Levulett
Technical Studies Branch Chief and Heritage Resource Coordinator
Caltrans District 5, San Luis Obispo
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Finding of Effect for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has found that the above project will have an adverse effect on the Via Real Redeposited Midden (P-42-003943), a property that has been determined eligible for the National Register of Historic Places (NRHP). The project will not affect the other eleven NRHP eligible properties located within the area of potential effect.

Based on my review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., *Governor*

OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION
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calshpo@parks.ca.gov
www.ohp.parks.ca.gov

November 16, 2011

Reply To: FHWA101108A

Valerie Levulett
Chief, Central Coast Technical Studies Branch
Heritage Resource Coordinator
Caltrans District 5, San Luis Obispo
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Revised Finding of Adverse Effect for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California* (PA).

Caltrans has submitted revised area of potential effect maps in order to be consistent with their environmental document. Although the maps have been revised Caltrans still finds that the project will have an adverse effect on the Via Real Redeposited Midden (P-42-003943). Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

Susan K Stratton for

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

Appendix B.

Via Real Redeposited (P-42-003943) Midden Site Records

Confidential Information- Not for Public Circulation.

Appendix C.

Constructions Photographs and As Built Plans in the Vicinity of the Via Real Redeposited Midden Location. From the Final Report for the Construction of the State Highway Between 0.5 Mile East of Arroyo Parida and Ortega Hill in the County of Santa Barbara, July 1, 1953.

Confidential Information- Not for Public Circulation.

Appendix D.

Environmentally Sensitive Area Designation

Confidential Information- Not for Public Circulation.

Appendix E.

Archaeological Monitoring Locations

Confidential Information- Not for Public Circulation.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY Edmund G. Brown, Governor

DEPARTMENT OF TRANSPORTATION
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259

Flex your power!
Be energy efficient!

20 November 2013

Dr. Carol Roland-Nawi
State Historic Preservation Officer
1725 23rd St, Suite 100
Sacramento, CA 95816

05-SB-101
05-0000-0225 (0N700)
South Coast 101 HOV

Attn: Kimberley Tanksley

Subject: Signature Pages for the South Coast 101 HOV Lanes Project Agreement (PA), Santa Barbara County, California (FHWA101108A)

Dear Ms. Tanksley,

Enclosed please find the final signature pates for the South Coast 101 HOV Lanes Project Agreement (PA) and Treatment and Data Recovery Plan for your files. These pages were also submitted to the ACHP.

Thank you for your continued assistance with this undertaking. If you have any questions, please contact me at 805.549.3778 /terry.joslin@dot.ca.gov of Todd Jaffke at (916) 654-3567/todd jaffke@dot.ca.gov.

Sincerely,

Terry L. Joslin, Ph.D.
Archaeologist and Native American Coordinator

Enclosure: South Coast 101 HOV Lanes Project Programmatic Agreement Signatory and Concurring Parties Pages.

"Caltrans improves mobility across California"

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE SOUTH COAST 101 HOV LANES PROJECT,
U.S. ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA

SIGNATORY PARTIES:

California Department of Transportation

By Katrina C Pierce — 6/14/13
Katrina C. Pierce, Chief — Date
Division of Environmental Analysis

California State Historic Preservation Officer

By Carol Roland-Nawi — 6-20-13
Carol Roland-Nawi, PhD. — Date
State Historic Preservation Officer

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE SOUTH COAST 101 HOV LANES PROJECT, U.S.
ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA

CONCURRING PARTIES:

Chumash Consultant

By Patrick Tumamait
Patrick Tumamait

6-17-13
Date

PROGRAMMATIC AGREEMENT
BETWEEN THE CALIFORNIA DEPARTMENT OF TRANSPORTATION
AND THE CALIFORNIA STATE HISTORIC PRESERVATION OFFICER
REGARDING THE SOUTH COAST 101 HOV LANES PROJECT, U.S.
ROUTE 101, SANTA BARBARA COUNTY, CALIFORNIA

CONCURRING PARTIES:

California Department of Transportation

By _____ 6/25/2013
Timothy Gubbins, District Director — Date
District 5, San Luis Obispo

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY EDMUND G. BROWN, Jr., Governor

DEPARTMENT OF TRANSPORTATION
DIVISION OF ENVIRONMENTAL ANALYSIS, MS 27
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TTY (916) 653-4086

Flex your power!
Be energy efficient!

November 27, 2013

Ms. Carol Legard
FHWA Liaison
Office of Federal Agency Programs
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 803
Washington, DC 20004

Dear Ms. Legard:

Subject: Submittal of signed Programmatic Agreement for the South Coast 101 High Occupancy Vehicle Lanes Project, Santa Barbara County, California

The California Department of Transportation (Caltrans) and the California State Historic Preservation Officer have executed a Programmatic Agreement (PA) for the above referenced project. In accordance with 36 CFR 800.6(b)(1)(iv), Caltrans is submitting a signed copy for the Advisory Council on Historic Preservation's files.

While a number of the Native Americans invited to concur in the PA have not yet signed, Caltrans will continue to afford them the opportunity to participate in the implementation of the undertaking should they so desire.

Caltrans is transmitting this documentation as part of its NEPA assignment of federal responsibilities by the Federal Highway Administration (FHWA) pursuant to 23 USC 327.

If you have any questions, please contact Todd Jaffke at (916) 654-3567 or todd_jaffke@dot.ca.gov. Thank you.

Sincerely,

ANMARIE MEDIN
Chief
Cultural Studies Office
Division of Environmental Analysis

"Caltrans improves mobility across California"

C. Legard
November 27, 2013
2

Enclosure: *Programmatic Agreement Between the California Department of Transportation and the California State Historic Preservation Officer Regarding the South Coast 101 HOV lanes Project, U.S. Route 101, Santa Barbara County, California.*

c: TJaffke – CSO; TJoslin – D-5;

"Caltrans improves mobility across California"

Preserving America's Heritage

December 24, 2013

Anmarie Medin
Chief, Cultural Studies Office
Division of Environmental Analysis
Department of Transportation
1120 N Street
Sacramento, CA 94274-0001

Ref: *Proposed South Coast 101 HOV Lanes Project, U.S. Route 101*
Santa Barbara County, California

Dear Ms. Medin:

The Advisory Council on Historic Preservation (ACHP) has received the Programmatic Agreement (PA) for the above referenced project. In accordance with Section 800.6(b)(1)(iv) of the ACHP's regulations, the ACHP acknowledges receipt of the PA. The filing of the PA, and execution of its terms, completes the requirements of Section 106 of the National Historic Preservation Act and the ACHP's regulations.

We appreciate your providing us with a copy of the PA and will retain it for inclusion in our records regarding this project. Should you have any questions or require additional assistance, please contact Ms. Najah Duvall-Gabriel at (202) 606-8585 or via e-mail at ngabriel@achp.gov.

Sincerely,

LaShavio Johnson

LaShavio Johnson
Historic Preservation Technician
Office of Federal Agency Programs

ADVISORY COUNCIL ON HISTORIC PRESERVATION
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